
EXECUTIVE SUMMARY AND IMPACT OVERVIEW

PROPOSED PROJECT

The proposed West Landing Specific Plan (the “Plan”) consists of a mix of commercial, office, residential, business park, and light industrial land uses and county facilities in a 960-acre area. The Plan area is located in unincorporated Stanislaus County and is bounded by Whitmore Avenue and the City of Modesto to the north, and the Union Pacific Railroad and the City of Ceres to the east. Service Road and Ustick Road mark the southern and western boundaries respectively, with largely agricultural uses beyond.

Development of the Plan area could result in up to 3,635 residential units (1,310 multi-family units and 2,325 single-family units, subtracting the existing 24 Carol Lane units), up to 884,200 square feet of retail commercial, up to 383,910 square feet of office space, 802,100 square feet of light industrial/business park uses, 16 acres for two elementary schools, and 47 acres of parks. Some existing uses would be anticipated to remain under the Plan, including the existing 18.1-acre Carol Lane neighborhood, the G3 Enterprises industrial facility, which would be expected to continue to expand on their 128.5 acre site; and the 175.5-acre County facilities which would be expected to continue to develop based upon the County’s master plan for the site.

In addition to certification of the EIR, adoption of the Specific Plan would require City of Ceres actions including approval of General Plan Amendment, approval of Prezoning, and approval of the Specific Plan.

Subsequent actions that may be required to implement the proposed Specific Plan following adoption include tentative and final subdivision maps; development agreements; municipal bond financing; formation of landscape, lighting and maintenance assessment districts; conditional use permits; and/or demolition, grading and building permits. The lead agency shall assess specific development projects to determine whether a subsequent project may cause any significant effect on the environment that was not examined in this EIR in accordance with CEQA Guidelines 21157.1 and either make written findings that the project is within the scope of the project covered in this EIR or that additional analysis is required.

Other agency approvals that would be required for project implementation include National Pollutant Discharge Elimination Permit (NPDES) from the Regional Water Quality Control Board, State General Construction Activity Storm Water Permit from the State Water Quality Control Board, Stanislaus Local Agency Formation Commission (LAFCO) approval of annexation of the Plan area to the City of Ceres based on a sphere of influence adjustment to include the Plan area in the Primary Sphere and detachment from the Westport Fire Protection District, and Stanislaus County Office of Education approvals for boundary modification between Ceres Unified School District and Modesto City School District. (This modification is desired but is not required for Plan approval.)

WEST LANDING SPECIFIC PLAN IMPACTS AND MITIGATION MEASURES

The analyses in Chapters 4 through 20 of this document provide a description of the existing setting, identify potential environmental impacts associated with implementation of the Plan, and recommend mitigation measures to reduce or avoid potentially significant impacts that could occur as a result of Plan implementation. **Table 2.1** at the end of this chapter lists a summary statement of each potentially significant impact and corresponding mitigation measure(s), as well as the resulting level of significance.

SIGNIFICANT AND UNAVOIDABLE IMPACTS THAT CANNOT BE MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT

Significant environmental impacts require the implementation of mitigation measures or alternatives (where feasible) to reduce those impacts, or a finding by the Lead Agency that possible mitigation measures are infeasible for specific reasons. For some of the significant impacts, feasible mitigation measures either have not been identified, have uncertain feasibility, or may not be effective in reducing the impacts to a less than significant level. These impacts are designated as significant and unavoidable, as follows:

- **Agricultural Resources**: The project-specific (Impact Ag-1) and cumulative (Impact Ag-5) loss of farmland, as well as the conversion of three parcels under Williamson Act contract (Impact Ag-3), would remain significant and unavoidable because no feasible mitigation has been identified.
- **Air Quality**: Mobile emissions generated by Plan area traffic would increase emissions of ozone precursors and particulate matter in the region on a project-specific (Impact Air-2) and cumulative basis (Impact Air-4), affecting the attainment and maintenance of ozone and particulate matter air quality standards. It is anticipated that even with implementation of all reasonable and feasible measures required by the San Joaquin Valley Air Pollution Control District under rule 9510, development projects in the Plan area would not be able to meet reduction standards and the cumulative impact on regional air quality would remain significant and unavoidable.
- **Noise**: Construction activities would subject businesses and residents in and adjacent to the Plan area to elevated noise levels intermittently throughout build out (Impact Noise-4). Although implementation of noise mitigation would reduce the impact of construction noise (MM Noise-4), the impact would remain significant and unavoidable as a result of the extended period of time that adjacent receivers could be exposed to construction noise.

Contribution to cumulative increases in traffic noise would impact existing residences along Whitmore Avenue and Service Road (Impact Noise-3). While these impacts could be partially reduced through measures specific in MM Noise-1 and MM Noise-3, lowering the speed limit along these roadways is considered infeasible and the costs for retrofit of existing roadways or developments would be prohibitively expensive and is entirely or partially outside the jurisdiction of the City of Ceres. The impacts of increased traffic noise levels on off-site sensitive users would remain significant and unavoidable.

- **Traffic**: Development of the Plan would have impacts for which mitigation measures that would reduce the impacts to less than significant levels have been included to would reduce the impacts to less than significant levels in PFF/CFF funding and improvement programs or, if under CalTrans jurisdiction, included in the State Route 99 Transportation Concept Report and the StanCOG's 2007 RTP, but implementation is uncertain because the improvement is outside the

jurisdiction of the City of Ceres. Therefore, despite improvements being planned that would fully mitigate these impacts, they are considered significant and unavoidable and include:

- Direct impacts at 8 intersections and contribute to cumulative impacts at 6 intersections
- Direct impacts at 1 roadway segment and contribute to cumulative impacts at 1 roadway segment
- Direct impacts at 2 freeway mainline segments
- Direct impacts at 3 freeway interchange locations and contribute to cumulative impacts at 1 freeway interchange locations

Additionally, development of the Plan would have impacts for which mitigation measures that would reduce the impacts to less than significant levels have been identified but are not included in existing improvement programs. Thus, funding and timing of implementation is uncertain and these impacts are considered significant and unavoidable and include:

- Direct impacts at 1 intersection and contribute to cumulative impacts at 16 intersections
- Contribute to cumulative impacts at 2 roadway segments

Additionally, development of the Plan would have traffic impacts for which no feasible mitigation measures have been identified as capable of reducing the impacts to less than significant levels. These impacts are considered significant and unavoidable and include:

- Contribute to a cumulative impact at 1 intersection along Crows Landing Road, related to the infeasibility of widening past 3 lanes in either direction.
- Direct and cumulative impacts at 2 roadway segments and contribute to cumulative impacts at an additional 1 roadway segment, all of which are along Crows Landing Road and related to the infeasibility of widening past 3 lanes in either direction
- Direct and cumulative impacts at 1 freeway mainline segment and contribution to cumulative impacts at an additional 2 freeway mainline segments
- Direct and cumulative impacts at 1 freeway interchange location and contribution to cumulative impacts at 3 additional freeway interchange locations
- **Greenhouse Gas Emissions:** Development of the Plan would contribute to cumulative increases in greenhouse gas (GHG) emissions (Impact Climate-1). The Air District is in the process of establishing quantified GHG emission reduction measures to address and mitigate GHG emissions (MM Climate-1). However, because SJVAPCD's interim GHG reduction measures and mitigation points are not yet officially adopted and development project details are not yet known, it is uncertain if developments could reach the minimum required reductions. Therefore, this impact is considered significant and unavoidable.

IMPACTS REDUCED TO A LEVEL OF LESS THAN SIGNIFICANT THROUGH MITIGATION

The following potentially significant impacts could be reduced to less than significant levels with implementation of mitigation measures:

- **Agricultural Resources:** Potential impacts related to interruption of irrigation lines (Impact Ag-3) and incompatibilities between residential and agriculture uses (Impact Ag-4) can be reduced to less than significant levels through assurances that irrigation lines will remain viable (MM Ag-3) and inclusion of right-to-farm clauses in residential deeds in the Plan area (MM Ag-4).
- **Air Quality:** Grading of development sites in the Plan area involves a high potential for emission of fugitive particulate matter that would affect local air quality (Impact Air-1). In addition to compliance with SJVAPCD Regulation VIII, implementation of enhanced dust control measures (MM Air-1) would reduce the impact to less than significant levels.

Residential uses would be subject to dust and odors from nearby active agricultural areas (Impact Air-3), but this impact would be reduced to less than significant through the inclusion of a landscaped setback combined with the planned residential sound wall along Ustick Road and Service Road, and deeded right-to-farm (MM Ag-4).

- **Biological Resources:** Conversion of the alfalfa fields, grain fields, and annual cropland within the Specific Plan area to urban development will result in permanent loss of potential Swainson's hawk foraging habitat (Impact Bio-2). Similarly, if burrowing owl are present on site, development of the area surrounding the burrow would be considered loss of habitat (Impact Bio-4). These impact would be reduced to a less than significant level through compliance with CDFG guidelines for compensatory habitat mitigation (MM Bio-2 and -4).

Burrowing owls, nesting Swainson's hawks and other protected nesting birds, if present, could be disturbed by construction in the Plan area (Impacts Bio-3, Bio-1 and Bio-5). Compliance with the recommendations of pre-construction burrowing owl (MM Bio-3), nesting Swainson's hawk (MM Bio-1), and nesting bird surveys (MM Bio-5) would respectively reduce these impacts to less-than-significant levels.

- **Cultural Resources:** While no evidence to suggest the presence of such resources was identified, construction in the Plan area could disturb unidentified archeological or paleontological resources (Impact Culture-1) and/or human remains (Impact Culture-2). Halting of work in the event such resources are discovered during construction and implementation of appropriate measures (MM Cultural-1 and MM Cultural-2) would reduce these impacts to less than significant levels. Before development projects could proceed in the portions of the Plan area that were not surveyed for cultural and historic resources to satisfy Section 21083.2 of the California Public Resources Code (Impact Cultural-3), these areas would need to be thoroughly surveyed (MM Cultural-3).
- **Geological Resources:** Development of the Plan would increase the number of structures and residents in a seismically active region, which could result in loss or injury from seismically-induced ground shaking or ground failure (Impacts Geo-1 and Geo-2) or from unstable or expansive soils (Impact Geo-4). Compliance with design-level seismic design standards (MM Geo-1) will ensure these impacts are reduced to less than significant.

Site grading activities could result in erosion and/or the loss of topsoil from construction sites during build-out of the Plan area (Impact Geo-3). This impact would be reduced to a level of less than significant through implementation of an Erosion Control Plan and Stormwater Pollution Prevention Plan (MM Geo-3).

- **Hazardous Materials:** Hazardous materials could be accidentally released during site grading, construction and operation (Impact Haz-1). The impact would be reduced to less than significant levels through compliance with recommendations as contained in Phase I/II Reports and soil management if contaminated soils are identified (MM Haz-1a and MM Haz-1b), proper

hazardous waste disposal (MM Haz-1c), and implementation of a Storm Water Pollution Prevention Plan (MM Hydro-1).

Proposed school sites are included in the Plan area, which would be near potential new sources of hazardous emissions (Impact Haz-2). This impact would be reduced through implementation of the above mitigation measures as well as compliance with SJVAPCD and OSHA standards (MM Haz-2a) and City of Ceres Municipal Code industrial uses performance standards.

Through fire department review (MM Haz-3) of development project proposals, potential impacts related to interference with emergency response/evacuation plans (Impact Haz-3) will be reduced to less than significant.

- **Hydrology and Water Quality:** Grading activities for development of the site could result in soil erosion and associated siltation/sedimentation that could contain agricultural contaminants (Impact Hydro-1), but would be reduced to less than significant levels through implementation of Storm Water Pollution Prevention Plans (MM Hydro-1).

Development of the Plan area would increase the potential for runoff (Impact Hydro-2) and decrease groundwater recharge (Impact Hydro-4). The increase in runoff could be offset using properly designed retention basins and drainage systems (MM Hydro-2). Best Management Practices for groundwater quality and supply would ensure appropriate infiltration (MM Hydro-4). Runoff could include pollutants that would impact water quality (Impact Hydro-3). Implementation of Water Quality Best Management Practices (MM Hydro-3) would reduce this impact to less than significant.

- **Land Use and Planning:** Proposed residential development could result in land use incompatibilities with adjacent active agricultural operations, but this would be reduced through Plan-specified walls and landscaped setback areas and right to farm clauses (MM Ag-4).
- **Noise:** Residences and businesses in the vicinity of the Specific Plan area could be exposed to construction related vibration during the excavation and foundation work of the buildings constructed in the Plan area (Impact Noise-5) and would require measures (MM Noise-5) to reduce the impact to less than significant.

Proposed residential uses in the Plan area would be impacted by noise from traffic (Impact Noise-1) and from proposed industrial/commercial uses (Impact Noise-2). These impacts would be reduced to less than significant through implementation of site-specific measures to reduce noise from roadways (MM Noise-1a, 1b and 1c) and at adjacent uses (MM Noise-2).

- **Traffic:** Development of the Plan would have impacts for which mitigation measures have been identified to reduce the impacts to less than significant levels including:

Direct impacts at 6 intersections that will be reduced through implementation of Ceres PFF and at 2 intersections that will require additional improvements

Direct impacts at 2 roadway segments that will be reduced through implementation of Ceres PFF and at 1 roadway segment that will require additional improvements

- **Utilities:** The proposed Specific Plan would increase demand for water (Impact Util-1) but also proposes new wells to meet that demand. Specifics of well productivity and availability of capacity must be demonstrated (MM Util-1) before development can occur. The new wells have the potential to interfere with existing wells in the vicinity (Impact Util-2). Through test wells

(MM Util-2a) and rectification of impacts to other local wells if necessary (MM Util-2b), the impact would be less than significant.

Development of the Plan would increase demand for wastewater treatment and disposal beyond existing wastewater treatment plan capacity (Impact Util-3) and contribute to cumulative deficiencies (Impact Util-4). Plans for upgrading wastewater treatment plant treatment and disposal capacity have been identified, but temporary impacts could occur if these capacity upgrades are not made on the same timeline as development in the Plan area. Therefore, development projects in the Plan area will be required to demonstrate availability of adequate wastewater treatment and disposal capacity before they can proceed (MM Util-3). These impacts would be less than significant.

IMPACTS DETERMINED NOT TO BE SIGNIFICANT

The following impacts related to the West Landing Specific Plan would be considered to have no impact or a less than significant impact, with no mitigation required.

- Aesthetics: Nothing within or viewed from the Plan area is designated as a scenic resource or scenic vista, nor is the Plan area near a Scenic Highway. Adherence to design standards in the Specific Plan would ensure changes in visual character and light and glare would not cause significant impacts.
- Air Quality: Development of the Plan area would emit ozone precursor air pollutants on a temporary basis from construction-related trips and equipment, and mobile emissions generated by Plan area traffic would increase carbon monoxide concentrations at intersections in the Plan area vicinity. However, the Plan would be required to comply with existing regulations. Resulting concentrations would be below ambient air quality standards, and therefore, considered less than significant impacts.

The Union Pacific rail line runs along the eastern boundary of the Plan site and locomotives are a source of diesel particulate matter emissions, a toxic air contaminant. However, residential uses are not planned near this rail line and air quality concerns related to proximity to the rail line would pose a less than significant impact.

- Hazardous Materials: Construction and future operation of proposed uses in the Plan area will require the limited use of common hazardous materials, such as fuel, solvents and paint. Industrial uses are additionally likely to use hazardous materials that require permitting. However, businesses will be required to comply with laws and regulations that govern the use, transport and storage of hazardous materials and the project-specific and cumulative impacts would be considered less than significant.

The Plan area is not in an area identified to have a wildland fire hazard and is surrounded by rural residential, urban development, and irrigated agricultural lands. Potential for fire hazards in agricultural areas is relatively low. Therefore, the risk of exposure to wildland fires is considered a less-than-significant impact.

- Hydrology: Development under the Plan would alter the existing drainage pattern of the site, but would not increase flooding. The Plan area is not located in a 100-year flood hazard area or within a dam inundation area. The Plan would draw water from the Turlock groundwater sub-basin, but would not substantially deplete groundwater such that there would be a net deficit in aquifer volume or a significant lowering of the local groundwater table level.

- **Land Use:** While the proposed Plan is a deviation from the uses and timing of development anticipated under the current General Plan, it is consistent with General Plan and LAFCO policies. Approval of a General Plan Amendment and annexation, as proposed, would reduce any potential inconsistency.
- **Mineral Resources:** There are no known mineral resources on the Project site that would be of major value to the region or the residents of the state. The Project site is not included on any County or City map of mineral resource recovery sites.
- **Population and Housing:** The Plan represents a divergence from the anticipated timing and type of growth in this particular location, resulting in residential development in the Plan area before it would otherwise have been anticipated and to a greater level than planned. However, the level of growth is not inconsistent with population and employment projections on a County-wide or even City-wide level and the impact would be less than significant.

Build out of the Plan area would result in removal of some existing residential units in the Plan area. However, the proposed Specific Plan provides for a substantial increase in the total number of dwelling units, far greater than the number that might be removed and the impact would be less than significant.

- **Public Services:** The proposed Specific Plan would increase demand for police and fire protection services and would require a new facility and equipment in the Plan area. This will be implemented as needed to reduce the potential impact to less than significant.

Reorganization of fire district boundaries as proposed under the Plan would result in a loss of tax revenue for the Westport Fire District, which is already operating with a minimal budget and could affect the District's continuing financial feasibility and ability to provide service to their remaining service area. The loss of tax revenue and the continued feasibility of the Westport Fire District will be required to be addressed before annexation will be approved and the impact would be considered less-than-significant.

Development as proposed would increase the demand for schools. Two elementary schools are proposed in the Plan area to meet generated demand, but demand for junior high and high school students would contribute to demand for off-site schools. According to student enrollment projects, these students can be accommodated in existing facilities whether or not a territory transfer is completed (i.e., in either CUSD or MCSD), but in the future could cumulatively contribute to the need for additional schools. If this is the case, such new schools would need to undergo appropriate environmental review and this impact would be considered less than significant.

The proposed Specific Plan provides the required total acreage of useable parkland per the Quimby Act standard of 3 acres per 1,000 residents and therefore the impact would be considered less than significant. When partial credit for dual use retention basin areas is calculated, the total park acreage does not meet City of Ceres General Plan standards of 4 acres per 1,000 residents. Note that while this does not change the significance determination, under the Quimby Act, the City is not precluded from requiring additional park acreage and/or in lieu fees up to their 4 acre per 1,000 person requirement, as adopted in the General Plan, as development proposals with specific unit counts are submitted within the Plan area.

- **Utilities:** Demand for water, stormwater, solid waste services would be met with on-site improvements, as necessary. Development of the Plan area would require construction of new

water wells and water, wastewater and stormwater infrastructure. However, these improvements have been included as part of the Plan and impacts would be considered less than significant.

ALTERNATIVES

Four alternatives to the proposed Plan were considered in detail in the alternatives analysis presented in chapter 21 of this document, as discussed below.

Some alternatives were considered but rejected from further analysis. These include an off-site alternative, which was rejected because the impacts would be the same as or similar to those of the proposed Plan and it would not include the job-creation opportunity of the established Crows Landing corridor that creates a balanced plan, and an alternative that considered development of only a portion of the site, which was rejected because the General Plan anticipated growth in the entire proposed Plan area would need to be assumed on a cumulative basis and while the portion of the cumulative impact attributed to the alternative would be lessened, cumulative impacts as a whole would not be substantially changed.

Alternative 1: A No Project/No Development alternative was considered in which the Plan area would remain in the county, and the General Agriculture designation on those properties west of Crows Landing Road would be retained. The rural residences and agricultural operations would continue in their present form. Under this alternative, the G3 Enterprises facility would continue to build out under the County's jurisdiction, as would the County facility east of Crows Landing Road. A No Project/No Development alternative would not meet any of the project objectives, because it would not annex the Plan area to the City or Ceres, and no new development would occur. There would be no impacts on the environment, because no new development would occur within the Plan area. Therefore, this alternative would be Environmentally Superior to the proposed Plan.

Alternative 2: A No Project/General Plan Assumptions alternative was considered in which the Plan area would be annexed to the City of Ceres and developed according to the City's General Plan. This alternative would result in significantly more industrial uses, but also significantly less commercial and office and fewer residential units. Many of the impacts would be the same or similar as those under the Proposed Project. Population-related impacts such as air quality emissions and traffic would be reduced under Alternative 2 as compared to the proposed Plan, but not enough to reduce significant and unavoidable impacts to less than significant levels. Conversely, some new impacts would be introduced or increased such as land use incompatibilities and potential noise impacts resulting from industrial uses locating near existing or proposed residences with no formalized buffers. And some beneficial impacts, such as a mix of density and uses that could reduce greenhouse gas emissions, extended bus lines and bike/pedestrian systems, and new schools and new community park may not be included if the area builds out according to the General Plan instead of under a Specific Plan.

Alternative 3: An alternative with Reduced Intensity, Some Mix of Uses was considered in which the Plan area would be annexed into the City of Ceres, but it would develop according to a reduced intensity development plan that preserves some mix of uses in the Plan area. Alternative 3 assumes retail will develop as proposed under the Plan and an additional 20 acres would be developed as light industrial uses. All the remaining area would develop as low density residential. Many of the impacts would be the same or similar as those under the proposed Plan. Population-related impacts such as air quality emissions and traffic would be reduced under Alternative 3 as compared to the Proposed Project to a degree that significant and unavoidable air quality impacts related to emissions of ozone precursors and particulate matter would be reduced to less than significant levels. Other impacts would remain significant and unavoidable or require the same mitigation for reduction to less than significant levels. While total greenhouse gas emissions would be less under Alternative 3, the lower-

intensity development would also provide less opportunities to reduce such emissions through support of alternate transportation choices and higher residential densities. Alternative 3 would meet many of the objectives, but to a lesser degree than would the Plan, with lower employment potential and less mix of uses and residential densities to respond to market conditions and support commercial uses and alternative transportation modes.

Alternative 4: An alternative with Reduced Intensity, Low-Density Residential Only was considered in which the Plan area would be annexed into the City of Ceres, but it would develop entirely with low-density residential development. No non-residential uses, such as retail, office, business park or light industrial uses would be developed under this alternative. This alternative was chosen as a very low traffic generating alternative that could avoid the project-specific impacts related to traffic congestion on Crows Landing Road. However, even with this dramatically lower number of trips (a 61% reduction compared to the Plan), Crows Landing Road would operate at unacceptable levels at its planned build-out even without any development in the Plan area, so cumulative impacts to Crows Landing Road would remain Significant and Unavoidable under Alternative 4. Conclusions related to air quality and greenhouse gas emissions would be the same as under Alternative 3. Other population-related impacts such as other traffic impacts and noise impacts would be reduced under Alternative 3 as compared to the Proposed Project but would either remain significant and unavoidable or require the same mitigation for reduction to less than significant levels. As a residential-only development, Alternative 4 would fail to meet many of the project objectives, by including no substantial employment opportunities, failing to complement existing and surrounding uses or respond to current and projected market conditions, and failing to support alternative transportation modes. In the absence of a No Project Alternative, Alternative 4 was determined to be the Environmentally Superior Alternative.

TABLE 2.1: SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
Significant and Unavoidable – No Feasible Mitigation to Reduce to Less Than Significant		
Impact Ag-1: Conversion of Farmland. The proposed Specific Plan would result in the conversion of approximately 660 acres of Farmland.	No feasible mitigation has been identified.	Significant and Unavoidable
Impact Ag-2: Development of Williamson Act Lands. The proposed Specific Plan would result in the development of approximately 187 acres of land currently under Williamson Act contracts.	No feasible mitigation has been identified.	Significant and Unavoidable
Impact Ag-5: Cumulative Loss of Farmland. The proposed Specific Plan, in combination with other cumulative development in Stanislaus County and throughout the Central Valley, would contribute to the conversion of agricultural land, including Farmland and Williamson Act contract land.	No feasible mitigation has been identified.	Significant and Unavoidable
Impact Air-2: Ozone Precursors and Particulate Matter. Mobile emissions generated by Plan area traffic would increase emissions in the region, affecting the attainment and maintenance of ozone and particulate matter air quality standards. These increases would be above GAMAQI significance thresholds.	Development projects in the Plan area would be required by SJVAPCD Rule 9510 to mitigate operational NOx emissions by 33 percent and operational PM10 emissions by 50 percent over ten years. No other feasible mitigation has been identified.	Significant and Unavoidable
Impact Air-4: Cumulative Contribution to Ozone Precursors. Plan emissions of ozone precursors would contribute significantly to cumulative regional air quality problems.	Mitigation Measure Air-2 would also be applicable to Impact Air-4.	Significant and Unavoidable
Impact Air-5: Cumulative Operational PM10 Impacts. Plan emissions of PM10 would contribute significantly to cumulative regional air quality problems.	Mitigation Measure Air-2 would also be applicable to Impact Air-5.	Significant and Unavoidable
Impact Climate-1: Greenhouse Gas Emissions. New development in the Plan area would be an additional source of GHG emissions, primarily through consumption of energy for transportation and energy usage that could contribute to significant impacts on the environment.	Climate-1: Implement Greenhouse Gas Emissions Reduction Measures. Development projects within the Plan area shall demonstrate GHG emissions reductions to comply with State and Federal requirements, as feasible, through implementation of SJVAPCD GHG emission reduction measures or quantification of reduction from additional measures. Or, if the City of Ceres has adopted an alternate GHG emission reduction plan or GHG mitigation program in the interim, compliance with that plan or program will satisfy this mitigation measure.	Significant and Unavoidable
Impact Noise-3: Increased Roadway Noise For Existing Uses: The Plan would increase traffic noise levels substantially at sensitive uses along project roadways in its vicinity.	No feasible mitigation has been identified.	Significant and Unavoidable
Impact Noise-4: Construction Noise. Businesses and residences throughout the West Landing Specific Plan area would be intermittently exposed to high levels of noise throughout the plan horizon. Construction would	Noise-4: Construction Noise Mitigation. In addition to complying with construction noise controls outlined in the Ceres Municipal Code section 9.36.020.E, the following measures shall be implemented when applicable and feasible to reduce	Significant and Unavoidable

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
<p>elevate noise levels at adjacent businesses and residences by 15 dBA or more.</p>	<p>noise from construction activities:</p> <ul style="list-style-type: none"> • Ensure construction equipment is well maintained and used judiciously to be as quiet as practical. • Equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment. • Utilize “quiet” models of air compressors and other stationary noise sources where technology exists. • Locate stationary noise-generating equipment as far as feasible from sensitive receptors when sensitive receptors adjoin or are near a construction project area. • Prohibit unnecessary idling of internal combustion engine. • Pre-drill foundation pile holes to minimize the number of impacts required to seat the pile. • Construct solid plywood fences around construction sites adjacent to operational business, residences or noise-sensitive land uses. • A temporary noise control blanket barrier could be erected, if necessary, along building facades facing construction sites. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling. Noise control blanket barriers can be rented and quickly erected. • Route construction related traffic along major roadways and as far as feasible from sensitive receptors. • Ensure that construction activities (including the loading and unloading of materials and truck movements) are limited to the hours of 7:00 am to 7:00 pm on weekdays and between the hours of 9:00 am and 8:00 pm on weekends or holidays. • Ensure that excavating, grading and filling activities (including warming of equipment motors) are limited to between the hours of 7:00 am to 7:00 pm on weekdays and between the hours of 9:00 am and 8:00 pm on weekends or holidays. • Businesses, residences or noise-sensitive land uses adjacent to construction sites should be notified of the construction schedule in writing. Designate a “construction liaison” that would be responsible for responding to any local complaints about construction noise. The liaison would determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the liaison at the construction site. 	

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
Impact Noise-6: Cumulative Traffic Noise. The Plan in combination with the effects of buildout of the surrounding community would increase traffic noise levels substantially along roadways in its vicinity.	Mitigation Measures Noise-1a, -1b, -1c, -2 and -3 would also be applicable to Impact Noise-6.	Significant and Unavoidable
Impact Traf-17: Crows Landing Road North of Hatch Road (A). This roadway segment would deteriorate from LOS C and LOS D in the AM and PM peak hours, respectively, to LOS F during both periods with the addition of Project traffic. This roadway segment is under the jurisdiction of Stanislaus County and within Modesto's Sphere of Influence.	Implementation of Modesto's CFF program would partially mitigate this impact. The following additional improvements would achieve acceptable traffic operations but are not currently included in an improvement program: Add one northbound lane and one southbound lane to provide four travel lanes on each direction from Hatch Road to SR 99. This additional widening of Crows Landing Road was considered in conjunction with the adoption of the City of Modesto's CFF program and was considered to be infeasible.	Significant and Unavoidable
Impact Traf-18: Crows Landing Road North of Whitmore Avenue (B). This roadway segment would deteriorate from LOS C to LOS F during both peak hours with the addition of Project traffic. This roadway segment is under the jurisdiction of Stanislaus County and within Modesto's Sphere of Influence.	Implementation of Modesto's CFF program would partially mitigate this impact. The following additional improvements would achieve acceptable traffic operations but are not currently included in an improvement program: Add one northbound lane and one southbound lane to provide four travel lanes on each direction from Whitmore Avenue to Hatch Road. This additional widening of Crows Landing Road was considered in conjunction with the adoption of the City of Modesto's CFF program and was considered to be infeasible.	Significant and Unavoidable
Impact Traf-24: SR 99 North of Crows Landing Road - Southbound. This segment would continue to operate at unacceptable levels during both peak hours with the addition of Project traffic, which would increase the volumes by more than five percent both peak hours. SR 99 is under the jurisdiction of Caltrans.	According to State Route 99 Transportation Concept Report and StanCOG's 2007 RTP, SR 99 would be widened from the existing three lanes to four lanes on each direction. With this improvement, the southbound segment of SR 99 north of Crows Landing Road would operate at LOS D during the AM peak hour with the addition of Project generated traffic and would improve to LOS E during the PM peak hour, which is still in the unacceptable range but is an improvement over the existing operations.	Significant and Unavoidable
Impact Traf-28: Crows Landing Road Southbound SR 99 Off-Ramp. The Project would increase the interchange volumes by more than five percent in both the AM and PM peak hours when the merge area would already operate at LOS E and LOS F, respectively, without the addition of Project trips. SR 99 is under the jurisdiction of Caltrans.	With implementation of the SR 99 widening described above, the Crows Landing Road southbound off-ramp would improve to LOS E during both peak hours while still operating at substandard levels.	Significant and Unavoidable
Impact Traf-31: Crows Landing Road/Hatch Road (#2). With cumulative traffic increases, this intersection would operate at unacceptable levels of service during both peak hours with and without the addition of Project generated traffic. The proposed Project would cause this intersection delay to increase by more than five	Implementation of Modesto's CFF program would partially mitigate this impact. The following additional improvements would achieve acceptable traffic operations but are not currently included in an improvement program: Add one additional through lane to each of the northbound, southbound and eastbound approaches	Significant and Unavoidable

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
<p>seconds in both peak hours. This intersection is under the jurisdiction of Stanislaus County and within Modesto’s Sphere of Influence.</p>	<p>as well as the receiving lanes on the corresponding legs. Add two additional through lanes on the westbound approach and two corresponding receiving lanes. Modify the traffic signal to allow for the provision of right-turn overlap phasing for the northbound and southbound movements, with prohibition of eastbound and westbound U-turn movements.</p> <p>These additional widening improvements were considered in conjunction with the adoption of City of Modesto’s CFF program and were considered to be infeasible.</p>	
<p>Impact Traf-57: Crows Landing Road North of Hatch Road (A). This roadway segment would deteriorate from LOS D in the AM peak hour with the addition of Project generated traffic. Project traffic would also worsen the roadway operations, which would already be operating at LOS F in the PM peak hours without the Project. This roadway segment is under the jurisdiction of Stanislaus County and within Modesto’s Sphere of Influence.</p>	<p>Implementation of Modesto’s CFF program would partially mitigate this impact.</p> <p>To fully mitigate the cumulative impact, further widening of the roadway would be required.</p> <p>The additional widening improvements were considered in conjunction with the adoption of City of Modesto’s CFF program and were considered to be infeasible.</p>	<p>Significant and Unavoidable</p>
<p>Impact Traf-58: Crows Landing Road North of Whitmore Avenue (B). This roadway segment would deteriorate from LOS C in the AM peak hour and LOS D in the PM peak hour to LOS F with the addition of Project traffic. This intersection is under the jurisdiction of the City of Modesto.</p>	<p>Implementation of Modesto’s CFF program would partially mitigate this impact.</p> <p>To fully mitigate the cumulative impact, further widening of the roadway would be required.</p> <p>The additional widening improvements were considered in conjunction with the adoption of City of Modesto’s CFF program and were considered to be infeasible.</p>	<p>Significant and Unavoidable</p>
<p>Impact Traf-59: Crows Landing Road South of Whitmore Avenue (C). This roadway segment would deteriorate from LOS D in the AM peak hour with the addition of Project generated traffic. Project traffic would also worsen the roadway operations, which would already be operating at LOS F in the PM peak hours without the Project. This segment is under the jurisdiction of Stanislaus County and within Ceres’ Sphere of Influence. The Crows Landing Road segment between Whitmore Avenue and Service Road will be annexed by the City of Ceres as a part of the proposed Project.</p>	<p>Implementation of Modesto’s CFF program would partially mitigate this impact.</p> <p>To fully mitigate the cumulative impact, further widening of the roadway would be required.</p> <p>However, further widening of Crows Landing Road would result in secondary impact to pedestrians by increasing crossing time and exposure to vehicular traffic, where increased pedestrian activities are projected near the proposed retail commercial center, so has been rejected.</p>	<p>Significant and Unavoidable</p>
<p>Impact Traf-61: Whitmore Avenue East of Blaker Road (E). This roadway segment would operate at LOS F with or without the addition of Project generated traffic. The Project would add traffic to this segment and worsen the operations. This segment is under the jurisdiction of City of Ceres.</p>	<p>Installation of the improvements identified in the City of Ceres’ PFF program and the SR 99/Whitmore Avenue Interchange Improvement project (discussed under Impact Traf-21) would partially reduce this cumulative impact.</p> <p>To fully mitigate this impact, the following improvement would be required: widen Whitmore Avenue East of Blaker Road by two lanes to accommodate three travel lanes on each direction. However, such additional widening is not included in the SR 99/Whitmore Avenue Interchange Improvement Project and is considered by the City of Ceres to be infeasible.</p>	<p>Significant and Unavoidable</p>

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
Impact Traf-63: SR99 North of Crows Landing Road - Northbound. This segment would continue to operate at LOS F in the AM peak hour with the addition of Project traffic, which would increase the volume by more than five percent. It would also deteriorate from LOS D to LOS E in the PM peak hour. SR 99 is under the jurisdiction of Caltrans.	This analysis already assumes that SR 99 would be widened to eight lanes for this scenario. Widening the freeway mainline segment further would provide additional capacity; however, this would go beyond the route concept for this facility and can only be planned and implemented by Caltrans. As a result, the Project impact would remain significant and unavoidable.	Significant and Unavoidable
Impact Traf-64: SR99 North of Crows Landing Road - Southbound. With the addition of Project traffic, this segment would degrade from LOS D to LOS E in the AM peak hour. It would continue to operate at unacceptable levels during the PM peak hour and would increase the volumes by more than five percent in both peak hours. SR 99 is under the jurisdiction of Caltrans.	This analysis already assumes that SR 99 would be widened to eight lanes for this scenario. Widening the freeway mainline segment further would provide additional capacity; however, this would go beyond the route concept for this facility and can only be planned and implemented by Caltrans. As a result, the Project impact would remain significant and unavoidable.	Significant and Unavoidable
Impact Traf-65: SR99 South of Mitchell Road - Southbound. This segment would deteriorate from LOS D to LOS E in the PM peak hour. SR 99 is under the jurisdiction of Caltrans.	This analysis already assumes that SR 99 would be widened to eight lanes for this scenario. Widening the freeway mainline segment further would provide additional capacity; however, this would go beyond the route concept for this facility and can only be planned and implemented by Caltrans. As a result, the Project impact would remain significant and unavoidable.	Significant and Unavoidable
Impact Traf-66: Mitchell Road Northbound SR99 Off-ramp. The Project would degrade the level of service from LOS D to LOS E during the AM peak hour. SR 99 is under the jurisdiction of Caltrans.	Widening the freeway mainline segment and/or the ramp would provide additional capacity. Widening the freeway mainline segment beyond eight lanes would go beyond the route concept for this facility. Widening of the ramps may require additional right-of-way, auxiliary lanes, and reconstruction of the ramp & interchange facilities. These improvements would need to be planned and implemented by Caltrans. As a result, the Project impact would remain significant and unavoidable.	Significant and Unavoidable
Impact Traf-67: Crows Landing Road Northbound SR99 On-ramp. The Project would degrade the level of service from LOS D to LOS E during the PM peak hour as well as increase the interchange volume by more than five percent in the AM peak hour when the merge area would already operate at LOS F level without the addition of Project trips. SR 99 is under the jurisdiction of Caltrans.	Widening the freeway mainline segment and/or the ramp would provide additional capacity. Widening the freeway mainline segment beyond eight lanes would go beyond the route concept for this facility. Widening of the ramps may require additional right-of-way, auxiliary lanes, and reconstruction of the ramp & interchange facilities. These improvements would need to be planned and implemented by Caltrans. As a result, the Project impact would remain significant and unavoidable.	Significant and Unavoidable
Impact Traf-68: Crows Landing Road Southbound SR99 Off-ramp. The Project would increase the interchange volumes by more than five percent in both the AM and PM peak hours when the merge area would already operate at LOS E and LOS F, respectively, without the addition of Project trips. SR 99 is under the jurisdiction of Caltrans.	Widening the freeway mainline segment and/or the ramp would provide additional capacity. Widening the freeway mainline segment beyond eight lanes would go beyond the route concept for this facility. Widening of the ramps may require additional right-of-way, auxiliary lanes, and reconstruction of the ramp & interchange facilities. These improvements would need to be planned and implemented by Caltrans. As a result, the Project impact would remain significant and unavoidable.	Significant and Unavoidable
Impact Traf-69: Mitchell Road Southbound SR99 On-ramp. The Project would degrade the	Widening the freeway mainline segment and/or the ramp would provide additional capacity. Widening	Significant and Unavoidable

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
level of service from LOS D to LOS E during the PM peak hour. SR 99 is under the jurisdiction of Caltrans.	the freeway mainline segment beyond eight lanes would go beyond the route concept for this facility. Widening of the ramps may require additional right-of-way, auxiliary lanes, and reconstruction of the ramp & interchange facilities. These improvements would need to be planned and implemented by Caltrans. As a result, the Project impact would remain significant and unavoidable.	
Significant and Unavoidable – Uncertain Timing or Feasibility of Mitigation		
Impact Traf-1: Crows Landing Road/Hatch Road (#2). The proposed Project would cause this intersection to degrade from LOS C to LOS F during the PM peak hour. This intersection is under the jurisdiction of Stanislaus County and within Modesto’s Sphere of Influence.	Mitigated to less than significant through implementation of Modesto’s CFF program.	Less than Significant if implemented, but certainty and timing is under another jurisdiction, so is considered Significant and Unavoidable
Impact Traf-2: Carpenter Road/Whitmore Avenue (#3). The proposed Project would cause at least one of the controlled movements to experience LOS F and the volumes would meet the peak hour signal warrant during both AM and PM peak hours. This intersection is under the jurisdiction of Stanislaus County, the north and east sides of the intersection are within Modesto’s Sphere of Influence.	Mitigated to less than significant through implementation of Modesto’s CFF program.	Less than Significant if implemented, but certainty and timing is under another jurisdiction, so is considered Significant and Unavoidable
Impact Traf-3: Crows Landing Road/Whitmore Avenue (#5). The proposed Project would cause the intersection operation to degrade from LOS C and LOS D in the AM and PM peak hours, respectively, to LOS F during both peak hours. This intersection is under the jurisdiction of Stanislaus County and Modesto and within Modesto’s and Ceres’ Sphere of Influence. The southern portion would be annexed by the City of Ceres as a part of the Project.	Traf-3: Implement Crows Landing Road/Whitmore Avenue Intersection PFF Improvements. The Project shall implement the improvements identified in the Ceres PFF program for the portion of the intersection in Ceres jurisdiction (southern), potentially with reimbursement through the program as appropriate. The portion outside the proposed Ceres jurisdiction would be mitigated to less than significant through implementation of Modesto’s CFF program.	The portion within the proposed Ceres jurisdiction is Less than Significant. The portion in Modesto jurisdiction would be Less than Significant if implemented, but certainty and timing is under another jurisdiction, so is considered Significant and Unavoidable
Impact Traf-4: Morgan Road/Whitmore Avenue (#6). With the addition of Project generated trips, vehicles at this intersection would experience excessive delays and the operations would deteriorate from LOS C to LOS F during the PM peak hour. The northwest portion of this intersection is under the jurisdiction of Modesto	The portion within the proposed Ceres jurisdiction would be mitigated to less than significant through implementation of Ceres PFF program. The portion outside the proposed Ceres jurisdiction would be mitigated to less than significant through implementation of Modesto’s CFF program	The portion within the proposed Ceres jurisdiction is Less than Significant.

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
<p>and the remaining portions are under the jurisdiction of Ceres.</p>		<p>The portion in Modesto jurisdiction would be Less than Significant if implemented, but certainty and timing is under another jurisdiction, so is considered Significant and Unavoidable</p>
<p>Impact Traf-9: Crows Landing Road/Service Road (#12). Project traffic would cause the intersection operations to deteriorate from LOS C to LOS F during both peak hours. This intersection is under the jurisdiction of Stanislaus County and the City of Ceres.</p>	<p>Traf-9a: Implement Crows Landing Road/Service Road Intersection PFF Improvements. The Project shall implement the improvements identified in the Ceres PFF program, potentially with reimbursement through the program as appropriate.</p> <p>Traf-9b: Crows Landing Road/Service Road Intersection Improvements. The Project shall construct the following improvements on the adjacent portions in the City of Ceres jurisdiction to achieve acceptable traffic operations at this intersection. These improvements are not currently included in an improvement program: Restripe the southbound approach lanes to provide two left-turn lanes, one through lane and one shared through-right lane. Modify the traffic signal to allow for the provision of right-turn overlap phasing on the westbound approach with prohibition of U-turn movement on the southbound approach.</p>	<p>The portion within the proposed Ceres jurisdiction is Less than Significant.</p> <p>The portion in Stanislaus County jurisdiction would be Less than Significant if implemented, but certainty and timing is under another jurisdiction, so is considered Significant and Unavoidable</p>
<p>Impact Traf-13: Crows Landing Road/Keyes Road (#18). Project generated traffic would cause at least one controlled movement at this intersection to degrade from LOS B to LOS F during both peak periods and the signal warrant would be met in the PM peak hour. This intersection is under the jurisdiction of the Stanislaus County.</p>	<p>Mitigated to less than significant through implementation of Stanislaus County’s PFF program.</p>	<p>Less than Significant if implemented, but certainty and timing is under another jurisdiction, so is considered Significant and Unavoidable</p>
<p>Impact Traf-14: Carpenter Road/Hatch Road (#21). Project generated traffic would cause at least one controlled movement at this intersection to degrade to LOS F during both peak periods and the signal warrant would be met in both peak hours. This intersection is under the jurisdiction of Stanislaus County and within Modesto’s Sphere of Influence.</p>	<p>Mitigated to less than significant through implementation of Modesto’s CFF program</p>	<p>Less than Significant if implemented, but certainty and timing is under another jurisdiction, so is considered Significant and Unavoidable</p>
<p>Impact Traf-15: Crows Landing Road/7th Street (#26). The eastbound and westbound controlled movements would operate at LOS F</p>	<p>Mitigated to less than significant through implementation of Modesto’s CFF program</p>	<p>Less than Significant if implemented,</p>

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
and the traffic signal warrant would be met with or without the addition of Project generated traffic. This intersection is under the jurisdiction of Stanislaus County and within Modesto's Sphere of Influence.		but certainty and timing is under another jurisdiction, so is considered Significant and Unavoidable
Impact Traf-16: B Street / 7th Street (#28). Project generated traffic would cause the intersection operations to deteriorate from LOS C to LOS E in the PM peak hour. This intersection is under the jurisdiction of the City of Modesto.	Mitigated to less than significant through implementation of Modesto's CFF program	Less than Significant if implemented, but certainty and timing is under another jurisdiction, so is considered Significant and Unavoidable
Impact Traf-20: Whitmore Avenue East of Crows Landing Road (D). This roadway segment would deteriorate from LOS C to LOS E and from LOS C to LOS F during the two peak hours, respectively, with the addition of Project traffic. This segment is under the jurisdiction of Stanislaus County and City of Modesto and within Ceres' Sphere of Influence. The southern portion of the roadway along the Project area frontage would be annexed by the City of Ceres as a part of the proposed Project.	Partially mitigated through implementation of Modesto's CFF program Widening has already been completed along the Project frontage in this segment. Remaining improvement to be implemented within the City of Ceres' PFF program include only additional pavement along unimproved frontages of adjacent properties that have not yet developed.	The portion within the proposed Ceres jurisdiction is Less than Significant. The portion in Modesto jurisdiction would be Less than Significant if implemented, but certainty and timing is under another jurisdiction, so is considered Significant and Unavoidable
Impact Traf-23: SR 99 North of Crows Landing Road - Northbound. This freeway segment would continue to operate at LOS F in the AM peak hour with the addition of Project traffic, which would increase the volume by more than five percent. It would also deteriorate from LOS D to LOS E in the PM peak hour. SR 99 is under the jurisdiction of Caltrans.	According to State Route 99 Transportation Concept Report and the StanCOG's 2007 RTP, SR 99 would be widened from the existing three lanes to four lanes on each direction. With this improvement, the northbound segment of SR 99 north of Crows Landing Road would operate at LOS D levels in the AM peak hour and LOS C in the PM peak hour with the addition of Project generated traffic.	Less than Significant if implemented, but certainty and timing is under another jurisdiction, so is considered Significant and Unavoidable
Impact Traf-25: SR 99 South of Mitchell Road - Southbound. This segment would deteriorate from LOS D to LOS E in the PM peak hour. SR 99 is under the jurisdiction of Caltrans.	According to State Route 99 Transportation Concept Report and the StanCOG's 2007 RTP, SR 99 would be widened from the existing three lanes to four lanes on each direction. With this improvement, the southbound segment of SR 99 south of Mitchell Road would operate at LOS C in the PM peak hour with the addition of Project generated traffic.	Less than Significant if implemented, but certainty and timing is under another jurisdiction, so is considered Significant and Unavoidable

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
Impact Traf-26: Mitchell Road Northbound SR 99 Off-Ramp. The Project would degrade the level of service from LOS D to LOS E during the AM peak hour. SR 99 is under the jurisdiction of Caltrans.	With implementation of the SR 99 widening described above, the Mitchell Road northbound off-ramp would operate at LOS D during the AM peak hour. However, the City of Ceres does not have jurisdiction over the timing, funding and implementation of the improvements. Therefore, the Project impact would remain significant and unavoidable.	Less than Significant if implemented, but certainty and timing is under another jurisdiction, so is considered Significant and Unavoidable
Impact Traf-27: Crows Landing Road Northbound SR 99 On-Ramp. The Project would degrade the level of service from LOS D to LOS E during the PM peak hour as well as increase the interchange volume by more than five percent in the AM peak hour when the merge area would already operate at LOS F level without the addition of Project trips. SR 99 is under the jurisdiction of Caltrans.	With implementation of the SR 99 widening described above, the Crows Landing Road northbound on-ramp would operate at LOS D during both peak hours. However, the City of Ceres does not have jurisdiction to the timing, funding and implementation of the improvements. Therefore, the Project impact would remain significant and unavoidable.	Less than Significant if implemented, but certainty and timing is under another jurisdiction, so is considered Significant and Unavoidable
Impact Traf-29: Mitchell Road Southbound SR 99 On-Ramp. The Project would degrade the level of service from LOS D to LOS E during the PM peak hour. SR 99 is under the jurisdiction of Caltrans.	With implementation of the SR 99 widening described above, the Mitchell Road southbound on-ramp would operate at LOS D during the PM peak hour. However, the City of Ceres does not have jurisdiction to the timing, funding and implementation of the improvements. Therefore, the Project impact would remain significant and unavoidable.	Less than Significant if implemented, but certainty and timing is under another jurisdiction, so is considered Significant and Unavoidable
Impact Traf-30: Crows Landing Road/SR 99 Northbound Ramps (#1). With cumulative traffic increases, this unsignalized intersection would operate at LOS F and would meet the signal warrant with or without the addition of Project generated traffic during both peak hours. SR 99 is under the jurisdiction of Caltrans.	The following improvements are required to achieve acceptable traffic operations: Installation of a traffic signal and widening the westbound off-ramp approach to provide one left-through shared lane and one right-turn lane.	Less than Significant if implemented, but certainty and timing is under another jurisdiction and a portion of the improvements are not included in an improvement plan and remaining funding and timing of implementation of these improvement have not been identified, so it is considered Significant and Unavoidable
Impact Traf-32: Carpenter Road/Whitmore Avenue (#3). This unsignalized intersection would operate at LOS F and would meet the	Mitigated to less than significant through implementation of Modesto's CFF program	Less than Significant if implemented,

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
<p>signal warrant with or without the addition of Project generated traffic during both peak hours. This intersection is under the jurisdiction of Stanislaus County and within Modesto’s Sphere of Influence.</p>		<p>but certainty and timing is under another jurisdiction, so is considered Significant and Unavoidable</p>
<p>Impact Traf-33: Crows Landing Road/Whitmore Avenue (#5). This intersection would operate at LOS F during both peak hours with and without the addition of Project generated traffic. The proposed Project would cause this intersection delay to increase by more than five seconds in both peak hours. This intersection is under the jurisdiction of Stanislaus County and Modesto and within Modesto’s and Ceres’ Sphere of Influence. The southern portion would be annexed by the City of Ceres as a part of the Project.</p>	<p>Installation of the improvements in Ceres’ PFF program, required by mitigation measure Traf-3, and those identified in the City of Modesto’s CFF program, County’s PFF program and (discussed under Impact Traf-3) would partially reduce this cumulative impact.</p> <p>To fully mitigate the cumulative impact, the following improvements would be required: Add one additional right-turn lane to each of the southbound and westbound approaches. These improvements are within City of Modesto jurisdiction.</p>	<p>Less than Significant if implemented, but certainty and timing is partially under another jurisdiction and a portion of the improvements are not included in an improvement plan and funding and timing of implementation of these improvement have not been identified, so it is considered Significant and Unavoidable</p>
<p>Impact Traf-34: Morgan Road/Whitmore Avenue (#6). This intersection would operate at unacceptable levels of service during both peak hours with and without the addition of Project generated traffic. The proposed Project would cause this intersection delay to increase by more than five seconds in both peak hours. The northwest portion of this intersection is under the jurisdiction of Modesto and the remaining portions are under the jurisdiction of Ceres.</p>	<p>The portion within the proposed Ceres jurisdiction would be mitigated to less than significant through implementation of Ceres PFF program.</p> <p>The portion outside the proposed Ceres jurisdiction would be mitigated to less than significant through implementation of Modesto’s CFF program</p>	<p>The portion within the proposed Ceres jurisdiction is Less than Significant.</p> <p>The portion in Modesto jurisdiction would be Less than Significant if implemented, but certainty and timing is under another jurisdiction, so is considered Significant and Unavoidable</p>
<p>Impact Traf-37: Carpenter Road/Service Road (#11). This unsignalized intersection would operate at LOS F and would meet the signal warrant with or without the addition of Project generated traffic during both peak hours. This intersection is under the jurisdiction of Stanislaus County.</p>	<p>Implementation of Stanislaus County’s PFF program would reduce this impact to less than significant.</p>	<p>Less than Significant if implemented, but certainty and timing is under another jurisdiction, so</p>

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
		is considered Significant and Unavoidable
<p>Impact Traf-38: Crows Landing Road/Service Road (#12). Project traffic would cause the intersection operations to deteriorate from LOS C to LOS F during the AM peak hour and would cause the intersection delay to increase by more than five seconds during the PM peak hour when the intersection would operate at LOS E. This intersection is under the jurisdiction of Stanislaus County and the City of Ceres.</p>	<p>Traf-38: Implement Crows Landing Road/Service Road Intersection Improvements with Fair Share Reimbursement. The Project shall dedicate right-of-way and implement the following improvements for the northern portion that will be in the City of Ceres' jurisdiction, which are required to achieve acceptable traffic operations but are not currently included in an improvement program: Add one additional northbound through lane and corresponding receiving lane on the north leg. Add one additional southbound through lane. Convert the southbound shared through-right lane to an exclusive through lane. Add one exclusive southbound right-turn lane. Add one additional westbound left-turn lane and one additional westbound right-turn lane. Modify the traffic signal to allow for the provision of right-turn overlap phasing for the northbound movement with prohibition of westbound U-turn movement. Modify the traffic signal to remove right-turn overlap phasing for the westbound movement as proposed in mitigation measure Traf-9, which would eliminate the prohibition of southbound U-turn movement. The City shall provide for reimbursement from other projects on a fair-share basis as appropriate. Mitigation Measures Traf-9a and Traf-9b would also be applicable to Impact Traf-38.</p>	<p>Less than Significant if implemented, but certainty and timing is partially under another jurisdiction, so is considered Significant and Unavoidable</p>
<p>Impact Traf-41: Mitchell Road/Service Road (#16). This intersection would operate at unacceptable levels of service during both peak hours with and without the addition of Project generated traffic. The proposed Project would cause this intersection delay to increase by more than five seconds in both peak hours. This intersection is under the jurisdiction of the City of Ceres and nearly all of these improvements are included in the frontage improvements of the adjacent developments.</p>	<p>Implementation of Ceres' PFF program would partially mitigate this impact.</p> <p>Traf-41: Fair Share Contribution Towards Mitchell Road/Service Road Intersection Improvements. The Project shall make a fair-share contribution to the following improvements, which are required to achieve acceptable traffic operations but are not currently included in an improvement program: Add one northbound left-turn lane and one right-turn lane to provide two left-turn lanes, two through lanes and one right-turn lane on the northbound approach. Add one southbound left-turn lane to provide two left-turn lanes, two through lanes and one right-turn lane on the southbound approach. Add one eastbound through lane and two right-turn lanes as well as one receiving lane on the corresponding east leg to provide one left-turn lane, three through lanes and two right-turn lanes on the eastbound approach. Add one westbound left-turn lane, one through lane and one right-turn lane as well as one receiving lane on the corresponding west leg to provide two left-turn lanes, three through lanes and one right-turn lane on the westbound approach. Modify the traffic signal to allow for the provision of right-turn overlap phasing for the northbound, southbound and eastbound movements, with prohibition of eastbound, westbound and</p>	<p>Less than Significant if implemented, but a portion of the improvements are not included in an improvement plan and remaining funding and timing of implementation of this improvement has not been identified, so it is considered Significant and Unavoidable</p>

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	southbound U-turn movement and optimize the cycle length and split phase time.	
Impact Traf-42: Carpenter Road/Keyes Road (#17). This intersection would operate at unacceptable levels of service with and without the addition of Project generated traffic and would meet the traffic signal warrant during the PM peak hour. This intersection is under the jurisdiction of the Stanislaus County.	Implementation of Stanislaus County’s PFF program would reduce this impact to less than significant.	Less than Significant if implemented, but certainty and timing is under another jurisdiction, so is considered Significant and Unavoidable
Impact Traf-43: Crows Landing Road/Keyes Road (#18). This intersection would operate at unacceptable levels of service and would meet the traffic signal warrant during both peak hours with and without the addition of Project generated traffic. This intersection is under the jurisdiction of the Stanislaus County.	Implementation of Stanislaus County’s PFF program would reduce this impact to less than significant.	Less than Significant if implemented, but certainty and timing is under another jurisdiction, so is considered Significant and Unavoidable
Impact Traf-44: Carpenter Road/Maze Road (#19). This intersection would operate at unacceptable levels of service during both peak hours with and without the addition of Project generated traffic. The proposed Project would cause this intersection delay to increase by more than five seconds in both peak hours. This intersection is under the jurisdiction of the Stanislaus County and the City of Modesto.	Implementation of Modesto’s CFF program would partially mitigate this impact. To fully mitigate the cumulative impact, further roadway widening would be required: Add one additional through lane to the northbound approach as well as the receiving lane on the corresponding north leg. These widening improvements are not included in any current improvement and funding program .	Less than Significant if implemented, but certainty and timing is under another jurisdiction and a portion of the improvements are not included in an improvement plan. Funding and timing of implementation of these improvement have not been identified, so it is considered Significant and Unavoidable
Impact Traf-45: Carpenter Road/Paradise Road (#20). This intersection would operate at unacceptable levels of service during both peak hours with and without the addition of Project generated traffic. The proposed Project would cause this intersection delay to increase by more than five seconds in both peak hours. This intersection is under the jurisdiction of Stanislaus County and within Modesto’s Sphere of Influence.	Mitigated to less than significant through implementation of Modesto’s CFF program	Less than Significant if implemented, but certainty and timing is under another jurisdiction, so is considered Significant and Unavoidable
Impact Traf-46: Carpenter Road/Hatch Road (#21). This intersection would operate at unacceptable levels of service and would meet	Implementation of Modesto’s CFF program would partially mitigate this impact. To fully mitigate the cumulative impact, further	Less than Significant if implemented,

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
<p>the traffic signal warrant during both peak hours with and without the addition of Project generated traffic. This intersection is under the jurisdiction of Stanislaus County and within Modesto’s Sphere of Influence.</p>	<p>roadway widening would be required: Add one exclusive left-turn lane on the eastbound approach and convert the existing lane to a shared through-right lane through lane. Add one additional right turn lane on the westbound approach. Modify the traffic signal to allow for the provision of right-turn overlap phasing for the westbound movement, with prohibition of southbound U-turn movement and provision of protected left-turn phasing for the northbound and southbound approaches. These improvements are not included in any current improvement and funding program .</p>	<p>but certainty and timing is under another jurisdiction and a portion of the improvements are not included in an improvement plan. Funding and timing of implementation of these improvement have not been identified, so it is considered Significant and Unavoidable</p>
<p>Impact Traf-47: Morgan Road/Hatch Road (#22). This intersection would operate at unacceptable levels of service during both peak hours with and without the addition of Project generated traffic. The proposed Project would cause this intersection delay to increase by more than five seconds in both peak hours. This intersection is under the jurisdiction of Stanislaus County and within Modesto’s Sphere of Influence.</p>	<p>Implementation of Modesto’s CFF program would partially mitigate this impact.</p>	<p>Less than Significant if implemented, but certainty and timing is under another jurisdiction, so it is considered Significant and Unavoidable</p>
<p>Impact Traf-48: Dallas Street-B Street/Whitmore Avenue (#23). This intersection would operate at unacceptable levels of service during both peak hours with and without the addition of Project generated traffic. The northern portion of the intersection is under the jurisdiction of the City of Modesto and the southern portion is under the jurisdiction of Stanislaus County and within Ceres’ Sphere of Influence. The southern portion of the intersection would be annexed by the City of Ceres as a part of the proposed Project.</p>	<p>The portion within the proposed Ceres jurisdiction would be mitigated to less than significant through implementation of Ceres PFF program.</p> <p>The portion outside the proposed Ceres jurisdiction would be mitigated to less than significant through implementation of Modesto’s CFF program</p>	<p>The portion within the proposed Ceres jurisdiction is Less than Significant.</p> <p>The portion in Modesto jurisdiction would be Less than Significant if implemented, but certainty and timing is under another jurisdiction, so is considered Significant and Unavoidable</p>
<p>Impact Traf-49: Crows Landing Road/Glenn Avenue (#24). This intersection would operate at unacceptable levels of service and would meet the traffic signal warrant during both peak hours with and without the addition of Project generated traffic. This intersection is under the jurisdiction of City of Modesto.</p>	<p>Implementation of Modesto’s CFF program would partially mitigate this impact.</p> <p>To fully mitigate the cumulative impact, the following improvement is required: Restripe the westbound lanes to provide one shared left-turn lane and one exclusive right-turn lane. These improvements are not included in any current improvement and funding program .</p>	<p>Less than Significant if implemented, but certainty and timing is under another jurisdiction and a portion of the improvements</p>

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
		are not included in an improvement plan. Funding and timing of implementation of these improvement have not been identified, so it is considered Significant and Unavoidable
<p>Impact Traf-50: Crows Landing Road/7th Street (#26). This intersection would operate at unacceptable levels of service and would meet the traffic signal warrant during both peak hours with and without the addition of Project generated traffic. This intersection is under the jurisdiction of Stanislaus County and within Modesto’s Sphere of Influence.</p>	<p>Implementation of Modesto’s CFF program would partially mitigate this impact.</p> <p>To fully mitigate the cumulative impact, further roadway widening would be required: Add one additional through lane to the eastbound approach as well as the receiving lane on the corresponding leg. These improvements are not included in any current improvement and funding program .</p>	<p>Less than Significant if implemented, but certainty and timing is under another jurisdiction and a portion of the improvements are not included in an improvement plan. Funding and timing of implementation of these improvement have not been identified, so it is considered Significant and Unavoidable</p>
<p>Impact Traf-51: River Road/9th Street - Northbound (#27). This intersection would operate at unacceptable levels of service and would meet the traffic signal warrant during both peak hours with and without the addition of Project generated traffic. This intersection is under the jurisdiction of Stanislaus County and within Ceres’ Sphere of Influence.</p>	<p>To fully mitigate the cumulative impact, the following improvements are required: Modify the westbound control to allow free-flow right-turn movement, which would require converting the northbound through-right lane to an exclusive right-turn lane and extending the westbound right-turn channelization to provide a dedicated receiving lane for the westbound movement. Pedestrian movements should be taken into consideration in the design of the intersection. These improvements are not included in any current improvement and funding program .</p>	<p>Less than Significant if implemented, but certainty and timing is under another jurisdiction and the improvements are not included in an improvement plan. Funding and timing of implementation of these improvement have not been identified, so it is considered Significant and Unavoidable</p>

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
<p>Impact Traf-52: B Street/7th Street (#28). This intersection would operate at unacceptable levels of service during both peak hours with and without the addition of Project generated traffic. The proposed Project would cause this intersection delay to increase by more than five seconds in both peak hours. This intersection is under the jurisdiction of the City of Modesto.</p>	<p>Implementation of Modesto’s CFF program would partially mitigate this impact.</p> <p>To fully mitigate the cumulative impact, further widening of the roadway would be required: Add one right turn lane to provide two left-turn lanes, two through lanes and two right-turn lanes on the northbound approach. Add one through lane and one right-turn lane to provide one left-turn lane, two through lanes and two right-turn lanes on the eastbound approach. Add one left-turn lane and one through lane to provide two left-turn lanes, one through lane and one shared through-right lane on the westbound approach. Modify the traffic signal to allow for the provision of right-turn overlap phasing on the northbound and eastbound approaches with prohibition of U-turn movement on the westbound and northbound approaches and provide protected left-turn signal phasing on all approaches. These improvements are not included in any current improvement and funding program .</p>	<p>Less than Significant if implemented, but certainty and timing is under another jurisdiction and a portion of the improvements are not included in an improvement plan. Funding and timing of implementation of these improvement have not been identified, so it is considered Significant and Unavoidable</p>
<p>Impact Traf-53: B Street/9th Street (#29). This intersection would operate at unacceptable levels of service during both peak hours with and without the addition of Project generated traffic. The proposed Project would cause this intersection delay to increase by more than five seconds in both peak hours. This intersection is under the jurisdiction of the City of Modesto.</p>	<p>To fully mitigate the cumulative impact, the following improvements are required: Add one left-turn lane to provide one left-turn lane, one shared left-through lane and one shared through-right lane to the eastbound approach; modify the traffic signal to allow for the provision of right-turn overlap phasing for the southbound movement with prohibition of eastbound U-turn movement. These improvements are not included in any current improvement and funding program .</p>	<p>Less than Significant if implemented, but certainty and timing is under another jurisdiction and the improvements are not included in an improvement plan. Funding and timing of implementation of these improvement have not been identified, so it is considered Significant and Unavoidable</p>
<p>Impact Traf-60: Whitmore Avenue East of Crows Landing Road (D). This roadway segment would deteriorate from LOS D to LOS F during both peak hours with the addition of Project traffic. This segment is under the jurisdiction of Stanislaus County and City of Modesto and within Ceres’ Sphere of Influence. The southern portion of the roadway along the Project area frontage would be annexed by the City of Ceres as a part of the proposed Project.</p>	<p>Implementation of Modesto’s CFF program would partially mitigate this impact.</p> <p>Implementation of Ceres’ PFF program would partially mitigate this impact.</p>	<p>The portion within the proposed Ceres jurisdiction is Less than Significant.</p> <p>The portion in Modesto jurisdiction would be Less than Significant if implemented, but certainty</p>

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
		and timing is under another jurisdiction, so is considered Significant and Unavoidable
Less than Significant with Mitigation		
Impact Ag-3: Disruption of Irrigation Water. The proposed Specific Plan could interfere with deliveries of agricultural water, which could interfere with agricultural operations outside of the Plan area.	Ag-3: Maintain Irrigation Facilities. Irrigation facilities within the Plan area shall be maintained for active agricultural uses until Plan area uses are developed. These facilities shall be upgraded and/or relocated as needed, based on consultation with TID and the timing of development.	Less than Significant
Impact Ag-4: Incompatible Land Uses. The proposed Specific Plan could result in land uses that are incompatible with agricultural land and operations surrounding the Plan area, which could impede agricultural operations and result in indirect loss of Farmland.	Ag-4: Deeded Right-to-Farm. Deeds recorded for each residential parcel in the Plan area shall include notification consistent with Stanislaus County’s Right-to-Farm Ordinance (9.32.050) that the residence is located in proximity to ongoing, active agricultural activities, and list the types of annoyances that could occur. The notification shall also state that neither the County nor the City will take action against property owners of agricultural land who engage in agricultural practices that are consistent with accepted customs and standards.	Less than Significant
Impact Air-1: Construction Dust. Construction activity involves a high potential for the emission of fugitive particulate matter emissions that would affect local air quality.	Air-1: Dust Suppression. In addition to compliance with SJVAPCD Regulation VIII, the following enhanced dust control measures shall be included in construction contracts where applicable and feasible to control fugitive dust emissions during construction. <ul style="list-style-type: none"> • Limit traffic speeds on unpaved roads to 15 mph. • Install sandbags or other erosion control measures to prevent silt runoff to public roadways. • Replant vegetation in disturbed areas as quickly as possible. • Limit access to the construction sites, so tracking of mud or dirt on to public roadways can be prevented. If necessary, use wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site. • Suspend excavation and grading activity when winds (instantaneous gusts) exceed 20 mph or dust clouds cannot be prevented from extending beyond the site. 	Less than Significant
Impact Air-3: Nuisances and Odors. Development of the Plan would not include any activities that are typical sources of objectionable odors. However, future agricultural activities adjacent to the west side of the site could affect some proposed residences.	Mitigation Measure Ag-4 would reduce Impact Air-3, in addition to Plan-specified walls and landscaped setback areas.	Less than Significant
Impact Bio-1: Disturbance of Nesting Swainson’s Hawks. Construction activities	Bio-1: Pre-Construction Swainson’s Hawk Survey. Pre-construction surveys for nesting Swainson’s	Less than Significant

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance										
<p>associated with buildout of the Plan Area could adversely affect nesting Swainson’s hawks.</p>	<p>hawks within 0.25 miles of the Plan area shall be conducted if construction commences between March 1 and September 15. If active nests are found, a qualified biologist shall determine the need (if any) for temporal restrictions on construction or through setbacks from active nests. The determination should be pursuant to criteria set forth by CDFG (1994).</p>											
<p>Impact Bio-2: Loss of Swainson Hawk Foraging Habitat. Conversion of the alfalfa fields, grain fields, and annual cropland within the Specific Plan area to development will result in a minor, yet permanent loss of potential Swainson’s hawk foraging habitat, and contribute to the cumulative loss of potential Swainson’s hawk foraging habitat in the greater Plan vicinity.</p>	<p>Bio-2: Swainson’s Hawk Foraging Easements. Pursuant to CDFG guidelines for development located near an active nest, development projects within the Plan area proposing conversion of alfalfa fields, grain fields, and annual cropland shall provide habitat to be protected in perpetuity for every acre of foraging habitat impacted according to the ratios presented below and/or consult with CDFG to determine appropriate compensatory habitat mitigation.</p> <table border="0" data-bbox="695 814 1206 1024"> <tr> <td style="padding-right: 20px;">Distance to an active nest</td> <td>Habitat to be protected per acre impacted</td> </tr> <tr> <td>1 mile</td> <td>1.5 acres</td> </tr> <tr> <td>1 to 5 miles</td> <td>0.75 acres</td> </tr> <tr> <td>5 to 10 miles</td> <td>0.5 acres</td> </tr> <tr> <td>Over 10 miles</td> <td>0 acres</td> </tr> </table> <p>Unless a different distance can be demonstrated by subsequent nesting studies, development in the Plan area shall be assumed to be within 1 to 5 miles of an active nest, requiring 0.75 acres to be protected for each acre of alfalfa fields, grain fields, and annual cropland converted.</p> <p>The mitigation will be accomplished either by developing a project-specific mitigation agreement that would be submitted to CDFG for approval or by purchasing Swainson’s Hawk mitigation credits at a CDFG-approved mitigation bank.</p>	Distance to an active nest	Habitat to be protected per acre impacted	1 mile	1.5 acres	1 to 5 miles	0.75 acres	5 to 10 miles	0.5 acres	Over 10 miles	0 acres	<p>Less than Significant</p>
Distance to an active nest	Habitat to be protected per acre impacted											
1 mile	1.5 acres											
1 to 5 miles	0.75 acres											
5 to 10 miles	0.5 acres											
Over 10 miles	0 acres											
<p>Impact Bio-3: Burrowing Owl Disturbance. Site grading and other forms of construction disturbance could result in the direct loss or injury to burrowing owls or the forced evacuation from their burrows.</p>	<p>Bio-3: Pre-construction Burrowing Owl Survey. Pre-construction surveys for burrowing owls within the Specific Plan area should be conducted if construction commences between February 1 and August 31. If occupied burrows are found, a qualified biologist should determine the need (if any) for temporal restrictions on construction. The determination should be pursuant to criteria set forth by CDFG (1995). If owls need to be moved, they should be passively relocated prior to February 1 or after August 31 using standard methodologies (CDFG, 1995).</p>	<p>Less than Significant</p>										
<p>Impact Bio-4: Loss of Burrowing Owl Habitat. If a burrowing owl is found within the Specific Plan area, conversion of habitat surrounding the burrow would result in a minor, yet permanent loss of burrowing owl foraging habitat.</p>	<p>Bio-4: Burrowing Owl Easement. To offset the loss of burrowing owl habitat around an active burrow lost to development, 6.5 acres of nesting and foraging habitat per pair or unpaired resident bird be acquired and permanently protected. A permanent conservation easement prohibiting any activities inconsistent with burrowing owl management would be required, as would an endowment to fund</p>	<p>Less than Significant</p>										

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	<p>management and monitoring in perpetuity. Approval of the location, size, and management of the burrowing owl habitat area by CDFG would be required.</p> <p>The mitigation will be accomplished either by developing a project-specific mitigation agreement that would be submitted to CDFG for approval or by purchasing burrowing owl mitigation credits at a CDFG-approved mitigation, if available.</p>	
<p>Impact Bio-5: Disturbance of Nesting Birds. Construction activities associated with buildout of the Plan area could adversely affect nesting birds protected by the Migratory Bird Treaty Act of 1918 and/or Fish and Game Code of California.</p>	<p>Bio-5: Pre-Construction Nesting Bird Survey. Pre-construction surveys for nesting birds protected by the Migratory Bird Treaty Act of 1918 and/or Fish and Game Code of California within 100 feet of a development site in the Plan area shall be conducted if construction commences during the avian nesting season, between February 1 and August 31. The survey should be undertaken no more than 15 days prior to any site-disturbing activities, including vegetation removal or grading. If active nests are found, a qualified biologist shall determine an appropriate buffer in consideration of species, stage of nesting, location of the nest, and type of construction activity. The buffers should be maintained until after the nestlings have fledged and left the nest.</p>	<p>Less than Significant</p>
<p>Impact Culture-1: Disturbance of Unidentified Archaeological or Paleontological Resources. During earth-moving activities in the Plan area, it is possible that unidentified archaeological or paleontological resources could be uncovered and disturbed.</p>	<p>Culture-1: Halt Construction Activity, Evaluate Find and Implement Mitigation. In the event that any previously unidentified archaeological or paleontological resources are uncovered during construction activity, all such activity shall cease until these resources have been evaluated by a qualified archaeologist and specific mitigation measures can be implemented to protect these resources. Mitigation measures could include site evaluation, site boundary determinations, removal of isolated findings, data recovery excavations, or project re-design to protect the resource.</p>	<p>Less than Significant</p>
<p>Impact Culture-2: Disturbance of Unidentified Human Remains. During earth-moving activities in the Plan area, it is possible that unidentified human remains could be uncovered and disturbed.</p>	<p>Culture-2: Halt Construction Activity, Notify County Coroner and Coordinate with Native American Heritage Commission. In the event that any human remains are uncovered during site preparation, excavation or other construction activity, all such activity shall cease until these resources have been evaluated by the County Coroner, and appropriate action taken in coordination with the Native American Heritage Commission. Further actions could include removal of the remains or project re-design to afford protection.</p>	<p>Less than Significant</p>
<p>Impact Culture-3: Incomplete Field Survey Coverage. Some portions of the Plan area were not included in an identified field survey to determine potential for environmental effects on historical, archaeological or paleontological resources.</p>	<p>Culture-3: Full Archaeological/Paleontological Field Survey and Evaluation of Historic-Age Structures for Unsurveyed Areas. Owners or developers of the areas not included in previous field surveys shall be responsible for the following:</p> <ul style="list-style-type: none"> • A full archaeological/paleontological field survey of the development site shall be completed by a qualified professional to satisfy 	<p>Less than Significant</p>

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	<p>Section 21083.2 of the California Public Resources Code, which requires a determination be made whether the project may have a significant effect on archaeological and paleontological resources.</p> <ul style="list-style-type: none"> Any historic-age (50 years or older) buildings on-site must be recorded and evaluated for eligibility for listing on the California Register of Historic Resources, pursuant to California Public Resources Code 21084.1. 	
<p>Impact Geo- 1: Seismic Ground Shaking. Development of the Plan area as proposed could expose structures (including their future occupants) to potentially damaging seismic ground shaking.</p>	<p>Geo-1: Design-Level Geotechnical Investigation/Meet Seismic Design Standards. Each development project applicant shall design structures and foundations to withstand expected seismic forces in accordance with the City of Ceres Municipal Code, and as adopted under it, the California Building Code. A design-level geotechnical investigation shall be performed for each development site by a registered geotechnical engineer or civil engineer with geotechnical experience. This investigation will more thoroughly describe site soil mechanics, allowing for seismic design in accordance with the City of Ceres Municipal Code and the California Building Code. The City of Ceres Building Division shall not issue building permits until seismic design criteria is reviewed and approved.</p>	<p>Less than Significant</p>
<p>Impact Geo-2: Seismically-Induced Ground Failure, Including Liquefaction and Densification. Since the Plan area will be subject to moderate to strong seismic ground shaking during future seismic events, there is a risk of seismically-related ground failure. The potential for liquefaction, lurch cracking, lateral spreading and landsliding is relatively low. However, compaction is most likely to occur in areas, such as Ceres, which are underlain by soft water-saturated low-density alluvial material. These soils could potentially settle during seismically-induced ground shaking.</p>	<p>Mitigation Measure Geo-1 would also be applicable to Impact Geo-2</p>	<p>Less than Significant</p>
<p>Impact Geo-3: Soil Erosion and Loss of Topsoil. During construction, site-grading activities will remove vegetative cover, disturb, and expose soil that could become mobilized by storm waters during construction activities. According to the Eastern Stanislaus County Soil Survey, the area surface soils are expected to have low erosion hazard. However, unprotected soils will erode during heavy seasonal rainstorms. The runoff from unprotected soil areas would include significant sediment loading that could cause increased turbidity and sedimentation in downstream receiving channels.</p>	<p>Geo-3: Erosion Control Plan/Stormwater Pollution Prevention Plan. Development within the Specific Plan area shall comply with Central Valley Regional Water Quality Control Board guidelines applicable at the time of the issuance of any grading permit and shall adopt acceptable best management practices (BMPs) for control of sediment and stabilization of erosion on the subject site. Acceptable BMPs for the protection of water quality shall also be adopted. Development under the Specific Plan will be dependant upon approval of an Erosion Control Plan and a Stormwater Pollution Prevention Plan (SWPPP) as outlined below.</p> <p>(1) Erosion Control Plan</p> <p>An Erosion Control Plan shall be prepared and implemented for development projects in the Plan area. The plan shall be submitted to the City of</p>	<p>Less than Significant</p>

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	<p>Ceres in conjunction with the Project Grading Plan prior to start of construction, and a final report is required prior to final building acceptance.</p> <p>The Plan shall include locations and specifications of recommended soil stabilization techniques, such as placement of straw wattles, silt fence, berms, and storm drain inlet protection. The Plan shall also depict staging and mobilization areas with access routes to and from the site for heavy equipment. The Plan shall include temporary measures to be implemented during construction, as well as permanent measures.</p> <p>City staff or representatives shall visit the site during grading and construction to ensure compliance with the grading ordinance and plans, as well as note any violations, which shall be corrected immediately. A final inspection shall be completed prior to occupancy. Elements of this Plan may be incorporated into the SWPPP, where applicable.</p> <p>(2) Stormwater Pollution Prevention Plan (SWPPP)</p> <p>In accordance with the Clean Water Act and the State Water Resources Control Board (SWRCB), the Permittee shall file a SWPPP prior to the start of construction. The SWPPP shall include specific best management practices to reduce soil erosion. This is required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 99-08-DWQ) and is more fully described in Chapter 12: Hydrology under mitigation measure Hydro-1.</p>	
<p>Impact Geo-4: Geologic Hazards Related to Unstable or Expansive Soils. Soil characteristics, such as expansive soils, which increase and decrease in volume in response to changes in water content, could create a geologic hazard. Geologic and soil conditions can vary from site to site. All soils have properties and characteristics such as erosion potential, shrink-swell behavior, and permeability that determine their suitability and constraints for building sites, grading, infrastructure, and drainage systems.</p>	<p>Mitigation Measure Geo-1 would also be applicable to Impact Geo-4</p>	<p>Less than Significant</p>
<p>Impact Haz-1: Accidental Hazardous Materials Release. Hazardous materials could be accidentally released during site remediation if required, site grading, construction and operation.</p>	<p>Haz-1a: Phase I and/or Phase II Reports. Prior to issuance of demolition, grading, or building permits, development projects in the Plan area shall submit to the Ceres Public Safety Department, a Phase I environmental site assessment report signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer, and a Phase II report if warranted by the Phase I report for the project site. The report(s) shall identify any hazardous materials present on site and make recommendations for timing and type of remedial action, if appropriate.</p> <p>Haz-1b: Additional Soil Sampling/Site Soil Management Plan if Warranted. If warranted by the</p>	<p>Less than Significant</p>

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	<p>Phase I analysis, development projects in the Plan area shall complete additional surface and subsurface soil sampling to determine if elevated levels of pesticides, fungicides, or fertilizer are present in the former agricultural soil. These tests shall take place within the areas of the project site currently/previously in agricultural use, at a minimum rate of 1 direct sample per 10 acres. Samples may be composited with other samples for testing purposes, so that one composite sample is tested per 40 acres. Testing shall be for chemicals of concern, including persistent pesticides. Should pesticides of concern be detected, additional testing shall be performed to fully evaluate the extent of the presence of pesticides and the potential hazard to human health and the environment.</p> <p>A registered geologist or civil engineer shall perform soil sampling, and all soil testing shall be performed by a state certified analytical laboratory, with results reported to the Stanislaus County Department of Environmental Resources. If contamination exceeding Residential guidelines such as the Regional Water Quality Control Board Environmental Screening Levels (ESL) for Residential Sites, U.S. EPA Preliminary Remediation Goals (PRG) for Residential sites, or the California Department of Toxic Substances Control Human Health Screening Levels (HHSL) is detected, then a Site Soil Management Plan and Health and Safety Plan shall be prepared and implemented.</p> <p>If contamination of site soils is detected, then results shall be reported to the Department of Toxic Substance Control (DTSC) and a Site Soil Management Plan shall be prepared in accordance with recommendations of the environmental consultant and established procedures for safe removal. Specific mitigation measures designed to protect human health and the environment will be provided in the Plan. At a minimum the Plan shall include, but not be limited to the following:</p> <ul style="list-style-type: none"> • Documentation of the extent of previous environmental investigation and remediation at the site. • Requirements for site-specific Health and Safety Plans (HASPs) to be prepared by all contractors at the project site. This includes a HASP for all demolition, grading and excavation on the site, as well as for future subsurface maintenance work. The HASP shall include appropriate training, any required personal protective equipment, and monitoring of contaminants to determine exposure. The HASP shall be reviewed and approved by a Certified Industrial Hygienist. • Description of protocols for the investigation and evaluation of previously unidentified hazardous 	

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	<p>materials that could be encountered during Project development, including engineering controls that may be required to reduce exposure to construction workers and future users of the site.</p> <ul style="list-style-type: none"> • Requirements for site-specific construction techniques that would minimize exposure to any subsurface contamination found to occur. This shall include treatment and disposal measures for any contaminated groundwater removed from excavations, trenches, and dewatering systems in accordance with Central Valley Regional Water Quality Control Board guidelines. • Sampling and testing plan for excavated soils to determine suitability for reuse or acceptability for disposal at a state-licensed landfill facility. • Restrictions (if any) limiting future excavation or development of the subsurface by residents and visitors to the proposed development. • The Plan shall be reviewed and approved by DTSC prior to issuance of any demolition, grading and construction permits for the Project. <p>Haz-1c: Hazardous Waste Disposal. In order to mitigate the impact of possible hazardous material release following the construction phase, industrial batteries, as well as fuel and lubricant oils shall be properly stored so as to reduce the chance of spillage. Businesses handling hazardous materials shall prepare a hazardous materials business plan, and submit it to the Stanislaus County Division of Environmental Resources. Household hazardous wastes, such as leftover paint, solvents, automotive fluid shall be disposed of through the household hazardous waste facility at 1716 Morgan Road in Modesto.</p> <p>Mitigation Measure Hydro-1 would also be applicable to Impact Haz-1.</p>	
<p>Impact Haz-2: Hazardous Emissions Within One-Quarter Mile of a Proposed School. No existing school is within one quarter mile of the Plan area. However, the Plan includes two future elementary schools, one of which could be within one quarter mile of proposed light industrial uses, which are likely to use and store materials that would be considered hazardous. In certain circumstances these materials could spill, mix, ignite, or volatilize and cause a hazardous emission near the school. Additionally, grading and construction activities would disturb potentially contaminated soil, leading to a potential emission of hazardous material within one-quarter mile of the proposed schools.</p>	<p>Haz-2: Future Building Compliance with San Joaquin Valley Air Pollution Control District (SJVAPCD) and Occupational Safety and Health Administration (OSHA) Standards. Each independent industrial facility operating in the Plan area shall obtain necessary permits and comply with monitoring and inspection requirements of the SJVAPCD. Future operations shall comply with all local, state and federal requirements for emissions. Each facility shall also meet OSHA and California OSHA standards for R&D facilities. This includes plan review by the City of Ceres to examine if the proposed development plans meet the same standards as for other similar facilities. Engineering controls, such as exhaust hoods, filtration systems, spill kits, fire extinguishers, and other controls, shall be incorporated into laboratory facilities to meet OSHA and California OSHA requirements. These standards are primarily designed to maintain worker</p>	<p>Less than Significant</p>

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	<p>safety, but also function to reduce the risk of accidental upset and limit potential hazardous emissions.</p> <p>Mitigation Measures Haz-1a, Haz-1b, Haz-1c and Hydro-1 would also be applicable to Impact Haz-2.</p>	
<p>Impact Haz-3: Potential Interference with Emergency Response Plan. The proposed development could potentially physically interfere with implementation of an adopted emergency response or evacuation plan through contribution to increased traffic, which may reduce emergency response times.</p>	<p>Haz-3: Fire Department Review. The Ceres Fire Department shall review construction plans for roadway modifications, and establish temporary alternative emergency routes necessary for the duration of construction at development projects within the Plan area. During design review, the City shall establish that roads and driveways meet all ordinance and California Building Code requirements for emergency access.</p>	<p>Less than Significant</p>
<p>Impact Hydro-1: Soil Erosion. Grading activities for development projects in the Plan area, including grading and the construction of the building pads, streets, commercial areas, residential areas and parks, could result in erosion and associated siltation/sedimentation impacts from runoff.</p>	<p>Hydro-1: Preparation and Implementation of Project SWPPP. Pursuant to NPDES requirements, development project applicants in the Plan area shall develop a SWPPP to protect water quality during and after construction. Prior to the issuance of a grading permit, the Applicant shall file with the State Water Resources Control Board a Notice of Intent to comply with the General Permit for Storm Water Discharges Associated with Construction Activities (General Permit) under the NPDES regulations, and comply with the requirements of the permit to minimize pollution to storm water discharge during construction activities. The SWPPP shall include, but is not limited to, the following mitigation measures for the construction period:</p> <ul style="list-style-type: none"> • All pollutant sources, including sources of sediment that may affect storm water quality associated with construction activity shall be identified; • Non-stormwater discharges related to construction activity shall be identified; • Best Management Practices (BMPs) shall be identified, constructed, implemented, and maintained in accordance with a time schedule. The maintenance schedule shall also provide for maintenance of post-construction BMPs; • Erosion control/soil stabilization techniques such as straw mulching, erosion control blankets, erosion control matting, and hydro-seeding, shall be utilized, in accordance with the regulations outlined in the California Stormwater BMP – Construction Handbook. Silt fences shall be installed down slope of all graded slopes. Hay bales shall be installed in the flow path of graded areas receiving concentrated flows and around permanent or temporary storm collection areas or drain inlets; and • BMPs for preventing the discharge or other construction-related NPDES pollutants beside sediment (i.e. paint, concrete, etc) to downstream waters. 	<p>Less than Significant</p>

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	<ul style="list-style-type: none"> • After construction is completed, all drainage facilities shall be inspected for accumulated sediment, and these drainage structures shall be cleared of debris and sediment. <p>Long-term mitigation measures to be included in the SWPPP shall include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Description of potential sources of erosion and sediment at the project site. Residential and commercial activities and significant materials and chemicals that could be used at the project site should be described. This will include a thorough assessment of existing and potential pollutant sources. • Identification of BMPs to be implemented at the project site based on identified land uses, activities, and potential pollutant sources. Emphasis shall be placed on source control BMPs, with treatment controls used as needed. • Development of a monitoring and implementation plan. Maintenance requirements and frequency shall be carefully described including vector control, clearing of clogged or obstructed inlet or outlet structures, vegetation/landscape maintenance, replacement of media filters, regular sweeping of parking lots and other paved areas, etc. Wastes removed from BMPs may be hazardous, therefore, maintenance costs should be budgeted to include disposal at a proper site. • The monitoring and maintenance program shall be conducted at the frequency agreed upon by the RWQCB and/or City of Ceres. Monitoring and maintenance activities shall be recorded and reported annually to the RWQCB and the City of Ceres. The SWPPP shall be adjusted, as necessary, to address any performance inadequacies of the BMPs. • For commercial/industrial developments, the Applicant shall prepare informational literature and guidance on commercial BMPs to minimize pollutant contributions from the proposed development. This information shall be distributed to all employers at the project site. At a minimum the information shall cover: a) proper disposal of commercial cleaning chemicals; b) proper use of landscaping chemicals; c) clean-up and appropriate disposal of hazardous materials and chemicals; and d) prohibition of any washing and dumping of materials and chemicals into stormdrains. 	
<p>Impact Hydro-2: Increased Runoff. Redevelopment of the existing agricultural land in the Plan area will increase the potential for runoff from the site.</p>	<p>Hydro-2: Demonstration of Stormwater Plan Area Conveyance and Retention Capacity. It is assumed that stormwater conveyance and retention capacity will be implemented as the Plan area develops, but exact timing has yet to be proposed. Development project applicants within the Plan area shall</p>	<p>Less than Significant</p>

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	demonstrate that the proposed routing of stormwater is compatible with the capacity of the ultimate drainage facilities as well as the portion that will be implemented upon project completion. If adequate stormwater capacity is not yet available though the Plan area facilities, interim stormwater facilities, such as “onsite” retention, may be proposed by a qualified engineer and will be subject to review and approval from the City of Ceres Development Services Department and City Engineer. If adequate capacity cannot be demonstrated or interim facilities approved, projects shall not proceed until capacity is available.	
Impact Hydro-3: Increase in Non-Point Source Pollutants. The Project would increase the potential to generate and spread non-point source pollutants by increasing impermeable surface area and potentially increasing runoff velocities. The impact of non-point source pollution could be significant. There would also be an increased demand for solid waste collection, on-site storage, and disposal. This would result in an increased risk of an accidental upset from a spill or leak that could contaminate area storm drains and waterways.	Hydro-3: Implement Water Quality BMPs for All Stormwater Discharge Areas. The Project Applicant shall implement storm water quality BMPs as required under the NPDES permit at the time of development. Possible BMPs include, pervious pavement, infiltration swales, or other treatment controls to be included and described in the SWPPP under Mitigation Measure Hydro-1. To ensure that BMP design is appropriate for site soils, a design-level geotechnical investigation shall be performed as prescribed in Mitigation Measure Geo-1 in the Geology and Soils chapter of the DEIR. Final designs and calculations for the treatment capacity and efficiency of any water quality BMP implementation shall be submitted to the City Development Services Department prior to permit approval.	Less than Significant
Impact Hydro-4: Decrease in Groundwater Recharge or Quality. Removal and grading of surface soils and an increase in impervious surface areas will reduce the rate and location of groundwater recharge for the site and could decrease the quality of groundwater.	Hydro-4: Implement BMPs for Protection of Groundwater Quality and Supply. New development in the Plan area shall provide storm water management measures to maximize on-site infiltration of runoff from commercial, public facility, residential areas, and open space areas. Possible measures include design and construction of pervious surface areas, and infiltration swales and basins. Storm water infiltration measures at the site shall be approved by the City’s Public Works Department and should follow, to the maximum extent practicable, California Stormwater Quality Association guidelines, including TC-11 and TC-22 for infiltration and retention basins. The appropriateness of proposed stormwater infiltration measures for site soils shall be assessed through a design-level geotechnical investigation. (Mitigation Measure Geo-1 in the Geology and Soils chapter of the DEIR.)	Less than Significant
Impact Plan-1: Incompatible Land Uses. The proposed Specific Plan could result in land uses that are incompatible with adjacent agricultural land and operations surrounding the Plan area, which could impede agricultural operations and conflict with Stanislaus County buffer guidelines.	Mitigation Measure Ag-4 would reduce Impact Plan-1, in addition to Plan-specified walls and landscaped setback areas.	Less than Significant
Impact Noise-1: New Residential Uses in Areas Exceeding Noise Thresholds. New development	Noise-1a: Site-Specific Noise Reduction, Whitmore Avenue. In residential areas along	Less than Significant

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
<p>could be exposed to outdoor noise and indoor noise levels that would exceed the City’s and state’s established land use compatibility thresholds.</p>	<p>Whitmore Avenue, development projects shall demonstrate that site-specific noise reduction measures have been incorporated that will meet noise standards of 60 dBA Ldn for outdoor activity areas and 45 dBA Ldn for interior residential areas. These may include, but are not limited to some or all of the following:</p> <ul style="list-style-type: none"> • Use sound walls, or sound walls in combination with earthen berms where proposed, to reduce noise levels to 60 dBA Ldn or less in outdoor activity areas associated with proposed residential developments. Assuming the roadways are at the same grade as the adjacent outdoor activity areas, a 10-foot barrier would be necessary along Whitmore Avenue to achieve 60 Ldn. This could be a 10-foot sound wall, or a sound wall/berm combination (e.g., an 8-foot sound wall on a 2-foot berm.). The final height and design would be completed during the site specific regulatory review for these parcels. • If a 10-foot wall is not considered by the City to be feasible, then Policy 7.H.7 and Table 15.6 in the General Plan states that a level of up to 65 Ldn may be allowed. If this determination is made by the City, the impact along Whitmore Avenue with an 8-foot wall would be considered to be less than significant. • Site planning such as locating residences further from the centerline of the roadway or facing homes toward the roadway could alternatively be used to reduce the required height of the wall and would need to be demonstrated through site-specific acoustical analysis at the time such development is proposed. • If 60 dBA Ldn or less is not achieved for exterior noise levels where residential units are proposed (e.g., at unshielded upper stories, the California Building Code and the City of Ceres require project-specific acoustical analyses to achieve interior noise levels of 45 dBA Ldn or lower. Building sound insulation requirements would need to include the provision of forced-air mechanical ventilation in noise environments exceeding 65 dBA Ldn so that windows could be kept closed at the occupant’s discretion to control noise. Special building construction techniques (e.g., sound-rated windows and building facade treatments) may be required where exterior noise levels exceed 60 dBA Ldn. These treatments include, but are not limited to sound rated windows and doors, sound rated exterior wall assemblies, acoustical caulking, etc. The specific determination of what treatments are necessary will be conducted on a unit-by-unit basis during project design. Results of the analysis, including the description of the necessary noise control treatments, will be submitted to the City along with the building plans and approved prior to issuance of a building 	

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	<p>permit. Feasible construction techniques such as these would adequately reduce interior noise levels to 45 dBA Ldn or less.</p> <p>Noise-1b: Site-Specific Noise Reduction, Crows Landing Road. If residential mixed-use units are developed along Crows Landing Road, development projects shall demonstrate that site-specific noise reduction measures have been incorporated that will meet noise standards of 60 dBA Ldn for outdoor activity areas and 45 dBA Ldn for interior residential areas. These may include, but are not limited to, some or all of the following:</p> <ul style="list-style-type: none"> • Utilize site planning to minimize noise in shared residential outdoor activity areas by locating the areas behind the buildings, in courtyards, or orienting the terraces to alleyways rather than streets, whenever possible. Appropriate noise reduction would need to be demonstrated with site-specific acoustical analysis. • If 60 dBA Ldn or less is not achieved for exterior noise levels where residential units are proposed (e.g., at unshielded upper stories), the California Building Code and the City of Ceres require project-specific acoustical analyses to achieve interior noise levels of 45 dBA Ldn or lower. Building sound insulation requirements would need to include the provision of forced-air mechanical ventilation in noise environments exceeding 60 dBA Ldn so that windows could be kept closed at the occupant’s discretion to control noise. Special building construction techniques (e.g., sound-rated windows and building facade treatments) may be required where exterior noise levels exceed 65 dBA Ldn. These treatments include, but are not limited to sound rated windows and doors, sound rated exterior wall assemblies, acoustical caulking, etc. The specific determination of what treatments are necessary will be conducted on a unit-by-unit basis during project design. Results of the analysis, including the description of the necessary noise control treatments, will be submitted to the City along with the building plans and approved prior to issuance of a building permit. Feasible construction techniques such as these would adequately reduce interior noise levels to 45 dBA Ldn or less. <p>Noise-1c: Site-Specific Noise Reduction, B St. between A St. and Knox Rd. Residential development projects within the Plan area along B St. between A St. and Knox Rd. shall demonstrate that methods available to mitigate project-generated traffic noise levels above residential standards of 60dBA Ldn for outdoor activity areas and 45 dBA Ldn for residential interiors have been implemented.</p>	

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	<p>These may include the following:</p> <ol style="list-style-type: none"> 1.If residential units back onto this segment of B Street, the following mitigation would achieve noise reduction in the outdoor areas to 60 dBA Ldn: <ol style="list-style-type: none"> a. a 6-foot sound wall, or b.back yard or outdoor activity area setback of 60 feet from the centerline of the roadway 2.If residential units front onto B Street, noise impacts would be less than significant assuming the back yards or other outdoor activity areas will be both protected by the homes and set back from the street. 	
<p>Impact Noise-2: Potential Commercial / Industrial Noise Conflicts with Residential. New commercial development proposed in the same building as residential development or commercial or industrial development proposed adjacent to residential development could result in noise levels exceeding City standards.</p>	<p>Noise-2: Non-Residential Noise Studies and Measures. Noise levels at residential property lines from non-residential development shall be maintained within the City of Ceres Noise Limits. Noise barriers, equipment screens, fan sound attenuators, and other standard controls shall be incorporated as necessary. The approvals of the commercial development adjacent to residential areas shall require a noise study demonstrating how the uses, including loading docks, refuse areas, and ventilation systems, etc., would meet these standards and would be consistent with the City’s noise standards. The approvals of the industrial development adjacent to residential areas shall require a noise study demonstrating how the business, including truck activities, and manufacturing processes would meet these standards and would be consistent with the City’s noise standards.</p>	<p>Less than Significant</p>
<p>Impact Noise-5: Construction Vibration. Residences and businesses in the vicinity of the Specific Plan area could be exposed to construction related vibration during the excavation and foundation work of the buildings constructed in the Plan area.</p>	<p>Noise-5: Construction Vibration Mitigation. The following measures shall be implemented where applicable and feasible to reduce vibration from construction activities:</p> <ul style="list-style-type: none"> • Avoid impact pile driving where possible. Drilled piles causes lower vibration levels where geological conditions permit their use. • Avoid using vibratory rollers and tampers near sensitive areas. • Notify neighbors and/or nearby businesses of scheduled construction activity with the potential to produce perceptible vibration and make an effort to schedule such activities during hours with the least potential to affect nearby uses. • In areas where project construction is anticipated to include vibration-generating activities, such as pile driving, in close proximity to existing structures, site-specific vibration studies should be conducted to determine the area of impact and to present appropriate mitigation measures that may include the following: <ul style="list-style-type: none"> o Identification of sites that would include vibration compaction activities such as pile 	<p>Less than Significant</p>

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	<p>driving and have the potential to generate groundborne vibration, and the sensitivity of nearby structures to groundborne vibration. Vibration limits should be applied to all vibration-sensitive structures located within 200 feet of the project. A qualified structural engineer should conduct this task.</p> <ul style="list-style-type: none"> o Development of a vibration monitoring and construction contingency plan to identify structures where monitoring would be conducted, set up a vibration monitoring schedule, define structure-specific vibration limits, and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions. o Construction contingencies would be identified for when vibration levels approached the limits. o At a minimum, vibration monitoring should be conducted during initial demolition activities and during pile driving activities. Monitoring results may indicate the need for more or less intensive measurements. o When vibration levels approach limits, suspend construction and implement contingencies to either lower vibration levels or secure the affected structures. o Conduct post-survey on structures where either monitoring has indicated high levels or complaints of damage has been made. Make appropriate repairs or compensation where damage has occurred as a result of construction activities. 	
<p>Impact Traf-5: Blaker Road/Whitmore Avenue (#7). With the addition of Project generated trips, vehicles at this intersection would experience excessive delays and the operations would deteriorate from LOS D to LOS F during the PM peak hour. This intersection is under the jurisdiction of the City of Ceres.</p>	<p>Mitigated to less than significant through implementation of Ceres' PFF program.</p>	<p>Less than Significant</p>
<p>Impact Traf-6: Whitmore Place/El Camino Avenue (#8). This all-way stop intersection currently experiences LOS E conditions in both peak hours. The Project's added traffic will degrade these conditions to LOS F in both peak hours. This intersection is under the jurisdiction of Caltrans.</p>	<p>A construction project underway during completion of this analysis has resulted in elimination of this intersection and avoidance of this impact.</p>	<p>Less than Significant</p>
<p>Impact Traf-7: Whitmore Place/Whitmore Avenue (#9). The proposed Project would degrade the northbound controlled approach from LOS E to LOS F during the AM peak hour. It would also cause the southbound controlled approach to deteriorate from LOS D to LOS F and would add more than ten vehicles per lane on the northbound approach, which operates at LOS F with or without the addition of Project trips, during the PM peak hour. The intersection would</p>	<p>A construction project underway during completion of this analysis has resulted in elimination of this intersection and avoidance of this impact.</p>	<p>Less than Significant</p>

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
also meet the peak hour signal warrant with and without the proposed Project. This intersection is under the jurisdiction of Caltrans.		
Impact Traf-8: Crows Landing Road/Hackett Road (#10). The proposed Project would cause the intersection operations to deteriorate from LOS C to LOS E and LOS F during the AM and PM peak hour respectively. This intersection is under the jurisdiction of Stanislaus County and within Ceres' Sphere of Influence. This intersection lies within the annexation area proposed as a part of the Project.	Traf-8: Crows Landing Road/Hackett Road Intersection Improvements. The Project shall construct the following improvements to achieve acceptable traffic operations at this intersection. These improvements are not currently included in an improvement program: Add one northbound through lane and one southbound through lane to provide one left-turn lane, three through lanes and one right-turn lane on both the northbound and southbound approaches. Allow the transition of the receiving lanes from three lanes to two lanes.	Less than Significant
Impact Traf-10: Morgan Road/Service Road (#13). Project generated traffic would cause at least one controlled movement at this intersection to degrade from LOS B to LOS F during both peak periods. This intersection is under the jurisdiction of the City of Ceres.	Mitigated to less than significant through implementation of Ceres' PFF program	Less than Significant
Impact Traf-11: Blaker Road/Service Road (#14). Project generated traffic would cause at least one controlled movement at this intersection to degrade to LOS F during both peak periods. This intersection is under the jurisdiction of the City of Ceres.	Mitigated to less than significant through implementation of Ceres' PFF program	Less than Significant
Impact Traf-12: Mitchell Road/Service Road (#16). Project traffic would cause the intersection operations to deteriorate from LOS C to LOS F during both peak hours. This intersection is under the jurisdiction of the City of Ceres.	Mitigated to less than significant through implementation of Ceres' PFF program	Less than Significant
Impact Traf-19: Crows Landing Road South of Whitmore Avenue (C). This roadway segment would deteriorate from LOS C to LOS E and from LOS C to LOS F during the two peak hours, respectively, with the addition of Project traffic. This segment is under the jurisdiction of Stanislaus County and within Ceres' Sphere of Influence. The Crows Landing Road segment between Whitmore Avenue and Service Road will be annexed by the City of Ceres as a part of the proposed Project.	Traf-19: Widening of Crows Landing Road South of Whitmore Avenue. The Project shall dedicate any necessary right-of-way and construct one northbound travel lane and one southbound travel lane along Crows Landing Road from Service Road to Whitmore Avenue to provide three travel lanes in each direction.	Less than Significant
Impact Traf-21: Whitmore Avenue East of Blaker Road (E). The Project would cause this roadway segment to deteriorate from LOS D to LOS F during the AM peak hour and would worsen its operations in the PM peak hour, when it already operates at LOS F without the addition of Project traffic. This segment is under the jurisdiction of City of Ceres.	Mitigated to less than significant through implementation of Ceres' PFF program	Less than Significant
Impact Traf-22: Service Road East of Central Avenue (F). This roadway segment would deteriorate from LOS C to LOS F during both peak hours with the addition of Project traffic. This segment is under the jurisdiction of City of Ceres.	Mitigated to less than significant through implementation of Ceres' PFF program	Less than Significant

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
Impact Traf-35: Blaker Road/Whitmore Road (#7). This intersection would operate at unacceptable levels of service during both peak hours with and without the addition of Project generated traffic. The proposed Project would cause this intersection delay to increase by more than five seconds in both peak hours. This intersection is under the jurisdiction of the City of Ceres.	Implementation of Ceres' PFF program would mitigate this impact.	Less than Significant
Impact Traf-36: Crows Landing Road/Hackett Road (#10). This intersection would operate at unacceptable levels of service during both peak hours with and without the addition of Project generated traffic. The proposed Project would cause this intersection delay to increase by more than five seconds in both peak hours. This intersection is under the jurisdiction of Stanislaus County and within Ceres' Sphere of Influence. This intersection within the annexation area proposed as a part of the Project.	Mitigated to less than significant through implementation of Ceres' PFF program (Mitigation Measure Traf-8).	Less than Significant
Impact Traf-39: Morgan Road/Service Road (#13). Project generated traffic would cause the intersection to deteriorate from LOS B to LOS E during the AM peak hour. This intersection is under the jurisdiction of the City of Ceres.	Mitigated to less than significant through implementation of Ceres' PFF program.	Less than Significant
Impact Traf-40: Central Avenue/Service Road (#15). Project generated traffic would cause the intersection to deteriorate from LOS C to LOS E during the PM peak hour. This intersection is under the jurisdiction of the Stanislaus County and City of Ceres.	Mitigated to less than significant through implementation of Ceres' PFF program	Less than Significant
Impact Traf-54: Crows Landing Road/Cornucopia Way-B-Street (#110). The intersection would operate at LOS F in the PM peak hour with the addition of Project generated traffic. This intersection is under the jurisdiction of Stanislaus County and within Ceres' Sphere of Influence. This intersection lies within the annexation area proposed as a part of the Project.	Traf-54: Implement Crows Landing Road/Cornucopia Way-B-Street Intersection Improvements with Fair-Share Reimbursements. The Project shall impelment the following improvements, which are required to achieve acceptable traffic operations but are not currently included in an improvement program: Add a northbound though lane as well as the receiving lanes on the corresponding leg to provide one left-turn lane, two through lanes, and one shared-right lane on the northbound approach. Convert the southbound right-turn lane to a through-right lane as well as the receiving lanes on the corresponding leg to provide one left-turn lane, two through lanes and one shared through-right lane on the southbound approach. Add one eastbound right-turn lane to provide one shared left-through lane, and two right-turn lanes on the eastbound approach. The City shall provide for reimbursement from other projects on a fair-share basis as appropriate.	Less than Significant
Impact Traf-62: Service Road East of Central Avenue (F). This roadway segment would deteriorate from LOS C to LOS F during both peak hours with the addition of Project traffic. This segment is under the jurisdiction of City of Ceres.	Implementation of Ceres' PFF program would partially mitigate this impact. Traf-62: Fair Share Contribution Towards Widening of Service Road East of Central Avenue. The Project shall make a fair-share contribution to	Less than Significant

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
	<p>the following improvement, which is required to achieve acceptable traffic operations but are not currently included in an improvement program: Widen Service Road by two lanes to accommodate three travel lanes on each direction.</p> <p>(Because the Ceres standards show a right-of-way of 110 feet for both a 4 lane arterial and a 6 lane arterial, it is anticipated that the additional lanes specified in Traf-62 can be implemented through minor changes to the PFF. Assuming such PFF modifications, contribution to the PFF will satisfy the Project’s fair-share contribution.)</p>	
<p>Impact Traf-70: Traffic Collisions at the Rail Crossings. The Project’s added traffic will incrementally add to the potential for traffic collisions at the rail crossings on Whitmore Avenue, Service Road and Hatch Road.</p>	<p>Traf-70: Rail Crossing Safety Enhancement. The following improvements would be recommended to reduce the potential adverse impacts on rail safety at the crossings, to which the Project shall make a fair share contribution:</p> <ol style="list-style-type: none"> 1. Installation of additional warning signage. Install additional warning and regulatory signs and pavement markings per Chapter 8 of the MUTCD, possibly including R15-1 ("2 TRACKS"), R8-8 ("DO NOT STOP ON TRACKS"), R8-10 ("STOP HERE WHEN FLASHING") as applicable. 2. Prohibition of parking within 100 feet of crossings to improve the visibility of warning devices and approaching trains. 3. Installation of pedestrian-specific warning devices and channelization. When improvements are made on Service Road, standard sidewalk treatment should be included to provide continuity from the residential development to the east to the County offices. No other specific pedestrian devices appear to be needed at this time. 	<p>Less Than Significant</p>
<p>Impact Traf-71: Vehicle Queuing Across Rail Crossings. The Project’s added traffic will incrementally add to the potential for vehicle queues on the westbound approach to Crows Landing Road to extend across the rail crossing on Hatch Road.</p>	<p>No feasible mitigation has been identified to reduce this queue to the length that can be accommodated. However, this rail crossing does not have a history of train-involved collisions, and with the implementation of mitigation measure Traf-70, above, to further increase the safety of this crossing, the Project’s impacts on rail safety related to vehicle queuing would be reduced.</p>	<p>Less Than Significant</p>
<p>Impact Util-1: Increased Water Demand. The proposed Specific Plan would increase demand for domestic water supply.</p>	<p>Util-1: Plan Area Supply. Prior to issuance of building permits, applicants of development projects in the Plan area shall demonstrate adequate capacity and pressure from new well(s), storage tank(s) and related infrastructure will be available to support the development proposed while providing water at required pressure. New wells must be permitted to operate by the State of California Department of Public Health with water meeting State Title 22 drinking water standards. In addition, all new water connections will be metered by equipment compatible with the City’s anticipated remote read metering system to be implemented in 2010.</p>	<p>Less than Significant</p>

Potential Environmental Impacts	Recommended Mitigation Measures	Resulting Level of Significance
<p>Impact Util-2: Interference With Existing Wells. Drawdown from new wells could lower the groundwater table in the immediate vicinity, which could interfere with the operation of other existing local wells.</p>	<p>Util-2a: Test Wells. Prior to approval of any Tentative Map, the location of the new wells shall be determined based on the results of test wells. When siting the new wells, consideration shall be given to the location of other existing wells, the source of groundwater for those wells, the anticipated cone of depression of the new wells, and other factors that could affect operation of other wells. The new wells shall be sited so that groundwater extraction does not result in localized groundwater drawdown that will substantially reduce the production rate of existing nearby wells to a level that would not support existing land uses beyond the reasonable life-cycle expectancy and long-term productivity of those wells in the absence of the proposed Specific Plan or Mitigation Measure Util-2b shall be applicable.</p> <p>Util-2b: Rectify Impacts to Local Wells. If a property owner demonstrates that the new well has substantially reduced the production rate of an existing private well that was installed prior to proposed Specific Plan development to a level that would not support existing land uses beyond the reasonable life-cycle expectancy and long-term productivity of that well in the absence of the proposed Specific Plan, the applicant shall replace the affected well, improve the well, provide connections to municipal water lines, or mitigate by other means, as appropriate. The option of connection to municipal water lines is only allowed for existing urban uses, and not for agricultural uses.</p>	<p>Less than Significant</p>
<p>Impact Util-3: New and Expanded Wastewater Facilities. The proposed Specific Plan would increase demand for wastewater collection, treatment and disposal, which would require expansion of the existing wastewater collection system and treatment plant and/or construction of new facilities.</p>	<p>Util-3: Demonstration of Wastewater System Capacity. It is assumed that wastewater treatment and disposal capacity will be increased as the Plan area develops, but exact timing has yet to be proposed. Development project applicants within the Plan area shall coordinate with the City Engineer. If adequate system capacity is not available through the City of Ceres facilities, interim sewer facilities, such as “onsite” storage and/or temporary sewer service from Modesto, may be proposed by a qualified engineer and will be subject to review and approval from the City of Ceres, Department of Public Works and the City Engineer. If adequate capacity cannot be demonstrated or interim facilities approved, projects shall not proceed until capacity is available.</p>	<p>Less than Significant</p>
<p>Impact Util-4: Cumulative Need for New and Expanded Wastewater Facilities. Development of the proposed Specific Plan would contribute to a cumulative increase in demand for wastewater conveyance and treatment facilities, which would require expansion of the existing wastewater treatment plant and/or construction of new facilities.</p>	<p>Mitigation Measure Util-3 would mitigate this impact through requiring case-by-case consideration of wastewater capacity to avoid potential temporary impacts that could result from timing of development in relation to planned capacity upgrades.</p>	<p>Less than Significant</p>