MITIGATED NEGATIVE DECLARATION

Proponent and Lead Agency:
Stanislaus County Public Works Department
1716 Morgan Road
Modesto, CA 95358
209-525-4130

PROJECT NAME:

Corporate Yard Phase II Project (project)

PROJECT LOCATION:

The project is located on a 14.96-acre triangular shaped lot at 1716 Morgan Road, Modesto California (project site). The project site is bordered by Morgan Road to the west, Union Pacific Railroad (UPRR) Tracks and State Route 99 (SR 99) to the east, and industrial property to the south.

PROJECT DESCRIPTION:

The Stanislaus County (County) Department of Public Works (DPW) proposes to renovate the County's existing Corporate Yard. The Corporate Yard has been in operation since 1958 and is currently used for vehicle maintenance, storage, fueling, and administrative facilities for the DPW. The project is Phase II of three phases of improvements proposed in the County's *Public Works Facilities Master Plan*. The recently completed Phase I improvements (i.e., Heavy Equipment Maintenance Shop/Administration Building Project) consisted of constructing new maintenance and administrative facilities to replace existing facilities on the project site.

The project (Phase II) would include the demolition of three buildings: the 3,900-square foot (sf) Carpenter's Shop Office, the 2,900-sf Sign Shop, and the 10,000-sf Pole Barn used for storing heavy equipment dump bins. The structures proposed for demolition are currently used for material and vehicle storage. Two new structures are proposed, including an 11,000-sf pole barn and a 3,600-sf structure consisting of three covered concrete material storage bunkers. These proposed structures would require lighting, electrical outlets, fire sprinklers, and telecommunications infrastructure. The buildings would be accessed through the existing main entrance to the Corporate Yard on Morgan Road.

A 25,632-sf paved area would be reconstructed with a structural asphalt paving section to accommodate heavy vehicles. The paved area would consist of 4-inch asphalt concrete over 8-inch aggregate base over 12-inch scarified and recompacted subgrade to 95 percent reinforced concrete. Portions of the paving area that were not upgraded during Phase I would be regraded and repaved with an asphalt overlay section. A portion of the project site would be kept free of any obstructions for circulation of vehicles utilizing the project site. Areas outside of the vehicle circulation paths would be striped and utilized for parking areas for County vehicles, as directed and in coordination with the County. Drainage and lighting improvements would be incorporated as required by the County.

The County would continue to utilize the existing buildings until the redevelopment project starts. A construction staging area would be available on site, as determined in coordination with the County. Temporary relocation of materials and equipment may be necessary during the construction period.

ENVIRONMENTAL DETERMINATION:

The Lead Agency has prepared an Initial Study, following, which considers the potential environmental effects of the proposed project. The Initial Study shows that there is no substantial evidence, in light of the whole record before the Lead Agency, that the project may have a potentially significant effect on the environment, provided that the following mitigation measures are included in the project.

BIOLOGICAL RESOURCES MITIGATION MEASURES

BIO-1: No fewer than 45 days prior to demolition, a thorough bat roosting habitat assessment shall be conducted of all structures to be demolished and within 100 feet of the construction area. If determined necessary by a qualified biologist, nighttime emergence surveys shall be conducted to assess the presence of roosting bats. If bats are found, they shall be safely excluded under direction of a qualified biologist prior to demolition of the structures.

BIO-2: If the presence or absence of bats cannot be confirmed in potential roosting habitat, a qualified biologist shall be onsite during removal or disturbance of the construction area. If the biologist determines that bats are being disturbed during this work, work shall be suspended until bats have left the vicinity on their own or can be safely excluded under direction of the biologist. Work shall resume only once all bats have left the site and/or approval to resume work is given by a qualified biologist.

BIO-3: In the event that a maternal colony of bats is found, no work shall be conducted within 100 feet of the maternal roosting site until the maternal season is finished or the bats have left the site, or as otherwise directed by a qualified biologist. No equipment, personnel, or construction activities shall be allowed within the buffer unless approved in advance by a qualified biologist.

BIO-4: Demolition of buildings shall be performed outside of the typical nesting season (February 1 to September 1) to the extent feasible.

BIO-5: In the event that demolition of buildings must be conducted during the nesting season, nesting bird surveys shall be completed by a qualified biologist no more than 48 hours prior to demolition activities. Surveys shall be completed inside of and within 500 feet, or as directed by a qualified biologist, of the buildings to be demolished. Nesting bird surveys shall be repeated if demolition activities are suspended for five days or more.

BIO-6: If nesting birds are found inside of or within 500 feet of the buildings to be demolished, measures to ensure that the birds and/or their nests are not harmed shall be implemented under direction of a qualified biologist, including but not limited to, installation and maintenance of appropriate buffers (typically 300 feet for song birds and 500 feet for raptors) until nesting activity has ended.

CULTURAL RESOURCES MITIGATION MEASURES

CUL-1 Mitigation measures CUL-2, CUL-3 and CUL-4 will be included in project plans and specifications as a contractor responsibility.

CUL-2: The contractor shall inform all operators of excavation and grading equipment of the potential for buried historical or archaeological resources.

CUL-3: In the event that potential historical or archaeological resources are encountered during project excavation and grading, the contractor shall halt

construction in the immediate vicinity of the potential resource and retain a qualified archaeologist or architectural historian to: 1) inspect the potential resource; 2) determine whether the resource is a significant historical resource or unique archaeological resource under CEQA; 3) if the resource qualifies as a significant historical resource or unique archaeological resource, make mitigation recommendations that would reduce the project's impacts to a less than significant level, including any measures that must be implemented before construction resumes in the affected area; and 4) prepare and file a report documenting the above actions and submit it to the Department of Public Works. If the resource does not qualify as a significant historical resource or unique archaeological resource, no further action is necessary under CEQA.

CUL-4: The contractor shall implement the archaeologist's or architectural historian's recommendations and document actions in a report to the County.

CUL-5: Mitigation measures CUL-6 and CUL-7, shall be incorporated into the project plans and specifications.

CUL-6: If potential human remains are encountered during project construction, the contractor shall halt all work in the immediate vicinity of the remains and immediately notify the County Coroner.

CUL-7: The County Coroner shall contact the Native American Heritage Commission (NAHC) if the remains are identified as being of Native American descent. The NAHC shall notify the Most Likely Descendant (MLD) pursuant to Public Resources Code Section 5097.98. The County shall work with the MLD to identify respectful treatment and disposition of the remains.

HAZARDOUS MATERIALS MITIGATION MEASURES

HAZ-1: All regulated asbestos containing building material (ACBM) shall be removed and disposed of by a California Division of Occupational Safety and Health (Cal/OSHA) certified abatement contractor prior to building demolition in compliance with all applicable laws and regulations.

HAZ-2: Asbestos disturbance activities in the Sign Shop shall comply with the Cal/OSHA asbestos standard (Title 8, California Code of Regulations Section 1529). Contractors that will be conducting demolition, renovation, or related activities shall be notified of the presence of asbestos in their work areas. Asbestos disturbance activities shall be performed by appropriately trained contractors. Personnel not trained for asbestos work shall be instructed not to disturb asbestos. Contractors shall segregate and characterize waste streams prior to disposal and inform the landfill of the intent to dispose of asbestos waste.

HAZ-3: All paints at the project site shall be treated as lead-containing for the purposes of determining the applicability of the Cal/OSHA lead standard during maintenance, renovation, and demolition activities. Deteriorated lead-containing paint (LCP) shall be removed and disposed of prior to renovation and demolition. The removal of LCP shall be completed by personnel who have lead-related construction certification as supervisors or workers, as appropriate, from the California Department of Public Health for LCP removal work. Deteriorated or stripped LCP shall be segregated as follows to separate hazardous waste from non-hazardous waste:

- Category I: non-hazardous low lead waste such as construction materials, filtered wash water, and plastic sheeting

- Category II: non-hazardous demolition debris such as intact lead-painted architectural components

- Category III: hazardous waste containing concentrated lead such as loose paint, paint sludge, vacuum debris, and vacuum filters

Contractors are responsible for segregating and characterizing waste streams prior to disposal. Contractors shall inform the landfill of intent to dispose of Resource Conservation and Recovery Act (RCRA) waste, California hazardous waste, or architectural components containing intact LCP. The contractor shall complete any additional waste characterization required by the appropriate landfills and recycling facilities.

Therefore, the Lead Agency proposes to adopt a Mitigated Negative Declaration for the project, in accordance with the provisions of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines.

_____ _____

Fredric Clark, Deputy Director Date
Stanislaus County Public Works Department

Environmental Checklist Form
Stanislaus County Department of Public Works

1.	**Project title:**	Corporate Yard Phase II Project
2.	**Lead agency name and address:**	Stanislaus County Department of Public Works 1716 Morgan Road Modesto, CA 95358 209-525-4130
3.	**Contact person and phone number:**	Theron Roschen, Project Manager, 209-525-4194 Charlie Simpson, Environmental Processing Coordinator, 209-525-4170
4.	**Project location**	1716 Morgan Road, Modesto California (project site). The project site is bordered by Morgan Road to the west, Union Pacific Railroad (UPRR) Tracks and State Route 99 (SR 99) to the east, and Industrial property to the south (See **Figure 1**, Regional Location, **Figure 2**, Project Location, and **Figure 3**, Project Site).
5.	**General plan designation**	Urban Transition (See **Figure 4**, General Plan Designation)
6.	**Zoning**	General Agriculture, A-2-10 (Agriculture, 10-Acre Minimum) (See **Figure 5**, Zoning)
7.	**Description of project**	The existing Stanislaus County (County) Department of Public Works (DPW) administrative and operations functions are largely centralized at its 14.96-acre Morgan Road facility in Modesto (project site). DPW houses 81 staff and operates nine buildings with a combined 53,875 square feet (sf) at this location. The County Parks and Recreation, Department of Environmental Resources, and General Services Agency also operate shops, storage facilities, and offices at the project site. DPW completed the *Public Works Facilities Master Plan* (Master Plan) in November 2009 (DSA, Inc., 2009). The Master Plan outlined DPW's goal to redevelop the project site in three phases over a period of approximately 15 years. The project site would remain a working facility during the construction phases. Phase I of the Master Plan (i.e., the Heavy Equipment Maintenance Shop/ Administration Building Project) was completed and included replacement of the existing maintenance and administrative facilities at Morgan Road with new structures and facilities that accommodate existing functions. Many of the existing structures at the project site that have not been upgraded as part of Phase I, are nearing the end of their useful life.

Demolition

Phase II of the Master Plan (project) includes the demolition and removal of three existing buildings: the Carpenter's Shop Office, the Sign Shop, and the Pole Barn. The County would continue to utilize these existing buildings until the project commences.

The existing Carpenter's Shop Office consists of a main shop and offices totaling 3,900 sf with a detached 56-sf storage shed. The building has a front shop area, break rooms, offices, storage area, and a paint booth. The structure has a metal roof with composition roofing, walls with wood siding on the exterior walls, and concrete slab floors. The walls and ceilings are finished with tape and texture.

The existing Sign Shop houses three staff and consists of a 2,900-sf steel building with an attached covered storage area and is used as a work area and sign storage area. The building has a metal roof, metal exterior walls, concrete slab floor, and wood framed interior walls with wood paneling and sheetrock covering. The Sign Shop shows wear and tear associated with a structure of its age; its useful life is not anticipated to extend through the end of the Master Plan's 20-year planning horizon. In addition, the Sign Shop lacks adequate office workspace and storage capacity for completed signs.

The Pole Barn consists of a 10,000-sf open framed building used to store heavy equipment dump bins. The structure consists of a metal roof supported by metal sidewalls and columns, supported on a concrete slab floor. A wood framed self-standing locker room is in the western section of the structure. The structure is continuing to rust and deteriorate; its useful life is not anticipated to extend through the end of the Master Plan's 20-year planning horizon.

Asbestos surveys were completed on the three buildings in 2015. No asbestos was present in the Pole Barn; however, asbestos was reported in less than 160 sf of the Carpenter's Shop and greater than 160 sf in the Sign Shop. A composite asbestos survey completed in 2020 reported less than 0.25 percent asbestos on the Sign Shop gypsum board systems. Demolition of the Carpenter's Shop would be regulated by the San Joaquin Valley Air Pollution Control District, which requires that all regulated asbestos containing building material be removed and disposed of by a properly licensed California Division of Occupational Safety and Health (Cal/OSHA) certified abatement contractor prior to demolition of the building. Asbestos removal would not be required prior to demolition of the Sign Shop; however, asbestos disturbance would be

performed solely by appropriately trained personnel in compliance with the Cal/OSHA standard.

Lead-containing paint (LCP) surveys found deteriorated LCP in the Pole Barn that would be classified as California hazardous based on lead content. The proper removal and disposal of deteriorated LCP would be required prior to renovation and demolition activities.

Active fungal growth was reported in the Carpenter's Shop. Because the building would be demolished and would not be reoccupied, no further action would be required.

New Structures

The project would include construction of two new structures, including an 11,000-sf Pole Barn and a new 3,600-sf covered storage structure consisting of three covered concrete material storage bunkers. The proposed structures would be used for material and vehicle storage. The Pole Barn would have the capacity to store up to 32 vehicles. The location and footprint of the proposed structures is shown on **Figure 3**. The project would not change the number of employees and fleet vehicles for operational functions.

Infrastructure Upgrades

Pavement/Parking Areas

The project would include reconstruction of an existing 25,632-sf paved area with a structural asphalt paving section to accommodate heavy vehicles (See **Figure 3**). The paved area would consist of 4-inch asphalt concrete over 8-inch aggregate base over 12-inch scarified and recompacted subgrade to 95 percent reinforced concrete. Portions of the paving area that were not upgraded during Phase I would be regraded and repaved with an asphalt overlay section in conjunction with the structural asphalt paving.

A portion of the site would be kept free of obstructions to allow for continued use of the area for vehicle circulation (See **Figure 6**, Circulation Plan). Areas outside of the vehicle circulation paths would be utilized for parking of County vehicles, as directed and in coordination with the County. The proposed parking areas would be striped in coordination with the County.

Drainage

Drainage improvements would be incorporated as required by the County. Storm drainage from the reconstructed portion of the project site would be collected and disposed of on-site to an existing underground stormwater retention system consisting of a 96-inch perforated corrugated metal

pipe (CMP) system. The project would include installation of a new 12-inch storm drain line, manhole, and inlet that would connect with the existing storm drain system. An existing abandoned water line would be removed and disposed of as needed to accommodate proposed improvements. There would be no changes to impervious surface area because the project site is entirely paved.

Utilities

Existing underground electrical conduit, telephone, gas water, and sanitary sewer lines are located on the project site. Utility lines would be protected in place during construction.

The proposed structures would require interior lighting, electrical outlets, fire sprinklers, and telecommunications infrastructure for operations and equipment use. Exterior lighting would be installed for the yard.

Construction

The County would continue to utilize the existing buildings until the redevelopment project starts. A construction staging area would be available on site, as determined in coordination with the County. Temporary relocation of materials and equipment to other buildings on site may be necessary during the construction period. Project construction would not require road closures. Construction is anticipated to be phased over 36 months.

8. Surrounding land uses and setting

The project site is composed of the existing DPW administrative and operations facility. Land uses adjoining the project include:

Northeast: UPRR, SR 99, and industrial property beyond the freeway.

Northwest: Single family residential neighborhood

Southeast: SR 99, motel, and industrial property beyond the freeway

Southwest: Coca Cola Bottling Plant and industrial uses

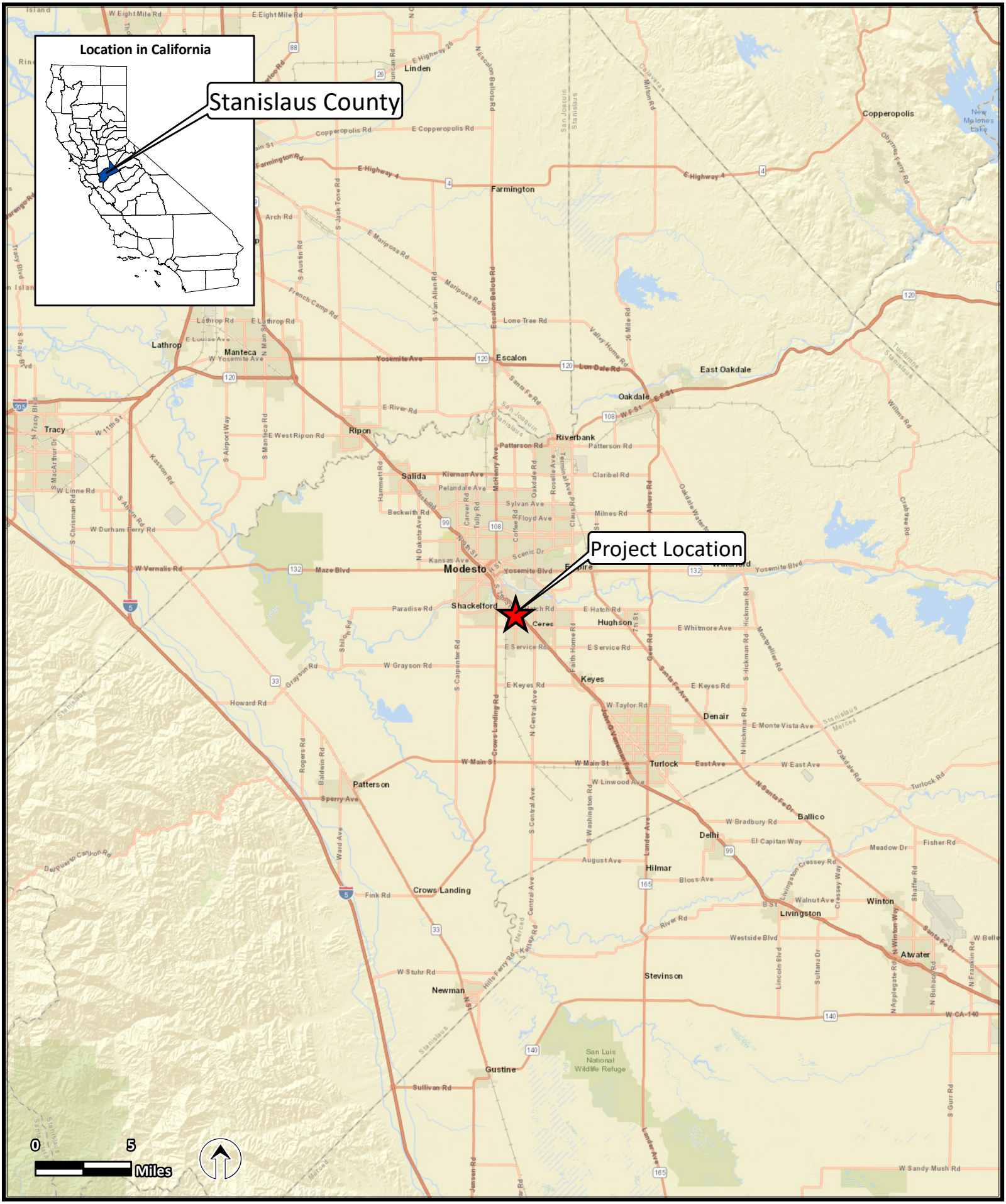
9. Other public agencies whose approval is required

San Joaquin Valley Air Pollution Control District (Indirect Source Review Application)

Central Valley Regional Water Quality Control Board (National Pollutant Discharge Elimination System Construction General Permit)

Stanislaus County Building Permits Division (Building Permit)

	Stanislaus County Fire Department (Review site plans and Building Permit)
10. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?	No California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1.



Sources: ESRI 2020.

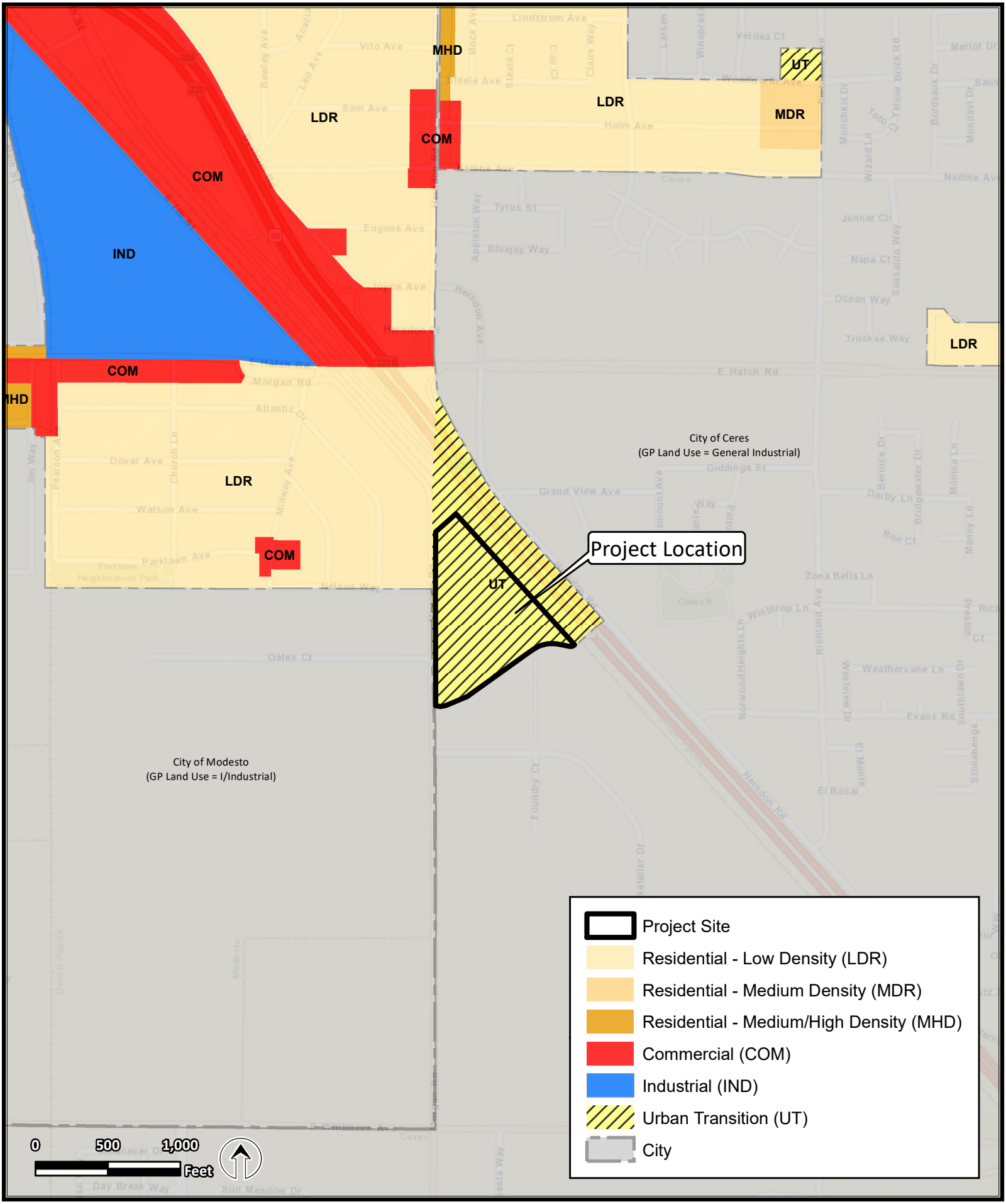
FIGURE 1. REGIONAL LOCATION
Stanislaus County Corporate Yard Phase II

Sources: ESRI 2020.

FIGURE 2. PROJECT LOCATION
Stanislaus County Corporate Yard Phase II

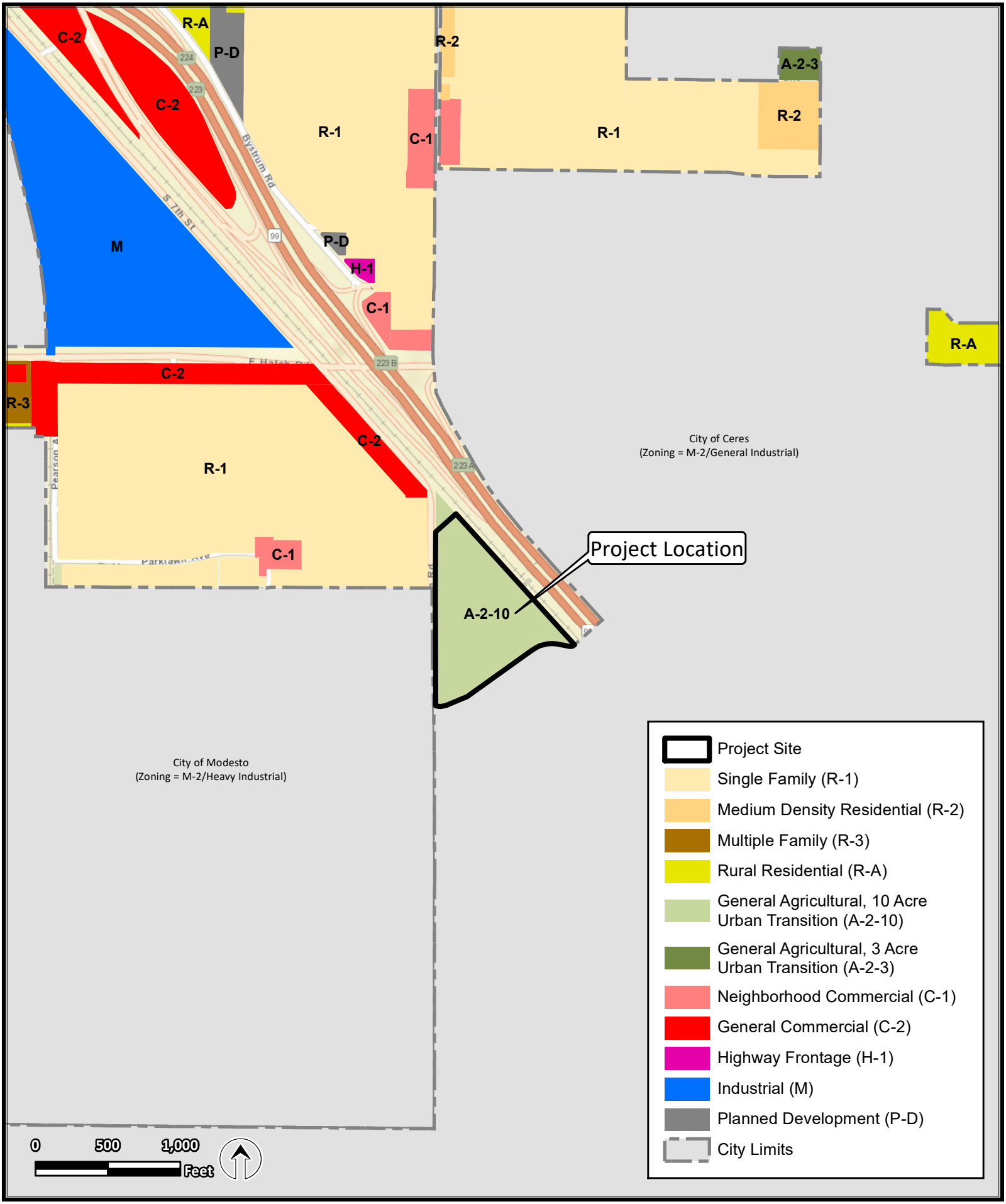
Sources: Stanislaus County 2019; ESRI 2020.

FIGURE 3. PROJECT SITE
Stanislaus County Corporate Yard Phase II



Sources: Stanislaus County 2020; City of Modesto 2019; City of Ceres 2015; ESRI 2020.

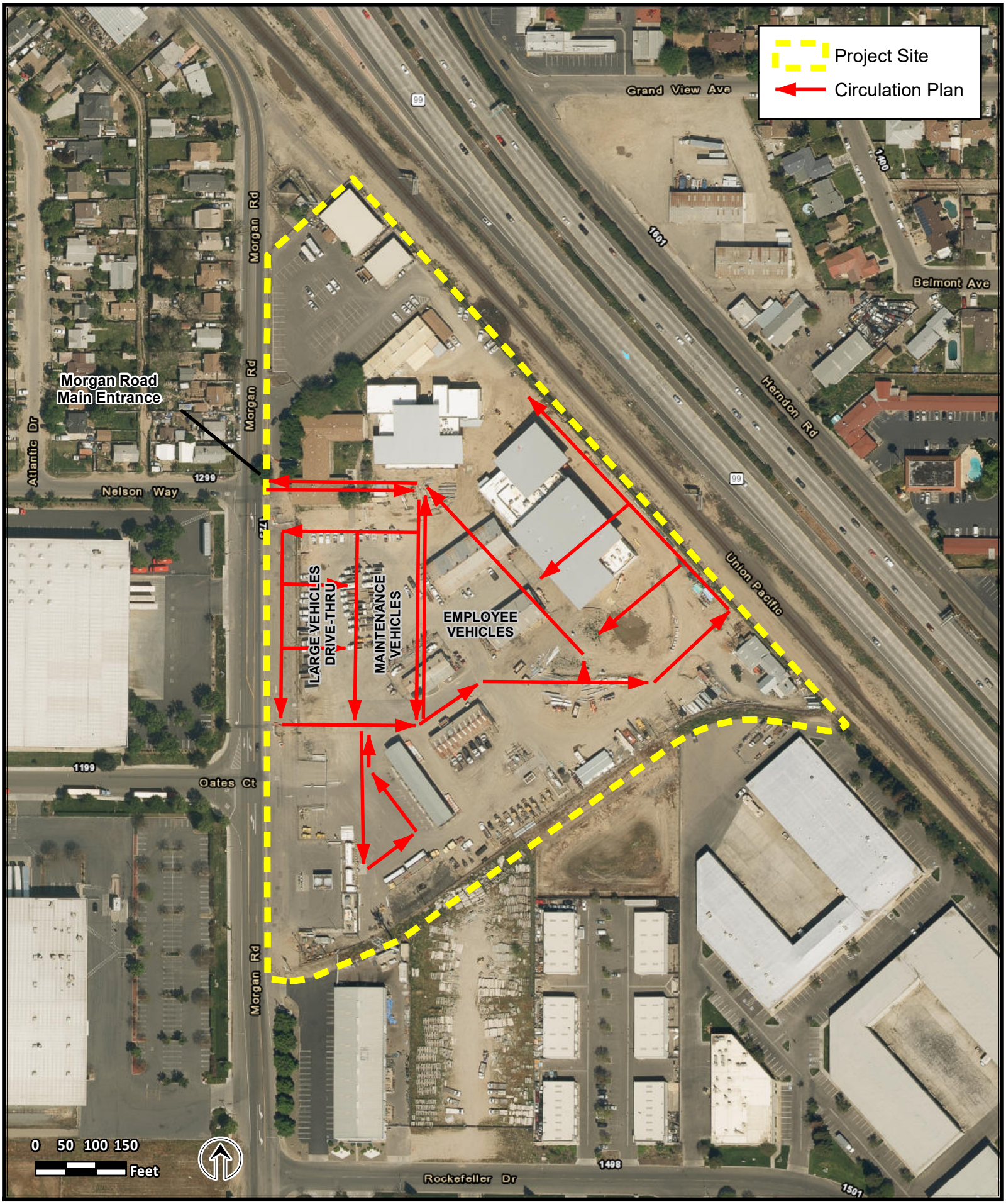
FIGURE 4. GENERAL PLAN DESIGNATION
Stanislaus County Corporate Yard Phase II



Sources: Stanislaus County 2020; City of Modesto 2020; City of Ceres 2013; ESRI 2020.

Stanislaus County
Striving to be the Best

FIGURE 5. ZONING
Stanislaus County Corporate Yard Phase II



Sources: Stanislaus County 2019; ESRI 2020.

FIGURE 6. ON-SITE CIRCULATION PLAN
Stanislaus County Corporate Yard Phase II

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The following table summarizes the County's findings regarding the potential environmental effects of the project. Discussion supporting these findings is provided in the environmental checklist sections that follow. The project's potential environmental effects are coded as follows:

N No environmental impact

LTS Environmental effects that are less than significant

MM Potentially significant environmental effects that can be reduced to a less than significant level with mitigation measures described in the Environmental Checklist.

PS Potentially significant environmental effect that cannot, at this level of analysis, be reduced to a less than significant level with mitigation measures. In this case, an EIR may need to be prepared.

LTS	Aesthetics	**LTS**	Agriculture and Forestry Resources	**MM**	Air Quality
MM	Biological Resources	**MM**	Cultural Resources	**LTS**	Energy
LTS	Geology/Soils	**LTS**	Greenhouse Gas Emissions	**MM**	Hazards & Hazardous Materials
LTS	Hydrology/Water Quality	**LTS**	Land Use/Planning	**N**	Mineral Resources
LTS	Noise	**N**	Population/Housing	**N**	Public Services
N	Recreation	**N**	Transportation	**MM**	Tribal Cultural Resources
LTS	Utilities/Service Systems	**N**	Wildfire	**MM**	Mandatory Findings of Significance

LEAD AGENCY DETERMINATION:

On the basis of this initial evaluation, including information and analysis in the following Environmental Checklist:

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 1) have been analyzed adequately in an earlier EIR or Negative Declaration pursuant to applicable standards, and 2) 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.

_____ _____

Fredric Clark, Deputy Director Date
Stanislaus County Department of Public Works

EVALUATION OF ENVIRONMENTAL IMPACTS

The foregoing environmental determination is based on the evaluation of the potential environmental effects of the proposed project, as documented in the following checklist and supporting documentation. The checklist has been prepared in accordance with the following requirements:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources cited by the lead agency and referenced to 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) "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 from "Earlier Analyses," as described in (5) below, may be cross-referenced.

5) Earlier analyses may be used where, pursuant to 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 the analysis(es) 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 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.

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

INCORPORATION BY REFERENCE

Per CEQA Guidelines 15150, an Initial Study may incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public. This Initial Study has referenced several technical studies, analysis, and reports including the 2015 Initial Study/Negative Declaration for the Heavy Equipment Maintenance Shop/Administration Building Project that was prepared for Phase I improvements at the Corporate Yard and adopted by the County in April 2015 (herein referred to as the 2015 Phase I Initial Study/Negative Declaration).

Information from the documents that have been incorporated by reference has been briefly summarized in the appropriate sections of this document and the relationship between the incorporated part of the referenced document and the Initial Study has been described. All of the sources, including the aforementioned documents that are incorporated by reference, are listed at the end of each resource section, where appropriate.

1. AESTHETICS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?				✓
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			✓	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✓	

DISCUSSION

Environmental Setting

The project site is a fully developed and paved property composed of aging, dilapidated buildings and other facilities with no strong sense of organization (DSA, Inc., 2009). The Heavy Equipment Maintenance Shop/Administration Building Project (Phase I) consisted of recent improvements including construction of new maintenance and administrative facilities to replace existing facilities on the site. The structures proposed for demolition as part of the project (Phase II) currently function for material and vehicle storage.

Adjacent areas north, east, and south of the project site include industrial land uses. SR 99 and a railroad line are adjacent to the east of the project site. There is an aging single-family residential neighborhood in the unincorporated area northwest of the project site.

Public views of the project site are primarily from motorists traveling on adjacent roadways (i.e., Morgan Road and SR 99) and residences lining Morgan Road. Views from the project site include adjacent roadways (i.e., Morgan Road and SR 99) and urban development (e.g., residential, commercial, and industrial properties). The project site has a flat topography and distant views are obstructed by tall two- and three-story structures to the west, as well as SR 99 and adjacent urban development to the east. Views of the vacant land southwest of the project site are restricted by buildings and parking areas.

Vegetation within the project site consists of ornamental landscaping (i.e., low-lying grasses, shrubs, and sparse trees) and ruderal communities.

The *Stanislaus County General Plan* and *City of Modesto General Plan* do not identify scenic vistas or scenic resources within or near the project site (Stanislaus County, 2016; City of Modesto, 2019). In addition, there are no officially designated State Scenic Highways within or visible from the project site. The nearest designated State Scenic Highway is the portion of Interstate 5 within Stanislaus County, which is approximately 15 miles southwest of the project site (California Department of Transportation, 2019).

Environmental Impacts and Mitigation Measures

a) There are no officially designated scenic vistas within the project site. Therefore, the project would have no impact on a scenic vista.

b) As discussed above, there are no officially designated State Scenic Highways within or visible from the project site. The nearest designated State Scenic Highway is the portion of Interstate 5 within Stanislaus County, which is approximately 15 miles southwest of the project site (California Department of Transportation, 2019). Therefore, the project would have no impact on scenic resources within a state scenic highway.

c) The project site is in an urbanized area. The movement and staging of equipment would result in minor and short-term visual effects for motorists and residential viewers during construction. These effects would be temporary and construction equipment and vehicles would be removed upon completion of construction. The project would involve the replacement of existing maintenance and storage facilities, reconstruction of paved areas to accommodate heavy vehicles, and stormwater drainage improvements. These improvements would not require changes to the exiting land use or zoning of the project site. Therefore, the project would not conflict with applicable zoning and other regulations governing scenic quality.

d) The project site is in a developed area with existing sources of light from adjacent commercial and industrial properties, streetlights, and motor vehicles traveling on adjacent roadways. Existing sources of light on the project site include security night lighting. Adjacent residential land uses could be sensitive to nighttime light.

Night work is not anticipated during construction; therefore, construction activities are not anticipated to require lighting that would adversely affect nighttime views. During construction, vehicles, equipment, and materials may be staged adjacent to the project area and may temporarily result in glare. Construction impacts would be short-term and temporary in duration.

New exterior lighting is proposed for the yard. Planned lighting would be directed toward on-site facilities, such that they would not create a substantial new source of light and glare. Spill light would not impact areas beyond Morgan Road as a result of existing street lighting. There would be no substantial intensification of existing night lighting. The proposed lighting would be compatible with the surrounding land uses, which contribute to existing sources of light. Therefore, the project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

SOURCES

California Department of Transportation. (2019, August). *List of eligible and officially designated State Scenic Highways.* Retrieved April 15, 2020, from Scenic Highways: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways

City of Modesto. (2019, March 5). *City of Modesto General Plan.* Retrieved April 15, 2020, from General Plan: https://www.modestogov.com/DocumentCenter/View/15007/GPA-10-001-DOC-Cover-Page-3-6-19-PDF

DSA, Inc. (2009). *Public Works Facilities Master Plan.* San Carlos.

Stanislaus County. (2016, August 23). *Stanislaus County General Plan.* Retrieved April 15, 2020, from Planning Division: http://www.stancounty.com/planning/pl/general-plan.shtm

2. AGRICULTURE AND FORESTRY RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
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?				✓
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?			✓	
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d) Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓

DISCUSSION

Environmental Setting

The project site includes 14.96 acres of developed land, which has been County-owned and operated as a vehicle storage and maintenance yard since 1958. The project site is surrounded by developed properties, including industrial land uses and an urban-density single-family neighborhood to the northwest.

There are no existing agricultural uses on or in the vicinity of the project site. The California Department of Conservation (CDOC) Farmland Mapping and Monitoring Program classifies the project site as "Urban and Built Up" (California Department of Conservation, 2019).

The Natural Resources Conservation Service Web Soil Survey identifies the following soil types underlying the project site and its vicinity: (1) Hanford sandy loam, 0 to 3 percent slopes; (2) Hanford sandy loam, moderately deep over silt, 0 to 1 percent slopes; and (3)

Tujunga loamy sand, 0 to 3 percent slopes (Natural Resources Conservation Service, 2019). The farmland classification for these soils is “Prime Farmland, if irrigated.” However, the site has been converted for industrial property land use and all soils are disturbed or covered with pavement.

The project site is designated “Urban Transition” by the *Stanislaus County General Plan*. The purpose of the Urban Transition designation is to ensure that land remains in agricultural usage until urban development consistent with a city’s or unincorporated community’s general plan designation is approved (Stanislaus County, 2016). Lands designated as “Urban Transition,” including the project area, are zoned General Agriculture, A-2-10 (Exclusive Agriculture, 10-Acre Minimum) (Stanislaus County, 2020). The project site is not currently under a Williamson Act contract.

The project site does not contain forestry resources and is not zoned for forest land, timberland, or timberland zoned Timberland Production (California Department of Fish and Wildlife, 2020).

Environmental Impacts and Mitigation Measures

a) The entire project site consists of industrial land uses and is classified by the CDOC as “Urban and Built Up” land. The project would involve updating structures and would not convert any vacant land to urban use. Therefore, the project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.

b) The project would conflict with the existing zoning (General Agriculture); however, the project site has been developed and used for industrial purposes since approximately 1958. The project would not change the existing land use, which is a legal non-conforming use. There are no lands on or near the project site under Williamson Act contract. Therefore, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract.

c) The project site does not contain forestry resources and is not zoned for forest land or timberland. Therefore, the project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.

d) The project site does not contain forest land. Therefore, the project would not result in the loss of forest land or conversion of forest land to non-forest use.

e) There are no agricultural or forest lands in the project site or vicinity. Therefore, the project would not involve changes in the existing environment that could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use.

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3. AIR QUALITY

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district 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?			✓	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			✓	
c) Expose sensitive receptors to substantial pollutant concentrations?		✓		
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			✓	

DISCUSSION

Environmental Setting

The project area is in central Stanislaus County, which is within the San Joaquin Valley Air Basin (SJVAB). The San Joaquin Valley Air Pollution Control District (SJVAPCD) manages air quality in the SJVAB.

Air Quality Standards for Criteria Pollutants and Attainment of Standards

As required by the Federal and State Clean Air Acts (CAA), the U.S. Environmental Protection Agency (U.S. EPA) and the California Air Resources Board (ARB) have adopted ambient air quality standards (AAQS) for criteria air pollutants (see **Appendix A**). Criteria air pollutants include ozone (O_3), respirable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead (Pb). ARB also identifies some air pollutants as toxic air contaminants (TAC), which are air pollutants that may cause or contribute to an increase in mortality or serious illness or pose a hazard to human health. TACs include visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride.

Table 3-1 shows SJVAB's attainment status with respect to the AAQS. As shown, the SJVAB is a nonattainment area for the federal 8-hour O_3 and $PM_{2.5}$ standards and for the State 1-hour and 8-hour O_3, PM_{10}, and $PM_{2.5}$ standards because the AAQS are sometimes exceeded. In areas where AAQS are exceeded, the federal CAA requires development and implementation of plans for achieving the AAQS, with statutory deadlines for attainment. These plans are known as State Implementation Plans (SIP), and the ARB is the lead agency for SIPs in California. SIPs consist of a compilation of federal and state plans, programs, rules, and regulations including emission standards, fuel regulations, and consumer product regulation. Local agencies such as the SJVAPCD and other state regulatory agencies prepare SIP elements for ARB for review and approval. These plans

are then submitted to the U.S. EPA for approval and publication in the Federal Register (40 Code of Federal Regulations 52.220).

Table 3-1: San Joaquin Valley Federal and State Ambient Air Quality Standards and Attainment Status

Pollutant	Designation/Classification	
	Federal Standards[a]	**State Standards**[b]
Ozone – One hour	No Federal Standard[f]	Nonattainment/Severe
Ozone – Eight hour	Nonattainment/Extreme[e]	Nonattainment
PM_{10}	Attainment[c]	Nonattainment
$PM_{2.5}$	Nonattainment[d]	Nonattainment
Carbon Monoxide	Attainment/Unclassified	Attainment/Unclassified
Nitrogen Dioxide	Attainment/Unclassified	Attainment
Sulfur Dioxide	Attainment/Unclassified	Attainment
Lead (Particulate)	No Designation/Classification	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility Reducing Particles	No Federal Standard	Unclassified
Vinyl Chloride	No Federal Standard	Attainment

[a] See 40 Code of Federal Regulations (CFR) Part 81

[b] See California Code of Regulations (CCR) Title 17 Sections 60200-60210

[c] On September 25, 2008, the U.S. Environmental Protection Agency (U.S. EPA) redesignated the San Joaquin Valley (Valley) to attainment for the coarse particulate matter (PM_{10}) National Ambient Air Quality Standard (NAAQS) and approved the PM_{10} Maintenance Plan.

[d] The Valley is designated nonattainment for the 1997 fine particulate matter ($PM_{2.5}$) NAAQS. EPA designated the Valley as nonattainment for the 2006 $PM_{2.5}$ NAAQS on November 13, 2009 (effective December 14, 2009).

[e] Though the Valley was initially classified as serious nonattainment for the 1997 8-hour ozone standard, U.S. EPA approved Valley reclassification to extreme nonattainment in the Federal Register on May 5, 2010 (effective June 4, 2010).

[f] Effective June 15, 2005, U.S. EPA revoked the federal 1-hour ozone standard, including associated designations and classifications. U.S. EPA had previously classified the San Joaquin Valley Air Basin (SJVAB) as extreme nonattainment for this standard. U.S. EPA approved the 2004 Extreme Ozone Attainment Demonstration Plan on March 8, 2010 (effective April 7, 2010). Many applicable requirements for extreme 1-hour ozone nonattainment areas continue to apply to the SJVAB.

Source: (San Joaquin Valley Air Pollution Control District, 2012a)

Ozone Health Characteristics and Attainment Plans

O_3, a component of smog, is a highly reactive and unstable gas capable of damaging living cells, such as those present in the linings of the human lungs. This pollutant forms in the atmosphere through complex reactions between chemicals directly emitted from vehicles, industrial plants, consumer products, and many other sources. O_3 is a powerful oxidant – its actions can be compared to household bleach, which can kill living cells upon contact. O_3 forms in greater quantities on hot, sunny, calm days. In metropolitan areas of

California, O_3 concentrations frequently exceed existing health-protective standards in the summertime (California Air Resources Board, 2020).

The SJVAPCD adopted the *2016 Plan for 2008 8-Hour Ozone Standard* (San Joaquin Valley Air Pollution Control District, 2016). The plan demonstrates that SJVAPCD's regulatory measures meet and exceed federal CAA requirements and includes additional commitments for further reductions in emissions. The plan includes measures to reduce NO_X (an O_3 precursor) emissions by over 60 percent from stationary and mobile sources between 2012 and 2031. Attainment strategies include regulatory actions; incentive programs; technology advancement programs; policy and legislative activities; and public outreach, education, and communication.

The SJVAPCD also adopted the *2013 Plan for the Revoked 1-Hour Ozone Standard* (San Joaquin Valley Air Pollution Control District, 2013). Attainment strategies include adopting strategies to reduce NO_X emissions from stationary sources; establishing incentive programs; and adopting regulations such as indirect source review (i.e., requires developers to reduce smog-forming and particulate emissions generated from their projects) and employer-based trip reduction.

Particulate Matter (PM_{10} and $PM_{2.5}$) Health Characteristics and Attainment Plans

Particulate matter is a mixture of solid particles and liquid droplets found in the air. PM_{10} comes from a variety of sources including windblown dust and grinding operations. $PM_{2.5}$ results from emissions from fuel combustion, power plants, and diesel buses and trucks. Particles less than 10 micrometers pose the greatest risk to health because they can reach the lungs and sometimes the bloodstream. Particulate matter, especially fine particles, are linked to a variety of health problems including premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory systems (e.g., irritation of airways, coughing, or difficulty breathing) (U.S. Environmental Protection Agency, 2018).

The current control plan for PM_{10} is the SJVAPCD's *2007 PM_{10} Maintenance Plan* and *Request for Redesignation* (San Joaquin Valley Air Pollution Control District, 2007). The plan projects sustained attainment of PM_{10} standards based on continued enforcement of adopted regulations, previous adoption of numerous rules and regulations in the *Amended 2003 PM_{10} Plan*, and additional reductions generated by O_3 and $PM_{2.5}$ programs. The plan also estimated additional emission reductions stemming from local government measures that were not included in the 2003 PM_{10} Plan projections.

The SJVAPCD adopted the *2018 Plan for the 1997, 2006, and 2012 $PM_{2.5}$ Standards* (San Joaquin Valley Air Pollution Control District, 2018a). The plan builds upon comprehensive strategies already in place from attainment plans and measures previously adopted by the SJVAPCD, which include regulatory measures, incentive-based control measures, state mobile source strategy, targeted "hot-spot" strategy, and technology advancement. The plan includes mobile source measures and local measures for stationary and area sources, including measures to reduce emissions from industrial sources, residential wood burning, and commercial charbroiling.

Carbon Monoxide Health Characteristics and Attainment Plans

CO is a colorless, odorless, poisonous gas that is a product of incomplete burning of hydrocarbon-based fuels, which is emitted directly from vehicle tailpipes. Incomplete combustion is most likely to occur during vehicle starting, when air supply is restricted ("choked"), when cars are not tuned properly, and at altitude. High CO levels can be a

problem in areas of high motor vehicle congestion during periods of low temperature high air stability. CO enters the bloodstream through the lungs and forms a compound that inhibits the blood's capacity to carry oxygen to organs and tissues. Persons with heart and respiratory diseases are the most sensitive to CO poisoning, but healthy individuals are also impaired by CO.

The SJVAB is an attainment area for CO at the regional level. Locally, CO does not exceed AAQS, and all areas of the State are expected to remain well below AAQS. The ARB adopted a *CO Maintenance Plan* that included the Modesto urban area and was in effect until 2018 (California Air Resources Board, 2011).

Toxic Air Contaminants

ARB's Air Toxics Program is responsible for identifying and controlling air toxics, informing the public of significant toxic exposures, and providing means for reducing risks from these exposures. ARB maintains a list of designated TACs, an inventory of principal TAC emission sources, an ambient TAC monitoring system, and a system for identifying TAC "hotspots."

In 1998, ARB identified diesel exhaust particulate matter (DPM) as a TAC based on its potential to cause lung cancer, premature death, exacerbated chronic heart and lung disease, and other adverse health effects. Most DPM is a subset of $PM_{2.5}$ and contributes to general $PM_{2.5}$ management problems. ARB is involved in several planning and regulatory programs aimed to reduce DPM levels in the atmosphere, including the *Diesel Risk Reduction Plan*, Carl Moyer Program, and Airborne Toxic Control Measures.

SJVAPCD Regulations and Rules

The SJVAPCD has adopted several regulations that are applicable to construction activities such as the project. These include the following:

- *Regulation VIII (Fugitive Dust PM_{10} Prohibitions)*: rules designed to reduce fugitive dust from construction sites, parking and staging areas, open areas, and material storage areas.

- *Rule 4101 (Visible Emissions)*: rule that prohibits emissions of visible air contaminants to the atmosphere.

- *Rule 9510 (Indirect Source Review)*: rule that provides a mechanism for reducing emissions from the construction and use of development projects through design features and on- and off-site measures. An Indirect Source Review (ISR) application may be submitted to determine project applicability.

Environmental Impacts and Mitigation Measures

The SJVAPCD adopted CEQA impact analysis guidance known as the *Guide for Assessing and Mitigating Air Quality Impacts* (GAMAQI), which includes thresholds of significance for criteria pollutants. GAMAQI includes Small Project Analysis Level (SPAL) guidelines. Projects meeting SPAL criteria would have a less than significant impact on air quality and are excluded from quantifying criteria pollutant emissions for CEQA purposes (San Joaquin Valley Air Pollution Control District, 2012b). SPAL applies to projects that generate up to 1,506 trips per day (industrial land uses) and projects up to 510,000 sf in size (general light industry land uses). The project meets SPAL requirements because vehicle trips would not increase from existing conditions at the project site and

the proposed structures (pole barn, storage bunkers, and paved area) would occupy approximately 40,232 sf combined.

a, b) Project construction would generate emissions of criteria air pollutants from the use of construction equipment and vehicles. The project would be subject to applicable SJVAPCD rules and regulations, including Regulation VIII to reduce particulate matter emissions and Rule 4101 to prohibit emissions of visible air contaminants. Rule 9510 applies to the development of government facilities over 10,000 sf (San Joaquin Valley Air Pollution Control District, 2018b). The County would submit an ISR Application to SJVAPCD prior to final approval of the project to confirm and, if applicable, comply with the provisions of Rule 9510. Based on the project size and vehicle trips generated, the project meets SPAL criteria and would have less than significant impact on air quality.

Once operational, the project would not result in additional pollutant sources because the existing land use would not change as a result of the project. Implementation of the project would not result in long-term increases in operational emissions, nor would the project result in changes in population or employment growth projections. The project would not increase the number of vehicle trips to, from, or within the project site. The vehicle fleet would continue to consist of compressed natural gas (CNG) vehicles, with lower emissions of carbon and particulate matter than vehicles equipped with gasoline or diesel engines.

Therefore, the project would not conflict with or obstruct implementation of adopted SJVAPCD Air Quality Attainment Plans for particulate matter, O_3, and CO. In addition, the project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under federal and State AAQS (O_3 and particulate matter).

c) The nearest sensitive land use consists of a single-family residential neighborhood along Morgan Road, with the nearest homes located approximately 60 feet west of the project site.

Construction projects can result in short-term increases in TACs, including DPM, and emissions of airborne fugitive dust. As discussed above, exposure to DPM and particulate matter has potential to result in adverse health effects. Construction emissions would be short-term and distributed over the project site. As discussed above, the project was determined to have a less than significant impact on air quality based on the project size and vehicle trips generated. In addition, the project would be subject to SJVAPCD rules and regulations to reduce emissions. Therefore, neighboring residences are not likely to experience any substantial or extended exposure to air pollutants during construction.

Asbestos was designated as a TAC by the ARB and has the potential to result in health issues, such as lung cancer and disease. Asbestos surveys were completed for the three buildings to be demolished in 2015 (Mountain View Environmental, 2015a; Mountain View Environmental, 2015b; Mountain View Environmental, 2015c). No asbestos was present in the existing Pole Barn; however, asbestos was found in less than 160 sf of the Carpenter's Shop and greater than 160 sf in the Sign Shop. A survey completed in 2020 reported less than 0.25 percent asbestos in the Sign Shop gypsum board systems (Geocon Consultants, Inc., 2020).

Written notification to the SJVAPCD would be required ten working days prior to commencement of any demolition activity whether asbestos is present or not. Based on reported asbestos levels, National Emission Standards for Hazardous Air Pollutants (NESHAP) would not apply to the project. Demolition of the Carpenter's Shop would be regulated by the SJVAPCD, which requires that all regulated asbestos containing building material (ACBM) be removed and disposed of by a properly licensed California Division of Occupational Safety and Health (Cal/OSHA) certified abatement contractor prior to demolition of the building following all applicable laws and regulations pertaining to the removal and disposal of ACBM. Asbestos removal would not be required prior to demolition of the Sign Shop; however, asbestos disturbance in the Sign Shop would be subject to the Cal/OSHA asbestos standard (Title 8, California Code of Regulations [CCR] Section 1529). Building occupants and contractors would be notified of the presence of asbestos in their work areas. Asbestos disturbance would be performed solely by appropriately trained personnel. With implementation of mitigation measures HAZ-1 and HAZ-2 (refer to Section 9, Hazards and Hazardous Materials), impacts related to asbestos exposure would be less than significant.

Project operation would not result in new on-site emissions sources or long-term changes in vehicle trip generation or traffic generation. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations.

d) Project construction would require the use of gasoline or diesel-powered equipment that would emit exhaust fumes that could be considered objectionable. Pavement coatings and paint used during project construction would also emit temporary odors. However, construction-generated emissions would occur intermittently throughout the workday and would dissipate rapidly with increasing distance from the source. Once operational, the proposed facilities would be used for storage and would not include the installation of any major sources of emissions or odors. Therefore, the project would not result in other emissions that would adversely affect a substantial number of people.

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4. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?		✓		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✓
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
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?		✓		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓
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?				✓

DISCUSSION

Environmental Setting

The project site encompasses approximately 14.96 acres and contains several buildings that are actively used by the County DPW for administrative and operations functions. The buildings are a mixture of enclosed buildings and an open frame building. The buildings are constructed of various materials including metal roofs and walls (the Sign Shop and the Pole Barn), as well as wood siding, metal roof with composition roofing (Carpenter's Office).

Based on a review of aerial imagery, the vegetation in the project site consists of ornamental and ruderal communities. The rest of the site is developed. The ornamental areas are along Morgan Road between the two driveways to the site and surrounding the Stanislaus County DPW building (see **Figure 3**). The ruderal areas are along the fence

line adjacent to the UPRR tracks. Developed areas are the buildings, parking lot, and driveways.

Based on review of aerial imagery and review of the National Wetlands Inventory (NWI) Mapper (U.S. Fish and Wildlife Services, 2019), there are no wetlands or waters within the project site. Chapter Three Conservation/Open Space of the *Stanislaus County General Plan* includes policies to protect, conserve, and preserve open spaces and natural resources in the County (County of Stanislaus, 2016).

Environmental Impacts and Mitigation Measures

a) According to the California Natural Diversity Database (California Department of Fish and Wildlife, 2020a) and United States Fish and Wildlife Service (USFWS) Official Species List (U.S. Fish and Wildlife Service, 2020), 13 special-status plant species and 25 special-status wildlife species have the potential to be in the project site based on recorded geographical distribution (see **Appendix B**).

Based on research regarding existing populations and habitat requirements, no special-status plant species are expected to be in the project site. Therefore, there would be no impact on special-status plant species.

Based on research and review of aerial imagery, there is no potential for federally or state threatened or endangered species to be within the project site. However, there is potential for special-status bat species and other bat species protected under California Fish and Game Code to be present. Demolition of the existing buildings could result in direct impacts on bat species if they were to be roosting in the buildings. However, with implementation of measures BIO-1 through BIO-3, the project would not have a substantial adverse effect 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 Wildlife (CDFW) or USFWS.

Mitigation Measures

BIO-1: No fewer than 45 days prior to demolition, a thorough bat roosting habitat assessment shall be conducted of all structures to be demolished and within 100 feet of the construction area. If determined necessary by a qualified biologist, nighttime emergence surveys shall be conducted to assess the presence of roosting bats. If bats are found, they shall be safely excluded under direction of a qualified biologist prior to demolition of the structures.

BIO-2: If the presence or absence of bats cannot be confirmed in potential roosting habitat, a qualified biologist shall be onsite during removal or disturbance of the construction area. If the biologist determines that bats are being disturbed during this work, work shall be suspended until bats have left the vicinity on their own or can be safely excluded under direction of the biologist. Work shall resume only once all bats have left the site and/or approval to resume work is given by a qualified biologist.

BIO-3: In the event that a maternal colony of bats is found, no work shall be conducted within 100 feet of the maternal roosting site until the maternal season is finished or the bats have left the site, or as otherwise directed by a qualified biologist. No equipment, personnel, or construction activities shall be allowed within the buffer unless approved in advance by a qualified biologist.

b) The project site is an existing, developed facility that has been in operation since 1958 and is currently used for vehicle maintenance, storage, fueling, and administrative facilities for the DPW. There is no riparian habitat or special-status (sensitive) natural communities in the project area. Therefore, the project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFW or USFWS.

c) The project site is an existing, developed facility that has been in operation since 1958 and is currently used for vehicle maintenance, storage, fueling, and administrative facilities for the DPW. Based on review of aerial imagery and the NWI mapper, there are no wetlands or waters of the U.S. or state in the project site. Therefore, the project would not have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means.

d) The project site is not within essential wildlife connectivity areas or natural landscape blocks (California Department of Fish and Wildlife, 2020b). In addition, the project site is developed and would not likely be used as a migration or travel corridor because this is an in-use corporate yard and there are no natural habitat areas. There is potential for birds to nest in the buildings to be demolished and in adjacent areas. Demolition of the existing buildings could result in direct impacts on birds if they are nesting within the buildings. Construction activities could indirectly impact birds if they are nesting in the surrounding area. However, with implementation of measures BIO-4 through BIO-6, the project would not 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.

Mitigation Measures

BIO-4: Demolition of buildings shall be performed outside of the typical bird nesting season (February 1 to September 1) to the extent feasible.

BIO-5: In the event that demolition of buildings must be conducted during the nesting season, nesting bird surveys shall be completed by a qualified biologist no more than 48 hours prior to demolition activities. Surveys will be completed inside of and within 500 feet, or as directed by a qualified biologist, of the buildings to be demolished. Nesting bird surveys shall be repeated if demolition activities are suspended for five days or more.

BIO-6: If nesting birds are found inside of or within 500 feet of the buildings to be demolished, measures to ensure that the birds and/or their nests are not harmed shall be implemented under direction of a qualified biologist, including but not limited to, installation and maintenance of appropriate buffers (typically 300 feet for song birds and 500 feet for raptors) until nesting activity has ended.

e) The project site is developed with minimal ornamental and ruderal vegetation. Based on review of local policies and ordinances, no policies or ordinances were identified that applied to biological resources that may be affected by the project. Therefore, construction of the project would not conflict with any local policies or ordinances protecting biological resources.

f) The project area is not within any applicable habitat conservation plans or natural community plan areas. Therefore, construction of the project would not conflict with an adopted Habitat Conservation Plan or other approved local, regional, or state habitat conservation plans.

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5. CULTURAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?		✓		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		✓		
c) Disturb any human remains, including, those interred outside of formal cemeteries?		✓		

DISCUSSION

Environmental Setting

The project is located within the County's existing Corporate Yard, which has been fully developed for use by the DPW for administration, vehicle and equipment storage, and maintenance. As described in the *2015 Phase I Initial Study/Negative Declaration* at the same location, the project site has been in use for over 50 years and has low archaeological potential due to a history of physical disturbance (Stanislaus County Public Works Department, 2015). Buildings on the site include administrative, storage, and service buildings, as well as partially enclosed shed structures. They range in age from at least 50 years old to as recently constructed as 2018, according to historic aerial photography.

In 2014, as part of Phase 1, Genesis Society performed an *Archaeological Record Search/Sensitivity Analysis*. It involved review of multiple information sources and databases including:

- The National Register of Historic Places (1986, Supplements to 2014).
- The California Register of Historical Resources (2014).
- The California Inventory of Historic Resources (1976).
- California State Historical Landmarks (1996).
- California Points of Historical Interest (1992).
- OHP Historic Property Data File (2014).
- OHP Archaeological Determination of Eligibility (2014).
- GLO Plat T4S/R9E (sheet #44-244, dated 1853-1854).
- 1906 map of Stanislaus County.

- Records of sites and previous archaeological surveys maintained by and available at the Information Center.

The record search showed that only a small portion of the project site had been formally surveyed in the past. Four investigations had been conducted within the area of the project and five additional investigations had been conducted with 1/8-mile of the project site. According to the Information Center in 2014, no prehistoric or historic archaeological resources had been recorded within the project area. No prehistoric or historic archaeological resources, historic-era resources (structures, buildings, properties) or resources known to have value to local cultural groups had been reported to the Information Center as being located within 1/8-mile of the project site. An updated archaeological record search was not completed as part of the proposed project evaluated in this Initial Study.

With regard to built resources, the *2015 Phase I Initial Study/Negative Declaration* stated that "the structures present on the site were also evaluated for potential historic significance in conjunction with the preparation of this Initial Study. None of the existing structures have substantial historical value (page 22)." The document also states that "an unrecorded segment of the Southern Pacific Railroad may be located within or adjacent to the project site (page 22)."

GPA Consulting checked the May 2020 version of the statewide Built Environment Resources Directory (BERD) to determine if any of the buildings on the site had been previously evaluated as eligible for listing in the California Register of Historical Resources (CRHR). The search did not reveal any previously determined eligible historical resources on the project site.

Based on the 2014 record search, 2014 Genesis Society report, 2*015 Phase I Initial Study/Negative Declaration*, 2020 BERD search, the extent of existing ground disturbance on the project site, and examination of historic aerials, maps, and online Google Street View photography, the project site appears to have low sensitivity for cultural and historical resources, including prehistoric archaeological resources, historic-era archaeological resources, and built environment resources.

Environmental Impacts and Mitigation Measures

a) The project would have no impact on significant historical resources. No historical resources have been identified on the project site to date.

Although no historical resources have been identified to date, there is potential that the project could unearth buried or previously undiscovered historical resources and that these could constitute "significant historical resources." This would be considered a potentially significant environmental impact.

In this event, proper treatment of any historical resources encountered during construction would avoid significant environmental effects. Proper treatment would include informing contractors of the possibility of historical resource discovery through project plans and specifications, evaluation of any discoveries by a qualified archaeologist or architectural historian as appropriate, and implementing the archaeologist's or historian's recommendations if the discovery constitutes a significant historical resource as defined by CEQA. The following mitigation measures include these provisions and would reduce the potentially significant cultural resources impact to a less than significant level. The same mitigation measures would address potential discoveries of buried archaeological resources.

Mitigation Measures

CUL-1 Mitigation measures CUL-2, CUL-3 and CUL-4 will be included in project plans and specifications as a contractor responsibility.

CUL-2: The contractor shall inform all operators of excavation and grading equipment, prior to each operator beginning work at the project site, of the potential for buried historical or archaeological resources.

CUL-3: In the event that potential historical or archaeological resources are encountered during project excavation and grading, the contractor shall halt construction in the immediate vicinity of the potential resource and retain a qualified archaeologist or architectural historian to: 1) inspect the potential resource; 2) determine whether the resource is a significant historical resource or unique archaeological resource under CEQA; 3) if the resource qualifies as a significant historical resource or unique archaeological resource, make mitigation recommendations that would reduce the project's impacts to a less than significant level, including any measures that must be implemented before construction resumes in the affected area; and 4) prepare and file a report documenting the above actions and submit it to the Department of Public Works. If the resource does not qualify as a significant historical resource or unique archaeological resource, no further action is necessary under CEQA.

CUL-4: The contractor shall implement the archaeologist's or architectural historian's recommendations and document actions in a report to the County.

b) The project would have no effect on any known archaeological resources or any unique archaeological resources. The 2014 Genesis cultural resources record search did not identify any recorded archaeological sites on or in the vicinity of the project site. The project site and vicinity are of low-moderate archaeological sensitivity. Nonetheless, construction within the project site has the potential to unearth buried and previously undiscovered cultural resources, potentially including unique archaeological resources. This is considered a potentially significant environmental impact.

In this case, proper treatment of any archaeological resources would avoid the potential for significant environmental effects. Proper treatment would include informing contractors of the possibility of archaeological discovery through project plans and specification, evaluation of the discovery by a qualified archaeologist, and implementing the archaeologist's recommendations if the discovery is identified as a unique archaeological resource as defined by CEQA. These actions are specified in Mitigation Measures CUL-2, CUL-3, and CUL-4 above. These mitigations would reduce the potential archaeological impacts to less than significant.

Mitigation Measures

Mitigation measures CUL-1 through CUL-4 (described above under Section 5a).

c) No burial sites or potential burial sites were identified in the 2014 Genesis Society report based on previous site disturbance. Nonetheless, project construction has the potential to disturb burials concealed from surface inspection. This would be considered a potentially significant effect. Implementation of the mitigation measures CUL-1 through CUL-4 prescribed for buried historical and archaeological resources, plus required notification of the County Coroner (mitigation measures CUL-7 and CUL-8), would reduce this potential impact to a less than significant level.

Mitigation Measures

Mitigation measures CUL-1 through CUL-4 (described above under Section 5a).

CUL-5: Mitigation measures CUL-6 and CUL-7, shall be incorporated into the project plans and specifications.

CUL-6: If potential human remains are encountered during project construction, the contractor shall halt all work in the immediate vicinity of the remains and immediately notify the County Coroner.

CUL-7: The County Coroner shall contact the NAHC if the remains are identified as being of Native American descent. The NAHC shall notify the Most Likely Descendant (MLD) pursuant to Public Resources Code (PRC) Section 5097.98. The County shall work with the MLD to identify respectful treatment and disposition of the remains.

SOURCES

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6. ENERGY

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			✓	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			✓	

DISCUSSION

Environmental Setting

Turlock Irrigation District (TID) provides natural gas and electric service to the project site. TID electrical transmission and gas lines run along the west property boundary. TID is a state-regulated utility that is obligated to extend electrical and gas service to existing and new development within its service area.

The following energy plan and standards apply to the project site:

- *2019 California Energy Efficiency Action Plan*: This action plan serves as the State's roadmap for an energy-efficient and low-carbon future for buildings. The plan demonstrates the California Energy Commission's progress toward doubling energy efficiency savings in buildings, industry, and agriculture; achieving increased energy efficiency in existing buildings; and reducing greenhouse gas (GHG) emissions from buildings (California Energy Commission, 2019).

- *California Energy Code, Title 24 – Building Energy Efficiency Standards*: Title 24 provides voluntary and mandatory energy efficiency standards for new residential and non-residential buildings. The California Green Building Standards Code (included in Title 24) established requirements for planning and design for sustainable site development, water conservation, material conservation, and internal air contaminants (California Energy Commission, 2018).

Environmental Impacts and Mitigation Measures

a, b) During construction, the project would require energy for haul trips, equipment use, and worker commute trips. Equipment and vehicles would primarily be powered by diesel fuel and would likely require minimal electricity. The fuel consumption from construction vehicles and equipment would be temporary and would represent a negligible increase in regional energy consumption. The project would comply with SJVAPCD-adopted rules and regulations to reduce GHG emissions during the construction period, which would contribute to reductions in energy consumption (see Section 8, Greenhouse Gas Emissions). Therefore, project construction would not result in wasteful, inefficient, or unnecessary consumption of energy resources.

Once operational, the proposed structures would function primarily for material and vehicle storage and would not require the consumption of large amounts of energy. Therefore, project operation would not result in wasteful, inefficient, or unnecessary consumption of energy resources.

Project operations would require the installation of lighting and electrical outlets in the proposed structures. Operational energy usage is expected to decrease when compared to existing conditions because three older buildings would be demolished and the proposed structures would be constructed according to current building energy codes with more stringent energy efficiency standards. In addition, energy usage would decrease because the combined footprint of the proposed buildings (approximately 14,600 sf) would be smaller than the footprint of the structures to be removed (approximately 16,800 sf). Therefore, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

SOURCES

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7. GEOLOGY AND SOILS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause 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.				✓
ii. Strong seismic ground shaking?			✓	
iii. Seismic-related ground failure, including liquefaction?			✓	
iv. Landslides?				✓
b) Result in substantial soil erosion or the loss of topsoil?			✓	
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?				✓
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?				✓
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✓

DISCUSSION

Environmental Setting

The project site is in the northern portion of the San Joaquin Valley (Valley), which comprises the southern portion of California's Central Valley. The Valley is a broad structural trough bound on the east by the Sierra Nevada Mountains and on the west by the Coast Ranges of California (Krazan & Associates, Inc., 2013a). The Valley has been filled with several thousand feet of sedimentary deposits. Sediments in the eastern portion of the Valley, derived from the erosion of the Sierra Nevada Mountains, have been deposited by major to minor west-flowing drainages and their tributaries. Near-surface

sediments in the Valley are dominated by sands and silty sands with lesser silts, minor clays, and gravel. The sedimentary deposits in the region form large coalescing alluvial fans with gentle slopes.

Based on the Safety Element of the *Stanislaus County General Plan*, there are no mapped faults in the vicinity of the project site (Stanislaus County, 2015). The nearest mapped fault trace is the San Joaquin fault, located along Interstate 5 at the base of the Coast Ranges approximately 19 miles west of the project site. The nearest fault with Holocene or more recent displacement is the Greenville Fault, which passes through the Coast Ranges south of Livermore, approximately 39 miles southwest of the site. Other potentially active faults west of the project site include Calaveras, Hayward, Rinconada, and San Andreas Faults. During a large seismic event, these faults could cause ground shaking in the region with potential to damage structures. However, most development in the eastern portion of unincorporated Stanislaus County, including the project site, is not in areas of greatest shaking potential. The project site is not within an Alquist-Priolo earthquake fault zone (Krazan and Associates, Inc., 2013b).

Secondary hazards from earthquakes include rupture, seiche, landslides, liquefaction, and subsidence. Because there are no known faults within the immediate vicinity of the project site, ground rupture from surface faulting is not anticipated within the project site. In addition, the project site is not near a large body of water and would not be susceptible to seiche. The Safety Element of the *Stanislaus County General Plan* does not identify any geological hazards, including instability and landslide hazards, in the project vicinity (Stanislaus County, 2015). Liquefaction potential (i.e., sudden loss of shear strength in a saturated cohesionless soil) within the project site is anticipated to be low because ground shaking intensities within the project site would not be strong enough to generate this type of failure. In addition, there are no known occurrences of structural or architectural damage due to deep subsidence in the project site.

As described in Section 2, Agriculture and Forestry, project site soils include sandy loams of the Hanford series and Tujunga loamy sand (Natural Resources Conservation Service, 2019). The Hanford series consists of deep, well-drained soils that that produce negligible to low runoff and have slopes of 0 to 15 percent. These soils are formed in moderately coarse textured alluvium dominantly from granite and are found on stream bottoms, floodplains, and alluvial fans. The Tujunga series has similar characteristics to Hanford soils, except they are somewhat excessively drained. Hanford and Tujunga soils are considered “prime” soils with irrigation. There are no hydric soils in the project site. However, the site has been converted for industrial property land use and all soils are disturbed or covered with pavement.

The *Geotechnical Investigation* prepared for Phase I found that portions of the project site are covered with up to three inches of asphaltic concrete, four to six inches of gravel, or six inches of very loose silty sand (Krazan and Associates, Inc., 2013b). These soils are disturbed, have low strength characteristics, and are highly compressible when saturated. Beneath the pavement section and loose surface soils, approximately one to three feet of fill material consisting of silty sand and gravel was encountered. Approximately two to three feet of loose to medium dense silty sand was encountered beneath the fill material. Alternating layers of predominately loose to medium dense silty sand, sandy silt, sand, or sandy clayey silt were encountered below approximately four to five feet.

Based on the extent of disturbance to the property site, the project site appears to have low sensitivity for paleontological resources.

Environmental Impacts and Mitigation Measures

a) As discussed above, the project site is not within an Alquist-Priolo earthquake fault zone and ground rupture from surface faulting is not anticipated within the project site. Therefore, the project would not cause potential substantial adverse effects involving rupture of a known earthquake fault.

The project site could experience ground shaking from a large seismic event at potentially active faults to the west (e.g., Greenville, Calaveras, Hayward, and Rinconada Faults). However, the project site is not within areas of the County with greatest shaking potential. In addition, proposed structures would be constructed to meet all applicable seismic design standards required by the County Building Permits Division and the California Building Code. Therefore, the project would not cause substantial adverse effects from strong seismic ground shaking.

The project site has low potential for seismic-related ground failure, including liquefaction, because ground shaking intensities would not be strong enough within the project site. Therefore, the project would not cause substantial adverse effects from seismic-related ground failure.

The topography of the project site and surrounding area is flat and there is no potential for landslides. Therefore, the project would not cause substantial adverse effects from landslides.

b) The project site is paved and does not have exposed topsoil. Construction of the project would require earthwork activities that could result in erosion or siltation on-site. The project is subject to the National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP) (see Section 10, Hydrology and Water Quality, for additional information). Stanislaus County conforms to the CGP through implementation of its adopted Stormwater Management Program (SWMP), which requires that a Stormwater Pollution Prevention Plan (SWPPP) and an Erosion Control Plan be prepared for the project during the construction phase. The SWPPP would include best management practices (BMP) to control erosion and siltation (e.g., silt fencing, fiber rolls, sandbag barriers, drainage inlet protections, and berms at the top of all grade slopes). With implementation of BMPs, project construction would not result in substantial soil erosion or the loss of topsoil. Following construction, the project site would be entirely paved. Therefore, project operation would not result in erosion or the loss of topsoil.

c) As discussed under Response (a) above, the project site and surrounding area has a relatively flat topography. No soil instability issues that could cause landslides, liquefaction, or other geologic hazards have been identified at the project site or vicinity. Therefore, the project would not 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.

d) Based on the Phase I *Geotechnical Investigation*, the project site is underlain with imported fill material that is predominately non-expansive (Krazan and Associates, Inc., 2013b). Therefore, the project would not create substantial direct or indirect risks to life or property from expansive soils.

e) The project would include construction of an underground stormwater retention system. The project site currently supports underground stormwater disposal features.

The project site previously supported five systemic tanks that were removed and abandoned during the Phase I project. Therefore, the project would not 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.

f) The project site is heavily disturbed and has low sensitivity for paleontological resources. The project site is not within a unique geological formation. Therefore, the project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

SOURCES

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8. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

DISCUSSION

Environmental Setting

GHGs, which include carbon dioxide, methane, nitrous oxide, and fluorinated gases, are one of the most significant drivers of observed climate change since the mid-20th century. GHGs are emitted from the burning of fossil fuels (oil, natural gas, and coal), changes in land uses (e.g., deforestation and soil degradation), and industrial and agricultural practices (U.S. Environmental Protection Agency, 2020). The primary sources of GHGs produced in California are from transportation, electric power generation, industrial uses, residential and commercial uses, and agriculture (California Air Resources Board, 2019).

The effects of climate change include rising global average temperatures and changes in weather patterns, including increased frequency and intensity of extreme weather events such as heat waves and large storms. In addition, climate change has effects on oceans, such as increases in ocean temperatures and acidity, sea levels, and coastal flooding. Climate change can also result in effects on public health and society through increasing heat-related illnesses and death, increasing cases of Lyme disease and West Nile virus, reducing the length of the growing season for agricultural crops in some regions, and prolonging allergy seasons. Climate change also has the potential to increase wildfire hazards, reduce water levels, and shift ranges and distributions of vegetation and wildlife (U.S. Environmental Protection Agency, 2020).

The California Global Warming Solutions Act of 2006, or Assembly Bill (AB) 32, is a law that requires the ARB to adopt regulations to achieve the feasible and cost-effective GHG emissions reductions. AB 32 requires the State to reduce its GHG emissions to 1990 levels by 2020, which equals a reduction of approximately 15 percent below emissions expected under a “business as usual” scenario. Senate Bill (SB) 32 extends this target to require a GHG emissions reduction of 40 percent below 1990 levels by 2030. To comply with AB 32 and SB 32, ARB developed a *Global Climate Change Scoping Plan* that was adopted in December 2008 and most recently updated in 2017 (California Air Resources Board, 2017). GHG reduction strategies include implementing industrial emission controls, reducing vehicle emissions, promoting alternative energy generation, and expanding building programs for energy conservation.

California’s Global Warming Solutions Act of 2006, or SB 375, is a law requiring cities and counties to be involved in the development of regional plans to achieve ARB targets for reducing GHG emissions. In compliance with SB 375, the Stanislaus Council of

Governments (StanCOG), as the Metropolitan Planning Organization for the Stanislaus region, prepared a *Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) (Stanislaus Council of Governments, 2018). The RTP/SCS is intended to support the State's climate goals by encouraging coordinated regional transportation and land use planning that reduces GHG emissions from passenger vehicle use. ARB's GHG emission reduction targets for StanCOG are a 12 and 16 percent decreases in per capita GHG commissions by 2020 and 2035, respectively, as compared to 2018 baseline levels (California Air Resources Board, 2020).

The SJVAPCD adopted a *Climate Change Action Plan* (CCAP) in 2008 (San Joaquin Valley Air Pollution Control District, 2008). This purpose of the CCAP is to assist local land use agencies comply with CEQA projects with GHG emissions, assist San Joaquin Valley businesses in complying with state law related to GHGs, and to ensure that collateral emissions from GHG emission reduction projects do not adversely impact public health or environmental justice communities in the San Joaquin Valley.

The Stanislaus County Department of Planning and Community Development secured funding to complete the Stanislaus Regional Sustainability Toolbox, which includes planning tools to achieve GHG reductions in the region. A *Stanislaus Countywide Regional Community Greenhouse Gas Inventory* was completed as part of this initiative (Stanislaus County, 2013). The inventory is used to determine compliance with GHG regulations and provides a baseline for measuring changes in GHG emissions as a result of voluntary or required sustainability practices. The inventory identified building energy (electricity and natural gas), on-road transportation, and agriculture as the largest sources of GHG emissions in the region.

Environmental Impacts and Mitigation Measures

The SJVAPCD adopted *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA* to streamline the analysis of project-specific GHG emission impacts on global climate change (San Joaquin Valley Air Pollution Control District, 2009). Based on this guidance, projects that comply with adopted statewide, regional, or local plans for reducing or mitigating GHG emissions would have a less than significant individual and cumulative impact on global climate change; project-specific quantification would not be required for these projects.

a) Project construction would generate GHG emissions associated with off-site motor vehicle trips (i.e., worker and haul truck trips) and operation of off-road equipment. The project would comply with SJVAPCD-adopted rules and regulations to reduce air pollutant emissions during the construction period, which would contribute to reductions in GHG emissions (see Section 3, Air Quality). Construction-generated GHG emissions would be minor and short-term and would not contribute to any long-term global climate change effect.

   Once operational, the proposed structures would function primarily for material and vehicle storage and would not introduce stationary sources of GHG emissions. The project would not increase vehicular traffic to, from, or within the project site, and therefore, would not result in increased mobile source GHG emissions when compared with existing conditions. The County would continue to utilize CNG-fueled vehicles as part of their fleet. Therefore, the project would not generate additional GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

b) Applicable plans, policies, and regulations adopted for reducing GHG emissions are discussed above. The project would involve the replacement of existing maintenance and storage facilities, reconstruction of paved areas to accommodate heavy vehicles, and stormwater drainage improvements. As discussed under Response (a) above, construction related GHG emissions would be reduced through compliance with SJVAPCD-adopted rules and regulations. Project operation would not increase GHG emissions when compared with existing conditions. Therefore, the project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions.

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9. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		✓		
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?		✓		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				✓
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				✓

DISCUSSION

Environmental Setting

A *Hazardous Waste Initial Site Assessment* (ISA) was prepared for the project site (Krazan & Associates, Inc., 2013a). A site reconnaissance was completed on April 26, 2013 and included visual observation of the project site and surrounding properties. The objective of the site reconnaissance was to identify recognized environmental conditions (REC) associated with the project site, including hazardous substances and petroleum products that indicate the past, present, or threat of release into structures, soils, surface waters, or groundwater on the property. The ISA identified the following potential areas of concern at the project site: septic systems (which has subsequently been abandoned and removed as part of the Phase I project), stormwater disposal features, and trench drain facilities with concentrations of hazardous materials; subsurface hydraulic fluid; soil vapor associated with a former Underground Storage Tank (UST), and lead-containing paint (LCP) and asbestos associated with pavement and structures slated for demolition. Table

3-2 summarizes the results of the site reconnaissance and record search. The buildings included in the proposed project are shown in bold.

Table 3-2: Summary of Potential Hazardous Materials

Business Activities/Building Use	Building Number (Square Feet)[a]	Occupant	Hazardous Materials Use/Storage
Main office	S1 (10,098)	Public Works	None
Map and file room – admin	S2A (1,950)	Public Works	None
Enclosed/open storage	S8 (7,875)	Public Works	Herbicides, striping paint
Vehicle maintenance shop	S9 (12,000)	Public Works	Motor oil, waste oil, welding gases, batteries, engine fluids
Open-sided building equipment storage	**S10 (10,000)**	**Public Works**	***De minimis* lubricants**
Sign shop	**S11 (2,900)**	**Public Works**	***De minimis* adhesives**
Storage/bridge shop	S12 (4,000)	Public Works	*De minimis* maintenance materials
Open-sided building – vehicle parking/storage	S13 (10,098)	Public Works	None
Unoccupied and empty	S14 (552)	Public Works	None
Equipment shop and storage	S2B (6,890)	Parks & Recreation	*De minimis* lubricants and maintenance materials
Equipment storage	S3 (936)	Parks & Recreation	None
Herbicide storage shed	S4 (80)	Parks & Recreation	Roundup/Herbicides
Unoccupied and empty	S15 (48)	Unoccupied (Public Works moving in)	None
Unoccupied former wood shop	**S16 (4,038)**	**Unoccupied (Public Works moving in)**	**Striping Paint**
Household hazardous waste – waste fluorescent bulb storage	S5 (3,015)	Environmental Resources	Hazardous Waste
Household hazardous waste – hazardous waste handling and storage	S6 (5,896)	Environmental Resources	Hazardous Waste
Household hazardous waste – office/storage	S7 (225)	Environmental Resources	None

a. Building numbers and square footage are based on the Stanislaus County *Public Works Facilities Master Plan* (DSA, Inc., 2009).

Source: (Krazan & Associates, Inc., 2013a)

The ISA did not identify RECs associated with the existing Pole Barn, referred to as the open-sided building equipment storage (S10) in Table 3-2. *De minimis* lubricants were observed, which would not present a threat to human health or the environment and would not be subject to an enforcement action. Two USTs were previously located adjacent to the west of the Pole Barn, but no observable problems were noted in association with the USTs at the time of their removal. Soil samples collected beneath the USTs did not reveal detectible concentrations of any constituents of concern (COC). No suspected ACBM was observed in the Pole Barn during an asbestos survey completed in 2015 (Mountain View Environmental, 2015a). A lead-containing paint (LCP) survey completed in 2020 reported the presence of deteriorated LCP at levels that would be classified as Federal and California hazardous based on lead content (Geocon Consultants, Inc., 2020).

The existing Carpenter's Shop Office, referred to as the unoccupied former wood shop (S16) in Table 3-2, has been present on the project site since at least 1967 and was unoccupied for several years at the time of the reconnaissance survey in 2013. Containers of road striping paint were observed in the wood shop during the survey, but were not considered an REC. Damaged and peeling exterior paint was also observed at the wood shop with potential for LCP; however lead was not reported at levels that would be classified as California or Federal hazardous (Geocon Consultants, Inc., 2020). Spray painting operations took place in the wood shop for an extended period. Staining in the sink indicates hazardous waste materials were potentially disposed within the sinks and toilets, potentially entering the septic system connected to this building (adjacent to the northwest of the building). The on-site septic system has subsequently been abandoned and removed as part of the Phase I project. An asbestos survey completed in 2015 found that ACBM was present in less than 160 sf of the Carpenters' shop office (Mountain View Environmental, 2015b). Active fungal growth was reported in the water heater room; however, no actions were recommended because the building would be demolished and would not be reoccupied (Geocon Consultants, Inc., 2020).

The ISA did not identify RECs associated with the existing Sign Shop, referred to as S11 in Table 3-2. *De minimis* adhesives were observed, which would not present a threat to human health or the environment and would not be the subject of an enforcement action. An asbestos survey completed in 2015 found that ACBM was present in greater than 160 sf in the sign shop (Mountain View Environmental, 2015c). A composite asbestos survey completed in 2020 found that the Sign Shop gypsum board systems contain less than 0.25 percent asbestos (Geocon Consultants, Inc., 2020).

An area of pavement paint approximately 15 feet wide by 230 feet long was observed on the asphalt pavement adjacent to the south of an open-sided equipment storage building located in the central portion of the project site. The paint appeared to be an eighth- to a quarter-inch thick in some areas. The site was previously used as a practice area for road-striping equipment with potential for LCP; however, lead was not reported at levels that would be classified as California or Federal hazardous (Geocon Consultants, Inc., 2020).

The ISA reported five Hazardous Waste and Substances List (Cortese) sites within 0.5 mile of the project site. The nearest Cortese site is Chevron #94405, located at 1501 Herndon Road in the City of Ceres, approximately 0.2 mile north of the project site.

The Modesto City-County Airport is approximately 1.5 miles northeast of project site. The project site is within the airport influence boundary, but is not within a noise impact zone (Stanislaus County, 2016). The project site is under an arrival and departure route for light general aviation aircraft (City of Modesto, 1992).

The project site is within a local responsibility area (unincorporated) in Stanislaus County (California Department of Forestry and Fire Protection, 2007). According to the California Department of Forestry and Fire Protection (CAL FIRE), the project site is not within a very high fire hazard severity zone (Stanislaus County, 2017). There are no areas of wildland fire risk in or near the project site.

Environmental Impacts and Mitigation Measures

a, b) Project construction may involve contact with facilities that have been contaminated by hazardous materials or waste in conjunction with past uses of the project site. During surveys completed in 2015, asbestos was reported in less than 160 sf of the Carpenter's Shop and greater than 160 sf in the Sign Shop (Mountain View Environmental, 2015a; Mountain View Environmental, 2015b; Mountain View Environmental, 2015c). A 2020 composite asbestos survey reported less than 0.25 percent asbestos on the Sign Shop gypsum board systems (Geocon Consultants, Inc., 2020).

Written notification to the SJVAPCD would be required ten working days prior to commencement of any demolition activity whether asbestos is present or not. Based on reported asbestos levels, NESHAP would not apply to the project. Demolition of the Carpenter's Shop would be regulated by the SJVAPCD, which requires that all regulated ACBM be removed and disposed of by a properly licensed Cal/OSHA certified abatement contractor prior to demolition of the building following all applicable laws and regulations pertaining to the removal and disposal of ACBM. Asbestos removal would not be required prior to demolition of the Sign Shop; however, asbestos disturbance in the Sign Shop would be subject to the Cal/OSHA asbestos standard (Title 8, CCR Section 1529). Building occupants and contractors would be notified of the presence of asbestos in their work areas. Asbestos disturbance would be performed solely by appropriately trained personnel. With implementation of mitigation measure HAZ-1 and HAZ-2, impacts related to asbestos exposure would be less than significant.

The ISA identified several potential areas of LCP. LCP surveys completed in 2020 reported the presence of deteriorated LCP in the Pole Barn at levels that would be classified as Federal and California hazardous based on lead content (Geocon Consultants, Inc., 2020). Based on the results of the LCP survey, all paints at the project site would be treated as lead-containing during maintenance, renovation, and demolition activities. A contractor with lead-related construction certification would remove and dispose of LCP prior to renovation and demolition. The contractor would handle and segregate the LCP in accordance with applicable local, state, and federal regulations and requirements. With implementation of mitigation measure HAZ-3, impacts related to LCP exposure would be less than significant.

The project site currently involves the use and storage of hazardous materials. Once operational, the proposed Pole Barn and storage bunkers may be used for the storage of hazardous materials; however, the project would not increase the use of hazardous materials or generate new sources of hazardous waste than the existing use. Operational activities would continue to be conducted in accordance with applicable federal and state laws. Project operation would incorporate modern materials handling and spill prevention and cleanup technologies, reducing public hazards and the risk of release of hazardous materials to the environment. Therefore, the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. In addition, the project would not 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.

Mitigation Measures

HAZ-1: All regulated ACBM shall be removed and disposed of by a Cal/OSHA certified abatement contractor prior to building demolition in compliance with all applicable laws and regulations.

HAZ-2: Asbestos disturbance activities in the Sign Shop shall comply with the Cal/OSHA asbestos standard (Title 8, CCR Section 1529). Contractors that will be conducting demolition, renovation, or related activities shall be notified of the presence of asbestos in their work areas. Asbestos disturbance activities shall be performed by appropriately trained contractors. Personnel not trained for asbestos work shall be instructed not to disturb asbestos. Contractors shall segregate and characterize waste streams prior to disposal and inform the landfill of the intent to dispose of asbestos waste.

HAZ-3: All paints at the project site shall be treated as lead-containing for the purposes of determining the applicability of the Cal/OSHA lead standard during maintenance, renovation, and demolition activities. Deteriorated LCP shall be removed and disposed of prior to renovation or demolition. The removal of LCP shall be completed by personnel who have lead-related construction certification as supervisors or workers, as appropriate, from the California Department of Public Health for LCP removal work. Deteriorated or stripped LCP shall be segregated as follows to separate hazardous waste from non-hazardous waste:

- Category I: non-hazardous low lead waste such as construction materials, filtered wash water, and plastic sheeting
- Category II: non-hazardous demolition debris such as intact lead-painted architectural components
- Category III: hazardous waste containing concentrated lead such as loose paint, paint sludge, vacuum debris, and vacuum filters

Contractors are responsible for segregating and characterizing waste streams prior to disposal. Contractors shall inform the landfill of intent to dispose of Resource Conservation and Recovery Act (RCRA) waste, California hazardous waste, or architectural components containing intact LCP. The contractor shall complete any additional waste characterization required by the appropriate landfills and recycling facilities.

c) There are no existing or proposed schools within one-quarter mile of the project site. The nearest school is Blaker-Kinser Junior High School, approximately 0.8 mile southeast of the project site. Therefore, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

d) The project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and therefore, would not create a significant hazard to the public or the environment.

e) The project site is within two miles of the Modesto City-County Airport but is not within a noise impact zone. Therefore, the project would not result in a safety hazard or excessive noise for people residing or working in the project area.

f) Project construction and operation would be contained within the existing project site and would not result in road closures. The project would not affect access or circulation on surrounding roadways, including SR 99, which could be used as an emergency evacuation route according to the *County Emergency Operations Plan* and *Local Hazard Mitigation Plan* (Stanislaus County, 2019; Stanislaus County, 2017). Therefore, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

g) There are no areas of wildland fire risk in or near the project site. Therefore, the project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

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10. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			✓	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?			✓	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. result in substantial erosion or siltation on- or off-site;			✓	
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			✓	
iii. 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; or			✓	
iv. impede or redirect flood flows?				✓
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				✓
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			✓	

DISCUSSION

Environmental Setting

There are no surface water resources on or in the vicinity of the site. The nearest surface water bodies include Turlock Irrigation District's Ceres Main Canal and the Tuolumne River, approximately 0.2 and 1.2 miles north of the project site, respectively. Stormwater is collected and discharged to on-site storm drainage systems.

According to the Federal Emergency Management Agency (FEMA), the project site is within Zone X, which includes areas determined to be outside the 0.2 percent annual chance floodplain and are not subject to 100-year flooding (Federal Emergency Management Agency, 2008). The Safety Element of the *Stanislaus County General Plan* also identifies flood hazards along the San Joaquin River; isolated stretches of Dry Creek

and the Tuolumne River; and Salado, Sand, and Orestimba Creeks due to levee failure (Stanislaus County, 2015). The project site is not within a flood hazard area. The project site is not in proximity to a large-bodied lake or ocean and is therefore not susceptible to seiche or tsunami.

The project site is within the Turlock Subbasin of the San Joaquin Valley Groundwater Basin. Average annual precipitation in the Subbasin is approximately 11 to 13 inches. Although annual groundwater extraction for urban and agricultural use exceeds natural and applied water recharge, the Basin is not listed as a critically overdrafted basin (California Department of Water Resources, 2006; California Department of Water Resources, 2018).

Based on the *Geotechnical Engineering Investigation* completed for Phase I in 2013, groundwater was encountered at a depth of 38.5 feet below ground surface (bgs) (Krazan and Associates, Inc., 2013b). However, water tables may fluctuate with time, depending on seasonal precipitation, irrigation, land use, and climatic conditions. The geotechnical investigation indicates that historic groundwater was observed at depths as shallow as 10 feet bgs in the vicinity of the project site. Groundwater monitoring conducted at a reference site located 1,100 feet northwest of the project site indicates that the groundwater flow direction in the vicinity of the project site is toward the north-northwest.

The geotechnical investigation encountered cemented sandy silt (i.e., hardpan) below 19 feet. This cementation retards the free percolation of surface water into the soil stratum below the hardpan, which results in a temporary perched water table condition at or near the ground surface. A groundwater recharge study was completed for the Stanislaus and Tuolumne Rivers Groundwater Basin Association in 2007 (Water Resources & Information Management Engineering, Inc., 2007). According to the study, most natural recharge from rainfall and stream flow sources occurs in the flat areas with highly permeable soil to the east of SR 99 and along the Stanislaus and Tuolumne Rivers.

Environmental Impacts and Mitigation Measures

a) Project construction could degrade water quality of downstream surface waters or groundwater through accidental releases of chemicals and hazardous materials (i.e., diesel fuel, oil, waste concrete, and wash water) as well as earthwork activities resulting in sedimentation. Wastewater runoff from the construction site would be subject to water and solid waste disposal regulations, including the Clean Water Act (CWA), the Porter-Cologne Water Quality Control Act, and RCRA. All wastewater runoff would be contained within County ROW, directed to on-site storm drainage systems, and percolated into the soil.

   The project site is regulated by the Central Valley Regional Water Quality Control Board (RWQCB). Although project construction would disturb less than one acre of soil, the project is part of a larger common plan of development. Therefore, the project is subject to the requirements of the CGP. Stanislaus County conforms to the CGP through implementation of its adopted SWMP, which requires that a SWPPP and an Erosion Control Plan be prepared for the project. To comply with the CGP, a Notice of Intent (NOI) for stormwater discharges associated with construction activities and a Report of Waste Discharge for stormwater discharges for small municipal separate stormwater sewer systems (MS4) must also be submitted to the Central Valley RWQCB.

Construction activities would comply with all applicable federal, state, and local requirements to reduce the potential for the release of hazardous waste and other contaminants into municipal stormwater systems and groundwater.

Once operational, the proposed facilities would be used for storage and would not involve substantial wastewater discharge. Any wastewater generated from maintenance activities would be discharged in accordance with water and solid waste disposal regulations, including the CWA, the Porter-Cologne Water Quality Control Act, and RCRA. Therefore, the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

b) Based on the *Geotechnical Engineering Investigation* completed for Phase I in 2013, groundwater was encountered at a depth of 38.5 feet bgs (Krazan and Associates, Inc., 2013b). The project would require excavation to a depth of 3 feet bgs and is not expected to encounter groundwater. However, water tables may fluctuate with time, depending on seasonal precipitation, irrigation, land use, and climatic conditions. If groundwater is encountered during construction, dewatering would comply with the County Groundwater Ordinance (Chapter 9.37 of the Stanislaus County Code).

The nearest active water well is a municipal well approximately 0.3 mile southeast of the project site (California State Water Resources Control Board, 2020).The project would not directly affect water supply wells. Minor amounts of groundwater may be obtained from existing wells for construction activities, such as mixing concrete and controlling dust. Once operational, the project would not increase demand for groundwater when compared with existing water use. Therefore, the project would not substantially decrease groundwater supplies.

The project site consists entirely of impervious surfaces and does not significantly contribute to groundwater recharge. The project would not result in a net change in impervious surface area. An existing underground stormwater retention system consisting of a 96-inch perforated corrugated metal pipe (CMP) system would collect and store runoff from the project site, which would then percolate into the soils beneath the project site and return to the groundwater system. The project would include installation of a new 12-inch storm drain line, manhole, and inlet, which would connect with the existing storm drain system. Therefore, the project would not interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

c) Project construction would require earthwork activities, such as grading and excavation, that could result in erosion or siltation on-site. As discussed in response (a) above, the project would be subject to the requirements of the CGP. A SWPPP would be developed during the construction phase, which would include BMPs to control erosion and siltation (e.g., silt fencing, fiber rolls, sandbag barriers, drainage inlet protections, and berms at the top of all grade slopes). With implementation of BMPs, project construction would not result in substantial soil erosion or siltation. Once operational, the project site would be entirely paved and would not be susceptible to erosion or the loss of topsoil.

During construction, the project area would be graded to divert water away from structures and from the tops of slopes into drainages and to prevent flooding on- or

off-site. Construction BMPs would also be included in the SWPPP that would minimize the potential for flooding.

Although drainage from the project site is not connected to any surface water, the project must prevent potential stormwater pollution in compliance with the federal CWA and the CGP. Stanislaus County conforms to the CGP through implementation of its adopted SWMP, which requires that a SWPPP and an Erosion Control Plan be prepared for the project. An NOI for stormwater discharges associated with construction activities and a Report of Waste Discharge for stormwater discharges for MS4s must also be submitted to the Central Valley RWQCB. By complying with these requirements, project construction would not contribute to substantial sources of additional polluted runoff.

The project would result in slight changes to the existing drainage pattern. However, the project would not result in a net change in impervious areas or increase surface runoff during project operation. As discussed above, the project would include an underground stormwater retention system to collect and store runoff from the project site during operation. Therefore, the project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or offsite. In addition, the project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

The project site is not within a 100-year flood hazard area or a floodway. Therefore, the project would not impede or redirect flood flows.

d) The project site is not within flood hazard, tsunami, or seiche zones. Therefore, the project would not risk release of pollutants due to project inundation.

e) The Central Valley RWQCB adopted the most recent edition of the Water Quality Control Plan (Basin Plan) for the Central Valley Region in May 2018 (Central Valley Regional Water Quality Control Board, 2018).

As discussed under response (a) above, project construction would be subject to the provisions of the CWA; Porter-Cologne Act; and other federal, state, and local requirements to ensure that stormwater pollutants resulting from construction would not substantially degrade water quality. The project is subject to the requirements of the CGP. Stanislaus County conforms to the CGP through implementation of its adopted SWMP, which requires that a SWPPP and an Erosion Control Plan be prepared for the project. The SWPPP would include construction site BMPs for erosion and sedimentation control. To comply with the CGP, an NOI for stormwater discharges associated with construction activities and a Report of Waste Discharge for stormwater discharges for MS4s must also be submitted to the Central Valley RWQCB. Therefore, the project would not conflict with or obstruct implementation of a water quality control plan.

A *Groundwater Management Plan* was developed for the Turlock Groundwater Subbasin (Turlock Irrigation District, 2008). As discussed under Response (b) above, the project would not substantially decrease groundwater supply or interfere with groundwater recharge. Construction activities would comply with all applicable federal, state, and local requirements to reduce the potential for the release of hazardous waste and other contaminants into groundwater. Therefore, the project would not conflict with a sustainable groundwater management plan.

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11. LAND USE AND PLANNING

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?				✓
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			✓	

DISCUSSION

Environmental Setting

The project site consists of an approximately 14.96-acre parcel that is bordered on the west by Morgan Road, the south by Rockefeller Drive, and the east by UPRR tracks and SR 99. The project site is within unincorporated Stanislaus County, adjacent to the boundaries of the City of Ceres on the east and the City of Modesto on the west.

DPW houses 81 staff and operates nine buildings with a combined 53,875 sf at the project site. The County Parks and Recreation, Department of Environmental Resources, and General Services Agency also operate shops, storage facilities, and offices at the project site. The remainder of the project site is developed with paved walkways, parking areas, and driveways, and landscaped grounds.

Land uses adjoining the project include the following:

- Northeast: UPRR, SR 99, and industrial property beyond the freeway
- Northwest: Single family residential neighborhood
- Southeast: SR 99 and a motel and industrial property beyond the freeway
- Southwest: Coca Cola Bottling Plant and industrial uses

As described in Section 2, Agriculture and Forestry Resources, the project site is designated “Urban Transition” in the *Stanislaus County General Plan* and zoned General Agriculture, A-2-10 (Agriculture, 10- Acre Minimum) (Stanislaus County, 2020; Stanislaus County, 2016). The project site has been as industrial use since 1958.

Environmental Impacts and Mitigation Measures

a) Construction activities and equipment staging would be contained within the existing County-owned parcel and would not result in traffic or access impacts on residences or businesses adjacent to the project site. Following construction, the facilities would continue to serve DPW’s existing administrative and operations functions. The project would not include physical features that would restrict access to the communities surrounding the project area. Therefore, the project would not physically divide an established community.

b) As discussed in Section 2, Agriculture and Forestry Resources, the project would conflict with the existing General Plan land use designation (Urban Transition) and zoning (General Agriculture). However, the project site has been developed and used for industrial purposes since approximately 1958. The project would not change the existing land use, which is a legal non-conforming use. Therefore, the project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

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12. MINERAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?				✓
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?				✓

DISCUSSION

Environmental Setting

The California Surface Mining and Reclamation Act of 1975 requires the State Geologist to classify land into Mineral Resource Zones (MRZs) according to the known or inferred mineral potential of that land. Areas classified as MRZ-2 include areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence. The project site is in an urbanized area of the County and is not within an MRZ-2 (California Department of Conservation, 1977).

The *Stanislaus County General Plan Conservation/Open Space Element* identifies Aggregate Resource Areas in the County based on a 1993 technical report by the State Division of Mines and Geology (Stanislaus County, 2015). The project site is in the Ceres U.S. Geologic Survey 7.5-minute quadrangle, which does not contain any aggregate resource areas (California Department of Conservation, 1993).

The California Geologic Energy Management Division oversees the drilling, operation, maintenance, and plugging and abandonment of oil, natural gas, and geothermal energy wells. There are no known oil, gas, or geothermal fields located in the project site. The nearest active gas well is approximately 17 miles northwest of the project site (Geologic Energy Management Division, 2019).

Environmental Impacts and Mitigation Measures

a, b) The project site is in an urbanized area. The Corporate Yard has been in operation since 1958 and is not currently used for mineral resource extraction. There are no areas classified as MRZ-2 on or near the project site. Therefore, the project would not result in the loss of availability of a known mineral resource of value to the region and the State. In addition, the *Stanislaus County General Plan* does not identify any aggregate resource areas on or near the project site. Therefore, the project would not 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.

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13. NOISE

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓	
b) Generation of excessive groundborne vibration or groundborne noise levels?			✓	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓

DISCUSSION

Environmental Setting

The primary noise sources at the project site are from vehicular traffic on Morgan Road and SR 99, as well as trains traveling on the adjacent UPRR tracks. The project site is surrounded by industrial land uses, including automobile repair shops, that also contribute to background noise levels. The nearest noise sensitive land use consists of a single-family residential neighborhood along Morgan Road, with the nearest residence located approximately 60 feet west of the project site.

Table 3-3 summarizes the Stanislaus County Noise Control Ordinance (Ord. CS 1070 §2, 2010) exterior noise level standards.

Table 3-3: Stanislaus County Exterior Noise Level Standards

Designated Noise Zone	Maximum A-Weighted Sound Level as Measured on a Sound Level Meter (L_{MAX})	
	7:00 AM – 9:59 PM	10:00 PM – 6:59 AM
Noise Sensitive	45	45
Residential	50	45
Commercial	60	55
Industrial	75	75

Source: Stanislaus County Noise Control Ordinance (Ord. CS 1070 §2, 2010)

The ordinance also specifies that no person shall operate construction equipment generating an average sound level greater than 75 decibels between 7:00 PM and 7:00 AM at or beyond the property line of any property containing a dwelling unit. However,

construction and maintenance activities performed by or at the direction of any public entity or utility are exempt from this requirement (Section 10.46.080[J]).

As discussed in Section 9, Hazardous and Hazardous Materials, the Modesto City-County Airport is approximately 1.5 miles northeast of project site. The project site is within the airport influence boundary but is not within a noise impact zone (Stanislaus County, 2016). The project site is under an arrival and departure route for light general aviation aircraft (City of Modesto, 1992).

Environmental Impacts and Mitigation Measures

a) Construction noise would be generated by the movement of materials, equipment, and workers to and from the site; demolition and construction of buildings; and operation of heavy construction equipment. Typical construction equipment, such as dozers, graders, and pavers, can generate noise levels ranging from 74 to 89 A-weighted decibels (dBA) maximum sound level (L_{max}) at 50 feet. As stated above, construction and maintenance activities performed by or at the direction of any public entity or utility are exempt from construction noise requirement in the Stanislaus County Noise Control Ordinance. Nonetheless, the County typically limits construction activities to the hours of 7:00 AM to 7:00 PM. Therefore, project construction would not result in the generation of a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

   Project operation would not require installation of any permanent stationary noises sources and would not introduce new vehicle traffic on surrounding roadways. Project operation would not cause any substantial change in ambient noise levels in the vicinity of the project site, which already experiences elevated ambient noise levels due to surrounding industrial land uses and transportation infrastructure. Therefore, project operation would not result in the generation of a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

b) The County does not have specific thresholds pertaining to groundborne vibration and noise levels. However, the *Caltrans Transportation and Construction Vibration Guidance Manual* includes recommended criteria for the evaluation of groundborne vibration levels with regard to potential human annoyance and building structural damage (California Department of Transportation, 2020). These criteria are presented in terms of peak particle velocity (ppv) in inches per second (in/sec).

   The Caltrans-recommended threshold at which there may be a risk for architectural damage is based on a ppv of 0.5 in/sec, excluding fragile or historic structures. For the protection of fragile and historic structures, Caltrans recommends a threshold of 0.2 in/sec ppv. This same threshold would represent the level at which vibrations would be potentially annoying to people in buildings. Groundborne vibration levels exceeding 0.5 in/sec ppv at nearby structures would be considered to have a potentially significant impact.

   Project construction would require the use of various off-road equipment, such as large dozers and loaded haul trucks. Large bulldozers and loaded trucks could

generate an estimated 0.089 and 0.076 in/sec ppv at 25 feet from the equipment source, respectively. The use of major groundborne vibration-generating equipment, such as pile drivers, would not be required for the project.

The nearest residence is 60 feet from the boundary of the project site. Because groundborne vibration levels diminish with increased distance from the source, predicted vibration levels in excess of 25 feet would be less. Predicted groundborne vibration levels at nearby structures would not be projected to exceed 0.5 in/sec ppv. In addition, no historic or fragile structures or indoor activities/operations that would be sensitive to groundborne vibration have been identified within approximately 100 feet of the project site. Therefore, project construction would not generate excessive groundborne vibration or groundborne noise levels.

Project operation would not require installation of any permanent source of groundborne vibration or noise, nor would the project introduce new vehicle traffic on surrounding roadways when compared to existing conditions. Loaded trucks would continue to travel within the project site; however, as described above, groundborne noise and vibration levels would not exceed Caltrans-recommended thresholds. Therefore, project operation would not generate excessive groundborne vibration or groundborne noise levels.

c) The project site is within two miles of the Modesto City-County Airport but is not within a noise impact zone. Therefore, the project would not expose people residing or working the project area to excessive noise levels.

SOURCES

California Department of Transportation. (2020, April). *Transportation and Construction Vibration Guidance Manual.* Retrieved April 27, 2020, from Guidance Manuals: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf

City of Modesto. (1992, May). *Light General Aviation Aircraft Flight Tracks.* Retrieved April 22, 2020, from Aircraft Operations: https://www.modestogov.com/316/Aircraft-Operations

Stanislaus County. (2016, October 6). *Stanislaus County Airport Land Use Compatibility Plan.* Retrieved April 22, 2020, from Airport Land Use Commission: http://www.stancounty.com/planning/agenda-aluc/Draft_ALUCP.pdf

14. POPULATION AND HOUSING

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				✓
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✓

DISCUSSION

Environmental Setting

According to the U.S. Census Bureau, there were approximately 549,815 people and 182,290 housing units in the County in July 2018. Approximately 57.4 percent of these housing units are owner occupied (U.S. Census Bureau, 2018).

The project site is designated “Urban Transition” and zoned for agriculture use. The project site is an industrial use surrounded by developed properties, including other industrial land uses and a single-family residential neighborhood approximately 60 feet northwest of the project site.

Environmental Impacts and Mitigation Measures

a) During project construction, workers would likely be hired from the local area and commute to the job site daily, rather than relocate from more distant areas. Construction workers would be present for a temporary period and are not expected to contribute to unplanned population growth in the project area.

The project would include the replacement of existing maintenance and storage facilities, reconstruction of paved areas to accommodate heavy vehicles, and stormwater drainage improvements. The project would not involve the construction of new homes or businesses that would contribute to direct growth. In addition, the project would not increase roadway capacity, extend existing roads or infrastructure to undeveloped areas, or change existing land uses or zoning that could contribute to indirect growth. In addition, the project would not spur economic growth because the project would not create new permanent jobs or change revenue sources in the County. Therefore, the project would not induce substantial unplanned population growth in an area, either directly or indirectly.

b) All project improvements would be contained within the project site, which does not include residential land uses. The project would not require the removal of any existing housing. Therefore, the project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

SOURCES

U.S. Census Bureau. (2018, July 1). *QuickFacts, Stanislaus County, California.* Retrieved April 27, 2020, from https://www.census.gov/quickfacts/fact/table/stanislauscountycalifornia,CA/PST045218

15. PUBLIC SERVICES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) 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 public services:				
i. Fire protection?				✓
ii. Police protection?				✓
iii. Schools?				✓
iv. Parks?				✓
v. Other public facilities?				✓

DISCUSSION

Environmental Setting

The project site is within unincorporated Stanislaus County. The project site is within the Industrial Fire Protection District, with fire protection services provided by the Modesto and Ceres Fire Departments. The nearest fire station is Modesto Fire Station 10 at 148 Imperial Avenue in the City of Modesto, approximately 1.1 miles southwest of the project site. Police protection services are provided by the Stanislaus County Sheriff's Department at 250 Hackett Road in the City of Modesto, approximately 1.5 miles southwest of the project site.

The project site is located at the boundaries of the Ceres Unified School District and the Modesto City School District. The nearest school is Blaker-Kinser Junior High School, approximately 0.8 mile southeast of the project site.

Stanislaus County Parks and Recreation provides parks services in unincorporated Stanislaus County. The nearest park is Parklawn Park, approximately 0.3 mile west of the project site.

The nearest public facilities include Ceres Public Library and Ceres Community Center, which are both approximately 1.3 mile southeast of the project site.

Environmental Impacts and Mitigation Measures

a) The project is not expected to increase population growth, increase utilization of the County facilities within the project site, or increase demand for fire and police protection services from existing conditions. Proposed buildings would be constructed in accordance with current codes and building standards and access for emergency service providers would be maintained. Therefore, the project

would not require new or physically altered fire or police protection facilities in order to maintain acceptable service ratios or response times.

Project improvements would be contained within the project site and would not directly affect any schools, parks, or other public facilities in proximity to the project site. As discussed above, the project would not result in direct or indirect population growth that would increase enrollment in schools or use of parks and other public facilities. Therefore, the project would not require new or physically altered schools, parks, or other public facilities to maintain acceptable service ratios.

16. RECREATION

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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?				✓
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?				✓

DISCUSSION

Environmental Setting

As discussed in Section 15, Public Services, Stanislaus County Parks and Recreation provides parks services in unincorporated Stanislaus County. The nearest park is Parklawn Park, approximately 0.3 mile west of the project site.

Environmental Impacts and Mitigation Measures

a) The project is not expected to increase population growth that would increase demand for regional parks or recreational facilities. Therefore, the project would not 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.

b) The project would involve the replacement of existing maintenance and storage facilities, reconstruction of paved areas to accommodate heavy vehicles, and stormwater drainage improvements. These improvements would be contained within the project site and would not directly affect existing recreational facilities. In addition, as discussed above, the project would not result in direct or indirect population growth that would increase demand for recreational facilities. Therefore, the project would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

17. TRANSPORTATION

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?				✓
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?				✓
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				✓
d) Result in inadequate emergency access?				✓

DISCUSSION

Environmental Setting

The project area is in an industrial area within unincorporated Stanislaus County. Primary vehicular access to the project site is provided along Morgan Road. SR 99 and UPRR tracks are located immediately east of the project site.

Stanislaus Regional Transit (StaRT) provides public transit for unincorporated communities and between incorporated cities within the County. There are no StaRT bus routes or transit stops within or adjacent to the project site. Sidewalks line the portion of Morgan Road adjacent to the project site. There are no designated bicycle routes or other pedestrian facilities within or adjacent to the project site.

Transportation plans for the County include the following:

- *StanCOG 2018 RTP/SCS*: The RTP/SCS is the region's blueprint for future transportation improvements and investments based on transportation goals and objectives defined by StanCOG, the public, and elected officials. The purpose of the RTP is to encourage and promote the safe and efficient management, operation, and development of a regional intermodal transportation system that serves the mobility needs of goods and people. The RTP includes all modes of the transportation system, including roadways, transit, bicycle/pedestrian improvements, and aviation (Stanislaus Council of Governments, 2018).

- *StanCOG 2008 Congestion Management Process*: This document is used to guide the development of the RTP and was developed to improve multimodal mobility and avoid the creation of deficiencies in the transportation system (Stanislaus Council of Governments, 2010).

- *StanCOG 2013 Non-Motorized Transportation Master Plan*: This plan is a countywide document intended to guide efforts to improve bicycling and walking conditions at the local level across the Stanislaus region (Stanislaus Council of Governments, 2013).

- *Circulation Element of the Stanislaus County General Plan*: This element identifies goals, policies, and implementation measures to ensure compatibility between land use, infrastructure, and transportation modes (Stanislaus County, 2015).

Environmental Impacts and Mitigation Measures

a) During the construction period, worker commutes to and from the construction site would generate a negligible number of trips on the surrounding roadways. Once operational, the project would include replacement of existing maintenance and storage facilities and would not increase the size or expand the use of the existing facilities. The project would not result in population growth that would contribute to congestion or deficiencies of the transportation systems. All project improvements would be contained within the project site and would not result in changes to surrounding transit, roadway, bicycle, or pedestrian facilities. As such, the project be consistent with the applicable transportation plans listed above. Therefore, the project would not conflict with a program, plan, ordinance, or policy addressing the circulation system.

b) Pursuant to California Senate Bill 743, CEQA Guidelines section 15064.3, subdivision (b) stipulates that transportation impacts be evaluated based on vehicle miles traveled (VMT). VMT refers to the amount and distance of automobile travel attributable to a project.

As discussed above, worker commutes to and from the construction site would generate a negligible number of trips during the construction period. The project would involve the replacement of existing maintenance and storage facilities and would not change the number of employees or fleet vehicles for operational functions. As such, the project would not increase the number of daily trips to the project area when compared to existing conditions. Therefore, the project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

c) All construction activities would be contained within the existing project site and would not change geometric design features on surrounding roadways. Once operational, the project would maintain the existing land use and would not result in incompatible uses. Therefore, the project would not substantially increase hazards.

d) All construction activities would be contained within the existing project site and would not result in road closures that would affect emergency access. Circulation within the project site during project operation would be slightly modified around the proposed structures; however, access to the project site along Morgan Road for emergency service providers would not be affected. The project would not affect access or circulation on surrounding roadways, including SR 99, which could be used as an emergency evacuation route according to the County Emergency Operations Plan (Stanislaus County, 2019). Therefore, the project would not result in inadequate emergency access.

SOURCES

Stanislaus Council of Governments. (2010, January 20). *2009 Congestion Management Process for the Stanislaus County Region.* Retrieved from http://www.stancog.org/pdf/2009-cmp.pdf

Stanislaus Council of Governments. (2013, October). *Non-Motorized Transportation Master Plan.* Retrieved April 17, 2020, from http://www.stancog.org/nmtp.shtm

Stanislaus Council of Governments. (2018, August 15). *2018 Regional Transportation Plan/Sustainable Communities Strategy.* Retrieved April 17, 2020, from http://www.stancog.org/rtp.shtm

Stanislaus County. (2015). *Circulation Element.* Retrieved April 17, 2020, from General Plan: http://www.stancounty.com/planning/pl/gp/gp-chapter2.pdf

Stanislaus County. (2019). *Stanislaus County Emergency Operations Plan.* Retrieved April 17, 2020, from http://www.stanoes.com/pdf/sc-eop.pdf

18. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			✓	
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		✓		

DISCUSSION

Environmental Setting

As described in the *2015 Phase I Initial Study/Negative Declaration* at the same location, the project site has been in use for over 50 years and has low archaeological potential due to a history of physical disturbance (Stanislaus County Public Works Department, 2015). The 2014 *Archaeological Record Search/Sensitivity Analysis* for Phase I showed that no prehistoric or historic archaeological resources, historic-era resources (structures, buildings, properties), or resources known to have value to local cultural groups had been reported to the Information Center as being located within 1/8-mile of the project site. As discussed in Section 5, the project site appears to have low sensitivity for cultural and historical resources, including prehistoric archaeological resources, historic-era archaeological resources, and built environment resources.

Environmental Impacts and Mitigation Measures

a) Based on the 2014 Genesis Society cultural resources record search, there are no listings for the CRHR within 1/8-mile of the project site. Therefore, the project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the CRHR or in a local register of historical resources.

b) No Native American tribe or individuals have requested to be notified by the County for AB 52 consultation. As discussed in Section 5, the project site appears to have low sensitivity for cultural resources. Therefore, the project is not anticipated to cause a substantial adverse change to a tribal cultural resource pursuant to the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. Nonetheless, construction within the project site has the potential to unearth buried and previously undiscovered

tribal cultural resources. In the event that potential tribal cultural resources are encountered during project excavation and grading, the contractor shall halt construction in the immediate vicinity of the potential resource and retain a qualified archaeologist to assess the significance of the resource and make mitigation recommendations that would reduce the project's impacts to a less than significant level (refer to CUL-1 through CUL-4 in Section 5).

If potential human remains are encountered during project construction, the contractor would halt all work in the immediate vicinity of the remains and immediately notify the County Coroner. If the remains are identified as being of Native American descent, the County Coroner would contact the NAHC, which would notify the MLD pursuant to PRC Section 5097.98. The County would work with the MLD to identify respectful treatment and disposition of the remains (refer to CUL-5 through CUL-7 in section 5). With implementation of CUL-1 through CUL-7, the project would not cause a substantial adverse change in the significance of a tribal cultural resource.

SOURCES

Genesis Society. *Archaeological Record Search/Sensitivity Analysis.* September 19, 2014.

Stanislaus County Public Works Department. *Negative Declaration: Heavy Equipment Maintenance Shop/Administration Building Project.* February 2015.

19. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			✓	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?			✓	
c) Result in a determination by the wastewater treatment provider which 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?			✓	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			✓	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			✓	

DISCUSSION

Environmental Setting

Sewer Services

Sewer services are provided by the City of Modesto from an existing gravity sewer system. An existing 8-inch sanitary force main is located adjacent to the project site on Morgan Road, which connects with a 6-inch sewer line onto the project site. The project site previously included five septic tanks that were abandoned and removed as part of the Phase I project.

Water Services

Water service at the project site is provided by the City of Modesto. Existing water mains located in the project vicinity include a 4-inch line located in Morgan Road, an 8-inch water fire main around the facility, and a 2-inch domestic water line from Morgan Road.

Storm Drainage Services

Stormwater from the project site collects through 12-inch lines, which flow east to drainage trenches and percolate into the soil.

Gas and Electric Services

TID provides natural gas and electric service to the project site. TID electrical transmission and gas lines run along the west property boundary. TID is a state-regulated utility that is obligated to extend electrical and gas service to existing and new development within its service area.

Solid Waste

The County contracts Bertolotti Disposal, Gilton Solid Waste Management, and Turlock Scavenger for solid waste collection services (Stanislaus County, 2020). The County-owned Fink Road Sanitary Landfill Solid is approximately 17 miles southwest of the project site. As of March 2017, the landfill had a remaining capacity of 7,184,701 cubic yards (California Department of Resources Recycling and Recovery, 2017). The privately-owned Forward Landfill is approximately 22 miles northwest of the project site and is undergoing plans for expansion (San Joaquin County, 2018). As of December 2012, the landfill had a remaining capacity of 22,100,000 cubic yards (California Department of Resources Recycling and Recovery, 2012). There is sufficient solid waste disposal capacity to meet the demands of anticipated growth within the County.

Environmental Impacts and Mitigation Measures

a) Project construction would require the consumption of water for activities such as cleaning surfaces, mixing concrete, and suppressing dust, as well as electricity and natural gas to power equipment and vehicles. Water and energy usage would be relatively minor, limited to the construction period, and would be served by existing utility service providers.

Any wastewater generated from construction activities, such as water containing diesel and oil, paint, solvents, cleaners, chemicals, and debris would be collected, screened, and discharged in accordance with the SWPPP (see Section 10 for additional information). Any remaining waste would be discharged in accordance with water and solid waste disposal regulations, including the CWA, the Porter-Cologne Water Quality Control Act, and RCRA. The wastewater treatment provider that serves the project area has adequate capacity to serve the construction needs of the project.

It is anticipated that existing underground electrical conduit, telephone, gas, water, and sanitary sewer lines would be protected in place during construction. The contractor would notify all utility companies within 48 hours prior to construction to locate and tag underground facilities prior to excavation. If utility conflicts are identified, relocations would be limited to within the project site where there are little to no known sensitive resources. In addition, the County would coordinate with service providers to ensure that there are no disruptions in utility services.

As discussed in Section 10, Hydrology and Water Quality, the project site consists entirely of impervious surfaces. The project would not result in a net change in impervious surface area or increase surface runoff during project operation resulting in increased demand for wastewater treatment. An existing underground stormwater retention system consisting of a 96-inch perforated CMP system would collect and store runoff from the project site, which would percolate into the soils beneath the project site and return to the groundwater system. The project would include installation of a new 12-inch storm drain line, manhole, and inlet, which would connect with the existing storm drain system. An existing abandoned water

line would be removed and disposed of as needed to accommodate proposed improvements. On-site drainage improvements would not result in any significant environmental effects.

The proposed structures would require interior and exterior lighting, electrical outlets, fire sprinklers, and extension of telecommunications infrastructure for operations and equipment use. The project would not result in substantial changes to operation or maintenance activities. The project would not increase populations at the project site and would not result in a substantial change in existing water consumption, wastewater generation, energy consumption, or telecommunications usage. Therefore, the project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities that would cause significant environmental effects.

b) There are sufficient water supplies available to serve the water needs required for proposed construction activities, such as water for cleaning surfaces, mixing with concrete or other materials, and suppressing dust. This minor increase in water demand would be short-term and temporary.

Once operational, the proposed structures would function primarily for material and vehicle storage and would not require the consumption of large amounts of water. The project would not result in a net increase in water consumption relative to existing conditions. Therefore, there would be sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.

c) Project construction would result in minimal and temporary wastewater generation. Once operational, the project would not increase populations in the project area. The amount of wastewater generated during project operation would be similar to existing conditions. Therefore, the wastewater treatment provider that serves the project area would have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

d) Project construction would include removal of existing pavement, building materials, soils, and other debris, which would temporarily increase generation of solid waste. The solid waste generated during project construction would be recycled when feasible and accommodated by existing nearby landfills.

Once operational, the project would not increase populations in the project area. The amount of solid waste generated during project operation would be similar to existing conditions. Therefore, the project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

e) Solid waste generated during project construction would be disposed in compliance with federal, state, and local statutes and regulations pertaining to the safe handling, transport, and disposal of solid waste. Once operational, the project would generate solid waste in compliance with applicable regulations in a manner that is similar to existing conditions. Therefore, the project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

SOURCES

California Department of Resources Recycling and Recovery. (2012, December 31). *SWIS Facility Detail: Forward Landfill, Inc. (39-AA-0015)*. Retrieved May 28, 2020, from Solid Waste Information System (SWIS): https://www2.calrecycle.ca.gov/swfacilities/Directory/39-AA-0015

California Department of Resources Recycling and Recovery. (2017, March 1). *SWIS Facility Detail: Fink Road Landfill (50-AA-0001).* Retrieved May 28, 2020, from Solid Waste Information System (SWIS): https://www2.calrecycle.ca.gov/swfacilities/Directory/50-AA-0001

San Joaquin County. (2018, August). *Forward Inc. Landfill, 2018 Expansion Project, Draft Supplemental Environmental Impact Report.* Retrieved April 28, 2020, from https://www.sjgov.org/commdev/cgi-bin/cdyn.exe/file/Planning/Environmental%20Impact%20Reports/Forward%20Landfill%202018%20Draft%20Supplemental%20EIR.pdf

Stanislaus County. (2020). *Garbage Company Information.* Retrieved May 28, 2020, from Solid Waste: http://www.stancounty.com/er/solidwaste/garbage-company.shtm

20. WILDFIRE

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				✓
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				✓
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				✓
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				✓

DISCUSSION

Environmental Setting

According to CAL FIRE, the project site is not within or near a state responsibility area (California Department of Forestry and Fire Protection, 2007). The project site is within a local responsibility area (unincorporated) and is not within a very high fire hazard severity zone (Stanislaus County, 2017).

Environmental Impacts and Mitigation Measures

a - d) The project is not within or near a state responsibility area or lands classified as very high fire hazard severity zones. Therefore, the project would not result in impacts related to wildfires.

SOURCES

California Department of Forestry and Fire Protection. (2007, November 7). *Fire Hazard Severity Zones in SRA - Stanislaus County.* Retrieved April 15, 2020, from https://osfm.fire.ca.gov/media/6540/fhszs_map50.jpg

Stanislaus County. (2017, July). *Local Hazard Mitigation Plan.* Retrieved April 22, 2020, from Office of Emergency Services: http://www.stanoes.com/pdf/lhmp/2017-lhmp.pdf

21. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓		
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)?			✓	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		✓		

DISCUSSION

Environmental Impacts and Mitigation Measures

a) Sections 1 through 20 address and disclose all potential environmental effects associated with the project. The project does not have the potential to substantially degrade the quality of the environment.

As discussed in Section 4, Biological Resources, the project site is a completely developed industrial property with limited biological resources. Demolition of existing buildings could result in direct impacts on protected bat and bird species if they were to be roosting or nesting in these buildings; however, mitigation measures BIO-1 through BIO-6 would be implemented to reduce these impacts to less than significant. Therefore, the project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal.

The project would not affect any known cultural resources, and a detailed record search did not indicate that any significant historical or archaeological resources are known to, or are likely to, occur in the project site. As discussed in Section 5, the project has potential to encounter previously undiscovered cultural resources during construction and therefore has potential, however unlikely, to eliminate important examples of the major periods of California history or prehistory. This potential effect can be reduced to a less than significant level with mitigation measures CUL-1 through CUL-7. Therefore, the project would not substantially

eliminate important examples of the major periods of California history or prehistory.

b) As documented in Sections 1 through 20, project operation would not substantially differ from existing conditions and would not result in significant impacts on the environment. Therefore, operational impacts would not be cumulatively considerable. Environmental effects from project construction would be short-term, temporary, and less than significant with avoidance, minimization, and mitigation measures. Other projects that could be constructed at the same time as the project would be expected to comply with all local, state, and federal rules and regulations, as well as develop avoidance, minimization, and mitigation measures to reduce potential impacts to less than significant levels. Therefore, project construction would not result in impacts that are individually limited, but cumulatively considerable.

c) Sections 1 through 20 address and disclose all potential environmental effects associated with proposed construction activities and project operation. As discussed in Section 9, construction of the project could result in potentially significant impacts related to air quality and hazardous materials without mitigation. The demolition of existing structures could expose construction workers to COCs, ACBM, and LCP. However, these effects would be reduced to less than significant levels with implementation of measures HAZ-1 through HAZ-3. No other substantial adverse effects on human beings are anticipated. Therefore, the project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.

APPENDIX A

NATIONAL AND STATE AMBIENT AIR QUALITY STANDARDS

Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[1]		National Standards[2]		
		Concentration[3]	Method[4]	Primary[3,5]	Secondary[3,6]	Method[7]
Ozone (O_3)[8]	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	--	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
Respirable Particulate Matter (PM_{10})[9]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		--		
Fine Particulate Matter ($PM_{2.5}$)[9]	24 Hour	--	--	35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12.0 µg/m^3	15 µg/m^3	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m^3)	--	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	--	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		--	--	
Nitrogen Dioxide (NO_2)[10]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemiluminescence	100 ppb (188 µg/m^3)	--	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		0.054 ppm (100 µg/m^3)	Same as Primary Standard	

Sulfur Dioxide (SO_2)[11]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	--	Ultraviolet Flourescence; Sprectrophotometry (Paraosaniline Method)
	3 Hour	--		--	0.5 ppm (1300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[11]	--	
	Annual Arithmetic Mean	--		0.030 ppm (for certain areas)[11]	--	
Lead[12,13]	30 Day Average	1.5 µg/m^3	Atomic Absorption	--	--	High Volume Sampler and Atomic Absorption
	Calendar Quarter	--		1.5 µg/m^3 (for certain areas)[12]	Same as Primary Standard	
	Rolling 3-Month Average	--		0.15 µg/m^3		
Visibility Reducing Particles[14]	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24 Hour	0.01ppm (26 µg/m^3)	Gas Chromatography			

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM_{10}, $PM_{2.5}$, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average

concentration above 150 micrograms per cubic meter (µg/m^3) is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. Environmental Protection Agency (EPA) for further clarification and current national policies.

3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; parts per million (ppm) in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

4. Any equivalent measurement method which can be shown to the satisfaction of the California Air Resources Board (ARB) to give equivalent results at or near the level of the air quality standard may be used.

5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

7. Reference method as described by the U.S. EPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the U.S. EPA.

8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

9. On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 µg/m^3 to 12.0 µg/m^3. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 µg/m^3, as was the annual secondary standard of 15 µg/m^3. The existing 24-hour PM_{10} standards (primary and secondary) of 150 µg/m^3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 parts per billion (ppb). Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of ppm. To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

11. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

Note that the 1-hour national standard is in units of ppb. California standards are in units of ppm. To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m^3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Source: (California Air Resources Board, 2016)

APPENDIX B

SPECIES LISTS

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Salida (3712161) OR Riverbank (3712068) OR Waterford (3712067) OR Brush Lake (3712151) OR Ceres (3712058) OR Denair (3712057) OR Crows Landing (3712141) OR Hatch (3712048) OR Turlock (3712047))

Stanislaus County Corporate Yard Phase II

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Agelaius tricolor tricolored blackbird	ABPBXB0020	None	Threatened	G2G3	S1S2	SSC
Ambystoma californiense California tiger salamander	AAAAA01180	Threatened	Threatened	G2G3	S2S3	WL
Anniella pulchra northern California legless lizard	ARACC01020	None	None	G3	S3	SSC
Ardea herodias great blue heron	ABNGA04010	None	None	G5	S4	
Astragalus tener var. tener alkali milk-vetch	PDFAB0F8R1	None	None	G2T1	S1	1B.2
Athene cunicularia burrowing owl	ABNSB10010	None	None	G4	S3	SSC
Atriplex cordulata var. cordulata heartscale	PDCHE040B0	None	None	G3T2	S2	1B.2
Atriplex minuscula lesser saltscale	PDCHE042M0	None	None	G2	S2	1B.1
Atriplex persistens vernal pool smallscale	PDCHE042P0	None	None	G2	S2	1B.2
Atriplex subtilis subtle orache	PDCHE042T0	None	None	G1	S1	1B.2
Bombus caliginosus obscure bumble bee	IIHYM24380	None	None	G4?	S1S2	
Bombus crotchii Crotch bumble bee	IIHYM24480	None	Candidate Endangered	G3G4	S1S2	
Branchinecta lynchi vernal pool fairy shrimp	ICBRA03030	Threatened	None	G3	S3	
Branta hutchinsii leucopareia cackling (=Aleutian Canada) goose	ABNJB05035	Delisted	None	G5T3	S3	WL
Buteo swainsoni Swainson's hawk	ABNKC19070	None	Threatened	G5	S3	
Clarkia rostrata beaked clarkia	PDONA050Y0	None	None	G2G3	S2S3	1B.3
Corynorhinus townsendii Townsend's big-eared bat	AMACC08010	None	None	G3G4	S2	SSC
Desmocerus californicus dimorphus valley elderberry longhorn beetle	IICOL48011	Threatened	None	G3T2	S2	
Dipodomys heermanni dixoni Merced kangaroo rat	AMAFD03062	None	None	G3G4T2T3	S2S3	

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Egretta thula snowy egret	ABNGA06030	None	None	G5	S4	
Emys marmorata western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC
Eryngium racemosum Delta button-celery	PDAPI0Z0S0	None	Endangered	G1	S1	1B.1
Lasiurus cinereus hoary bat	AMACC05030	None	None	G5	S4	
Lepidurus packardi vernal pool tadpole shrimp	ICBRA10010	Endangered	None	G4	S3S4	
Lytta moesta moestan blister beetle	IICOL4C020	None	None	G2	S2	
Monardella leucocephala Merced monardella	PDLAM180C0	None	None	GH	SH	1A
Mylopharodon conocephalus hardhead	AFCJB25010	None	None	G3	S3	SSC
Neostapfia colusana Colusa grass	PMPOA4C010	Threatened	Endangered	G1	S1	1B.1
Oncorhynchus mykiss irideus pop. 11 steelhead - Central Valley DPS	AFCHA0209K	Threatened	None	G5T2Q	S2	
Orcuttia inaequalis San Joaquin Valley Orcutt grass	PMPOA4G060	Threatened	Endangered	G1	S1	1B.1
Pogonichthys macrolepidotus Sacramento splittail	AFCJB34020	None	None	GNR	S3	SSC
Puccinellia simplex California alkali grass	PMPOA53110	None	None	G3	S2	1B.2
Sphenopholis obtusata prairie wedge grass	PMPOA5T030	None	None	G5	S2	2B.2
Tuctoria greenei Greene's tuctoria	PMPOA6N010	Endangered	Rare	G1	S1	1B.1
Vireo bellii pusillus least Bell's vireo	ABPBW01114	Endangered	Endangered	G5T2	S2	

Record Count: 35

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
Phone: (916) 414-6600 Fax: (916) 414-6713

In Reply Refer To: April 16, 2020
Consultation Code: 08ESMF00-2020-SLI-1636
Event Code: 08ESMF00-2020-E-05084
Project Name: Stanislaus County Corporate Yard Phase II

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, under the jurisdiction of the U.S. Fish and Wildlife Service (Service) that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the Service under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

Please follow the link below to see if your proposed project has the potential to affect other species or their habitats under the jurisdiction of the National Marine Fisheries Service:

http://www.nwr.noaa.gov/protected_species/species_list/species_lists.html

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
(916) 414-6600

Project Summary

Consultation Code: 08ESMF00-2020-SLI-1636

Event Code: 08ESMF00-2020-E-05084

Project Name: Stanislaus County Corporate Yard Phase II

Project Type: DEVELOPMENT

Project Description: Phase II includes demolition of three buildings that are currently in use and construction of two new buildings.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/37.604822711933906N120.97406060057767W

Counties: Stanislaus, CA

Endangered Species Act Species

There is a total of 7 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Reptiles

NAME	STATUS
Giant Garter Snake *Thamnophis gigas* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4482	Threatened

Amphibians

NAME	STATUS
California Red-legged Frog *Rana draytonii* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2891 Species survey guidelines: https://ecos.fws.gov/ipac/guideline/survey/population/205/office/11420.pdf	Threatened
California Tiger Salamander *Ambystoma californiense* Population: U.S.A. (Central CA DPS) There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2076	Threatened

Fishes

NAME	STATUS
Delta Smelt *Hypomesus transpacificus*	Threatened

There is **final** critical habitat for this species. Your location is outside the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/321

Insects

NAME	STATUS
Valley Elderberry Longhorn Beetle *Desmocerus californicus dimorphus*	Threatened

There is **final** critical habitat for this species. Your location is outside the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/7850
Habitat assessment guidelines:
https://ecos.fws.gov/ipac/guideline/assessment/population/436/office/11420.pdf

Crustaceans

NAME	STATUS
Vernal Pool Fairy Shrimp *Branchinecta lynchi*	Threatened

There is **final** critical habitat for this species. Your location is outside the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/498

Vernal Pool Tadpole Shrimp *Lepidurus packardi*	Endangered

There is **final** critical habitat for this species. Your location is outside the critical habitat.
Species profile: https://ecos.fws.gov/ecp/species/2246

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.