

**ENVIRONMENTAL CHECKLIST FORM**

- 1. **Project title:** Mitchell Ranch Center
- 2. **Lead agency name and address:** City of Ceres  
2220 Magnolia Street  
Ceres, CA 95307
- 3. **Contact person and phone number:** Tom Westbrook, Senior Planner  
(209) 538-5778
- 4. **Project location:** Northwest corner of Service Road and Mitchell Road  
Parcels: APNs 053-012-068 & 053-013-016 through 019  
See **Figures 1 and 2** for regional and local project locations
- 5. **Project sponsor's name and address:** Peter Knoedler, Regency Centers  
2999 Oak Road, Suite 1000  
Walnut Creek, CA 94597
- 6. **General plan designation:** Regional Commercial (RC)
- 7. **Zoning:** **RC**, Regional Commercial
- 8. **Description of project:** The Mitchell Ranch Center project (Project) consists of a proposal to construct a retail center, anchored by a Wal-Mart Supercenter, on 26.4± acres. The retail center will consist of approximately 314,138 square feet of gross retail lease area in multiple buildings on 11 total pads including approximately 7,000 square feet of uses with a drive-thru component. The proposed supercenter would be approximately 229,000 square feet, including an approximately 14,700 square foot outdoor garden center. These buildings, parking lots and ingress/egress points will be situated on seven new parcels. See **Figure 3** for the proposed site plan.

The requested entitlements are a Vesting Tentative Subdivision Map (VTSM) and a Conditional Use Permit (CUP). These applications will be considered by the Planning Commission, unless an appeal is filed on the action; then they would be heard and acted upon by the City Council. Additionally, a Development Agreement is requested which will be considered by the City Council.

Wal-Mart Supercenter Description

Slightly more than half of the supercenter building will be devoted to general merchandise sales, which would be adjoined by a garden center. Approximately 20 percent of the total floor area would sell groceries, including fresh produce and meat. A food service area and various service uses, including a bank, vision center, pharmacy and salon, are planned at the front of the store. The retail and grocery uses would have separate receiving and stock area at the rear of the building, as well as separate loading docks.

### Site Access/Circulation

The Project site is proposed to have access from two driveways off of Mitchell Road and three driveways off of Service Road. Trucks would be able to access the Supercenter from two driveways off of Don Pedro Road, which abuts the rear of the Supercenter building to the north, where the loading docks would be located. Truck access to the other major buildings would be from the most westerly driveway on Service Road. The Project site will also include internal pedestrian pathways that will accommodate pedestrian movement throughout the shopping center.

### Parking

The shopping center will provide adequate parking to meet the City's Zoning Code and Mitchell Road Corridor Specific Plan requirements. The Project will provide bicycle parking throughout the site.

### Loading and Truck Circulation

A total of six loading bays are proposed at the rear of the supercenter building and would be accessed by roll-up doors. Two driveways, one 35 feet wide and one 45 feet wide, would provide truck access to the supercenter from Don Pedro Road to the north, which directly abuts the rear of the supercenter building where the loading bays would be located.

**9. Surrounding land uses and setting:** The project site is located at the northwest corner of Mitchell Road and Service Road and consists of five parcels (APNs 053-012-068 and 053-013-016 through 019) totaling 26.4± acres. The eastern portion of the project site is currently used for agriculture while the remainder is primarily vacant containing four abandoned residential structures. Portions of the project site have curb, gutter and sidewalk but the remaining area is not improved. Don Pedro Road abuts the project site to the north. The area beyond Don Pedro Road is zoned for commercial uses and has some existing commercial buildings on Mitchell Road as well as low and high density residential with existing single family homes and a church. Service Road abuts the site to the south beyond which is undeveloped land zoned for commercial uses. Further, development applications for this vacant commercial property are currently being processed by the City of Ceres. The proposed project would include two hotels and have approximately 26,000 square feet of various commercial uses. Mitchell Road abuts the site to the east. There is land developed as strip retail and an Arco Station on the opposite side of Mitchell Road, and undeveloped land zoned for commercial uses beyond. Land zoned for light industrial and residential uses abut the site to the west which is currently vacant or developed with single family residential uses. **Figure 4** illustrates the existing City of Ceres General Plan designations for the project site and surrounding area.

**10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):**

- Stanislaus County Airport Land Use Commission
- Army Corps of Engineers (ACOE)
- U.S. Fish and Wildlife Service (USFW)
- California Department of Fish and Game (CDFG)
- California Department of Transportation (Caltrans)

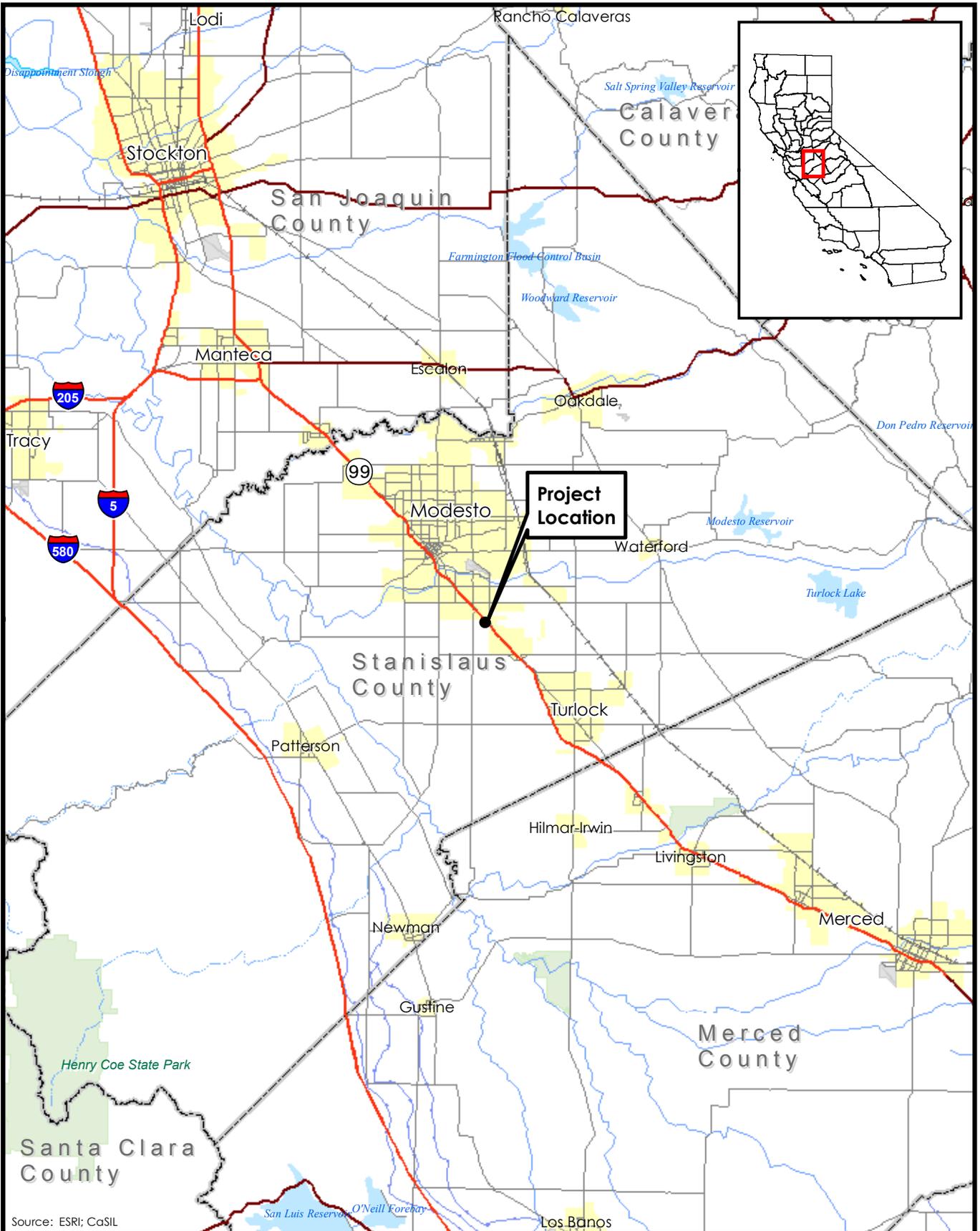
- State Water Resources Control Board (SWRCB)
- Regional Water Quality Control Board (RWQCB)
- San Joaquin Valley Air Pollution Control District

## **INITIAL STUDY**

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Source: ESRI; CaSIL



**Figure 1**  
Regional Location Map





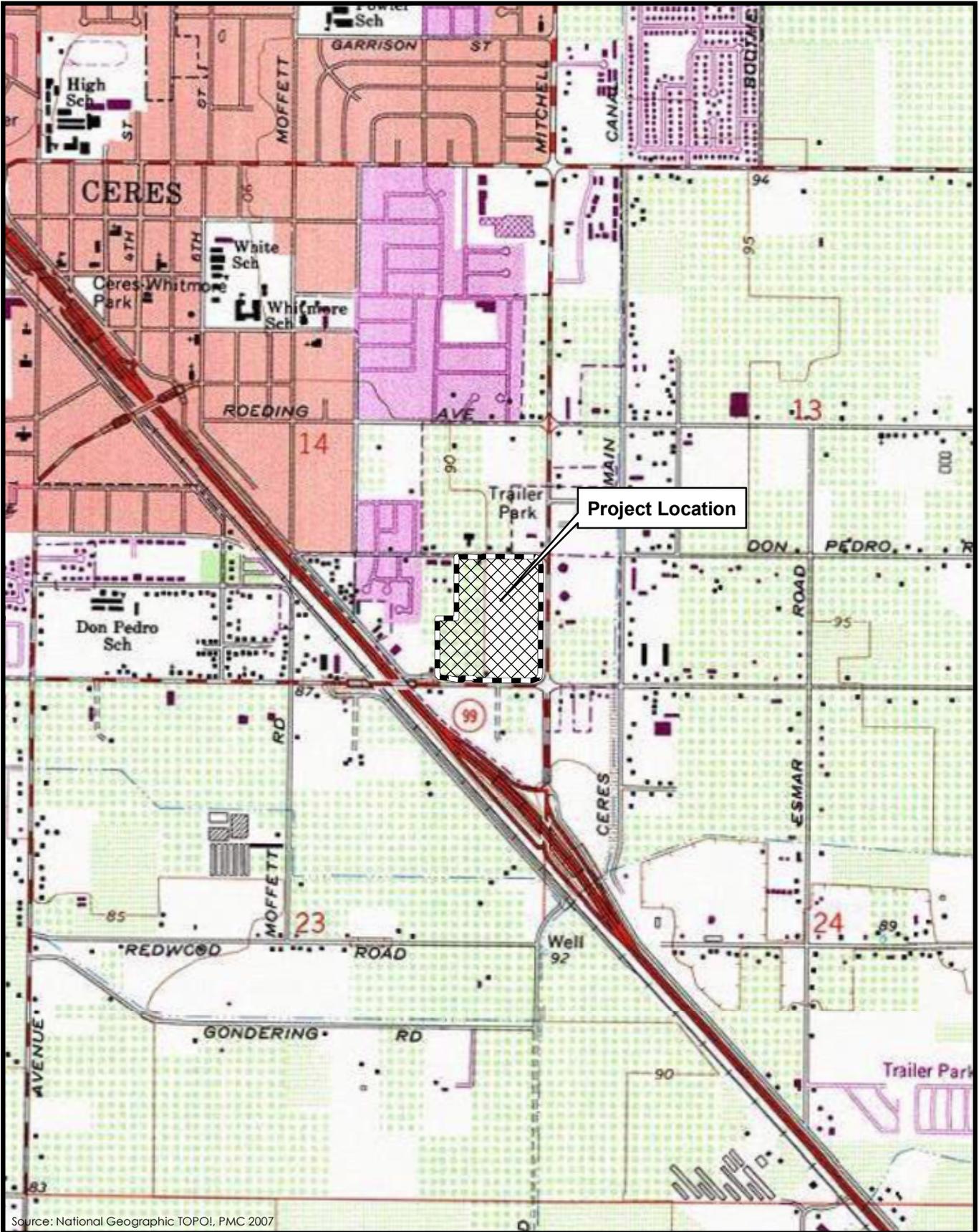
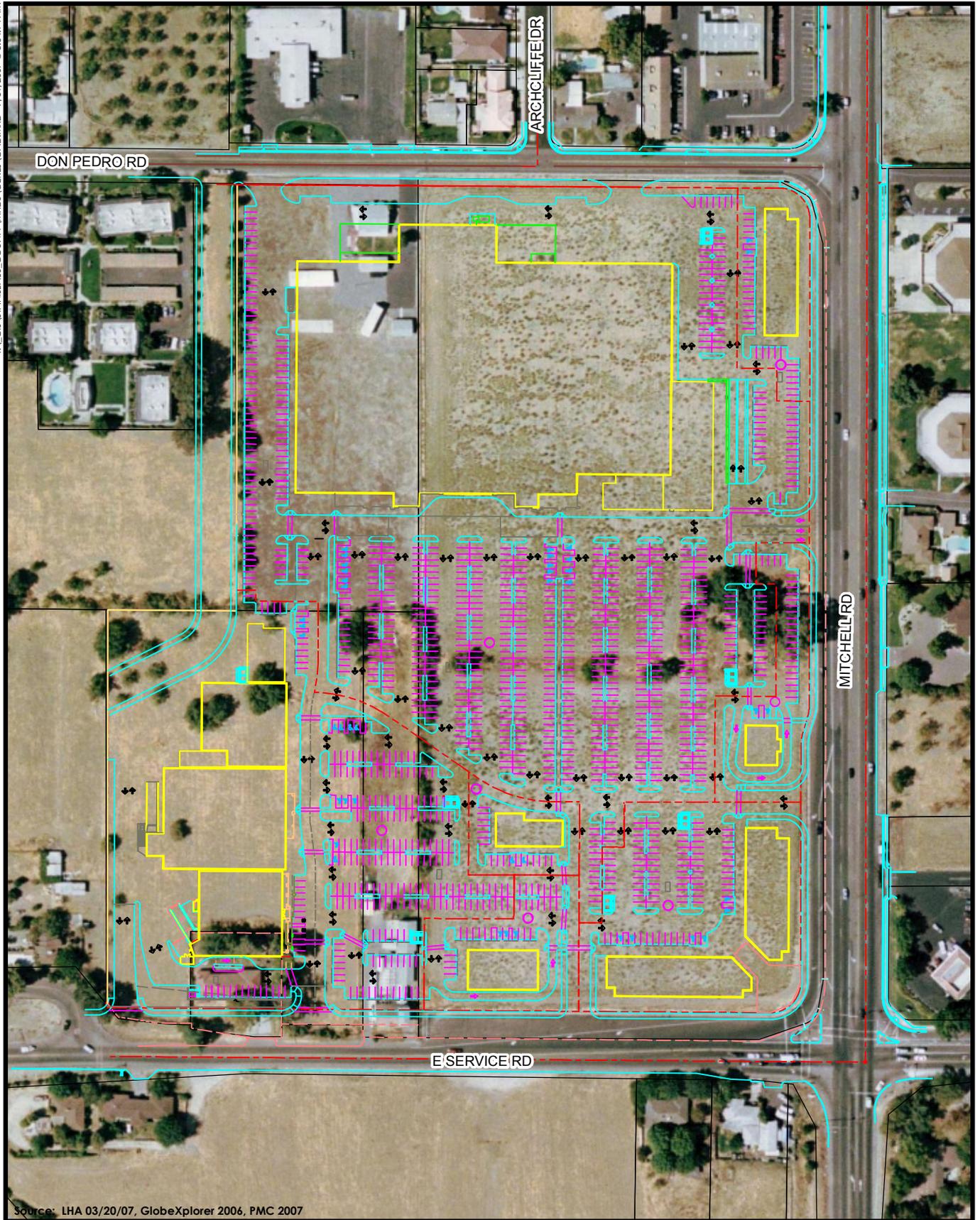


Figure 2  
Project Location Map





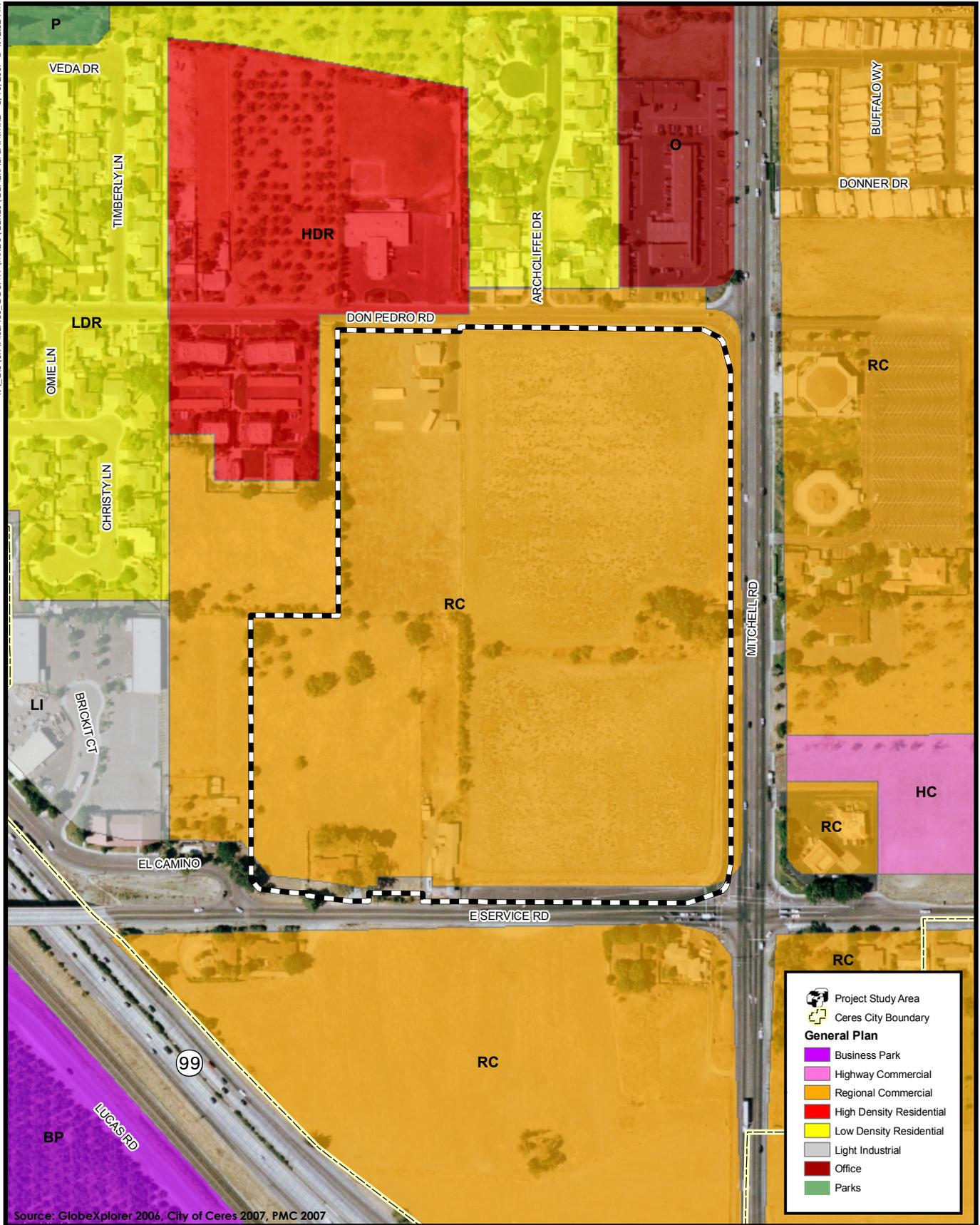


Source: LHA 03/20/07, GlobeExplorer 2006, PMC 2007



**Figure 3**  
Site Plan  
**PMC**





**Figure 4**  
General Plan Land Use Designations



**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |   |  |  |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics                    | <input checked="" type="checkbox"/> Agriculture Resources              | <input checked="" type="checkbox"/> Air Quality            |
| <input checked="" type="checkbox"/> Biological Resources          | <input checked="" type="checkbox"/> Cultural Resources                 | <input checked="" type="checkbox"/> Geology/Soils          |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality            | <input checked="" type="checkbox"/> Land Use/Planning      |
| <input type="checkbox"/> Mineral Resources                        | <input checked="" type="checkbox"/> Noise                              | <input checked="" type="checkbox"/> Population/Housing     |
| <input checked="" type="checkbox"/> Public Services               | <input type="checkbox"/> Recreation                                    | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Utilities/Service Systems     | <input checked="" type="checkbox"/> Mandatory Findings of Significance |  |

**DETERMINATION:** (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
  
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
  
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
  
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
  
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

  
\_\_\_\_\_  
Tom Westbrook, Senior Planner

9/5/07  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Daniel Hamilton, Project Manager

9-5-07  
\_\_\_\_\_  
Date

**EVALUATION OF ENVIRONMENTAL IMPACTS:**

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures "Earlier Analyses," as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

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- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
  - a) the significance criteria or threshold, if any, used to evaluate each question; and
  - b) the mitigation measure identified, if any, to reduce the impact to less than significance

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS.</b> Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

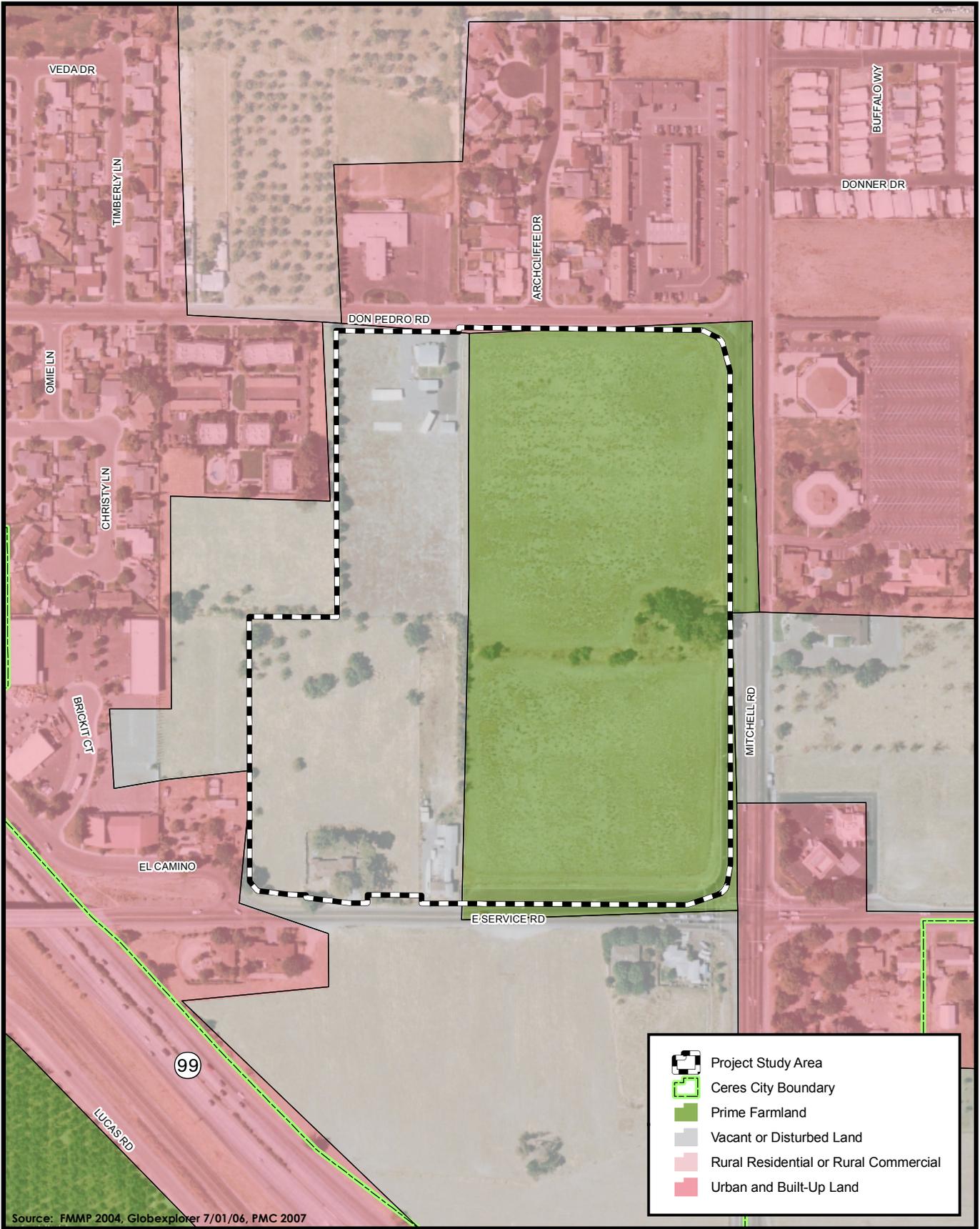
**Discussion of Impacts**

- a) *Less Than Significant Impact.* The proposed project will introduce a large, regional shopping center on the project site including large scale buildings up to 35 feet in height with vertical accents at greater heights. Although these buildings could block or obscure views to the surrounding uses no scenic views have been identified in the City of Ceres. This is a less than significant impact that will not be addressed in the EIR.
- b) *No Impact.* The only scenic highway located within Stanislaus County is Interstate 5 from the Merced County line to the San Joaquin County line. Interstate 5 does not pass through the City of Ceres or within the project vicinity. Therefore, implementation of the proposed project would have no impact on scenic resources within a state scenic highway. This issue will not be addressed further in the EIR.
- c) *Potentially Significant Impact.* Converting the primarily undeveloped site to a regional shopping center could substantially alter the existing visual character of the site and its surroundings. This is a potentially significant impact that will be addressed further in the EIR.
- d) *Potentially Significant Impact.* The proposed project will introduce a large, regional shopping center in the area, which may result in a substantial increase of artificial light and glare into the existing environment. Potential sources of light and glare include signage, external building lighting, parking lot lighting, security lighting, building windows, and reflective building materials. The introduction of new sources of light and glare may result in impacts to day and/or nighttime views in the area and could contribute to nighttime light pollution. This is a potentially significant impact that will be addressed further in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>II. AGRICULTURE RESOURCES.</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997), prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</p>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion of Impacts**

- a) *Potentially Significant Impact.* Approximately 16.7 acres, or 64 percent of the project site, is classified by the California Resource Agency’s Farmland Mapping and Monitoring Program as Prime Farmland (see **Figure 5**). Implementation of the proposed project would result in the conversion of this Farmland to urban uses. This is a potentially significant impact that will be addressed further in the EIR.
- b) *No Impact.* The project site is zoned Regional Commercial (RC) under the Mitchell Road Corridor Specific Plan (1989) (updated September 25, 1995). This zoning district was not intended for agricultural uses. According to the California Department of Conservation, Division of Land Resource Protection, Williamson Act Program, the project site is not subject to a Williamson Act contract. Adjacent properties are similarly zoned for urban uses and are not subject to Williamson Act contracts. Implementation of the proposed project will have no impact on zoning for agricultural use, or a Williamson Act contract. Therefore, this issue will not be addressed in the EIR.
- c) *No Impact.* According to Farmland Mapping and Monitoring Program maps, there is no Farmland located adjacent to or in the immediate vicinity of the project site (see **Figure 5**). Implementation of the proposed project will not result in the conversion of any offsite Farmland. The conversion of Farmland on the project site was addressed under Response II(a) above. Implementation of the proposed project would have no impact on offsite Farmland and the issue will not be addressed in the EIR.



**Figure 5**  
FMMP Map  
**PMC**



	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>III. AIR QUALITY.</b> Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion of Impacts**

- a) *Potentially Significant Impact.* The project site lies within the boundaries of the San Joaquin Valley Air Basin. The basin is currently in non-attainment for the California Air Resources Board (CARB) criteria pollutants ozone and particulate matter (PM<sub>10</sub>). Implementation of the proposed project may conflict with the air quality plans overseen by the San Joaquin Valley Air Pollution Control District (SJVAPCD). This is a potentially significant impact that will be addressed further in the EIR.
- b) *Potentially Significant Impact.* See Response III(a) above. Implementation of the proposed project could result in air quality impacts during project construction and operation. Construction phase air quality impacts could include emissions from construction equipment exhaust and travel, earth moving activities, architectural coatings, and asphalt paving. Operational air quality impacts could include emissions from project-generated vehicle traffic and facility operations including the use of water heaters and landscape maintenance equipment. These emissions may violate air quality standards or contribute substantially to an existing or projected air quality violation. This is a potentially significant impact that will be addressed further in the EIR. An air quality impact analysis will be prepared to quantify the project’s projected emissions during construction and operational phases.
- c) *Potentially Significant Impact.* See Response III(b) above. In conjunction with other approved and pending development projects in the region, the proposed project could

result in a cumulatively considerable net increase of criteria pollutants. This is a potentially significant impact that will be addressed further in the EIR.

- d) *Potentially Significant Impact.* Sensitive receptors are generally defined as facilities that house or attract groups of children, the elderly, people with illnesses or others who are especially sensitive to the effects of air pollutants. Schools, hospitals, residential areas, and convalescent facilities are examples of sensitive receptors. The project site is located adjacent to several residential areas including single family residential to the west and north of Don Pedro Road and a trailer park to the east, across Mitchell Road. Additionally, the Whitmore Charter School is less than one quarter mile east of the project site and the Stanislaus Recovery Center is located about 1.5 miles northwest.

The proposed project could result in short-term construction and permanent operational air pollutant emissions of particulate matter, carbon monoxide, reactive organic gasses, and oxides of nitrogen. Exposure of sensitive receptors to substantial pollutant concentrations is a potentially significant impact of the proposed project. An air quality impact analysis, including a health risk assessment, will be prepared and this issue will be addressed further in the EIR.

- e) *No Impact.* The uses proposed for development on the project site will not create any significant objectionable odors. Implementation of the proposed project will have no impact related to odors and the issue will not be addressed in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IV. BIOLOGICAL RESOURCES.</b> Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.), through direct removal, filling, hydrological interruption or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion of Impacts**

a - e) *Potentially Significant Impact.* A full biological site assessment will be completed for the project site by qualified biologists to determine any potential impacts to biological resources that may result from project implementation. These are potentially significant impacts that will be discussed further in the EIR.

f) *No Impact.* According to the U.S. Fish and Wildlife Service Conservation Plans and Agreements Database, the California Department of Fish and Game Natural Community Conservation Planning Program, and the Stanislaus County and City of Ceres General Plans, there are no approved habitat conservation plans or natural community conservation plans within Stanislaus County. Therefore, implementation of the proposed

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project will not conflict with or have an impact on any such plans. This issue will not be addressed in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>V. CULTURAL RESOURCES.</b> Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in ? 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to ? 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion of Impacts**

a-d) *Potentially Significant Impact.* A full archaeological and historical investigation will be completed for the project site by qualified cultural resource specialists to determine any potential impacts to cultural resources that may result from project implementation. These are potentially significant impacts that will be addressed further in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VI. GEOLOGY AND SOILS.</b> Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death, involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion of Impacts**

- a)
- i) *No Impact.* According to the Stanislaus County General Plan, several known faults exist in the extreme eastern part of the County and in the Diablo Range west of Interstate 5. The Ortigalita Fault, part of which is designated as an Alquist-Priolo Earthquake Fault Zone, is located in the southwestern portion of the County. However, the City of Ceres is located in central Stanislaus County and was not identified as a city affected by this or any other Alquist-Priolo Earthquake Fault Zone. There is no impact and the issue will not be addressed in the EIR.

- ii) *Less Than Significant Impact.* See Response VI(a)(i) above. There are several known faults within Stanislaus County which could cause ground shaking in the event of an earthquake. The City is within Uniform Building Code seismic zone 3, indicating moderate potential for groundshaking. All structures and facilities constructed as part of the proposed project will be designed in compliance with the requirements of Title 24 of the Uniform Building Code (UBC) for seismic safety. Compliance with the engineering requirements of the UBC would ensure that the risk of structural failure during a seismic event is minimized to the greatest degree feasible. As a result, the risk of adverse effects from ground shaking would be minimal and is a less than significant impact. This impact will be addressed further in the EIR.
- iii) *Potentially Significant Impact.* Liquefaction occurs when loose sand and silt that is saturated with water behaves like a liquid when shaken by an earthquake. Liquefaction can result in the following types of seismic-related ground failure:
- Loss of bearing strength - soils liquefy and lose the ability to support structures
  - Lateral spreading - soils slide down gentle slopes or toward stream banks
  - Flow failures – soils move down steep slopes with large displacement
  - Ground oscillation – surface soils, riding on a buried liquefied layer, are thrown back and forth by shaking
  - Flotation – floating of light buried structures to the surface
  - Settlement – settling of ground surface as soils reconsolidate
  - Subsidence – compaction of soil and sediment
- Three factors are required for liquefaction to occur: (1) loose, granular sediment; (2) saturation of the sediment by groundwater; and (3) strong shaking. Project site soils are of the Hanford sandy loam series. According to the Natural Resources Conservation Service (NRCS), this soil series consists of high percentages of sand and silt (48.9% and 33.6%, respectively). The soils are well drained with a depth to groundwater of approximately seven feet. As described in Response VI(ii) above, the project area has moderate potential for groundshaking. These characteristics indicate potential risk of liquefaction on the project site. This is a potentially significant impact that will be addressed further in the EIR.
- iv) *No Impact.* The project site has nearly flat topography indicating a very low potential for landslides. There is no impact and the issue will not be addressed in the EIR.
- b) *Less Than Significant Impact.* Construction activities during project site development, such as grading, excavation, and soil hauling, would disturb soils and potentially expose them to wind and water erosion. According to the NRCS, the Hanford sandy loam series has a relatively high susceptibility to erosion. General Plan Policy (6.B.4; 4.E.5) requires new development to implement Best Management Practices (BMPs) to protect receiving waters from grading and other construction activities. The project proponent will also be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) in order to comply with the RWQCB's General Construction Storm Water Permit. The SWPPP will identify BMPs to be implemented on the project site to minimize soil erosion and protect local

waterways and existing drainage systems. Compliance with City policy and the State's General Construction Storm Water Permit would minimize soil erosion and loss of topsoil from project implementation and would reduce this impact to a level of less than significant. However, the EIR will include a more detailed discussion of the applicable BMPs that the project would be required to comply with and will provide a more thorough analysis of the risks associated with erosion and the loss of topsoil.

- c) *Potentially Significant Impact.* The potential for landslides on the project site was addressed under Response VI(a)(iv) and was determined to be a less than significant impact. The potential for lateral spreading, liquefaction, subsidence, and other types of ground failure or collapse were addressed under Response VI(a)(iii) above and were determined to be a potentially significant impact.
- d) *Potentially Significant Impact.* Expansive or shrink-swell soils are soils that swell when subjected to moisture and shrink when dry. Expansive soils typically contain clay minerals that attract and absorb water greatly increasing the volume of the soil. This increase in volume can cause damage to foundations, structures, and roadways. The project site contains soils of the Hanford sandy loam series. According to the NRCS, this soil series has a relatively high clay content at 17.5 percent clay. Therefore, this is a potentially significant impact that will be addressed further in the EIR.
- e) *No Impact.* As proposed, the project will connect to the City's existing wastewater conveyance and treatment system. No septic tanks or alternative wastewater disposal systems will be installed on site. There is no impact and this issue will not be addressed in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VII. HAZARDS AND HAZARDOUS MATERIALS.</b> Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion of Impacts**

- a) *Potentially Significant Impact.* The proposed project will consist of commercial uses that may require the routine transport and use of hazardous materials such as gasoline, oils, paints, pesticides, fertilizers, etc. This is a potentially significant impact that will be addressed further in the EIR.

## INITIAL STUDY

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- b) *Potentially Significant Impact.* See Responses VI(a) and VII(a) above. Hazardous materials may be stored and used on the project site which has moderate potential for groundshaking and ground failure. This is a potentially significant impact that will be addressed further in the EIR.
- c) *Potentially Significant Impact.* The project site is located in an urban setting with numerous schools in the vicinity. The nearest school is the Whitmore Charter School at 3435 Don Pedro Road less than one-quarter mile from the project site. As described in Response VII(a) above, the proposed project may use and store hazardous materials on site. This is a potentially significant impact that will be addressed further in the EIR.
- d) *Potentially Significant Impact.* EIR preparation for the proposed project will include a complete search of databases of hazardous material sites compiled pursuant to Government Code §65962.5. This is a potentially significant impact that will be addressed further in the EIR.
- e) *Potentially Significant Impact.* The project site is located approximately two miles south of the Modesto City-County Airport (Harry Sham Field). According to the Stanislaus County Airport Land Use Commission Plan, the project site is located within Airport Planning Boundary Area 4 "Other Land Within the Planning Area" which is defined as "lands within the planning area with possible height and or noise problems envisioned in the future." Shopping centers, retail stores, and restaurants are considered compatible uses within this area; however, the proposed project will be required to comply with certain development standards related to building orientation, use of non-reflective building materials, soundproofing, lighting, and storage of hazardous materials. The City of Ceres General Plan also contains airport planning area safety zones and standards. The project site is not located within any safety zones delineated by the City and no additional standards apply to the project. This is a potentially significant impact that will be addressed further in the EIR.
- f) *No Impact.* The project site is not located in the vicinity of a private airstrip. The proposed project will have no impact and this issue will not be addressed in the EIR.
- g) *No Impact.* The City prepared an Emergency Operations Plan in 2003 which addresses earthquake, fire, technological disaster, toxic spill, flooding, and dam failure related emergencies and includes responses from fire and rescue personnel, law enforcement, utility plans, evacuation plans, and evacuation centers. Construction on the project site and road improvements related to the proposed project could obstruct evacuation routes or access to critical emergency facilities. However, the Plan does not identify specific evacuation routes, emergency shelter locations, or other critical emergency facilities and the project site is not located near any hospitals, public safety facilities, dispatch centers, emergency service facilities, or major utilities. Additionally, construction activities will be temporary. Development of the proposed project will have no impact on the implementation of the City's Emergency Operations Plan and the issue will not be addressed in the EIR.
- h) *No Impact.* The project site is located in a primarily urbanized area with a low risk of wildland fire hazards. There is the potential for fires on vacant parcels and fallow agricultural lands in the vicinity; however, this risk is considered very low as the few remaining vacant parcels in the project area are small in size and are planned for future urban development. Additionally, the project will be constructed in accordance with the most recent version of the Uniform Fire Code and will receive fire protection services

from the City of Ceres Emergency Services Department. Implementation of the proposed project will have no impact related to wildland fire and the issue will not be addressed in the EIR.

**INITIAL STUDY**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VIII. HYDROLOGY AND WATER QUALITY.</b> Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion of Impacts**

a, f) *Potentially Significant Impact.* There is potential for implementation of the proposed project to result in degradation of water quality during both construction and

operational phases. Polluted runoff from the project site during construction and operation could include sediment from soil disturbances; oil and grease from construction equipment, roadways and parking lots; pesticides and fertilizers from landscaped areas; metals from paints; and gross pollutants such as trash and debris. This degradation could result in violation of water quality standards or waste discharge requirements. This impact is potentially significant and will be addressed further in the EIR.

- b) *Potentially Significant Impact.* See Response VI(a)(iii) above. The project site contains soils of the Hanford series. According to the NRCS, these soils are derived from gravelly parent materials in streambeds and alluvial fans and are well drained with high permeability. These characteristics suggest that there is potential for groundwater recharge on the project site. Additionally, the Stanislaus County General Plan identifies the project area as a groundwater recharge area. This is a potentially significant impact that will be addressed further in the EIR.
- c) *Less Than Significant Impact.* See Response VI(b) above. The project site is primarily undeveloped and does not contain any surface water features. Implementation of the proposed project would alter the existing drainage patterns on the site by paving a large portion of the site and diverting runoff to a new drainage system. Compliance with existing regulations developed to minimize erosion and siltation would reduce this impact to a less than significant level. However, the EIR will include a more detailed discussion of these existing regulations and will provide a more thorough analysis of the potential risks associated with erosion and siltation.
- d,e) *Less Than Significant Impact.* See Responses VI(a) and VIII(c) above. Implementation of the proposed project would alter the existing drainage patterns on the site by paving a large area and diverting runoff to a new drainage system. The City of Ceres requires that commercial and industrial projects retain all storm water onsite and that the new drainage system be designed to meet a 50-year storm event. The drainage system design will be reviewed by the City Public Works Department to ensure adequate capacity and compliance with City standards. This impact is less than significant.

Polluted runoff from the project site during construction and operation could include sediment from soil disturbances; oil and grease from construction equipment, roadways and parking lots; pesticides and fertilizers from landscaped areas; metals from paints; and gross pollutants such as trash and debris. Compliance with existing regulations developed to minimize the release of polluted runoff from construction sites would reduce this impact to a less than significant level. However, the EIR will include a more detailed discussion of these existing regulations and will provide a more thorough analysis of this impact.

- g-i) *No Impact.* According to FEMA flood hazard maps, the project site is not located within a flood zone. Also, according to the City General Plan support document, the project site is not located within the inundation area of any dams or levee systems. Implementation of the proposed project will not have an impact related to flooding. This issue will not be addressed in the EIR.
- j) *No Impact.* The project site is not located near an ocean or large body of water with potential for seiche or tsunami. Additionally, the topography of the project site is essentially flat and not at risk of mudflows. Implementation of the proposed project will not result in any impacts related to seiche, tsunami, or mudflow. This issue will not be addressed in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IX. LAND USE AND PLANNING.</b> Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion of Impacts**

- a) *No Impact.* The project site is located at the edge of the City’s urban development and is surrounded by scattered development with no established community. Additionally, the proposed project is consistent with the land use plans for the area. There is no impact and the issue will not be addressed in the EIR.
- b) *Potentially Significant Impact.* Under the City General Plan, City Zoning Code, and the Mitchell Road Corridor Specific Plan, the project site is designated for regional commercial uses. The proposed indoor retail uses are allowable under these designations and will not conflict with these plans. The proposed project will require the approval of a Conditional Use Permit for alcohol sales in proposed restaurants and for the outdoor sales portion of the Wal-Mart Supercenter. This is a potentially significant impact that will be addressed further in the EIR.
- c) No Impact. See Response IV(f). Implementation of the proposed project will not conflict with an adopted habitat conservation plan or natural community conservation plan. The proposed project will have no impact and this issue will not be addressed in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>X. MINERAL RESOURCES.</b> Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion of Impacts**

a-b) According to the Stanislaus County General Plan, minerals found within the County include: bermentite, braunite, chromite, cinnabar, garnet, gypsum, hausmannite, hydromagnesite, inesite, magnesite, psilomelane, pyrobrsite, and rhodochrosite. Small deposits of gold, clay, and lead are also known to exist within the County. However, commercial extraction of these minerals is difficult or impossible. Although not commercially producing, numerous exploratory oil and gas wells have been drilled within the County and the underlying geological structure of the County indicates oil or gas may be present. Currently, sand and gravel deposits constitute the only significant commercially extractive mineral resource in the region.

Sand and gravel deposits are primarily found in old stream beds and along rivers and streams such as the San Joaquin River and Orestimba Creek. The project site is not located along any waterways and the City General Plan does not identify the project area as a potential source of sand and gravel deposits. No mineral resource recovery sites are located on or in the immediate vicinity of the project site. Implementation of the proposed project would not result in the loss of availability of a known mineral resource or resource recovery site. The project will have no impact and this issue and will not be addressed further in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XI. NOISE.</b> Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion of Impacts**

- a-e) *Potentially Significant Impact.* A complete noise study will be prepared for the proposed project to determine any potential noise-related impacts that may result from project implementation. These impacts are potentially significant and will be addressed further in the EIR.
- f) *No Impact.* The project site is not within the vicinity of a private airstrip. There is no impact and the issue will not be addressed in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XII. POPULATION AND HOUSING.</b> Would the project:				
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion of Impacts**

- a) *Potentially Significant Impact.* The proposed project does not include the construction of any new homes; however, it does include the development of a large, regional shopping center that would create a substantial number of new jobs in the region. Therefore, the project has the potential to result in direct population growth. Additionally, the proposed project would result in the expansion of urban development into a partially undeveloped area at the City's edge. This expansion of roadways and infrastructure has the potential to result in indirect growth in the area. This is a potentially significant impact that will be addressed further in the EIR.
  
- b-c) *Less Than Significant Impact.* Four of the parcels that make up the project site each currently contain one vacant residential structure that would be demolished during construction of the proposed project. The loss of this existing housing will not have a significant impact on the City's overall housing stock and will not result in displacement of any people or necessitate the construction of replacement housing elsewhere. This impact is less than significant; however, the issue will be addressed further in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIII. PUBLIC SERVICES.</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:				
a) Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion of Impacts**

- a-b) *Potentially Significant Impact.* The project site is located within the City of Ceres and will be provided fire protection and law enforcement services by the Ceres Emergency Service Department. The Emergency Service Department has a 15 square mile service area with approximately 45,000 residents. Station No. 1, located at 2755 Third Street, is the closest station to the project site at approximately one mile southwest. Implementation of the proposed project may result in increased calls for both fire and police service which may necessitate the construction or expansion of facilities. This is a potentially significant impact that will be addressed further in the EIR.
- c) *Less Than Significant Impact.* The project site is located within the Ceres Unified School District. Implementation of the proposed project will not result in the construction of any new residential units and will not directly increase public school enrollment. However, the project will create new jobs in the area potentially indirectly increasing population and school enrollment. Under Senate Bill 50 (SB 50), the governing boards of school districts can levy developer fees from new development to pay for school improvements. The proposed project will be subject to the CUSD commercial/industrial fees in place at the time an application is submitted for a building permit. Payment of these fees fully mitigates the need for school facilities generated by project implementation. Therefore, this impact is less than significant; however, more detailed explanations of the fees and the mitigation they provide will be addressed within the EIR.
- d) *No Impact.* The proposed project will not result in the construction of any new residential units and will not create greater demand for parks. According to Chapter 17.34 of the Ceres City Code, Park and Recreation Land, the City does not require the payment of in lieu fees or the dedication of land for commercial development such as the proposed project. There is no impact and the issue will not be addressed further in the EIR.
- e) *Potentially Significant Impact.* There is potential for the proposed project to result in increased demand for other public services necessitating the construction or expansion of facilities. This is a potentially significant impact that will be addressed further in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIV. RECREATION.</b>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion of Impacts**

a-b) *No Impact.* See Response XIII(d) above. The proposed project will not result in the construction of any new residential units; therefore, the use of existing parks and other recreational facilities will not be increased and no new or expanded facilities will be required. Implementation of the proposed project would result in no impact to recreation and the issue will not be addressed further in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XV. TRANSPORTATION/TRAFFIC.</b> Would the project:				
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion of Impacts**

- a-b) *Potentially Significant Impact.* Implementation of the proposed project will generate a substantial number of new vehicular trips in the area. A traffic study will be completed for the proposed project to determine any traffic-related impacts that could result from this increase. These are potentially significant impacts that will be addressed further in the EIR.
- c) *No Impact.* See Response VII(e) above. The project site is located approximately two miles south of the Modesto City-County Airport (Harry Sham Field). According to the Stanislaus County Airport Land Use Commission (ALUC) Plan, the project site is located within Airport Planning Boundary Area 4 "Other Land Within the Planning Area" which is defined as "lands within the planning area with possible height and or noise problems envisioned in the future." The project site is not located under the approach or take-off paths of the airport and the project's proposed uses are consistent with the Airport Land Use Commission Plan. Additionally, development on the project site will be required to comply with the height restrictions and other building standards contained in the County's ALUC Plan. Implementation of the proposed project will not result in any changes to air traffic patterns. There is no impact and the issue will not be addressed in the EIR.

- d) *Potentially Significant Impact.* The project site design will be reviewed during EIR preparation to identify potentially hazardous design features or incompatible uses. This impact is potentially significant and will be addressed further in the EIR.
- e) *Potentially Significant Impact.* The project site design will be reviewed and emergency service providers will be consulted during EIR preparation to ensure adequate emergency access to the site. This impact is potentially significant and will be addressed further in the EIR.
- f) *No Impact.* The proposed project will comply with the off-street parking standards contained in the Mitchell Road Corridor Specific Plan ensuring adequate parking on the project site. Additionally, a site plan and landscape plan for the proposed off-street parking facilities will be prepared and submitted to the City Planning Commission for approval according to Section 18.40.020(J) of the City Zoning Ordinance. There is no impact and the issue will not be addressed in the EIR.
- g) *Potentially Significant Impact.* Applicable alternative transportation policies, plans and programs will be reviewed during EIR preparation to ensure project compliance. This impact is potentially significant and will be addressed further in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVI. UTILITIES AND SERVICE SYSTEMS.</b> Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state and local statutes and regulations related to solid waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion of Impacts**

- a) *Less Than Significant Impact.* Wastewater disposal is regulated under the federal Clean Water Act and the state Porter-Cologne Water Quality Control Act. The Central Valley Regional Water Quality Control Board (RWQCB) implements these acts by administering the National Pollutant Discharge Elimination System (NPDES), issuing water discharge permits and establishing best management practices. Implementation of the proposed project would result in increased wastewater flows that would be collected and treated at the City's wastewater treatment plant. Disposal of treated wastewater flows would be required to comply with WDS regulatory requirements and would therefore comply with wastewater treatment requirements of the RWQCB. Capacity of the City's wastewater treatment plant is addressed in Response XVI(e) below and the creation of polluted stormwater runoff is addressed in Response VIII(e) above. This impact is less than significant; however, the EIR will more thoroughly describe the applicable regulations and provide a more detailed analysis of the impact.

- b) *Potentially Significant Impact.* Implementation of the proposed project would result in increased demand for municipal water and increased wastewater flows entering the City's wastewater treatment plant. This is a potentially significant impact that will be addressed further in the EIR.
- c) *Potentially Significant Impact.* Implementation of the proposed project would substantially increase the amount of impervious surface on the project site resulting in greater stormwater runoff. The project site is currently undeveloped and does not have any drainage facilities. Therefore, new drainage facilities will be required on- and possibly off-site. The proposed drainage plan will be reviewed during EIR preparation to determine potential impacts from its construction. This impact is potentially significant and will be addressed further in the EIR.
- d) *Potentially Significant Impact.* The proposed project will be provided domestic water service by the City of Ceres. The EIR will describe the City's available water supplies, estimate the project's water demand, and determine if there is sufficient water supply available. This impact is potentially significant and will be addressed further in the EIR.
- e) *Potentially Significant Impact.* The proposed project will be provided sanitary sewer service by the City through its wastewater treatment plant and collection system. The City's treatment plant currently treats more than 2.9 million gallons of wastewater each day. The plant's capacity and ability to accept the additional flows from the project site will be analyzed in the EIR. This impact is potentially significant and will be addressed further in the EIR.
- f) *Potentially Significant Impact.* The City of Ceres is a member of the Stanislaus County Regional Solid Waste Planning Agency. The majority of solid waste generated in the County is disposed of within the County at the Fink Road Landfill in Crows Landing or the Bonzi Sanitary Landfill in Modesto. A small amount of solid waste is also transported to other counties and out of the state. The Fink Road Landfill has an estimated permitted capacity of 14,500,000 cubic yards with approximately 69 percent remaining capacity. The Bonzi Sanitary Landfill has an estimated permitted capacity of 4,171,000 cubic yards with approximately 7 percent remaining capacity. Construction activities and operation of retail and restaurant uses generate substantial amounts of solid waste which could potentially impact the receiving landfills. This is a potentially significant impact that will be addressed further in the EIR.
- g) *Potentially Significant Impact.* The proposed project design will be reviewed to ensure compliance with applicable statutes and regulations related to solid waste. This impact is potentially significant and will be addressed further in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVII. MANDATORY FINDINGS OF SIGNIFICANCE</b>				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wild-life population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion of Impacts**

- a) *Potentially Significant Impact.* See Sections IV, Biological Resources, and V, Cultural Resources, above. This impact is potentially significant and will be addressed further in the EIR.
- b) *Potentially Significant Impact.* Implementation of the proposed project in conjunction with other approved or pending projects in the region have the potential to result in cumulatively considerable impacts to the physical environment. The EIR will contain a complete analysis of cumulatively considerable impacts under each issue area.
- c) *Potentially Significant Impact.* See Sections I through XVI above. This is a potentially significant impact that will be addressed further in the EIR.