

VILLA TICINO WEST DEVELOPMENT

DRAFT ENVIRONMENTAL IMPACT REPORT

SCH No. 2002072115



Submitted to:

CITY OF MANTECA
1001 West Center Street
Manteca, CA 95337

Submitted by:

PMC
PACIFIC MUNICIPAL
CONSULTANTS

July 2004

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Draft Environmental Impact Report

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1001 West Center Street
Manteca, CA 95337

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July 2004

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1.0 INTRODUCTION

This section summarizes the purpose of the Environmental Impact Report (EIR) for the proposed Villa Ticino West project. It discusses the intended uses of the EIR and the project's relationship to the City of Manteca's General Plan, describes the EIR's scope and organization, and provides an overview of the environmental procedures that are to be followed according to State law. It also provides a summary of the agencies, organizations and individuals commenting on the Notice of Preparation (NOP) for this project.

1.1 BACKGROUND

In 1989, the City of Manteca received approval from the San Joaquin County Local Agency Formation Commission (LAFCo) to annex approximately 369 acres of land on the western edge of the city. The Rossi Annexation, as the project was known, included the proposed project site. As part of the annexation project, the owners of the affected properties submitted a Concept Master Plan for the area. The Concept Master Plan proposed the development of approximately 285 acres for single-family residences. The original plan called for approximately 1,237 residential lots with an average lot size of 6,500 square feet. Other development proposed by the Concept Master Plan included approximately 29.6 acres for industrial use, 10 acres for a neighborhood commercial shopping center, 20 acres for an elementary school, 13 acres for a neighborhood park/storm drainage basin, and 10 acres for street dedications.

Approximately 145.5 acres of the Rossi Annexation was located in what is now Villa Ticino East. Villa Ticino East is a residential development adjacent to and east of Airport Way, across from the proposed project site. There are currently approximately 310 single-family residences in Villa Ticino East, with some portions remaining to be developed. Also within the Villa Ticino East site is Stella Brockman Elementary School, constructed within the area designated in the Master Concept Plan.

An Environmental Impact Report (EIR) was prepared for the Rossi Annexation and the associated Concept Master Plan in 1989. The EIR evaluated the potential impacts of development of the annexation area, including the project site. Since the EIR is fourteen years old, the City has determined that an EIR with updated information must be prepared for the Villa Ticino West project. Also, there have been several changes to development of the project site that vary from the original Concept Master Plan. These changes include the following:

- The proposed neighborhood commercial center, originally proposed for construction in Villa Ticino East under the Concept Master Plan, is now proposed for Villa Ticino West.
- An area for high density residential units, which was not included in the Concept Master Plan, is included as part of the project.
- The proposed neighborhood park under the Concept Master Plan has been moved to the northwestern corner of the project site, adjacent to Louise Avenue.

1.2 LEGAL BASIS OF THE EIR

The CEQA Guidelines identify several types of EIRs, each applicable to different project circumstances. This EIR has been prepared as a Project EIR pursuant to CEQA Guidelines Section 15161. This type of analysis focuses primarily on the changes in the environment that would occur

1.0 INTRODUCTION

as a result of project implementation, and examines all phases of the project (i.e., planning, construction, and operation).

The project-level analysis addresses impacts resulting from the construction of 760 single-family residences, assumed to vary in size from 1,486 square feet to 3,166 square feet, and have from three to seven bedrooms. The average density of the single-family residential development would be approximately four units per acre. The project also proposes the designation of a 12.4 acre parcel designated for the development of High Density Residential dwelling units in an area to the west of the proposed commercial center. It is anticipated that the proposed High Density Residential parcel would support the development of approximately 310 multifamily residential units. The proposed project includes a commercial center on an 18.55-acre site located at the southwest corner of the intersection of Louise Avenue and Airport Way. The characteristics of this commercial center are not known at this time. However, possible designs include retail stores with an anchor store, or a "big-box" retail store. Based upon the floor-area ratio (FAR) set forth by the City's Zoning Ordinance for commercial developments and other similar developments in the City, it is estimated that the maximum amount of commercial space that could be constructed on the site would be 325,000 square feet.

The project proposes to develop approximately nine (9) acres of the site as a combination neighborhood park and detention basin. The detention basin would hold surface runoff generated on the project site as part of the storm drainage system for the project. During the dry season, and times when the basin is empty, the area would be used as a park. Design features are not available at this time, but possible facilities include ball fields, picnic areas and playgrounds. The proposed park would be located in the northwestern corner of the project, near the intersection of Louise Avenue and the Union Pacific tracks. Please refer to Section 3.0, Project Description, for a complete description of the project.

1.3 INTENDED USES OF THE EIR

This EIR has been prepared in accordance with the California Environmental Quality Act (CEQA). The EIR is intended to evaluate the environmental impacts of the Villa Ticino West project to the greatest extent possible. This EIR, in accordance with CEQA Guidelines Section 15126, should be used as the primary environmental document to evaluate all subsequent planning and permitting actions associated with the project. Subsequent actions to be taken by the City include, but are not limited to, the following:

- A General Plan Amendment and rezoning.
- Approval of a tentative subdivision map by the City.

Other agencies from which approvals may be required include the following:

- South San Joaquin Irrigation District (SSJID) - approval for use of laterals for discharge of stormwater runoff.
- Regional Water Quality Control Board (RWQCB) - National Pollutant Discharge Elimination System (NPDES) permit.
- U.S. Army Corps of Engineers – Section 404 permit if jurisdictional waters of the United States are identified on site.

1.4 RELATIONSHIP TO THE CITY OF MANTECA GENERAL PLAN

The City of Manteca General Plan was adopted in October 2003. It establishes the City's land use designations and planning policies through the year 2023. The City of Manteca General Plan was adopted in accordance with the requirements of California Government Code Section 65300 *et seq.* and related provisions of California law pertaining to general plans. The General Plan reflects the concerns and efforts of the City as the entity having jurisdictional authority and responsibility for planning and development decisions within the City. The General Plan is intended to efficiently and equitably address a wide range of development issues that confront residents, property owners and business operators in the City of Manteca.

As a policy document, the General Plan sets forth a wide range of goals, policies and implementation measures intended to guide the type, character and intensity of growth within the City. The City's General Plan contains various Goals, Policies and Implementation Measures that are applicable to the proposed project. These have been considered as part of the review of the proposed project, in the consistency tables set forth within each of the topic area chapters of this report.

The General Plan sets forth the fundamental goals for City growth, while the policies, implementation measures and General Plan EIR mitigation measures indicate how this strategy can be implemented. This EIR provides an analysis of environmental effects specifically associated with the proposed project, as well as an evaluation of cumulative impacts in light of current planned development in the surrounding region.

Cumulative environmental effects of the proposed project are based on information provided in the City's General Plan and General Plan EIR. As part of the General Plan update, the buildout of the project site was included in the baseline assumptions to achieve the cumulative conditions generated as part of the General Plan project for the City. Throughout this document, the cumulative setting refers to the General Plan and General Plan EIR. The cumulative impact analysis for the Villa Ticino West project is tiered from the General Plan EIR, which is hereby incorporated by reference. Copies of these documents are available at the City of Manteca, 1001 West Center Street, Manteca, CA 95337.

1.5 SCOPE AND ORGANIZATION OF THE EIR

This EIR has been designed to serve as a concise working document for decision makers and the general public. The document is organized in the following format:

SECTION 1.0 – INTRODUCTION

Section 1.0 provides an introduction and overview describing the intended use of the Project EIR and the review and certification process.

SECTION 2.0 - EXECUTIVE SUMMARY

This section summarizes the characteristics of the proposed project and provides a concise summary matrix of the project's environmental impacts and associated mitigation measures.

1.0 INTRODUCTION

SECTION 3.0 - PROJECT DESCRIPTION

This section provides a detailed description of the proposed project, including intended objectives, background information, physical and technical characteristics, and the regulatory framework.

SECTION 4.0 - INTRODUCTION TO THE ENVIRONMENTAL IMPACT ANALYSIS

This section explains the following chapters, which analyze the effects of the project by environmental topic area.

SECTIONS 4.1 THROUGH 4.12 – ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

These sections contain an analysis of environmental topic areas as identified below. Each subsection contains a description of the existing setting of the project area, identifies project-related impacts, and recommends mitigation measures.

- 4.1 Aesthetics:** Assesses the overall increase in nighttime illumination produced by the project and the light spillover into adjoining uses. This section also describes aesthetic impacts and impacts on scenic resources.
- 4.2 Air Quality:** Discusses local and regional air quality impacts associated with project implementation.
- 4.3 Biological Resources:** Addresses the project's impacts on habitat, vegetation and wildlife, while emphasizing the potential degradation or elimination of important habitat, and the impacts on listed, proposed, and candidate threatened and endangered species.
- 4.4 Hazardous Materials:** Assesses the likelihood for the presence of hazardous materials or conditions on the project site and in the project area for their potential impact on human health.
- 4.5 Geology and Soils:** Addresses the potential impacts the project may have on soils, and soil suitability for development.
- 4.6 Hydrology and Water Quality:** Examines the impacts of the project on local hydrological conditions, including drainage areas, groundwater, and changes in drainage flow rates.
- 4.7 Land Use and Planning:** Addresses the land use impacts associated with implementation of the project including project compatibility with surrounding land uses, consistency with City land use goals and policies, analysis of land use patterns, potential land use conflicts, and impacts to adjacent uses.
- 4.8 Noise:** Examines noise impacts during construction and at project buildout, as related to potential noise generation from mobile and stationary sources. This section also addresses the impact of noise generation on neighboring residential uses.

- 4.9 Public Services:** Describes the project's impacts on the service providers that would serve the project site, including fire protection and emergency services, police protection, parks and recreation, and school facilities.
- 4.10 Transportation and Circulation:** Addresses the impacts on the local and regional road system. In addition, the section assesses impacts on transit, bicycle and pedestrian facilities.
- 4.11 Utilities and Service Systems:** Discusses the impacts the project will have on utilities such as water supply, wastewater collection and solid waste disposal.
- 4.12 Agricultural Resources:** Describes the agricultural resources in the project area, the policies pertaining to these resources, and project impacts on these resources.

SECTION 5.0 - CUMULATIVE IMPACTS SUMMARY

This section discusses the cumulative impacts associated with the proposed project. As required by CEQA Section 15130, an EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable.

SECTION 6.0 - ALTERNATIVES TO THE PROJECT

CEQA Guidelines Section 15126.6 require that an EIR describe a range of reasonable alternatives to the project, which could feasibly attain the basic objectives of the project and avoid and/or lessen the environmental effects of the project. This alternatives analysis provides a comparative analysis between the project and the selected alternatives.

Alternatives to the project analyzed in this document include:

- No Project Alternative
- Reduced Development

SECTION 7.0 – OTHER CEQA REQUIREMENTS

This section contains discussions and analysis of various topical issues mandated by CEQA, including growth-inducing impacts and significant environmental effects that cannot be avoided if the project is implemented.

SECTION 8.0 – EFFECTS FOUND NOT TO BE SIGNIFICANT

This section lists and discusses those environmental effects that were determined to be less than significant, based on the environmental analyses conducted for the project.

SECTION 9.0 - REPORT PREPARES AND REFERENCES

This section lists all authors and agencies that assisted in the preparation of the report by name, title, and company or agency affiliation.

1.0 INTRODUCTION

APPENDICES

This section includes all notices and other procedural documents pertinent to the EIR, and technical studies and materials that provide supporting documentation for the analysis.

1.6 ENVIRONMENTAL REVIEW PROCESS

The review and certification process for the EIR will involve the following procedural steps:

NOTICE OF PREPARATION

In accordance with Section 15082 of the CEQA Guidelines, the City of Manteca issued a Notice of Preparation (NOP) of an EIR in November 2003. The City of Manteca was identified as the lead agency for the proposed project. This notice was circulated to the general public; local, state and federal agencies; and other interested parties to solicit comments on the proposed project. The November 2003 NOP is presented in **Appendix A** of this document. A public scoping meeting was held on December 17, 2003, to receive public comment on the proposed EIR. No public attended the meeting. Concerns raised in response to the NOP were considered during preparation of the Draft EIR and are also presented in **Appendix A**. **Table 1-1** lists those persons and public agencies that provided written comments on the NOP. The letter date, letter author, and affiliation, if presented in the comment letter or if representing a public agency, are also listed.

DRAFT EIR

This document constitutes the Draft EIR. The Draft EIR contains a description of the project, description of the environmental setting, identification of project impacts, mitigation measures for impacts found to be significant, and an analysis of project alternatives. Upon completion of the Draft EIR, the City will file the Notice of Completion (NOC) with the State Clearinghouse, Governor's Office of Planning and Research, to begin the public review period (Public Resources Code, Section 21161).

PUBLIC NOTICE/PUBLIC REVIEW

Concurrent with the NOC, the City will provide public notice of the availability of the Draft EIR for public review, and invite comment from the general public, agencies, organizations, and other interested parties. The public review and comment period should be no less than 30 days or longer than 90 days. The review period in this case will be 45 days. Public comment on the Draft EIR will be accepted both in written form and orally. All comments or questions regarding the Draft EIR should be addressed to:

Benjamin Cantu, Advance Planning Manager
City of Manteca
1001 West Center Street
Manteca, CA 95337

**TABLE 1-1
PUBLIC AGENCIES AND PERSONS COMMENTING ON THE NOTICE OF PREPARATION**

Affiliation	Signature	Date
*California Department of Transportation	John E. Williamson, Intergovernmental Review Coordinator	March 4, 2002
*San Joaquin Valley Air Pollution Control District	John Cadrett, Environmental Planner	February 25, 2002
*South San Joaquin Irrigation District	Sam Bologna, Engineering Department Supervisor	March 4, 2002
*San Joaquin County Community Development Department	Jose Rubianes, Assistant Planner	March 1, 2002
*City of Manteca Community Development Department	Kathleen Wold, Senior Planner	April 9, 2002
*City of Lathrop Community Development, Planning Division	Bruce Coleman, Community Development Director	March 4, 2002
*Manteca Redevelopment Agency	Terrence Grindall, Manager	February 15, 2002
*Fire Prevention Division	Ron Waddle, Division Chief	March 26, 2002
*Manteca Police Department	Rex Osborn, Chief	February 11, 2002
*Manteca Parks Department	Ed Maze, Parks Manager	March 4, 2002
*Pacific Gas and Electric Company	Bob Jones, Land Technician	February 19, 2002
California Department of Transportation	Tom Dumas, Chief Office of Intermodal Planning	December 23, 2003
San Joaquin County Department of Public Works	Wendy Johnson, Environmental Coordinator	December 18, 2003
Union Pacific Railroad Company	Wayne K. Horiuchi, Special Representative	November 21, 2003
San Joaquin Valley Air Pollution Control District	John Cadrett, Environmental Planner – North Region	December 11, 2003

* indicates a response to the Notice of Preparation originally prepared in February 2002.

RESPONSE TO COMMENTS/FINAL EIR

Following the public review period, a Final EIR will be prepared. The Final EIR will respond to written comments received during the public review period and to oral comments made at any public hearings. Also, any additions or changes to the Draft EIR will be listed in an errata section. Both the Draft and Final EIRs would constitute the full EIR document that would be considered for certification.

CERTIFICATION OF THE EIR/PROJECT CONSIDERATION

The City of Manteca City Council will review and consider the EIR. If the City Council finds that the Final EIR is "adequate and complete", the Council may certify the EIR, at a public hearing. The rule of adequacy generally holds that the EIR can be certified if: 1) it shows a good faith effort at full disclosure of environmental information; and 2) provides sufficient analysis to allow decisions to be made regarding the project in contemplation of its environmental consequences.

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Upon certification of the EIR, the City Council may take action to approve, revise, or reject the project. A decision to approve the project would be accompanied by written findings in accordance with CEQA Guidelines Section 15091. If applicable, the City Council would also adopt a Statement of Overriding Considerations pursuant to CEQA Guidelines Section 15093. A Mitigation Monitoring and Reporting Program, as described below, would be adopted to implement mitigation measures that have been incorporated within or imposed upon the project to reduce or avoid significant effects on the environment.

MITIGATION MONITORING

CEQA Section 21081.6(a) requires lead agencies to adopt a mitigation monitoring and reporting program to describe measures which have been adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment. The specific "reporting or monitoring" program required by CEQA is not required to be included in the Draft EIR; however, it will be presented to the City Council for adoption. Throughout the EIR, mitigation measures would be clearly identified and presented in language that will facilitate establishment of a monitoring and reporting program. Any mitigation measures adopted by the City as conditions for approval of the project will be included in a Mitigation Monitoring and Reporting Program to verify compliance. This Mitigation Monitoring and Reporting Program will be designed to ensure that the measures contained within it are carried out during project implementation.

APPROVALS FROM OTHER AGENCIES

Other agencies may use this EIR in their processes for approvals or permits that would be required for the project. These agencies include the following:

- South San Joaquin Irrigation District (SSJID) - approval for use of laterals for discharge of stormwater runoff.
- Regional Water Quality Control Board (RWQCB) - National Pollutant Discharge Elimination System (NPDES) permit.
- San Joaquin Valley Unified Air Pollution Control District – approval of plans to control particulate matter (e.g., dust) emissions.
- U.S. Army Corps of Engineers – Section 404 permit, if jurisdictional waters of the United States are identified on site and would be affected by the project.



2.0 EXECUTIVE SUMMARY

This section provides an overview of the project and the environmental analysis. For additional details regarding specific issues, please consult the appropriate chapter of Section 4.0, Environmental Setting, Impacts and Mitigation Measures.

2.1 PURPOSE AND SCOPE OF THE EIR

This Environmental Impact Report (EIR) has been prepared in conformance with the requirements of the California Environmental Quality Act (CEQA) to evaluate the environmental effects of the Villa Ticino West Subdivision project. The proposed project is located in the City of Manteca in southern San Joaquin County. The purpose of the EIR is to provide the necessary information to inform public agency decision-makers and the general public of the significant environmental effects of the proposed project. Additionally, the EIR identifies possible means to minimize the significant effects and describes reasonable alternatives to the project. The public agency is required to consider the information in the EIR, along with any other relevant information, in making its decision on the project (CEQA Guidelines Section 15121).

The EIR analysis focuses upon potential impacts arising from the construction and final buildout of the proposed residential development, commercial use, park facilities, and fire station. The EIR adopts this approach in order to provide a credible worst-case scenario of the impacts resulting from project implementation. Where appropriate, some impacts are analyzed under future conditions, which assume buildout of reasonably foreseeable projects in the region; other issues that are site specific in nature are evaluated against baseline conditions.

2.2 PROJECT CHARACTERISTICS

The proposed project is located in western Manteca, on a 237-acre site located at the southwestern corner of Louise Avenue and Airport Way. The Union Pacific Railroad tracks lay along the western boundary of the proposed project site, as does the main drainage ditch of the South San Joaquin Irrigation District. The project site is zoned for agricultural use and is currently being used for alfalfa production. The Villa Ticino East single-family residential development, which is nearing completion, is located east of the project site. North of the site are the administrative offices and other facilities of the Manteca Unified School District, as well as vacant land where an industrial park is proposed. The properties west of the project site, within the City of Lathrop, are zoned for heavy industrial uses but are currently vacant. The properties to the south are generally vacant or in agricultural use, with some scattered rural residences.

The project applicant proposes a General Plan Amendment, rezoning, and tentative subdivision map for the Villa Ticino West project. The proposed project is a mixed-use project consisting of approximately 760 detached single-family residential lots, approximately 310 multiple family residential units, an 18.55-acre commercial center, a 0.78-acre fire station and approximately 25.5 acres of parks, storm water basins and storm water conveyance channels (see **Figure 3-4**). **Table 2-1** illustrates the proposed land uses on the project site. Given the size of the project, it is expected that the project would be built in phases, rather than completed all at once. However, no phasing plan has been provided by the project applicant.

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TABLE 2-1
PROPOSED LAND USES ON THE PROJECT SITE

Land Use	Acres	Units/Sq.ft.
Single Family Residential	183.87	760
Multiple Family Residential	12.40	310(est.)
Commercial Center	18.55	325,000
Parks/Basins	14.61	—
Fire Station	0.78	—
Swales/Storm Water Conveyances	6.79	—
Total	237.00	1,070 units/325,000 sq.ft.

The project proposes the construction of 760 single-family residences and designates 12.4 acres of land for high-density residential units. It is anticipated that the design of the single-family units would be similar to residences in the adjacent Villa Ticino East subdivision, which vary in size from 1,486 square feet to 3,166 square feet and have from three to seven bedrooms. The multifamily residential units would be located in an area behind the proposed commercial center. Currently, no plans have been submitted for the design or construction of these units. Based upon the net acreage of the multifamily site and the maximum density allowed in the High Density Residential designation as set forth in the City's General Plan, the maximum number of multifamily residential units that could be constructed would be 310. It is anticipated that fewer units would actually be constructed, but the 310 figure is used for the evaluation of potential environmental impacts.

A commercial center would be located on an 18.55-acre site at the intersection of Louise Avenue and Airport Way. The tenant mix and detailed site design of the commercial center are not known at this time. However, possible tenants include retail and service uses with a potential anchor or "big-box" retail store. Based upon the floor-area ratios (FAR) set forth by the City's draft General Plan and Zoning Ordinance, and the maximum permitted lot coverage on the site of forty percent (40%), it is assumed that the probable maximum commercial square footage on the site would be approximately 325,000 square feet.

The project proposes to develop approximately nine acres of the site as a combination neighborhood park and detention basin, near the intersection of Louise Avenue and the Union Pacific tracks. The detention basin would hold surface runoff generated on the project site as part of the storm drainage system for the project. During the dry season, and times when the basin is empty, the area would be used as a park. Design features are not available at this time, but possible improvements include ball fields, picnic areas and playgrounds.

The project would construct an internal circulation system consisting of a network of minor collectors and local streets, with curb, gutter and sidewalk. Entrances to neighborhoods within the project site would be marked by entryways containing a landscaped median. Four access points would be established for the project: two at Airport Way, one at Louise Avenue, and the fourth at Swanson Road to the south. The project would improve the half of Louise Avenue and Airport Way adjacent to the project site with curb, gutter, sidewalk and landscaping.

The project would install all water lines necessary to serve the proposed development. Water service would be provided by the City of Manteca. An existing City of Manteca water distribution line is located within Airport Way east of the project site. The project site contains two operational

water wells that provide service to a glass manufacturing plant in the City of Lathrop. The existing wells are privately owned and would not become available as a water source for the project. The project would also install sewer lines to serve the project site. Sewer service would be provided by the City of Manteca. The project would provide a storm drainage system, with the proposed detention basin/park being a major component of the system. The detention basin and the storm water conveyance channels would be connected to the City's storm drain system and are proposed to be maintained and operated by the City.

The project applicant has not indicated the mechanism by which the various facilities proposed as part of the project would be maintained. One mechanism is the creation of an assessment district that would encompass the project site. Another option could include the formation of a Homeowners Association for the project site.

2.3 AREAS OF CONTROVERSY

The City of Manteca was identified as the lead agency for the proposed Villa Ticino West mixed-use development project. In accordance with Section 15082 of CEQA Guidelines, the City of Manteca prepared and distributed a Notice of Preparation (NOP) for the Villa Ticino West Draft EIR that was circulated for public review on November 2003. Written comments received on the NOP were considered in the preparation of the EIR. A summary of the NOP comments is included in Section 1.0 (Introduction) and the actual NOP and NOP comments are included in this document as **Appendix A**.

The EIR addresses issues raised in comments to the NOP issued November 2003, as well as comments made in response to an NOP issued February 2002 for a previous version of the proposed project. The following is a summary of areas of controversy known at the time of the release of the Draft EIR:

- **Land Use:** Land use issues of controversy include conversion of existing agricultural land to urban uses, compatibility of proposed residential uses with surrounding land uses, adjacency to the City of Lathrop, and affordable housing. Agricultural land issues are evaluated in Section 4.12 (Agricultural Resources). Other land use issues are evaluated in Section 4.7 (Land Use and Planning).
- **Transportation and Circulation:** Transportation and circulation issues of controversy include operational traffic effects on roadways, intersections and railroad crossings both in the vicinity of the project site and on major roadway facilities in the area (e.g., Interstate 5, State Route 99 and State Route 120), as well as potential cumulative effects and access to and within the project site for emergency vehicles. Traffic issues are evaluated in Section 4.10 (Transportation and Circulation).
- **Noise:** Noise issues of controversy include exposure to noise associated with Union Pacific Railroad operations, construction noise effects, and increases in transportation noise resulting from additional traffic generated by the project. Noise issues are evaluated in Section 4.8 (Noise).
- **Air Quality:** Air quality issues of controversy include anticipated increases in air pollutant emissions from the project, especially particulate matter and ozone precursor emissions,

2.0 EXECUTIVE SUMMARY

and the associated effects on air quality conditions for the San Joaquin Valley Air Basin. Air quality issues are evaluated in Section 4.2 (Air Quality).

- **Hydrology and Water Quality:** Hydrology and water quality issues of controversy include stormwater runoff generation and water quality, groundwater quality, and impacts on existing drainage channels. Hydrology and water quality issues are evaluated in Section 4.6 (Hydrology and Water Quality).
- **Public Services:** Public service issues of controversy include adequate access for emergency vehicles and provision of fire hydrants and other firefighting facilities. Access issues are evaluated in Section 4.10 (Transportation and Circulation), while firefighting issues are evaluated in Section 4.9 (Public Services).
- **Human Health and Hazards:** Hazard issues of controversy identified by comments on the NOP include hazards associated with trespassing on the Union Pacific Railroad tracks and location of the proposed park. Safety issues are evaluated in Section 4.4 (Hazardous Materials).

Other issues evaluated in the Draft EIR include aesthetics (Section 4.1), biological resources (Section 4.3), geology and soils (Section 4.5), and utilities and service systems (Section 4.11).

2.4 PROJECT ALTERNATIVES SUMMARY

CEQA Guidelines Section 15126(d) requires that an EIR describe a range of reasonable alternatives to the project, which could feasibly attain the basic objectives of the project, while reducing the degree of environmental impact. The alternatives evaluated in this EIR include the following:

- **Alternative 1 – No Project/No Build.** Under this alternative, no development of the project site would occur. The project site would retain existing conditions and land use designations. Since the land use and zoning designation are consistent with the proposed project, this analysis focuses on the continued use of the property for agriculture. This alternative would avoid most of the environmental impacts identified with the proposed project. However, continued agricultural operations would likely entail the use of agricultural chemicals, which are considered hazardous materials. Therefore, Alternative 1 would have more adverse hazardous material impacts than the proposed project. Also, this alternative would not meet project objectives.
- **Alternative 2 – Reduced Density.** Under this alternative, the number of housing units would be reduced, as well as the amount of commercial space. Alternative 2 would result in a reduction of traffic generated by the project, leading to a corresponding reduction in air quality impacts associated with project traffic. This alternative would also meet more of the project objectives than would Alternative 1. However, the overall impacts under this alternative would be similar to those of the proposed project.

CEQA requires that the environmentally superior alternative be identified. It was determined that Alternative 1, the no project alternative, is the environmentally superior alternative. CEQA also requires that another environmentally superior alternative be identified if the no-project alternative is considered environmentally superior. Since Alternative 2 is the only other alternative evaluated

in this EIR, it is considered the environmentally superior alternative after the no project alternative. However, Alternative 2 has impacts similar to those of the proposed project, while not fully meeting the expectations of the City that the proposed project does.

2.5 OTHER SECTIONS REQUIRED BY CEQA

Under the CEQA Guidelines, the EIR must discuss cumulative impacts when they are significant. Cumulative impacts are defined as two or more individual effects which, when considered together, are considerable or increase other environmental impacts. Several cumulative impacts of the project were identified, some of which were considered less than significant. Significant cumulative impacts associated with the project were identified with traffic, as under cumulative conditions the project would lead to a degradation of levels of service (LOS) at three existing City intersections to a level below City standards. However, mitigation measures attached to the project would reduce the cumulative impacts of the project to a level that would be less than significant. Other cumulative impacts of the project were considered significant and unavoidable, even after the implementation of mitigation measures in some cases: conversion of agricultural lands, air pollutant emissions, degradation of scenic views, loss of habitat for special-status wildlife species, and population growth. Please refer to Section 5.0, Cumulative Impacts Summary, for a more detailed discussion.

CEQA guidelines require that the EIR for a proposed project include a discussion of significant irreversible environmental changes which would be involved in the proposed action should it be implemented, including uses of nonrenewable resources. Currently, the project site is being used for agricultural activities. Once the project is completed, the site would be converted to urban uses and would essentially be lost to agricultural production. Nonrenewable and limited resources that would likely be consumed during project development would include, but are not limited to, oil, gasoline, lumber, sand and gravel, asphalt, water, steel and glass. Electricity would also be used in the course of project construction and after the project is completed. Please refer to Section 7.0, Other CEQA Requirements, for more information.

An EIR shall include a detailed statement in a separate section setting forth any significant effect on the environment that cannot be avoided if the project is implemented. Significant and unavoidable impacts identified with the project included cumulative impacts on conversion of agricultural land, air quality, scenic views, special-status wildlife species habitat and population growth. Please refer to Section 7.0, Other CEQA Requirements, for more information.

CEQA requires that the growth-inducing impacts of a project be addressed in the EIR. A proposed project may result in direct and/or indirect growth-inducing impacts. Growth-inducing impacts, both direct and indirect, were identified with the project. Direct impacts included the construction of housing on the project site. Indirect impacts included increased pressure of development on adjacent, less-developed areas. However, these growth-inducing impacts are consistent with the land use designations in the City's General Plan for the project site and the vicinity. Please refer to Section 7.0, Other CEQA Requirements, for more information.

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2.6 SUMMARY OF ENVIRONMENTAL IMPACTS

Table 2-2 presents a summary of project impacts and proposed mitigation measures that would avoid or minimize potential impacts. The table indicates the level of significance of each environmental impact both before and after the application of the recommended mitigation. For detailed discussions of all project impacts and mitigation measures, please refer to the appropriate chapters in Section 4.0, Environmental Setting, Impacts and Mitigation Measures.

TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
4.1 Aesthetics			
Impact 4.1.1 The project may partially obstruct scenic views of the Coast Ranges to the west.	Less than significant	No mitigation required.	—
Impact 4.1.2 The project would convert the visual character of the vicinity from rural and agricultural to an urban use.	Less than significant	No mitigation required.	—
Impact 4.1.3 The project does not explicitly define the landscaping that would be installed on the project site.	Significant	<p>MM 4.1.3 Prior to final site plan approval, the project applicant shall submit a landscaping plan to the City for its review and approval. The landscaping plan shall include, but not be limited to, detail on the landscaping that would be installed along the Louise Avenue and Airport Way frontages, and landscaping along the western boundary of the project site adjacent to the railroad tracks.</p> <p><i>Timing/Implementation: Prior to final site plan approval.</i> <i>Enforcement/Monitoring: City of Manteca Community Development Department.</i></p>	Less than significant
Impact 4.1.4 The project would introduce new sources of light and glare in the area.	Significant	<p>MM 4.1.4a Lighting on the project site shall not indirectly illuminate adjacent residences at a level greater than one foot-candle in intensity when measured from the portion of the residence facing the project site. All lighting in such areas shall be shielded and directed inward onto the project site. Nothing in this mitigation measure shall be construed so as to prohibit the installation of lighting necessary for safety and/or security purposes.</p> <p><i>Timing/Implementation: Upon commencement of lighting installation.</i> <i>Enforcement/Monitoring: City of Manteca Community Development Department.</i></p>	Less than significant

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TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
<p>MM 4.1.4b The use of reflective materials in the construction of commercial buildings, the fire station and walls is prohibited. Earth tones that do not reflect sunlight for colors of these structures shall be used. Prior to issuance of a building permit for these structures, the project applicant shall demonstrate compliance with this mitigation measure to the City.</p> <p><i>Timing/Implementation: Prior to issuance of building permit for commercial structures, fire station, and/or walls.</i></p> <p><i>Enforcement/Monitoring: City of Manteca Community Development Department.</i></p>			
<p>Impact 4.1.5 Construction of the project would cumulatively contribute to the degradation of existing scenic vistas found in the Manteca General Plan area.</p>	<p>Significant and unavoidable</p>	<p>No feasible mitigation.</p>	<p>—</p>
<p>Impact 4.1.6 The project would contribute to the general conversion of the visual character of the Manteca area from rural to predominantly urban.</p> <p>4.2 Air Quality</p> <p>Impact 4.2.1 Construction activities would generate exhaust emissions and fugitive particulate matter emissions that would temporarily affect local air quality for adjacent land uses.</p>	<p>Significant and unavoidable</p>	<p>No feasible mitigation.</p>	<p>—</p>
	<p>Significant</p>	<p>MM 4.2.1a The project developer shall prepare and submit a dust control plan to the SJVAPCD that incorporates all provisions of Regulation VIII and the following additional measures:</p> <ul style="list-style-type: none"> ▪ Limit traffic speeds on unpaved roads to 15 mph. ▪ Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site. ▪ Suspend excavation and grading activities when winds exceed 20 mph. ▪ Limit size of area subject to excavation, grading or other construction activity at any one time to avoid excessive dust. 	<p>Less than significant</p>

TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		<ul style="list-style-type: none"> ▪ Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent. ▪ Expediently remove the accumulation of mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring. <p><i>Timing/Implementation: Prior to issuance of grading permit.</i> <i>Enforcement/Monitoring: City of Manteca Community Development Department, San Joaquin Valley Air Pollution Control District.</i></p> <p>MM 4.2.1b The following are appropriate measures that would reduce exhaust emissions during construction:</p> <ul style="list-style-type: none"> ▪ Equipment not in use for more than ten minutes should be turned off. ▪ Limit the hours of operation of heavy-duty equipment and/or the amount of equipment in use. ▪ Whenever feasible and cost effective, use electrically driven equipment, provided they are not run via a portable generator set. <p><i>Timing/Implementation: Upon commencement of construction activities.</i> <i>Enforcement/Monitoring: City of Manteca Community Development Department, San Joaquin Valley Air Pollution Control District.</i></p>	
<p>Impact 4.2.2 The project would change traffic volumes and congestion levels, changing carbon monoxide concentrations at land uses near the roadway.</p>	<p>Less than significant</p>	<p>No mitigation required.</p>	

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TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
<p>Impact 4.2.3 Trips to and from the project site, and area sources within the project site, would result in new air pollutant emissions within the air basin.</p>	<p>Significant</p>	<p>MM 4.2.3 The following are mitigation measures deemed feasible and effective for the proposed project:</p> <ul style="list-style-type: none"> ▪ Use energy-efficient design including automated control system for heating/air conditioning and energy efficiency, utilize lighting controls and energy-efficient lighting in buildings and use light colored roof materials to reflect heat. ▪ Plant deciduous trees on the south and westerly facing sides of buildings. ▪ Provide low nitrogen oxide (NO_x) emitting and/or high efficiency water heaters. ▪ Appropriate easements should be reserved to provide for future improvements such as bus turnouts, loading areas, and shelters. ▪ Sidewalks and bike paths should be installed throughout as much of the project as possible and should be connected to any nearby open space areas, parks, schools, commercial areas, etc ▪ Provide for efficient interior circulation and pedestrian access within the project area and provide logical connection points for future development on the surrounding properties. ▪ Provide secure bicycle parking to encourage non-motorized forms of transportation to and from the site. ▪ Natural gas lines and electrical outlets should be installed in patio areas to encourage the use of gas and/or electric barbeques. ▪ All housing units should include as part of the purchase price an electric lawn mower and an electric edger. <p><i>Timing/Implementation: Prior to final site plan approval.</i> <i>Enforcement/Monitoring: City of Manteca Community Development Department, San Joaquin Valley Air Pollution</i></p>	<p>Significant and unavoidable</p>

TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
Impact 4.2.4 The project would contribute to cumulative air pollutant emissions within the San Joaquin Valley Air Basin.	Significant and unavoidable	Control District. No feasible mitigation.	—
4.3 Biological Resources			
Impact 4.3.1 The project would result in the loss or disturbance of approximately 204.7 acres of agricultural habitat.	Less than significant	No mitigation required.	—
Impact 4.3.2 The project would result in the loss or disturbance of approximately 30.7 acres of rudereral/developed habitat.	Less than significant	No mitigation required.	—
Impact 4.3.3 The project may result in the loss of habitat or loss or disturbance of Sanford's arrowhead.	Significant	MM 4.3.3a During project plan development, the project applicant shall conduct a rare plant survey. Surveys shall be conducted by qualified biologists in accordance with the most current CDFG and/or USFWS guidelines or protocols and shall be conducted at the time of year when Sanford's arrowhead is identifiable (i.e., May – August). Based on the results of the survey, the project applicant shall determine whether the project would result in a significant impact to any special-status plant species, in consultation with CDFG and/or USFWS. If the survey reveals no occurrences of any special-status plant species, or if it is determined that no significant impacts to any special-status plant species would result from project implementation, then no further mitigation would be required. Should one or more special-status plant species occur in the project site, and a determination of significant impact be made, the project applicant shall prepare and implement a mitigation plan that reduces impacts to special-status plants, in consultation with CDFG and/or USFWS. Mitigation measures	Less than significant

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TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		<p>should include one or more of the following options:</p> <ul style="list-style-type: none"> ▪ Avoid and preserve the population. ▪ Reduce impacts to the special-status plant population by altering project plans. ▪ Develop and implement a plan to remove and transplant the subject population, as approved by CDFG and/or USFWS. <p>The mitigation plan must be in accordance with any applicable state and/or federal statutes and laws.</p> <p><i>Timing/Implementation: Prior to issuance of grading permit or recordation of final map, whichever occurs first.</i></p> <p><i>Enforcement/Monitoring: City of Manteca Community Development Department, California Department of Fish and Game, U.S. Fish and Wildlife Service.</i></p> <p>Alternatively, this mitigation measure may be implemented:</p> <p>MM 4.3.3b As an alternative to MM 4.3.3a, the project applicant may choose to participate in the SJMSCP. If the project applicant chooses to participate in the SJMSCP, the project applicant shall notify SJCOG of plans to commence ground disturbance to allow for pre-construction surveys for special-status plants. If Sanford's arrowhead or other special-status plant species is/are identified in the project site during preconstruction surveys, the Joint Powers Authority (JPA), in consultation with the SJCOG Technical Advisory Committee (TAC), will determine whether or not additional measures will be required to ensure that the long-term survival of the species will not be jeopardized. Additional measures may include project redesign, relocation of the special-status plant population, and/or seed collection.</p>	

TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
<p>Impact 4.3.4 The project may result in the loss of habitat or loss or disturbance of common resident and migratory wildlife species in the project site.</p>	<p>Less than significant</p>	<p><i>Timing/Implementation: Prior to issuance of grading permit or recordation of final map, whichever occurs first.</i> <i>Enforcement/Monitoring: SJCOG Technical Advisory Committee, City of Manteca Community Development Department.</i></p> <p>No mitigation required.</p>	<p>—</p>
<p>Impact 4.3.5 The project may result in the loss of habitat for or loss and/or disturbance of giant garter snake.</p>	<p>Potentially significant</p>	<p>MM 4.3.5a The project applicant may choose to minimize the loss of giant garter snake habitat through project redesign (e.g., reducing the size of the project site, or providing for preserved areas). Full avoidance of impacts to giant garter snake would require the project to avoid all suitable aquatic habitat (i.e., irrigation canal) and adjacent upland habitat (i.e., within 200 feet of suitable aquatic habitat). The amount of aquatic and upland habitat present in the project site will be determined by the USFWS based upon a U.S. Army Corps of Engineers verified wetland delineation. The wetland delineation will be performed as a requirement of mitigation measure MM 4.3.10 below.</p> <p><i>Timing/Implementation: Prior to issuance of grading permit or recordation of final map, whichever occurs first.</i> <i>Enforcement/Monitoring: City of Manteca Community Development Department, U.S. Fish and Wildlife Service.</i></p> <p>MM 4.3.5b After implementation of MM 4.3.5a, if the project applicant cannot fully avoid impacts to giant garter snake aquatic and adjacent upland habitat, the project applicant shall mitigate for loss of giant garter snake habitat at a 3:1 replacement ratio by providing for:</p>	<p>Less than significant</p>

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TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		<ul style="list-style-type: none"> ▪ The preservation and management (in perpetuity) of off-site giant garter snake habitat; ▪ By providing in-lieu fees to USFWS for such purposes; and/or ▪ Restoration and/or construction of on-site replacement habitat following the "Guidelines for Restoration and/or Replacement of Giant Garter Snake Habitat" outlined in the Giant Garter Snake Programmatic, Appendix A (USFWS 1997). <p><i>Timing/Implementation: After implementation of MM 4.3.5a and prior to issuance of grading permit or recordation of final map, whichever occurs first.</i></p> <p><i>Enforcement/Monitoring: City of Manteca Community Development Department, U.S. Fish and Wildlife Service.</i></p> <p>MM 4.3.5c Upon commencement of project construction, incidental take and minimization measures according to the Giant Garter Snake Programmatic (USFWS 1997) shall be implemented. Incidental take and minimization measures may include, but are not limited to:</p> <ul style="list-style-type: none"> ▪ All construction activity within giant garter snake habitat shall be conducted between May 1 and October 1 (the active period for giant garter snake). Between October 2 and April 30 contact the USFWS to determine if additional measures are necessary to minimize and avoid take. ▪ Any dewatered habitat must remain dry for at least 15 consecutive days after April 15 and prior to excavating or filling of the dewatered habitat. ▪ Prior to construction activities, a qualified biologist approved by the USFWS shall conduct an environmental awareness training session for 	

TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		<p>construction personnel.</p> <ul style="list-style-type: none"> ▪ Within 24 hours prior to commencement of construction activities, the site shall be inspected by a qualified biologist who is approved by the USFWS. The biologist will provide the USFWS with a field report form documenting the monitoring efforts within 24 hours of commencement of construction activities. The project site shall be reinspected whenever a lapse in construction activity of two weeks or greater has occurred. ▪ Clearing of wetland vegetation will be confined to the minimal area necessary to excavate toe of bank for riprap of fill placement. Excavation of channel for removal of accumulated sediments will be accomplished by using equipment located on and operated from top of banks, with the least interference practical for emergent vegetation. ▪ Movement of heavy equipment to and from the project site shall be restricted to established roadways to minimize habitat disturbance. ▪ Preserved giant garter snake habitat shall be designated as environmentally sensitive areas and shall be flagged by a qualified biologist approved by the USFWS and avoided by all construction personnel. ▪ After completion of construction activities, any temporary fill and construction debris shall be removed and, wherever feasible, disturbed areas shall be restored to pre-project conditions. <p><i>Timing/Implementation: Upon commencement of project construction.</i> <i>Enforcement/Monitoring: City of Manteca Community Development Department, USFWS.</i></p>	

TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		<p>Alternatively, this mitigation measure may be implemented:</p> <p>MM 4.3.5d As an alternative to MM 4.3.5a, MM 4.3.5b and MM 4.3.5c, the project applicant may choose to participate in the SJMSCP. If the project applicant chooses to participate in the SJMSCP, the project applicant will either fully avoid impacts to the species or be required to provide compensation for agricultural habitat land conversion, including irrigation canals, which would include the giant garter snake aquatic and upland habitat in the project site.</p> <p>In accordance with Section 5.5.9 of the SJMSCP, if the project applicant chooses full avoidance of impacts to potential giant garter snake habitat, buffers must be established around potential habitat. Buffers shall be a minimum of 275 feet, and up to 525 feet, from the edge of the suitable aquatic habitat (i.e., a minimum of 275 feet from the edge of the irrigation canals). The size of the buffer shall be determined on a case-by-case basis in consultation with the TAC and with the concurrence of the permitting agencies (i.e., USFWS and CDFG). Additionally, the following measures must be implemented:</p> <ul style="list-style-type: none"> ▪ Construction and other ground disturbances (e.g., working areas, spoils, and equipment storage areas) shall be prohibited within established setbacks. Natural vegetation shall be maintained within the setback. The use of insecticides, herbicides and fertilizers is not permitted within established setbacks. ▪ All on-site construction personnel shall be given instruction regarding the presence of listed species and the importance of avoiding impacts to these species and their habitats. Instruction shall be provided by a biologist qualified by the TAC, and shall occur on the 	

TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		<p>first day of construction, prior to any ground-breaking activities.</p> <ul style="list-style-type: none"> ▪ Maintain water quality and limit construction runoff into aquatic areas through use of hay bales, filter fences, vegetative buffer strips, or other accepted equivalents. ▪ Setbacks shall be marked by brightly colored fencing or flagging throughout the construction process. Setbacks shall be indicated on recorded maps, whenever projects involve parcel or subdivision maps. <p>If the project applicant chooses to compensate for habitat loss (instead of full avoidance), compensation would provide for establishment of preserves to mitigate for loss of habitat for giant garter snake. Compensation would be provided as directed in mitigation measure MM 4.3.6b.</p> <p>In addition to either full avoidance or compensation, all on-site construction personnel shall be given instruction regarding the potential presence of giant garter snake and the importance of avoiding impacts to the species and its habitat. Instruction shall be provided by a biologist qualified by the TAC, and shall occur on the first day of construction, prior to any ground-breaking activities.</p> <p><i>Timing/Implementation: Prior to issuance of grading permit or recordation of final map, whichever occurs first.</i></p> <p><i>Enforcement/Monitoring: SJCOG Technical Advisory Committee, City of Manteca Community Development Department.</i></p>	
<p>Impact 4.3.6 The project may result in the loss of approximately 204.7 acres of suitable Swainson's hawk foraging habitat.</p>	<p>Potentially significant</p>	<p>MM 4.3.6a The project applicant may choose to minimize the loss of Swainson's hawk foraging habitat through project redesign (e.g., reducing the size of the project site, or providing for open space areas). If project redesign is not</p>	<p>Less than significant</p>

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TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		<p>feasible, the project applicant shall mitigate for the loss of Swainson's hawk foraging habitat by providing for the preservation and management (in perpetuity) of off-site Swainson's hawk foraging habitat, or by providing in-lieu fees to CDFG for such purposes. The mitigation ratio will be determined in consultation with CDFG.</p> <p><i>Timing/Implementation: Prior to issuance of grading permit or recordation of final map, whichever occurs first.</i></p> <p><i>Enforcement/Monitoring: City of Manteca Community Development Department, California Department of Fish and Game.</i></p> <p>Alternatively, this mitigation measure may be implemented:</p> <p>MM 4.3.6b As an alternative to MM 4.3.6a, the project applicant may choose to participate in the SJMSCP. If the project applicant chooses to participate in the SJMSCP, the project applicant will be required to provide compensation for agricultural habitat land conversion, which would include the Swainson's hawk foraging habitat in the project site. Compensation would provide for establishment of preserves to mitigate for loss of Swainson's hawk foraging habitat.</p> <p>As outlined in Section 4.1 of the SJMSCP, the project applicant shall mitigate at a 1:1 ratio for every acre of agricultural land impacted (SJCOG, 2000). Methods by which the project applicant may provide mitigation are outlined in Section 5.3.2 of the SJMSCP, and may include one or more of the following options:</p> <ul style="list-style-type: none"> A. Provide impact fees at the current rate (contact SJCOG for current rates) per acre of agricultural land impacted; B. Dedicate, as conservation easements or fee title, or in-lieu 	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
<p>Impact 4.3.7 The project could adversely affect raptors and other migratory birds through disturbance and/or direct impacts during breeding and nesting season.</p>	<p>Potentially significant</p>	<p>dedications (at a ratio of 1:1) as specified in Sections 5.3.2.2 and 5.3.2.3 of the SJMSCP;</p> <p>C. Purchase approved mitigation bank credits (at a ratio of 1:1) as specified in Section 5.3.2.4 of the SJMSCP;</p> <p>D. Propose an alternative mitigation plan that is consistent with the goals of the SJMSCP and equivalent in biological value to options A, B, or C above, subject to approval by the JPA with the concurrence of the permitting agencies; representatives on the TAC.</p> <p>Establishment of preserves shall follow preserve design criteria outlined in Section 5.4.4 of the SJMSCP.</p> <p><i>Timing/Implementation: As outlined in Section 5.3.2.3 of the SJMSCP, collection of fees/purchase of mitigation banking credits will occur prior to issuance of a grading permit, or prior to ground disturbance. Land dedications in lieu of fees payments/mitigation banking credits shall occur prior to the issuance of a grading or building permit, whichever comes first.</i></p> <p><i>Enforcement/Monitoring: SJCOG Technical Advisory Committee, City of Manteca Community Development Department.</i></p>	<p>Less than significant</p>
<p>MM 4.3.7a The project applicant shall retain a qualified biologist to conduct a focused survey for active raptor nest sites within one-half (0.5) mile prior to (i.e., within 30 days of) the onset of each construction phase initiated during the nesting season (March 15 – August 15). Surveys shall be conducted in accordance with the most current CDFG and/or USFWS guidelines or protocols. If active nests of target species are located during preconstruction surveys, CDFG and/or USFWS shall be notified on the status of the nests, and construction delayed within 0.5-mile of the nest to avoid disturbance until the birds leave the nest, or a time deemed</p>	<p>Potentially significant</p>	<p>The project applicant shall retain a qualified biologist to conduct a focused survey for active raptor nest sites within one-half (0.5) mile prior to (i.e., within 30 days of) the onset of each construction phase initiated during the nesting season (March 15 – August 15). Surveys shall be conducted in accordance with the most current CDFG and/or USFWS guidelines or protocols. If active nests of target species are located during preconstruction surveys, CDFG and/or USFWS shall be notified on the status of the nests, and construction delayed within 0.5-mile of the nest to avoid disturbance until the birds leave the nest, or a time deemed</p>	<p>Less than significant</p>

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		<p>acceptable (e.g., when the juveniles have fledged) by CDFG and/or USFWS. CDFG and/or USFWS may choose to reduce the 0.5-mile buffer based on various factors, such as vegetative and topographic screening, existing disturbance levels (e.g., roads, train tracks, development) and apparent sensitivity (or lack thereof) of the birds. If it is not feasible to maintain a 0.5-mile distance from an active nest, CDFG and/or USFWS shall be consulted to develop alternative mitigation measures (e.g., reduce the buffer zone, artificial screening).</p> <p><i>Timing/Implementation:</i> Within 30 days prior to commencement of each construction phase initiated during the nesting season (March 15 – August 15).</p> <p><i>Enforcement/Monitoring:</i> City of Manteca Community Development Department, California Department of Fish and Game and/or U.S. Fish and Wildlife Service.</p> <p>Alternatively, this mitigation measure may be implemented:</p> <p>MM 4.3.7b As an alternative to MM 4.3.7b, the project applicant may choose to participate in the SJMSCP. Under the SJMSCP, the project applicant has the option of retaining potential nest trees or removing the nest trees. Known and potential nest trees may be removed during the non-breeding season (typically between September 1st and February 15th), either before raptors begin nesting, or after young have fledged and are independent of the nest tree.</p> <p>If the project applicant elects to retain a nest tree, the following measures shall be implemented during construction activities:</p> <ul style="list-style-type: none"> ▪ Between 14 and 30 calendar days before ground disturbance, the project applicant shall notify SJCOG of plans to commence ground disturbance to allow for 	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
<p>Impact 4.3.8 The project may result in the loss of habitat of loss or disturbance of western burrowing owl.</p>	<p>Significant</p>	<p>preconstruction surveys for nesting raptors (e.g., Swainson's hawk, red-tailed hawk, red-shouldered hawk). Preconstruction surveys shall be conducted by a qualified biologist for all suitable nesting areas in the project site, and within 500 feet of the project site.</p> <ul style="list-style-type: none"> ▪ If any raptor nests are located in the project site, a minimum 500-foot setback will be established around nests until the fledglings have left the nest. The setback area will be clearly marked with brightly colored fencing. Setbacks may be reduced if a qualified biologist determines that the setback can be reduced without undue disturbance to the nesting hawks. No nest trees will be removed until the young fledge and are independent of the nest tree. ▪ If a nest tree becomes occupied during construction activities, then all construction activities shall remain a distance of two times the dripline of the tree, measured from the nest. <p><i>Timing/Implementation: Within 30 days prior to commencement of project construction.</i> <i>Enforcement/Monitoring: SJCOG Technical Advisory Committee, City of Manteca Community Development Department.</i></p>	<p>Less than significant</p>
<p>Impact 4.3.8a Within 30 days prior to start of construction, a qualified biologist shall conduct preconstruction surveys for western burrowing owl, in accordance with the most current CDFG guidelines. If these surveys reveal no occurrences of western burrowing owl, then no further mitigation would be required. If western burrowing owls occur on the project site, the project applicant shall prepare and implement a mitigation plan that reduces impacts to western burrowing owl, in consultation with CDFG. The mitigation plan must be in accordance with any applicable state and/or federal statutes</p>	<p>Significant</p>	<p>MM 4.3.8a Within 30 days prior to start of construction, a qualified biologist shall conduct preconstruction surveys for western burrowing owl, in accordance with the most current CDFG guidelines. If these surveys reveal no occurrences of western burrowing owl, then no further mitigation would be required. If western burrowing owls occur on the project site, the project applicant shall prepare and implement a mitigation plan that reduces impacts to western burrowing owl, in consultation with CDFG. The mitigation plan must be in accordance with any applicable state and/or federal statutes</p>	<p>Less than significant</p>

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Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		<p>and laws. The mitigation plan may include any or all of the following mitigation measures (adapted from CDFG 1995):</p> <ul style="list-style-type: none"> ▪ Minimization of impacts to the species through avoidance of occupied burrows (i.e., no ground disturbing activities within approximately 250 feet during the breeding season [February 1 through August 31], and within approximately 160 feet during the non-breeding season [September 1 through August 31]); ▪ On-site mitigation by retaining a minimum of 6.5 acres of suitable habitat per pair or resident bird; ▪ When destruction of occupies burrows is unavoidable, off-site mitigation at a 2:1 ratio on a protected lands site; ▪ Passive relocation of western burrowing owls during the non-breeding season (September 1 through August 31); ▪ Funding for long-term management and monitoring of the protected lands; and ▪ Mitigation success criteria, remedial measures, and reporting requirements. <p><i>Timing/Implementation: Survey within 30 days prior to commencement of project construction. Mitigation plan, if necessary, to be implemented upon commencement of project construction.</i></p> <p><i>Enforcement/Monitoring: City of Manteca Community Development Department, California Department of Fish and Game.</i></p> <p>Alternatively, this mitigation measure may be implemented:</p> <p>MM 4.3.8b As an alternative to MM 4.3.8a, the project</p>	

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		<p>applicant may choose to participate in the SJMSCP. If the project applicant chooses to participate in the SJMSCP, the project applicant will be required to provide compensation for agricultural habitat land conversion, which would include the burrowing owl nesting/wintering and foraging habitat in the project site. Compensation would provide for establishment of preserves to mitigate for loss of habitat for western burrowing owl. Compensation would be provided as directed in Mitigation Measure MM 4.3.6b. Additionally, under the SJMSCP, the project applicant must notify SJCOC between 14 and 30 calendar days before ground disturbance to allow for preconstruction surveys for the burrowing owl.</p> <p>If burrowing owls are found during the non-breeding season (September 1 through January 31), burrowing owls occupying the project site shall be evicted from the project site by passive relocation as described in the California Department of Fish and Game's Staff Report on Burrowing Owls (CDFG 1995).</p> <p>If burrowing owls are found during the breeding season (February 1 through August 31), occupied burrows shall not be disturbed and shall be provided with a 75 meter (approximately 250-foot) protective buffer until and unless the TAC, with the concurrence of the Permitting Agencies' representatives on the TAC; or unless a qualified biologist approved by the Permitting Agencies verifies through non-invasive means that either: 1) the birds have not begun egg laying, or 2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. Once the fledglings are capable of independent survival, the burrow can be destroyed. One-way eviction doors shall be installed over active burrows for a minimum of three days prior to the time any burrow is destroyed.</p>	

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Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
<p>Impact 4.3.9 The project may result in the loss of habitat or loss or disturbance of California horned lark.</p> <p>Impact 4.3.10 The project may result in the loss or disturbance of approximately 1.6 acres of jurisdictional waters of the United States on the project site.</p>	<p>Less than significant</p>	<p>If burrowing owls are not known to use the project site, or have been passively relocated from the project site, additional measures to discourage occupation or re-occupation shall be implemented. Section 5.2.4.15 of the SJMSCP provides several methods for discouraging burrowing owls from using a project site, including retaining tall vegetation on the site, disking or plowing the site, or using various chemicals or traps to kill ground squirrels.</p> <p><i>Timing/Implementation: Within 30 days prior to commencement of project construction.</i></p> <p><i>Enforcement/Monitoring: SJCOG Technical Advisory Committee, City of Manteca.</i></p> <p>No mitigation required.</p>	<p>—</p>
<p>Impact 4.3.10 The project may result in the loss or disturbance of approximately 1.6 acres of jurisdictional waters of the United States on the project site.</p>	<p>Potentially significant</p>	<p>MM 4.3.10 The project applicant shall retain a qualified biologist to conduct a wetland delineation for the project site. The wetland delineation shall be performed according to the Corps wetland delineation manual (Environmental Laboratory 1987), and meet the minimum requirements of the Sacramento District of the Corps. The wetland delineation shall be submitted to the Corps for verification. If the Corps determines that there are no jurisdictional Waters of the United States in the project site, then no further mitigation is necessary. If the Corps determines that any of the wetlands in the project site are jurisdictional Waters of the United States, then the project applicant shall obtain authorization for any fills, road crossings, utility crossings, or other direct impacts to Waters of the United States through a wetland fill permit from the Corps under Section 404 of the Clean Water Act, as specified by the Corps' permitting requirements. As part of this authorization, a mitigation plan shall be prepared and complied with for full compensation of Waters of the United States losses. Such a</p>	<p>Less than significant</p>

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Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
<p>Impact 4.3.11 The project, in conjunction with other projects proposed in San Joaquin County, could potentially contribute to cumulative impacts on special-status plant and wildlife species.</p> <p>4.4 Hazardous Materials</p>		<p>mitigation plan will include an on-site compensation or, if necessary, a combination of on-site and off-site compensation, and shall include provisions for re-evaluation in the event that mitigation success criteria are not met within specified time frames. The mitigation plan must also be submitted to the County Planning Department as a component of individual project applications. A request for water quality certification from the Regional Water Quality Control Board (RWQCB) will also be required pursuant to Section 401 of the Clean Water Act.</p> <p><i>Timing/Implementation: Prior to issuance of grading permit or recordation of final map, whichever occurs first.</i></p> <p><i>Enforcement/Monitoring: City of Manteca Community Development Department, U.S. Army Corps of Engineers, RWQCB.</i></p>	<p>Significant and unavoidable</p>
<p>Impact 4.4.1 Development of the project site may expose people and property to risk associated with soil contamination.</p>	<p>Significant</p>	<p>MM 4.4.1a Prior to approval of the final map, a Phase II Environmental Site Assessment shall be performed to determine the extent of soil contamination at the diesel fuel tanks and waste oil tank locations at 511 South Airport Way. Also, soil sampling shall occur at random spots on the project site to determine the presence of agricultural chemicals. These soil samples shall be analyzed in order to determine if any hazardous materials found in the samples pose a health risk to human habitation. A registered environmental assessor shall conduct the sampling and analysis. The report documenting the soil sampling and analysis shall present conclusions and, if necessary, make recommendations for remediation. All</p>	<p>Less than significant</p>

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
<p>Impact 4.4.2 Development of the project site may expose people and property to risk associated with groundwater contamination.</p>	<p>Potentially significant</p>	<p>feasible recommendations shall be implemented, with costs of remediation to be allocated in a manner to be determined by the City, the project applicant and other parties of interest.</p> <p><i>Timing/Implementation: Prior to approval of final map.</i> <i>Enforcement/Monitoring: City of Manteca Community Development Department, San Joaquin County Environmental Health Department.</i></p> <p>MM 4.4.1b Prior to approval of the final map, all batteries, buckets, drums and other chemical containers that could contain hazardous materials shall be removed from the project site. If any stained soils are discovered during the removal of these materials, a registered environmental assessor shall be contacted to determine the extent and severity of the potential contamination and to recommend remediation if necessary.</p> <p><i>Timing/Implementation: Prior to approval of final map.</i> <i>Enforcement/Monitoring: City of Manteca Community Development Department, San Joaquin County Environmental Health Department.</i></p>	<p>Less than significant</p>
<p>MM 4.4.2a If the project proposes to use existing wells on the project site, then prior to approval of the final map, groundwater sampling shall occur at all water wells located on the project site. These water samples shall be analyzed in order to determine if any hazardous materials found in the samples pose a health risk to human habitation. A registered environmental assessor shall conduct the sampling and analysis. The report documenting the water sampling and analysis shall present conclusions and, if necessary, make recommendations for remediation. All feasible recommendations shall be implemented, with costs of remediation to be allocated in a manner to be determined by</p>	<p>Potentially significant</p>	<p><i>Timing/Implementation: Prior to approval of final map.</i> <i>Enforcement/Monitoring: City of Manteca Community Development Department, San Joaquin County Environmental Health Department.</i></p>	<p>Less than significant</p>

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SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
<p>Impact 4.4.3 The demolition of existing buildings on the project site as part of the project could lead to exposure to asbestos and lead.</p>	<p>Potentially significant</p>	<p>the City, the project applicant and other parties of interest.</p> <p><i>Timing/Implementation: Prior to approval of final map.</i> <i>Enforcement/Monitoring: City of Manteca Community Development Department, San Joaquin County Environmental Health Department.</i></p> <p>MM 4.4.2b If the project does not propose to use existing wells on the project site, then the project applicant shall cap all wells on the project site, in accordance with County guidelines. No private wells shall be permitted on the project site, unless and until it is demonstrated that water from a well would pose no health hazard to residents on the project site.</p> <p><i>Timing/Implementation: Prior to commencement of construction activities.</i> <i>Enforcement/Monitoring: City of Manteca Community Development Department, San Joaquin County Environmental Health Department.</i></p>	
		<p>MM 4.4.3 As a condition of demolition permit approval for buildings within the project site, the project applicant shall implement the following measures:</p> <ol style="list-style-type: none"> 1) Thoroughly survey the project site and existing structures for the presence of asbestos-containing material and/or lead paint. The survey shall be performed by a person who is properly certified by the California Occupational Safety and Health Administration (CalOSHA) and who has passed an EPA-approved building inspector course. 2) If building elements containing any amount of asbestos and/or lead paint are found, prepare an abatement plan describing activities and procedures for removal, handling and disposal of these building elements, using 	<p>Less than significant</p>

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Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		<p>the most appropriate procedures, work practices and engineering controls.</p> <p>3) Provide the survey findings, the abatement plan if necessary, and notification of intent to demolish to the San Joaquin County Environmental Health Department at least ten days prior to commencement of activity.</p> <p>4) Perform removal of the identified asbestos-containing materials using a properly qualified contractor with properly trained workers. Workers shall be provided with personal protective equipment and shall utilize procedures to minimize the generation of airborne asbestos fibers. Air monitoring during removal of asbestos-containing materials shall be performed to confirm that concentrations of airborne fibers are in compliance with applicable standards.</p>	
<p>Impact 4.4.4 The potential removal of electrical transformers on the project site as part of the project could lead to exposure to PCBs.</p>	<p>Potentially significant</p>	<p><i>Timing/Implementation: Prior to issuance of demolition permit. Enforcement/Monitoring: City of Manteca Community Development Department, San Joaquin County Environmental Health Department.</i></p> <p>MM 4.4.4 Upon the start of any work on electrical lines on the project site, all electrical transformers not clearly certified as being free of PCBs shall be removed and replaced with PCB-free transformers.</p> <p><i>Timing/Implementation: Upon commencement of electrical line work. Enforcement/Monitoring: City of Manteca Community Development Department, San Joaquin County Environmental Health Department.</i></p>	<p>Less than significant</p>

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Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
Impact 4.4.5 The project would involve land use activities that may use and store materials considered hazardous.	Less than significant	No mitigation required.	—
Impact 4.4.6 Construction activities associated with the project may involve hazardous materials that could be accidentally released into the local environment.	Less than significant	No mitigation required.	—
Impact 4.4.7 Hazardous materials impacts are site-specific and are generally not affected by, or do not affect, other development in the region.	Less than significant	No mitigation required.	—
4.5 Geology and Soils			
Impact 4.5.1 Construction activities associated with the project may increase the possibility of wind and waterborne soil erosion on the project site.	Significant	<p>MM 4.5.1 Project applicant shall demonstrate compliance with the provisions of NPDES General Permit No. CAS00002, including preparation of the SWPPP, prior to issuance of a grading permit. Project applicant shall implement provisions of the approved SWPPP during project construction activities.</p> <p><i>Timing/Implementation: Compliance with General Permit procedures prior to issuance of grading permit. Implementation of SWPPP provisions upon commencement of project construction activities.</i></p> <p><i>Enforcement/Monitoring: City of Manteca Community Development Department, City of Manteca Public Works Department.</i></p>	Less than significant
Impact 4.5.2 The project site may contain geotechnical constraints to project development.	Significant	MM 4.5.2a Prior to issuance of a grading permit, the project applicant shall submit a design-level geotechnical exploration report that characterizes the loose surficial soils on the project to determine specific criteria for grading and foundation design. These criteria shall be incorporated in the final design plans for the project, which shall be reviewed and approved by the City Engineer.	Less than significant

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Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		<p><i>Timing/Implementation: Prior to issuance of grading permit. Enforcement/Monitoring: City of Manteca Community Development Department, City Engineer.</i></p> <p>MM 4.5.2b Prior to issuance of a grading permit, the project applicant shall submit design plans that incorporate consideration for shallow groundwater conditions. The project applicant shall also submit plans for the disposition of groundwater removed during potential dewatering operations associated with project construction. Such plans shall be reviewed and approved by the City Engineer.</p> <p><i>Timing/Implementation: Prior to issuance of grading permit. Enforcement/Monitoring: City of Manteca Community Development Department, City Engineer.</i></p> <p>No mitigation required.</p>	—
<p>Impact 4.5.3 Structures constructed as part of the project may be subject to a ground shaking hazard.</p>	Less than significant		—
<p>Impact 4.5.4 The project site may contain a potential liquefaction hazard.</p>	Potentially significant	<p>MM 4.5.4 A characterization of the potential liquefaction hazard on the project site shall be included as part of the design-level geotechnical exploration report that the project applicant shall be required to submit (see MM 4.5.2a). If a liquefaction hazard is determined to exist, special stabilization measures shall be recommended to reduce the potential impact on project structures. These measures shall be incorporated in the final design plans for the project, which shall be reviewed and approved by the City Engineer.</p> <p><i>Timing/Implementation: Prior to issuance of grading permit. Enforcement/Monitoring: City of Manteca Community Development Department, City Engineer.</i></p> <p>No mitigation required.</p>	Less than significant
<p>Impact 4.5.5 The project site may contain a potential subsidence hazard.</p>	Less than significant		—

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Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
<p>Impact 4.5.6 Due to the nature of geologic resources and soils, adverse impacts are site-specific and are generally not affected by, or do not affect, other development in the region.</p>	<p>Less than significant</p>	<p>No mitigation required.</p>	<p>—</p>
<p>4.6 Hydrology and Water Quality</p>			
<p>Impact 4.6.1 Development of the project site would increase surface runoff, which could exceed capacity of drainage collection facilities and cause flooding.</p>	<p>Potentially significant</p>	<p>MM 4.6.1 Prior to final site plan approval, the project applicant shall submit a final storm drainage system plan to both the City Department of Public Works and SSJID for their review and approval. The plan shall include an estimate of the amount of surface runoff that would be generated after project buildout, and a demonstration of the ability of the project drainage system to accommodate anticipated runoff. Any changes necessary to comply with the requirements and standards of both agencies shall be incorporated in the final plan.</p> <p><i>Timing/Implementation: Prior to final site plan approval.</i> <i>Enforcement/Monitoring: City of Manteca Department of Public Works, South San Joaquin Irrigation District.</i></p>	<p>Less than significant</p>
<p>Impact 4.6.2 Surface runoff from the project may contain contaminants that would enter surface waters.</p>	<p>Potentially significant</p>	<p>MM 4.6.2 For projects within the project site requiring grading or other earth moving activities, a Stormwater Pollution Prevention Plan (SWPPP) shall be submitted that contains measures to control erosion and sedimentation. The SWPPP shall, at a minimum, conform to the standards of the <i>California Storm Water Best Management Practices Handbook</i>. Erosion control measures may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> ▪ Immediately revegetate or otherwise protect all disturbed areas from both wind and water erosion upon the completion of grading activities. ▪ Use water bars, temporary swales and culverts, mulch and jute netting, hydroseeding, silt fences, sediments 	<p>Less than significant</p>

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Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		<p>and/or other measures where necessary to prevent surface water from eroding graded areas and to retain sediment.</p> <ul style="list-style-type: none"> ▪ Water soils susceptible to wind erosion at least twice per day during construction. ▪ Whenever possible, grading or other earth moving activities shall take place during the dry weather season, generally from April 15 to October 15 in a calendar year. If grading is to be conducted outside of the dry weather season, erosion control measures approved by the City Department of Public Works shall be implemented prior to October 15. <p>As part of the SWPPP, the project applicant shall outline a program for the maintenance of any detention basins and storm drain inlets that are part of the storm drainage system. The program shall describe the removal and disposal of sediments, which may contain pollutants from urban runoff, that accumulate within the basins.</p> <p><i>Timing/Implementation: Prior to issuance of a grading permit.</i> <i>Enforcement/Monitoring: Regional Water Quality Control Board.</i></p>	
<p>Impact 4.6.3 Construction activities associated with the project could lead to an increased amount of sediment reaching surface waterways.</p>	Significant	<p>General construction stormwater permit requirements and conditions, plus MM 4.5.1 and 4.6.1.</p>	Less than significant
<p>Impact 4.6.4 The project would reduce the area available for groundwater recharge.</p>	Less than significant	No mitigation required.	—
<p>Impact 4.6.5 The project may contribute to identified groundwater contamination problems in the vicinity.</p>	Potentially significant	<p>MM 4.6.5a Fertilizers used in park and open space areas, excluding residential lawns and gardens, shall be of the slow-release form, or the proper chemical release for the soil textural class and infiltration rate, or a more soluble type applied as a solution. Fertilization rates shall be applied so</p>	Less than significant

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Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		<p>that nutrients will not leach below the root zone.</p> <p><i>Timing/Implementation: Upon installation of park and open space areas.</i></p> <p><i>Enforcement/Monitoring: San Joaquin County Environmental Health Department.</i></p> <p>MM 4.6.5b Herbicides and pesticides used in park and open space areas, excluding residential lawns and gardens, may only be applied with selective equipment such as recirculating spray systems, shielded applicators or wiper applicators. Application rates shall not exceed specific rates of application and instructions for control of the specific problem weed as recommended by the manufacturer.</p> <p><i>Timing/Implementation: Upon installation of park and open space areas.</i></p> <p><i>Enforcement/Monitoring: San Joaquin County Environmental Health Department.</i></p> <p>MM 4.6.5c Irrigation rates for park and open space areas, excluding residential lawns and gardens, shall not exceed 90 percent of the infiltration rate for each soil type and turf management combination. Irrigation shall be timed to correspond with fertilizer and herbicide application as recommended by the chemical manufacturers.</p> <p><i>Timing/Implementation: Upon installation of park and open space areas.</i></p> <p><i>Enforcement/Monitoring: San Joaquin County Environmental Health Department.</i></p>	

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Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
Impact 4.6.6 The project site may be potentially subject to a flooding hazard that would occur between a 100-year storm event and a 500-year storm event.	Less than significant	No mitigation required.	—
Impact 4.6.7 The project would contribute to a cumulative increase in surface runoff generated by development in the Manteca area.	Less than significant	No mitigation required.	—
Impact 4.6.8 The project may contribute to a cumulative degradation of surface and groundwater quality in the Manteca area.	Less than significant	No mitigation required.	—
4.7 Land Use and Planning			
Impact 4.7.1 Development of the project would introduce urban/suburban level development onto an undeveloped site.	Less than significant	No mitigation required.	—
Impact 4.7.2 Development of the Villa Ticino West project would be consistent with applicable plans and policies.	Less than significant	No mitigation required.	—
Impact 4.7.3 The project would convert land classified as Prime Farmland and Farmland of Statewide Importance to urban uses, contributing to the cumulative loss of such farmland in San Joaquin County and the Central Valley region.	Significant and unavoidable	No feasible mitigation.	—
Impact 4.7.4 Construction of the proposed project and associated infrastructure could produce short-term adverse effects on existing rural residential uses.	Potentially significant	MM 4.7.4a Construction staging areas shall be located as far as reasonably possible from existing residential uses located in proximity to the eastern project boundary. Construction staging areas shall be identified on project site improvement plans and shall be included as part of the submittal package for subsequent site plans/final maps for each phase of the project. <i>Timing/Implementation: Identified on site improvement plans</i>	Less than significant

TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		<p>and included as part of the submittal package for subsequent site plans. Enforcement/Monitoring: City of Manteca Public Works and Planning Departments.</p> <p>MM 4.7.4b Construction and development related equipment shall be staged on the project site at the end of each workday rather than removing and returning them to the site.</p> <p>Timing/Implementation: Concurrent with and during project construction activities. Enforcement/Monitoring: City of Manteca Public Works Department.</p>	
Impact 4.7.5 Implementation of the project would contribute to a cumulative increase in the City's population.	Significant and unavoidable	No feasible mitigation.	—
Impact 4.7.6 The project would convert land classified as Prime Farmland and Farmland of Statewide Importance to urban uses, contributing to the cumulative loss of such farmland in San Joaquin County and the Central Valley region.	Significant and unavoidable	No feasible mitigation.	—
Impact 4.7.7 The project may lead to increased pressure to convert lands currently used for agricultural production in the vicinity to urban uses.	Significant and unavoidable	No feasible mitigation.	—
4.8 Noise			
Impact 4.8.1 Project-Related Increase in Existing Traffic Noise Levels.	Less than significant	No mitigation required.	—
Impact 4.8.2 Construction Noise.	Potentially significant	MM 4.8.2 Construction activities should adhere to the requirements of the City of Manteca policies with respect to hours of operation, muffling of internal combustion engines, and other factors which affect construction noise generation	Less than significant

2.0 EXECUTIVE SUMMARY

TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
<p>Impact 4.8.3 Traffic Noise Levels at Proposed Single-family Residences on the Project Site.</p>	<p>Significant</p>	<p>and it's effects on noise-sensitive land uses. <i>Timing/Implementation: Prior to Improvement Plan approval. Enforcement/Monitoring: City of Manteca Department of Public Works.</i></p>	<p>Less than significant</p>
<p>MM 4.8.3a. Noise barriers should be constructed along the boundaries of the residences proposed adjacent to Airport Way and Louise Avenue. A barrier 7 feet in height (relative to back yard elevation) would be required to reduce future traffic noise levels to 60 dB Ldn or less at the nearest backyards proposed adjacent to those roadways. Barriers can take the form of earthen berms, solid walls, or a combination of the two. Appropriate materials for noise walls include precast concrete or masonry block. Other materials may be acceptable provide they have a density of approximately 4 lbs per square foot. <i>Timing/Implementation: Prior to Improvement Plan approval. Enforcement/Monitoring: City of Manteca Department of Public Works.</i></p>			
<p>MM-4.8.3b. Standard residential construction practices conducted in accordance with local building codes provide approximately 25 dB exterior to interior noise level reduction with windows closed, and approximately 15 dB reduction with windows open. Because future traffic noise levels are not predicted to exceed 70 dB Ldn at the building facades of the residences proposed nearest to Louise Avenue and Airport Way, standard construction practices would be sufficient to achieve compliance with the City of Manteca 45 dB Ldn interior noise level standard, provided that windows can be closed. Therefore, mechanical ventilation (air conditioning) should be provided for all residences constructed within this development adjacent to Louise Avenue and Airport Way to allow those occupants to close doors and windows as desired</p>			

TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
<p>Impact 4.8.4 Traffic Noise Levels at Future Multi-Family Residences on the Project Site.</p>	<p>Significant</p>	<p>for additional acoustic isolation. <i>Timing/Implementation: Prior to Improvement Plan approval. Enforcement/Monitoring: City of Manteca Department of Public Works.</i></p> <p>MM 4.8.4a When specific development plans have been provided for the high-density residential site, those plans should be reviewed by an acoustical consultant to ensure that the common outdoor activity areas are sufficiently shielded from Louise Avenue (by barriers or residential structures) to ensure compliance with the City of Manteca 60 dB Ldn exterior noise level standards. <i>Timing/Implementation: Prior to Improvement Plan approval. Enforcement/Monitoring: City of Manteca Department of Public Works.</i></p> <p>MM 4.8.4b Standard residential construction practices conducted in accordance with local building codes provide approximately 25 dB exterior to interior noise level reduction with windows closed, and approximately 15 dB reduction with windows open. Because future traffic noise levels are not predicted to exceed 70 dB Ldn at the high-density residential development site located adjacent to Louise Avenue, standard construction practices would be sufficient to achieve compliance with the City of Manteca 45 dB Ldn interior noise level standard, provided that windows can be closed. Therefore, mechanical ventilation (air conditioning) should be provided for all residences constructed within the high-density residential portion of this development to allow occupants to close doors and windows as desired for additional acoustic isolation. <i>Timing/Implementation: Prior to Improvement Plan approval. Enforcement/Monitoring: City of Manteca Department of Public Works.</i></p>	<p>Less than significant</p>

2.0 EXECUTIVE SUMMARY

TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
<p>Impact 4.8.5 Railroad Noise Levels at Proposed Single-family Residences on the Project Site.</p>	<p>Significant</p>	<p>MM 4.8.5a. Noise barriers should be constructed along the boundaries of the residences proposed adjacent to the railroad tracks. A barrier 8 feet in height (relative to back yard elevation) would be required to reduce future traffic noise levels to 60 dB Ldn or less at the nearest backyards proposed adjacent to the railroad tracks. Barriers can take the form of earthen berms, solid walls, or a combination of the two. Appropriate materials for noise walls include precast concrete or masonry block. Other materials may be acceptable provide they have a density of approximately 4 lbs per square foot. <i>Timing/Implementation: Prior to Improvement Plan approval. Enforcement/Monitoring: City of Manteca Department of Public Works.</i></p> <p>MM 4.8.5b. Standard residential construction practices conducted in accordance with local building codes provide approximately 25 dB exterior to interior noise level reduction with windows closed, and approximately 15 dB reduction with windows open. Because future railroad noise levels are not predicted to exceed 70 dB Ldn at the building facades of the residences proposed nearest to the railroad tracks, standard construction practices would be sufficient to achieve compliance with the City of Manteca 45 dB Ldn interior noise level standard, provided that windows can be closed. Therefore, mechanical ventilation (air conditioning) should be provided for all residences constructed within this development adjacent to the railroad tracks to allow occupants to close doors and windows as desired for additional acoustic isolation. <i>Timing/Implementation: Prior to Improvement Plan approval. Enforcement/Monitoring: City of Manteca Department of Public Works.</i></p>	<p>Less than significant</p>

TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
<p>Impact 4.8.6 Noise Generated by New Commercial Uses at Corner of Airport and Louise.</p>	<p>Significant</p>	<p>MM 4.8.6 A project specific noise assessment should be completed for future commercial uses proposed at the southwest quadrant of Airport Way and Louise Avenue to ensure that noise generated by activities related to the commercial use(s) are mitigated to a state of satisfaction with City of Manteca noise standards. <i>Timing/Implementation: Prior Plan approval for commercial issues.</i> <i>Enforcement/Monitoring: City of Manteca Department of Public Works.</i></p>	<p>Less than significant</p>
<p>Impact 4.8.7 Noise Generated by Existing Well Sites at Proposed Single Family Residential Uses.</p>	<p>Significant</p>	<p>MM 4.8.7 An acoustic enclosure should be constructed around the noise-producing equipment of the two existing well sites located on the project site. Specifically, a building should be constructed to enclose the existing wells, and that structure should be designed so as to provide a building façade noise level reduction of 30 dB. This degree of attenuation is easily achieved by acoustic enclosures, and provides a margin of safety relative to the City's nighttime noise level standards. <i>Timing/Implementation: Prior Plan approval.</i> <i>Enforcement/Monitoring: City of Manteca Department of Public Works.</i></p>	<p>Less than significant</p>
<p>Impact 4.8.8 Future (Cumulative) increase in traffic noise levels.</p>	<p>Less than significant</p>	<p>No mitigation required.</p>	<p>—</p>
<p>4.9 Public Services</p>			
<p>Impact 4.9.1 The project would lead to an increased demand for fire protection services by the Manteca Fire Department.</p>	<p>Less than significant</p>	<p>No mitigation required.</p>	<p>—</p>
<p>Impact 4.9.2 The project would contribute to a cumulative demand for fire protection services provided by the City.</p>	<p>Less than significant</p>	<p>No mitigation required.</p>	<p>—</p>
<p>Impact 4.9.3 The project would lead to an increased demand for police</p>	<p>Less than significant</p>	<p>No mitigation required.</p>	<p>—</p>

2.0 EXECUTIVE SUMMARY

TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
protection services by the Manteca Police Department.			
Impact 4.9.4 The project would contribute to a cumulative demand for police protection services provided by the City.	Less than significant	No mitigation required.	—
Impact 4.9.5 The project would lead to an increased demand for park services by the Manteca Parks and Recreation Department.	Less than significant	No mitigation required.	—
Impact 4.9.6 The project would contribute to a cumulative demand for park and recreational services provided by the City.	Less than significant	No mitigation required.	—
Impact 4.9.7 The project would lead to an increased demand for road maintenance services by the Manteca Public Works Department.	Less than significant	No mitigation required.	—
Impact 4.9.8 The project would contribute to a cumulative demand for road maintenance services provided by the City.	Less than significant	No mitigation required.	—
Impact 4.9.9 Implementation of the project would increase student enrollment at the schools within the Manteca Unified School District.	Less than significant	No mitigation required.	—
Impact 4.9.10 The project would contribute to a cumulative demand for school services provided by the Manteca Unified School District.	Less than significant	No mitigation required.	—
Impact 4.9.11 The project would lead to an increased demand for medical services available in the City and surrounding area.	Less than significant	No mitigation required.	—

TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
<p>Impact 4.9.12 The project would contribute to a cumulative demand for medical services in the area.</p>	<p>Less than significant</p>	<p>No mitigation required.</p>	<p>—</p>
<p>4.10 Transportation and Circulation</p>			
<p>Impact 4.10.1 The project would generate traffic at sufficient volume to cause LOS to decline below City standards at three study intersections.</p>	<p>Significant</p>	<p>MM 4.10.1a The project shall install a traffic signal at the Airport Way/Louise Avenue intersection and provide protected left-turns and through/right-turn lanes at all approaches. Based upon the traffic study prepared for the project, the addition of project-related trips to existing would result in the intersection operating at LOS F with delay of 163.3 seconds in the PM peak hour. However, implementation of the identified improvement would result in this intersection operating at LOS C with a Delay of 29.7 and 32.4 seconds in the AM and PM peak hours respectively. Signal Warrant are met at this intersection. Signal Warrant Sheets are provided in the Technical Appendix.</p> <p><i>Timing/Implementation: Prior to issuance of the first building permit.</i></p> <p><i>Enforcement/Monitoring: City of Manteca Public Works Department.</i></p> <p>MM 4.10.1b The project shall install a traffic signal at the intersection of Airport Way and the SR 120 westbound ramps. Based upon the traffic study prepared for the project, the addition of project-related trips to existing traffic would result in LOS F for the worst-case movement with delay of 159.0 seconds in the PM peak hour. However, implementation of the identified improvement would result in this intersection operating at LOS C and B with delay of 20.5 and 19.5 seconds in the AM and PM peak hours respectively. Signal Warrant are met at this intersection. Signal Warrant Sheets are provided in the Technical Appendix.</p>	<p>Less than significant</p>

2.0 EXECUTIVE SUMMARY

TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		<p><i>Timing/Implementation: Prior to issuance of the first building permit.</i></p> <p><i>Enforcement/Monitoring: California Department of Transportation, City of Manteca Public Works Department.</i></p> <p>MM 4.10.1c The project shall convert the intersection of Airport Way and the SR 120 eastbound ramps to all-way stop sign control. Based on the traffic study prepared for the project, the addition of project-related trips to existing traffic would result in LOS F for the worst-case movement with delay of 409.3 seconds in the PM peak hour. However, implementation of the identified improvement would result in this intersection operating at LOS B and D with delay of 11.0 and 29.2 seconds in the AM and PM peak hours respectively. Signal Warrant are met at this intersection, however, all-way stop sign control will improve the intersection. Signal Warrant Sheets are provided in the Technical Appendix.</p> <p><i>Timing/Implementation: Prior to commencement of construction activities.</i></p> <p><i>Enforcement/Monitoring: California Department of Transportation, City of Manteca Public Works Department.</i></p>	
<p>Impact 4.10.2 The level of service at two access points to the project site would operate below City standards.</p>	<p>Significant</p>	<p>MM 4.10.2a A traffic signal shall be installed at the Louise Avenue/Swanson Road/Villa Ticino West Access/Assieh Industrial Access intersection prior to the completion of the first fifty (50) single-family residences.</p> <p><i>Timing/Implementation: Prior to completion of first 50 single family residences.</i></p> <p><i>Enforcement/Monitoring: City of Manteca Community Development Department.</i></p>	<p>Less than significant</p>

TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
<p>Impact 4.10.3 Queuing on offsite roadways may occur as a result of the project.</p>	<p>Less than significant</p>	<p>MM 4.10.2b A traffic signal shall be installed at the Yosemite Avenue/Swanson Road Extension intersection prior to the completion of the first fifty (50) single-family residences.. <i>Timing/Implementation: Prior to completion of first 50 single family residences.</i> <i>Enforcement/Monitoring: City of Manteca Community Development Department.</i></p>	<p>—</p>
<p>Impact 4.10.4 Additional traffic generated by the project may increase queuing problems on Louise Avenue resulting from train traffic blocking vehicular traffic.</p>	<p>Potentially significant</p>	<p>MM 4.10.4 The City shall synchronize traffic signals on Louise Avenue from the railroad crossing to Airport Way so as to reduce the amount of queuing that occurs on Louise Avenue during times train traffic closes the railroad crossing. <i>Timing/Implementation: Upon installation of traffic signal at Louise Avenue access point (see MM 4.10.2a).</i> <i>Enforcement/Monitoring: City of Manteca Community Development Department.</i></p>	<p>Less than significant</p>
<p>Impact 4.10.5 The project would place additional demands on existing public transportation systems.</p>	<p>Less than significant</p>	<p>No mitigation required.</p>	<p>—</p>

2.0 EXECUTIVE SUMMARY

TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
<p>Impact 4.10.6 The project could make inadequate provision for potential bicycle routes that would be part of a Citywide system.</p>	<p>Potentially significant</p>	<p>MM 4.10.6 Prior to final site plan approval, the project applicant shall indicate on site plans that adequate provision has been made for a Class II bicycle lane along the Airport Way frontage. The provision for the bicycle lane shall be in accordance with design standards that are adopted as part of a Bicycle Route Master Plan or standards otherwise adopted by the City. <i>Timing/Implementation: Prior to final site plan approval. Enforcement/Monitoring: City of Manteca Community Development Department.</i></p>	<p>Less than significant</p>
<p>Impact 4.10.7 The project would generate traffic at sufficient volume under cumulative conditions to cause LOS to decline below City standards at two intersections.</p>	<p>Significant</p>	<p>MM 4.10.7a The project shall contribute its fair share to the costs of the installation of a traffic signal at the Yosemite Avenue/McKinley Avenue intersection. Based upon the traffic study prepared for the project, the traffic generated by the project will contribute approximately 26 percent of the Existing Plus Project AM peak hour traffic passing through the intersection, and approximately 40 percent of the PM peak hour traffic. The project applicant and the City shall develop a formula that equitably distributes the cost of the installation of the signal at such time as the intersection meets warrants for such. <i>Timing/Implementation: Prior to issuance of the first building permit. Enforcement/Monitoring: City of Manteca Public Works Department.</i></p> <p>MM 4.10.7b The project shall contribute its fair share to the costs of the installation of a traffic signal at the Yosemite Avenue/Union Road intersection. Based upon the traffic study prepared for the project, the traffic generated by the project will contribute approximately 12 percent of the Existing Plus Project AM peak hour traffic passing through the intersection,</p>	<p>Less than significant</p>

TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
<p>Impact 4.10.8 The level of service at two access points to the project site would operate below City standards under cumulative conditions.</p>	<p>Significant</p>	<p>and approximately 14 percent of the PM peak hour traffic. The project applicant and the City shall develop a formula that equitably distributes the cost of the installation of the signal at such time as the intersection meets warrants for such.</p> <p><i>Timing/Implementation: Prior to issuance of the first building permit.</i></p> <p><i>Enforcement/Monitoring: City of Manteca Public Works Department.</i></p> <p>MM 4.10.8 Both of the driveway intersections meet Caltrans traffic signal warrant 11 (Peak Hour Volume) under cumulative conditions. To mitigate the traffic impacts to less-than-significant level, signalization is recommended. MM 4.10.2 requires traffic signals at both of the subject access points. The following mitigation measure applies to the Yosemite Avenue/Swanson Road access point.</p> <p>Implementation of traffic signals at the subject driveway locations pursuant to MM 4.10.2 would result in acceptable LOS in the AM and PM peak hours. LOS at the driveway intersections based on the recommended improvements is presented in Table 4.10-6 above and is presented in MM 4.10.2. Impacts after mitigation would be less than significant.</p>	<p>Less than significant</p>
<p>Impact 4.10.9 Queuing on offsite roadways may occur as a result of the project under cumulative conditions.</p>	<p>Less than significant</p>	<p>No mitigation required.</p>	<p>—</p>
<p>4.11 Utilities and Service Systems</p>			
<p>Impact 4.11.1 Implementation of the proposed project would require the installation of water distribution facilities to serve the project site.</p>	<p>Less than significant</p>	<p>No mitigation required.</p>	<p>—</p>

2.0 EXECUTIVE SUMMARY

TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
Impact 4.11.2 The project would place additional demands on the City's water supply, particularly during peak demand periods.	Less than significant	No mitigation required.	—
Impact 4.11.3 Implementation of the proposed project, in combination with cumulative development under the Manteca General Plan, would increase the current demand for water supply.	Less than significant	No mitigation required.	—
Impact 4.11.4 Implementation of the proposed project would require the extension of wastewater infrastructure to the project site.	Less than significant	No mitigation required.	—
Impact 4.11.5 Implementation of the proposed project would generate additional wastewater flows that would be treated at the Manteca Wastewater Quality Control Facility.	Less than significant	No mitigation required.	—
Impact 4.11.6 Implementation of the proposed project, in combination with cumulative development under the Manteca General Plan, would increase demand for wastewater treatment services.	Less than significant	No mitigation required.	—
Impact 4.11.7 Implementation of the project would lead to an increase in demand for solid waste disposal services.	Less than significant	No mitigation required.	—
Impact 4.11.8 The project may inhibit attainment of solid waste source reduction goals of the Town.	Less than significant	No mitigation required.	—
Impact 4.11.9 The project would contribute to cumulative demands for solid waste disposal services.	Less than significant	No mitigation required.	—
4.12 Agricultural Resources			

TABLE 2-2
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
<p>Impact 4.12.1 The project would result in the conversion of agricultural land classified as Prime Farmland and Farmland of Statewide Importance to an urban use.</p>	<p>Less than significant</p>	<p>No mitigation required.</p>	<p>—</p>
<p>Impact 4.12.2 The project may lead to increased pressure to convert lands currently used for agricultural production in the vicinity to urban uses.</p>	<p>Less than significant</p>	<p>No mitigation required.</p>	<p>—</p>
<p>Impact 4.12.3 The project would convert land classified as Prime Farmland and Farmland of Statewide Importance to urban uses, contributing to the cumulative loss of such farmland in San Joaquin County and the Central Valley region.</p>	<p>Significant and unavoidable</p>	<p>No feasible mitigation.</p>	<p>—</p>



3.0 PROJECT DESCRIPTION

3.1 PROJECT SETTING

The City of Manteca is located in the northern portion of the San Joaquin Valley of California, approximately 76 miles east of San Francisco and 11 miles south of Stockton (Figure 3-1). The City of Lathrop is adjacent to and northwest of Manteca. Manteca is in the southern portion of San Joaquin County. State Route 99 passes through Manteca, providing the major regional access to the City. State Route 120 is located south of the City, connecting State Route 99 with Interstate 5 to the west. The San Joaquin River is located approximately four miles west of Manteca.

The proposed Villa Ticino West project is located within the western boundary of the City of Manteca, adjacent to the City of Lathrop (Figure 3-2). The proposed project area encompasses approximately 237 acres. The general boundaries of the project area are Louise Avenue to the north, Airport Way to the east, and the Union Pacific Railroad tracks to the west. Access to the site is from Louise Avenue, Airport Road and Swanson Road. The properties to the west, in the City of Lathrop, are zoned for heavy industrial uses but as yet have not been developed. The project site is zoned for agriculture and is currently farmed for the production of hay (Photos 3-1, 3-2, and 3-3). The site is generally flat with a gentle slope to the west to allow for drainage. Features existing on the project site include an open drainage ditch traversing the southern boundary of the project site, and two residences, one of which will remain as a part of the project (Photo 3-4). Along the western boundary of the project site are three large water well pumping stations. The wells provide water to a glass manufacturing plant located approximately three miles to the west in the City of Lathrop.



Photo 3-1 – Project site looking west from Airport Way



Photo 3-2 – Looking northwest from Airport Way



Photo 3-3 – Project site looking southeast from Louise Avenue

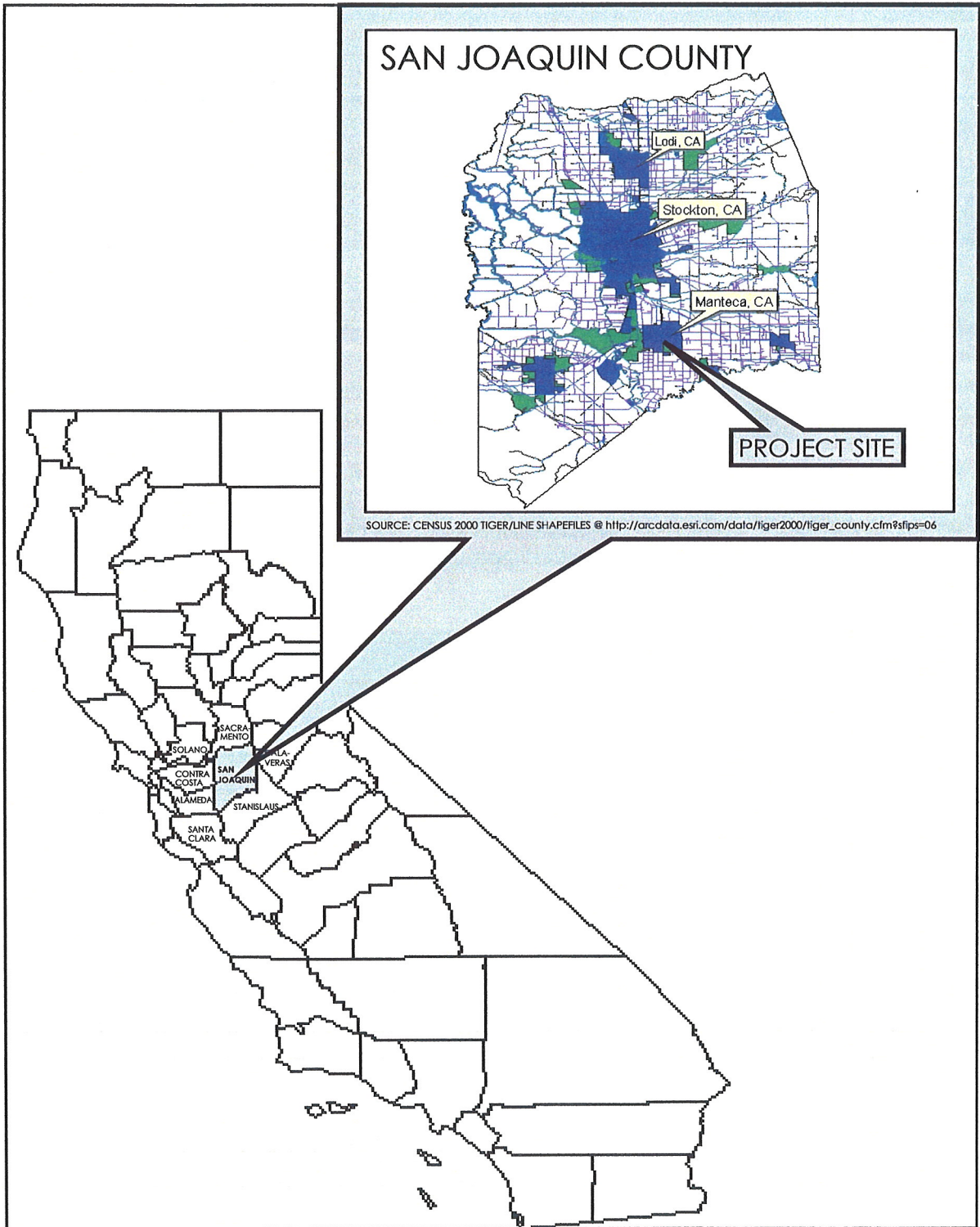


FIGURE 3-1
REGIONAL MAP

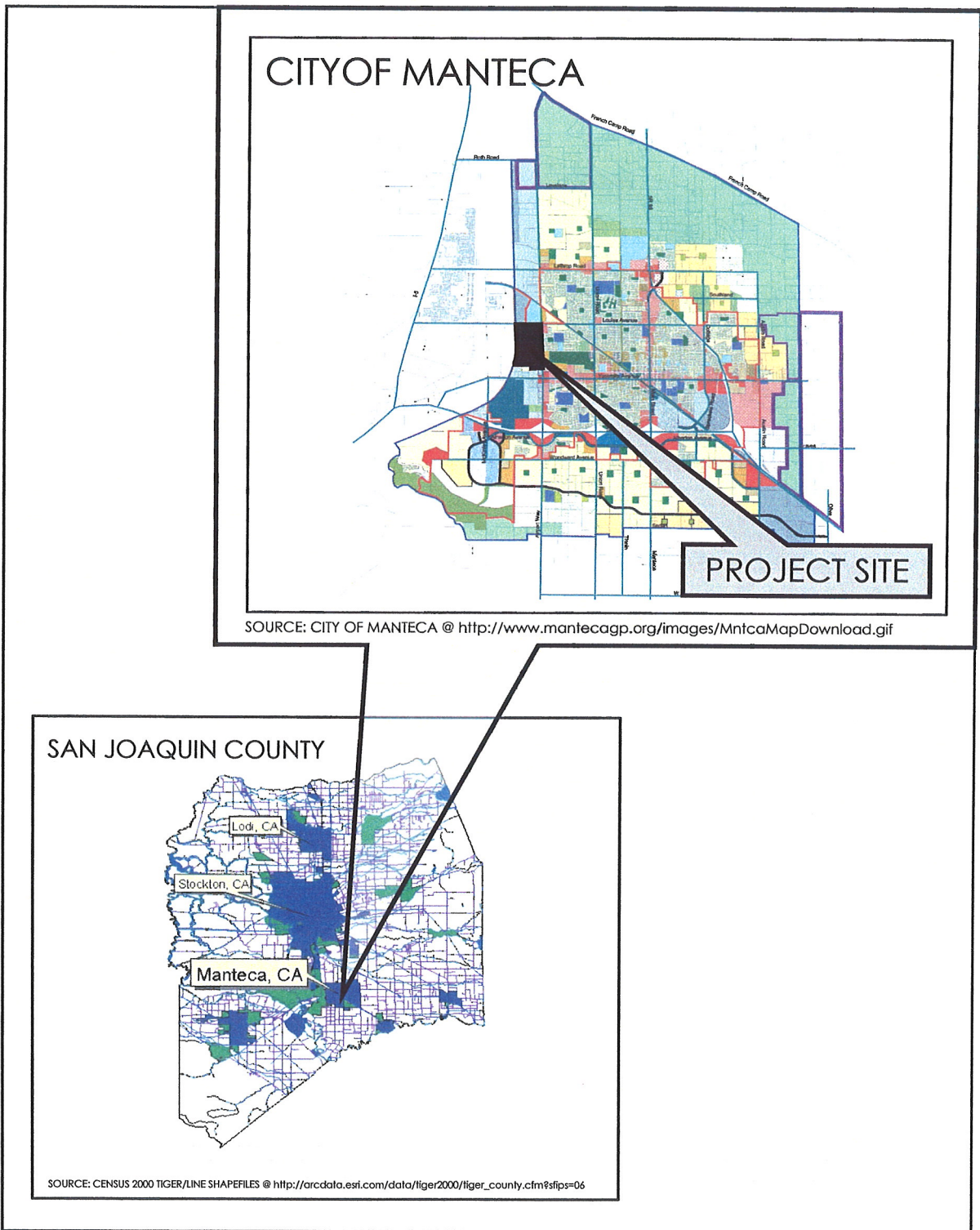


FIGURE 3-2
SITE LOCATION

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NOT TO SCALE. FOR ILLUSTRATIVE PURPOSES ONLY



FIGURE 3-3
PROJECT SITE

PMC

PACIFIC MUNICIPAL
CONSULTANTS

3.0 PROJECT DESCRIPTION



Photo 3-4 – Residence at southeast corner of site



Photo 3-5 – School district offices and farm (right)

SURROUNDING USES

North of the site, adjacent to Louise Avenue, is the proposed Assieh Industrial Park site, for which an EIR is currently being prepared, and the administrative offices and other facilities of the Manteca Unified School District (Photo 3-5). The Villa Ticino East single-family residential development, which is nearing completion, is located east of the project site. The Union Pacific Railroad main line to the Bay Area lies along the western boundary of the proposed project site, as does the main drainage ditch of the South San Joaquin Irrigation District. The properties immediately adjacent to the west of the project site, within the City of Lathrop, are zoned for heavy industrial uses but are currently vacant. Further to the west is a developed warehouse / distribution center within the city limits of Lathrop. The properties to the south are generally vacant or in agricultural use with some scattered rural residences. These properties are zoned for light industrial, agricultural, and residential uses.

3.2 PROJECT OBJECTIVES

The objectives of the Villa Ticino West project are as follows:

- To construct single-family residences, adding to the housing stock of Manteca.
- To construct high density residences in order to provide an affordable housing option for Manteca residents.
- To construct a commercial center that would serve residents in the West Manteca area.
- To provide park facilities for the Villa Ticino residential areas.

3.3 PROJECT DESCRIPTION

The proposed project, Villa Ticino West, includes residential and commercial development, along with a park/basin and a fire station (Figure 3-4). Table 3-1 illustrates the proposed land uses on the project site.

TABLE 3-1
PROPOSED LAND USES WITHIN PROJECT SITE

Land Use	Acres	Units/Sq.ft.
Single Family Residential	183.87	760
Multiple Family Residential	12.40	310(est.)
Commercial Center	18.55	325,000
Parks/Basins	14.61	—
Fire Station	0.78	—
Swales/Storm Water Conveyances	6.79	—
Total	237.00	1,070 units/325,000 sq.ft.



SOURCE: MCR ENGINEERING 6/27/2003

NOT TO SCALE: FOR ILLUSTRATIVE PURPOSES ONLY



FIGURE 3-4
PROPOSED DEVELOPMENT PLAN



3.0 PROJECT DESCRIPTION

permitted lot coverage on the site is forty percent (40%). Assuming the proposed commercial center is developed as a single-story center, it is unlikely that the total commercial square footage will exceed 40% of the site area. Utilizing the 40% maximum lot coverage figure to determine probable square footage, it is reasonable to assume a probable maximum commercial square footage on the site of approximately 325,000 square feet. Again, such estimates tend to overstate the actual development potential, but this estimate will be used in this environmental analysis as a "highest use" scenario.

PARK/BASIN

The project proposes to develop approximately nine acres of the site as a combination neighborhood park and detention basin. The detention basin would hold surface runoff generated on the project site as part of the storm drainage system for the project. This basin would be used primarily during the rainy season, approximately November to April. During the dry season, and times when the basin is empty, the area would be used as a park. Design features are not available at this time, but possible improvements include ball fields, picnic areas and playgrounds. The proposed park would be located in the northwestern corner of the project, near the intersection of Louise Avenue and the Union Pacific tracks (Photo 3-8).



Photo 3-8 – Proposed park site, northwest corner of site

PUBLIC SERVICE FACILITIES

The project proposes to reserve a .78 acre site for a City of Manteca fire station as part of the project (see Figure 3-4). The proposed fire station site is located adjacent to Louise Avenue, on the northern end of the project site, and would have a dedicated direct-access point from the street. The proposed site is located between the proposed Commercial center at the corner of Louise Avenue and Airport Way and the proposed multi-family residential area.

INFRASTRUCTURE

The project would construct an internal circulation system consisting of a network of minor collectors and local streets (see Figure 3-5). Local and Collector streets would be 50 and 60 feet wide respectively, with curb, gutter and sidewalk (Figure 3-5). Entrances to neighborhoods within the project site would be marked by entryways containing a landscaped median. Streets would be constructed in accordance with the street design standards adopted by the City at the time of project approval.

Four access points would be established for the project: two at Airport Way, directly across from existing roadways from Villa Ticino East, a third access point at Louise Avenue, and the fourth at Swanson Road to the south. The project would improve the half of Louise Avenue and Airport Way adjacent to the project site with curb, gutter, sidewalk, and landscaping. Improvements along Louise Avenue would be consistent with the Louise Avenue Specific Plan, adopted by the City in 2001. The Louise Avenue Specific Plan proposes the realignment of Louise Avenue in the vicinity

RESIDENTIAL UNITS

The project proposes the construction of 760 single-family residences and 12.4 acres of land designated for High Density Residential dwelling units. While the project applicant has not presented any design drawings for the residences, it is anticipated that the design of the single-family units would be similar to those in Villa Ticino East (Photo 3-6). Residences in Villa Ticino East vary in size from 1,486 square feet to 3,166 square feet, and have from three to seven bedrooms. The larger residences have two stories, while smaller residences have one or two stories. Garages are also included. The average density of the single-family residential development would be approximately four units per acre. This is below the draft Manteca General Plan maximum density level for the Low Density Residential (LDR) designation of eight units per acre and is within the development intensity range permitted by the R-1 zoning existing on the site.



Photo 3-6 – Villa Ticino East residences



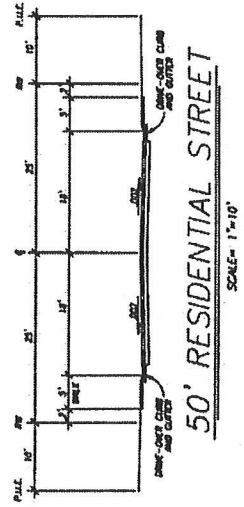
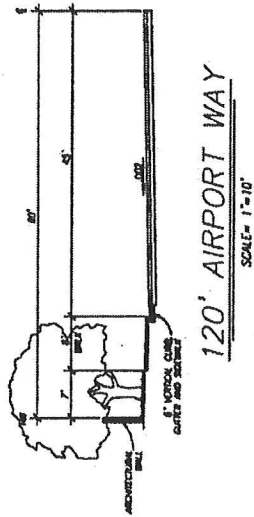
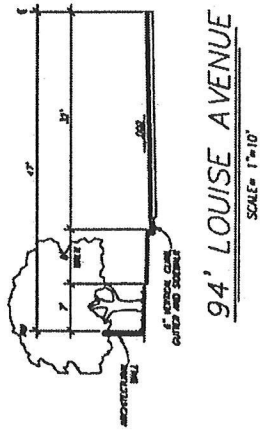
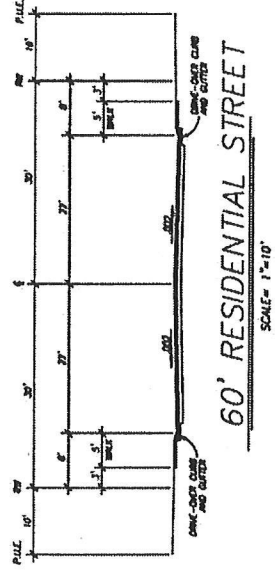
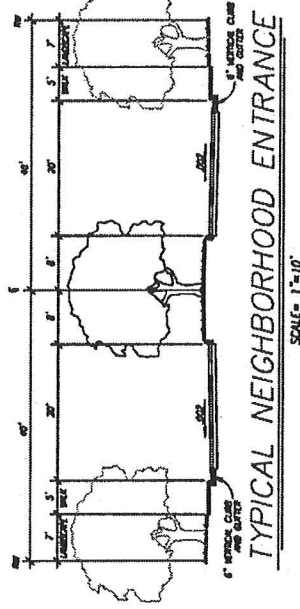
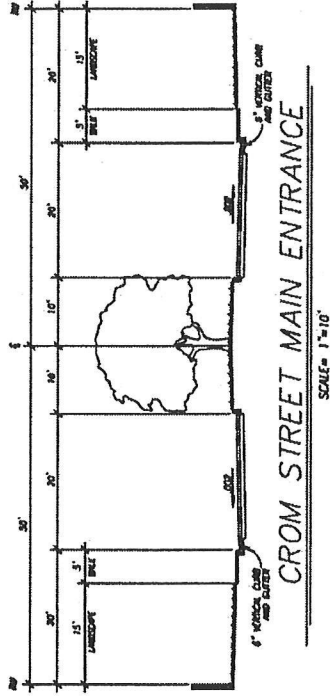
Photo 3-7 – Commercial center site

The multifamily residential units are proposed to be constructed in an area behind the proposed commercial center at the intersection of Louise Avenue and Airport Way. Currently, no plans have been submitted for the design or construction of these units. Based upon the net acreage of the multifamily site (12.4ac.) and the maximum density allowed in the high-density residential designation as set forth in the City's General Plan (16-25 du/ac), the maximum number of multifamily residential units, based upon net site area, that could be constructed would be 310. Estimates based upon General Plan densities tend to overstate the actual development potential of a property, since much of the acreage on a property is used for features such as parking spaces and landscaping. Nevertheless, for the purposes of this environmental review, the maximum number of multifamily units is used as a "highest use" scenario.

COMMERCIAL CENTER

The proposed project includes a commercial center on an 18.55-acre site located at the southwest corner of the intersection of Louise Avenue and Airport Way (Photo 3-7, see also Photo 3-5). The tenant mix and detailed site design of the commercial center are not known at this time. However, possible tenants include retail and service uses with a potential anchor or "big-box" retail store. The proposed commercial site is designated with the Neighborhood Commercial (NC) land use designation by the draft General Plan and is zoned with the Single Family Residential (R-1) zone district. Based upon the floor-area ratios (FAR) set forth by the City's draft General Plan and Zoning Ordinance, it is estimated that the maximum amount of commercial space that could be constructed on the site would be approximately 485,000 square feet. However, the maximum

of the intersection with Airport Way, and a small widening of the paved lanes with curb, gutter and sidewalk improvements.



SOURCE: MCR ENGINEERING 9/11/02
NOT TO SCALE

FIGURE 3-5
STREET CROSS SECTIONS

The project would install all water lines necessary to serve the proposed development. Water service would be provided by the City of Manteca. An existing City of Manteca water distribution line is located within Airport Way east of the project site. Water facility improvements would be constructed in accordance with the 2002 Water Master Plan of the City of Manteca. The project site contains two operational water wells that provide service to a glass manufacturing plant in the City of Lathrop. The existing wells are privately owned and provide primary water service to the glass manufacturing plant. The existing wells are privately owned and would not become available as a water source for the project. It is anticipated as part of the proposed project that a new well, to be dedicated to the City of Manteca, will be installed on the project site to provide service to the project.

The project would install sewer lines to serve the project site. Sewer service would be provided by the City of Manteca. An existing sewer line is located within Airport Way east of the project site. Sewer facilities would be constructed in accordance with the City of Manteca Sewer System Master Plan, adopted in 1989.

The project would include a storm drainage system. The swale and detention basin, which would also serve as a park, would be a major component of the system. Storm drainage facilities would be constructed in accordance with the City's Storm Drainage Master Plan and Storm Drain Design Criteria. The park/basin facility and the storm water conveyance channels will be connected to the City storm drain system and are proposed to be maintained and operated by the City.

3.4 PROJECT CONSTRUCTION

DEVELOPMENT PHASES

Given the size of the project, it is expected that the project would be built in phases, rather than completed all at once. However, no phasing plan has been provided by the project applicant. The period of time over which the entire development would be completed would depend upon economic and housing market conditions, sewer allocation availability, and the city's growth limit. Strong housing demand in the Manteca/Lathrop area would lead to more rapid completion of project development than if housing demand were weak.

SITE MAINTENANCE

The project applicant has not indicated the mechanism by which the various facilities proposed as part of the project would be maintained. One mechanism is the creation of an assessment district that would encompass the project site. The assessment district would assess property owners for the costs of maintenance and operation of the facilities and use the funds to maintain the common facilities within the district, such as landscaping and walls. These funds may also be used to reimburse the City for costs incurred during operation and maintenance of public facilities. The park/basin could either be maintained by the City or by the assessment district. Another site maintenance option could include the formation of a Homeowners Association for the project area.

3.0 PROJECT DESCRIPTION

3.5 REQUIRED PROJECT APPROVALS

The project would require approval of a tentative subdivision map by the City. Approval is a one-step process, with the Planning Commission making the final decision. The tentative map will require very detailed information and require the applicant to address specific concerns. Title 16 of the Manteca Municipal Code is the City's Subdivision Ordinance, which sets forth procedures for the approval of tentative maps. Section 16.23.030 lists the improvements that would be required for properties for which tentative maps are submitted.

The proposed project is consistent with the Manteca General Plan land use designations for the parcels.



**4.0 INTRODUCTION TO THE
ENVIRONMENTAL ANALYSIS**

4.0.1 FORMAT OF ISSUES SECTIONS

Sections in this chapter describe, for each environmental issue area, 1) the environmental setting as it relates to the specific issue; 2) the regulatory framework for the issue as applicable to the project; 3) significance criteria and the methodology used to assess impacts; 4) an evaluation of project-specific and cumulative impacts and identification of mitigation measures; and 5) a determination of the level of significance after mitigation measures are implemented. Each section is organized into five parts: Introduction, Setting, Regulatory Framework, Impacts and Mitigation Measures, and References.

The **Introduction** provides a brief summary of the purpose of the section, itemizes the main areas of analysis, and briefly describes the methodology used to complete the evaluation.

The **Setting** subsection describes the existing conditions pertaining to the issue at the regional, local and project site levels, as appropriate.

The **Regulatory Framework** identifies plans, policies, laws and regulations at the federal, state and local levels that are applicable to the particular issue.

The **Impacts and Mitigation Measures** subsection begins with a description of the significance criteria used to evaluate project impacts, followed by a description of the methodology utilized to assess impacts. Next are the individual impact statements, which include explanatory text and technical information necessary to formulate a conclusion. Following is a discussion of potential project-specific impacts. Where necessary, each impact discussed is followed by a description of the proposed mitigation and a statement of the level of impact following mitigation.

The **References** subsection lists the documents, personal communications, and other sources of information cited or otherwise used in the preparation of the section.

4.0.2 DETERMINING LEVEL OF SIGNIFICANCE

Determining the severity of project impacts is fundamental to achieving the objectives of CEQA. CEQA Guidelines Section 15091 requires that decision-makers make findings that significant impacts identified in the final EIR have been mitigated as completely as feasible. If the EIR identifies any significant unmitigated impacts, CEQA Guidelines Section 15093 requires decision-makers to adopt a statement of overriding considerations, which explains why the benefits of the project outweigh the adverse environmental consequences identified by the EIR.

The level of significance for each impact examined in this EIR was determined by considering the predicted magnitude of the impact against a threshold. Thresholds were developed using criteria from the CEQA Guidelines; state, federal, and local regulatory schemes; local/regional plans and ordinances; accepted practice; and/or consultation with recognized experts.

Thresholds are identified in each chapter under Significance Criteria. Four levels of impact significance are recognized by this EIR:

- **Less than Significant [LS]** impacts would not cause a substantial change in the environment or are not disruptive enough to require mitigation.

4.0 INTRODUCTION TO THE ENVIRONMENTAL IMPACT ANALYSIS

- **Potentially Significant [PSM]** impacts may cause a significant effect on the environment, but information is lacking regarding the extent of the impact. This designation may be applied to impacts for which information is incomplete or unavailable, or to impacts that are qualitative in nature and cannot be readily quantified. For CEQA purposes, a potentially significant impact is treated as if it were a significant impact. Mitigation measures are identified to reduce potential impacts to a level that is less than significant.
- **Significant [SM]** impacts would cause a substantial adverse change in the physical conditions of the environment. Significant impacts are identified by the evaluation of the project effects using specified significance criteria. Mitigation measures are identified to reduce impacts to a level that is less than significant.
- **Significant and Unavoidable [SU]** impacts are significant adverse project impacts that cannot be avoided or mitigated to a less-than-significant level. This designation can be given to impacts for which there is no feasible mitigation, or to impacts for which mitigation measures can be applied but are not sufficient to reduce impacts to a level that is less than significant.

4.0.3 IMPACT AND MITIGATION FORMAT

The standard format used to present the evaluation of impacts is as follows:

Impact 4.0.1 **The impact number identifies the section of the report and the sequential order of the impact within that section. Following the impact number is the impact statement, which identifies the potential impact [LS, PSM, SM, SU].**

The identified impact is then discussed in more detail. At the end of the discussion, a level of significance is assigned to the impact. If the impact is identified as **less than significant**, there will be no further evaluation of the impact. If the impact is identified as **potentially significant** or **significant**, proposed mitigation measures will follow. **Significant and unavoidable** impacts may or may not have proposed mitigation measures.

Mitigation Measures

In some cases, following the impact discussion, reference is made to state and federal regulations and agency policies that would fully or partially mitigate the impact. Also, policies and programs from applicable local land use plans that partially or fully mitigate the impact may be cited. These policies and regulations shall be considered as part of the package of recommended mitigation measures.

Project-specific mitigation measures, beyond those contained in other documents, are described in the format presented below:

MM 4.0.1a Project-specific mitigation is identified that would reduce the impact to the lowest degree possible. The mitigation number links the mitigation to the impact; the letter identifies the sequential order of the mitigation for that impact.

Timing/Implementation: Gives the time when the mitigation measure is to be implemented (e.g., upon submission of final map, prior to issuance of building permit).

Enforcement/Monitoring: Identifies the department or agency with the responsibility for implementing the mitigation measure.

The discussion concludes by describing how the mitigation measures presented above will reduce the impact. It then identifies the resulting level of significance of the impact following mitigation.



4.1 AESTHETICS

This section analyzes the impacts of the project on existing visual resources. It also describes the aesthetic qualities and the changes in the character of the existing property. Visual impacts were evaluated using a combination of site reconnaissance, photo documentation, aerial photography, and a review of relevant City of Manteca General Plan goals and policies.

4.1.1 EXISTING SETTING

PHYSICAL SETTING

The City of Manteca is located adjacent to the northern portion of the San Joaquin Valley of California, approximately 76 miles east of San Francisco and 11 miles south of Stockton. The City of Lathrop is adjacent to and northwest of Manteca. Manteca is in the southern portion of San Joaquin County. State Route 99 passes through Manteca, providing the major regional access to the city. State Route 120 is located south of the city, connecting State Route 99 with Interstate 5 to the west. The San Joaquin River is located approximately four miles west of Manteca.

The proposed Villa Ticino West project is located within the western boundary of the City of Manteca and adjacent to the City of Lathrop. The proposed project area encompasses approximately 237 acres. The general boundaries of the project area are Louise Avenue to the north, Airport Way to the east, and the Union Pacific Railroad tracks to the west. Access to the site is from Louise Avenue, Airport Road and Swanson Road. The properties to the west are zoned for heavy industrial uses, but as yet have not been developed. The project site is zoned for agriculture and is currently farmed for the production of hay. The site is generally flat with a gentle slope to the west allowing for drainage. Features existing on the project site include an open drainage ditch traversing the southern boundary of the project site, and two residences, one of which will remain as a part of the project (See **Photo 3-4 in Section 3.0, Project Description**). Along the western boundary of the project site are three large water well pumping stations (two operational, one abandoned). The wells provide water to a glass manufacturing plant located approximately three miles to the west in the City of Lathrop.



An orchard is located to the northeast of the project site, and land put to agricultural use is located to the south. The areas east and west of the project site are developed with urban development. An existing residential subdivision is located to the east and industrial and warehouse buildings are located to the west. Beyond the project site, the Coast Ranges are visible to the southwest, as illustrated in **Photo 4.1-1 (left)**. However, as the photograph also shows, there is some obstruction of this vista by existing development.

Photo 4.1-1 Coast Ranges in background

4.1 AESTHETICS

VISUAL CHARACTER

The San Joaquin Valley is a region that is predominantly agricultural in its visual character. Outside of riparian corridors along streams and rivers, most of the San Joaquin Valley is cultivated fields and pasture land. Significant urban development has occurred in the Valley in recent years, particularly in the northern section where the City of Manteca is located.

As illustrated by the photographs in Section 3.0, Project Description, the project site is currently used for agricultural production, mainly alfalfa. Because of this, the site is nearly flat and generally featureless. The only trees on the site are those surrounding the existing residence in the southeast corner. Some shrubs grow along the channel that is located along the western boundary of the project site, but no larger vegetation exists there. Except for the manmade channel, no streams or other waterways are located on or near the project site.

Various types of developed and undeveloped landscapes surround the project site. Immediately north of the project site, adjacent to Louise Avenue, are facilities occupied by the Manteca Unified School District. Facilities include administrative offices, classroom buildings and an outdoor vehicle storage yard. Northwest of the project site is an undeveloped area planned for the future Assieh Industrial Park currently under review by the City. Northeast of the project site is an orchard (see **Photo 4.1-2**). Orchards are typically considered to have scenic value, particularly in a rural setting. East of the project site is the Villa Ticino East residential subdivision, a newer single-family detached residential subdivision with houses and yards that may be considered aesthetically pleasing, but with little mature vegetation due to the overall young age of the development. An example of this landscape is shown in **Photo 4.1-3** below. South and west of the project site is a mixture of vacant land and urban development. The vacant land has the same visual character as the project site. Urban development includes scattered residences and commercial and industrial structures. The overall visual quality of this area is not considered to be high.



Photo 4.1-2 Orchard northeast of project site



Photo 4.1-3 Residence, Villa Ticino East

4.1.2 REGULATORY FRAMEWORK

CITY OF MANTECA GENERAL PLAN GOALS AND POLICIES

The Community Design Element of the City of Manteca General Plan is the primary element that sets forth goals, policies and implementation programs concerning visual resources and light and glare. **Table 4.1-1** lists the General Plan goals, policies, and programs applicable to visual resource issues, along with a determination of project consistency with these measures.

TABLE 4.1-1
PROJECT CONSISTENCY WITH THE GENERAL PLAN COMMUNITY DESIGN ELEMENT

General Plan Goals and Policies	Consistency with General Plan	Analysis
Goal CD-2. Maintain a memorable City identity characterized by distinctive, high quality buildings and streetscapes.	Yes	The project proposes the construction of a residential subdivision similar to the subdivision located adjacent to and east of the project site. The subdivision to the east contains high-quality houses with varied architectural themes and elements.
Goal CD-3. Establish distinct, attractive identities for neighborhoods, gateways, and commercial areas.	Yes, with mitigation	The project would likely be similar in design to the adjacent Villa Ticino East residential subdivision, thus reinforcing the identity of the area as an attractive single family residential neighborhood. Mitigation in this EIR would require a review of project landscaping plans to determine if proposed landscaping complies with City standards and policies.
Policy CD-P-17. Opportunities for public art should be incorporated in the public walkways and parking areas.	Yes	While the project does not propose the placement of public art in any public areas, nothing in the project design would prevent the future placement of public art.
Policy CD-P-18. The City shall encourage the use of murals and similar public art on buildings.	Yes	The only public facility proposed as part of the project is a fire station. While no murals or similar public art are proposed as part of the fire station, nothing in the project design would prevent the future placement of such art on the facility if the City and Fire Department wished.
Policy CD-P-21. Provide parks and schools as distinct centers for neighborhoods.	Yes	The project would include two neighborhood park areas as part of its development.
Policy CD-P-22. Provide features that distinguish one neighborhood from another, such as natural features, entry gateways, street lighting, or signage.	Yes	The project proposes to mark entrances to neighborhoods within the project site by entryways containing landscaped medians. The project will also include signage identifying the project.
Policy CD-P-23. Provide pedestrian systems that connect the center of adjacent neighborhoods.	Yes	The project would contain sidewalks on all streets within the proposed subdivision.

4.1 AESTHETICS

**TABLE 4.1-1
PROJECT CONSISTENCY WITH THE GENERAL PLAN COMMUNITY DESIGN ELEMENT**

General Plan Goals and Policies	Consistency with General Plan	Analysis
<p>Policy CD-P-24. The City shall ensure through design guidelines that the walls surrounding residential area neighborhoods are attractive and well designed.</p>	<p>Yes, with mitigation</p>	<p>The project does not explicitly state how any residential walls would be constructed. The City, through its design review process and through mitigation specified in this EIR, shall ensure that any residential walls constructed as part of the project would be well-designed and compatible with surrounding development.</p>
<p>Policy CD-P-30. Neighborhoods in new growth areas shall incorporate the following characteristics:</p> <ul style="list-style-type: none"> • The edges of the neighborhood shall be identifiable by use of landscaped areas along major streets or natural features, such as permanent open space. Primary arterial streets may be used to define the boundaries of neighborhoods. The street system shall be designed to discourage high volume and high-speed traffic through the neighborhood. • Neighborhoods shall be not more than one mile in length or width. • Each neighborhood shall include a distinct center, such as an elementary school, neighborhood park(s), and/or a mixed-use commercial area within a reasonable walking distance of the homes, approximately one-half mile. • Each neighborhood shall include an extensive pedestrian and bikeway system comprised of sidewalks and bike lanes along streets and dedicated trails. 	<p>Yes, with mitigation</p>	<p>The project would comply with this policy in the following ways:</p> <ul style="list-style-type: none"> • The boundaries of the project would be defined by Louise Avenue and Airport Way. The internal project street system, as proposed, would discourage high volume and high-speed traffic through the use of discontinuous and curvilinear design. Mitigation in this EIR would allow for review of landscaping within the project site. • As shown on the site plan, the residential neighborhood would be less than one mile in length and width. • The project would include a commercial center with an adjoining high-density residential area. It also would include two park areas. • The project would include sidewalks along all streets within the project. Pedestrian paths are incorporated into project open space and retention areas. Bicycle routes would be established in accordance with adopted City standards and plans.

4.1.3 IMPACTS AND MITIGATION MEASURES

SIGNIFICANCE STANDARDS

Appendix G of the CEQA Guidelines indicates that a project may have significant impacts on aesthetics and visual resources if it does any of the following:

- Has a substantial adverse effect on a scenic vista.
- Substantially damages scenic resources, including but not limited to trees, rock outcroppings and historic buildings within a state scenic highway.
- Substantially degrades the existing visual character or quality of the site and its surroundings.
- Creates a new source of substantial lighting and glare that would adversely affect day or nighttime views in the area.

METHODOLOGY

Pacific Municipal Consultants conducted several field trips to the project site. Photographs were taken of the site and the surrounding area. Special note was made of any areas of potential scenic value or having scenic views. Aerial photographs of the project site were also used in the analysis of visual impacts. The project application and available preliminary site plans were reviewed for proposed landscaping and other visual resources.

PROJECT IMPACTS AND MITIGATION MEASURES

Scenic Views

Impact 4.1.1 **The project may partially obstruct scenic views of the Coast Ranges to the west. [LS]**

As illustrated in **Photo 4.1-1** in this section, the Coast Ranges are visible in the distance from the project site. Views of mountains, particularly from valley locations, may be considered scenic. However, as the photograph also illustrates, views from the project site are already partially obstructed by existing development.

Development on the project site would be predominantly residential, with residences being no greater than two stories. The Manteca Municipal Code indicates that residential structures are limited to a maximum height of 30 feet, except for multifamily residential buildings for which the maximum height is 35 feet. Also, commercial structures are limited to a maximum height of 35 feet. As currently proposed, the project would construct single family and multifamily residential buildings and commercial structures, which must comply with the maximum height provisions of the Municipal Code. At the maximum heights, the proposed structures on the project site would not significantly obstruct any views of the mountains to the west, particularly as such views are already partially obstructed. Impacts on scenic views, therefore, are considered **less than significant**.

Visual Character

Impact 4.1.2 **The project would convert the visual character of the vicinity from rural and agricultural to an urban use. [LS]**

Currently, the landscape of the project vicinity is a mix of orchard, agricultural field, scattered rural residences, suburban residential subdivision, school district facility and industrial development.

4.1 AESTHETICS

The project would develop a large portion of the remaining agricultural fields in the vicinity, and remove two existing rural residences, and allow a suburban residential development. Rural landscapes are often considered to have scenic value. However, the rural landscape in this area has been substantially compromised by surrounding residential and industrial development. As an isolated portion of agricultural land, the project site is not considered to have high scenic value. Moreover, the proposed development would be similar in visual character to the Villa Ticino East subdivision, which primarily consists of custom-built homes starting in the upper \$200,000 price range. This subdivision is considered more visually appealing than typical suburban subdivisions. The project would also include park and open space area, as well as landscaping at entryways and along the Louise Avenue and Airport Way frontages. Impacts on visual character are considered **less than significant**.

Landscaping

Impact 4.1.3 **The project does not explicitly define the landscaping that would be installed on the project site. [SM]**

Manteca General Plan Policy CD-P-30 states "edges of the neighborhood shall be identifiable by use of landscaped areas along major streets or natural features, such as permanent open space." The project is bounded by Louise Avenue and Airport Way, and is approximately bounded by the Union Pacific Railroad tracks. Preliminary site plans do not indicate the landscaping that would be installed along the Louise Avenue and Airport Way frontages. Therefore, it cannot be determined if the project would be in compliance with General Plan Policy CD-P-30. This impact is considered **significant**.

Mitigation Measure

MM 4.1.3 Prior to the filing of a final map, the project applicant shall submit a landscaping plan to the City for its review and approval. The landscaping plan shall include, but not be limited to, detail on the landscaping that would be installed along the Louise Avenue and Airport Way frontages, and if required by the City, landscaping along the western boundary of the project site adjacent to the railroad tracks.

Timing/Implementation: Prior to the filing of a final map.

Enforcement/Monitoring: City of Manteca Community Development Department.

Implementation of the mitigation measure would ensure that the project complies with General Plan Policy CD-P-30 regarding landscaping treatments. Impacts after mitigation would be **less than significant**.

Light and Glare

Impact 4.1.4 **The project would introduce new sources of light and glare in the area. [SM]**

The project proposes the construction of residences and commercial buildings in an area that is mostly undeveloped but surrounded by urban development. Project development would most likely involve the installation of street lights, parking lot lights, illuminated signs and other forms of

illumination consistent with the existing City of Manteca standards. While the lighting that would be installed as part of the project could disturb adjacent residents by indirect illumination, city standards for lighting would require that all new lighting be focused on-site. In addition, the project proposes the construction of commercial buildings, a fire station and walls that could introduce glare if reflective materials and/or colors are used. These impacts are considered **significant**.

Mitigation Measures

MM 4.1.4a Lighting on the project site shall not directly or indirectly illuminate adjacent residences at a level greater than one foot-candle in intensity when measured from the property line. All lighting in such areas shall be shielded and directed downward onto the project site. Nothing in this mitigation measure shall be construed so as to prohibit the installation of lighting necessary for safety and/or security purposes.

Timing/Implementation: Upon commencement of lighting installation.

Enforcement/Monitoring: City of Manteca Community Development Department.

MM 4.1.4b The use of reflective materials in the construction of commercial buildings, the fire station and walls is prohibited. Wall finish tones that do not reflect sunlight for colors of these structures shall be used. Prior to issuance of a building permit for these structures, the project applicant shall demonstrate compliance with this mitigation measure to the City.

Timing/Implementation: Prior to issuance of building permit for commercial structures, fire station, and/or walls.

Enforcement/Monitoring: City of Manteca Community Development Department.

Implementation of these mitigation measures would reduce the amount of indirect illumination and glare that would be generated by the project. Impacts after mitigation would be **less than significant**.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Scenic Vistas

Impact 4.1.5 Construction of the project would cumulatively contribute to the degradation of existing scenic vistas found in the Manteca General Plan area. [SU]

The Manteca General Plan EIR states that buildout of the General Plan area will occur primarily at the edge of Manteca, and primarily in current agricultural areas. New development would be visible from locations within the community, from the highway overpasses, and from the nearby, unincorporated agricultural areas beyond the General Plan area boundaries. New development would impact the current views of open space, which are primarily vistas of agricultural fields and orchards. The Manteca General Plan EIR concluded that this impact is significant and unavoidable,

4.1 AESTHETICS

even with application of Resource Conservation Element Policy RC-P-17, which seeks to maximize the potential for open space and visual experiences.

The project would contribute to this identified degradation of scenic views by being developed on existing agricultural land, thereby changing scenic vistas in the vicinity. While the project would include some park and open space areas, it would still alter the views in the area. Therefore, the cumulative impacts of the project on scenic vistas are **significant and unavoidable**.

Conversion of Agricultural Open Space

Impact 4.1.6 The project would contribute to the general conversion of the visual character of the Manteca area from rural to predominantly urban. [SU]

As with other parts of the northern San Joaquin Valley, the Manteca-Lathrop area has experienced considerable urban development in recent years. Among other effects, this development has led to the conversion of rural landscapes in the area, which are considered to have scenic value. As previously described, the project would reduce the amount of rural landscape in the area and convert it to suburban residential development. The development on the project site would essentially be an infill project, utilizing vacant land within the City limits for designated urban uses. Infill projects are encouraged, as they reduce development pressures outside of the developed urban area, therein reducing the conversion of predominantly rural areas of the northern San Joaquin Valley. Nevertheless, the project would have a **significant** cumulative impact on visual character in the area, particularly in the reduction of agricultural open space.

The Manteca General Plan contains policies and implementation measures in its Resource Conservation and Community Design Elements that would reduce the impacts of development on open space character. Implementation of these policies and measures would reduce the cumulative impacts of the project. However, they would not reduce the cumulative impacts to a level that would be considered less than significant, since conversion of agricultural open space would still occur. This impact has been addressed in the Manteca General Plan EIR, and is considered **significant and unavoidable**.

REFERENCES

City of Manteca. 2003. Draft General Plan 2003. May 2003.

City of Manteca. 2003. *Environmental Impact Report For the City of Manteca General Plan 2003*. October 6, 2003.