



FINAL INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION ENVIRONMENTAL CHECKLIST

August 2018

Avenues Specific Plan

Prepared For:

City of Tracy
Department of Development Services
333 Civic Center Plaza
Tracy, CA 95376

Prepared By:

Kimley-Horn and Associates, Inc.
100 West San Fernando Street, Suite 250
San Jose, CA 95113

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Initial Study

Background and Project Description

Project Title

Avenues Specific Plan

Lead Agency Name and Address

City of Tracy
Department of Development Services
333 Civic Center Plaza
Tracy, CA 95376

Contact Person and Phone Number

Andrew Malik, Development Services Director
(209) 831--6423

Project Location

The Avenues Specific Plan (ASP) is located within the southwestern portion of Tracy, California. The specific plan area (Plan Area) is located south of Interstate 205 and north of Interstate 580. The Plan Area is approximately 95 acres and bounded by Valpico Road on the north, the Ellis Specific Plan area to the south, Corral Hollow Road on the east, and undeveloped land to the east and west. The Plan Area is comprised of two parcels; Assessor's Parcel Numbers 240-140-05 and 240-140-06. Please see **Figure 1: Regional Map** and **Figure 2: Vicinity Map**.

Project Sponsor

Greystone Land Investment
2121 N. California Blvd, #290
Walnut Creek, California 94596

General Plan Designation

Residential Low

Zoning

Avenues Specific Plan Zone

Statutory Authority And Applicability

This document relies on § 21094(a)(1)(2) of the California Environmental Quality Act (CEQA), Public Resources Code §§ 21000 et seq., as well as §15183 of the CEQA Guidelines as the basis for the preparation of an Initial Study/California Environmental Quality Act 15183 Analysis, as described in greater detail below.

CEQA Section 21094(a)(1)(2)

According to § 21094(a)(1)(2), a subsequent project that is consistent with the following:

- (1) a program, plan, policy, or ordinance for which an Environmental Impact Report (EIR) was prepared and certified; and,
- (2) applicable local land use plans and zoning

may rely on the analysis contained within the previously certified EIR prepared for the program, plan, policy, or ordinance and need not conduct new or additional analysis for those effects that were either:

- (1) avoided or mitigated by the certified EIR; or,
- (2) were sufficiently examined by the certified EIR to enable those effects to be mitigated or avoided by site-specific revisions; the imposition of conditions; or, by other means in connection with approval of the subsequent project.

Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183

Public Resources Code Section 21083.3 and California Environmental Quality Act (CEQA) Guidelines Section 15183 allow for a streamlined environmental review process for projects that are consistent with the densities established by existing zoning, community plan or general plan policies for which an Environmental Impact Report (EIR) was certified. Under Section 15183, a subsequent project is relieved from further environmental review if it meets the criteria of Section 15183(c): all potential impacts were either addressed in a previous EIR or can be substantially mitigated by the imposition of uniformly applied development policies or standards. As noted above, the proposed Project is consistent with the land use designation and densities established by the City of Tracy General Plan, for which an EIR was originally certified on October 4, 2005, and finalized on December 1, 2010. The provisions contained in Section 15183 of the *CEQA Guidelines* are presented below.

15183. Projects Consistent With a Community Plan or Zoning

(a) CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are

project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies.

(b) In approving a project meeting the requirements of this section, a public agency shall limit its examination of environmental effects to those which the agency determines, in an initial study or other analysis:

- (1) Are peculiar to the project or the parcel on which the project would be located,*
- (2) Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent,*
- (3) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or*
- (4) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.*

(c) If an impact is not peculiar to the parcel or to the project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, as contemplated by subdivision (e) below, then an additional EIR need not be prepared for the project solely on the basis of that impact.

(d) This section shall apply only to projects which meet the following conditions:

- (1) The project is consistent with:*
 - (A) A community plan adopted as part of a general plan,*
 - (B) A zoning action which zoned or designated the parcel on which the project would be located to accommodate a particular density of development, or*
 - (C) A general plan of a local agency, and*
- (2) An EIR was certified by the lead agency for the zoning action, the community plan, or the general plan.*

(e) This section shall limit the analysis of only those significant environmental effects for which:

- (1) Each public agency with authority to mitigate any of the significant effects on the environment identified in the planning or zoning action undertakes or requires others to undertake mitigation measures specified in the EIR which the lead agency found to be feasible, and*

(2) The lead agency makes a finding at a public hearing as to whether the feasible mitigation measures will be undertaken.

(f) An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the city or county with a finding that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect. The finding shall be based on substantial evidence which need not include an EIR. Such development policies or standards need not apply throughout the entire city or county, but can apply only within the zoning district in which the project is located, or within the area subject to the community plan on which the lead agency is relying. Moreover, such policies or standards need not be part of the general plan or any community plan, but can be found within another pertinent planning document such as a zoning ordinance. Where a city or county, in previously adopting uniformly applied development policies or standards for imposition on future projects, failed to make a finding as to whether such policies or standards would substantially mitigate the effects of future projects, the decision-making body of the city or county, prior to approving such a future project pursuant to this section, may hold a public hearing for the purpose of considering whether, as applied to the project, such standards or policies would substantially mitigate the effects of the project. Such a public hearing need only be held if the city or county decides to apply the standards or policies as permitted in this section.

(g) Examples of uniformly applied development policies or standards include, but are not limited to:

(1) Parking ordinances.

(2) Public access requirements.

(3) Grading ordinances.

(4) Hillside development ordinances.

(5) Flood plain ordinances.

(6) Habitat protection or conservation ordinances.

(7) View protection ordinances.

(8) Requirements for reducing greenhouse gas emissions, as set forth in adopted land use plans, policies, or regulations.

(h) An environmental effect shall not be considered peculiar to the project or parcel solely because no uniformly applied development policy or standard is applicable to it.

(i) Where the prior EIR relied upon by the lead agency was prepared for a general plan or community plan that meets the requirements of this section, any rezoning action consistent with the general plan or community plan shall be treated as a project subject to this section.

(1) "Community plan" is defined as a part of the general plan of a city or county which applies to a defined geographic portion of the total area included in the general plan, includes or references each of the mandatory elements specified in Section 65302 of the Government Code, and contains specific development policies and implementation measures which will apply those policies to each involved parcel.

(2) For purposes of this section, "consistent" means that the density of the proposed project is the same or less than the standard expressed for the involved parcel in the general plan, community plan or zoning action for which an EIR has been certified, and that the project complies with the density-related standards contained in that plan or zoning. Where the zoning ordinance refers to the general plan or community plan for its density standard, the project shall be consistent with the applicable plan.

(j) This section does not affect any requirement to analyze potentially significant offsite or cumulative impacts if those impacts were not adequately discussed in the prior EIR. If a significant offsite or cumulative impact was adequately discussed in the prior EIR, then this section may be used as a basis for excluding further analysis of that offsite or cumulative impact.

Incorporation By Reference

The City of Tracy General Plan Final EIR (State Clearinghouse No. 2008092006) has been cited and incorporated by reference into this Initial Study/California Environmental Quality Act 15183 Analysis, in accordance with Section 15150 of the State CEQA Guidelines, as a means of reducing the redundancy and length of this environmental document. The City of Tracy General Plan Final EIR is available for public review at the City of Tracy Planning Division, located at 333 Civic Center Plaza, Tracy, CA 95376, and is hereby incorporated by reference into this Initial Study/California Environmental Quality Act 15183 Analysis:

City of Tracy General Plan Final EIR (State Clearinghouse No. 2008092006)

The General Plan EIR assesses the potential environmental consequences of adoption and implementation of the City of Tracy General Plan and Sustainability Action Plan. The assessment is designed to inform City of Tracy decision-makers, other responsible agencies, and the public-at-large of the nature of the General Plan and Sustainability Action Plan and their effects on the environment. The General Plan EIR has been prepared in accordance with and in fulfillment of CEQA requirements. The General Plan EIR consists of the Draft EIR, the Final EIR, and its various amendments and supplements.

The General Plan EIR is a Program EIR. As a Program EIR, the General Plan EIR is not project- specific and does not evaluate the impacts of specific projects that may be proposed under the General Plan. Such projects would require separate environmental review to secure the necessary discretionary development permits. While subsequent environmental review may be tiered off the General Plan EIR, the General Plan EIR is not intended to address impacts of individual projects.

General Plan EIR Project Description

The City approved an update to the General Plan on February 1, 2011. The General Plan provides a vision for the future and establishes a framework for how the City of Tracy should grow and change over the next two decades. The General Plan establishes goals, objectives, policies, and actions to guide this change in a desired direction. The General Plan presents existing conditions in the City, including physical, social, cultural, and environmental resources and opportunities. The General Plan looks at trends, issues, and concerns that affect the region.

The purpose of the General Plan is to act as the principal policy and planning document for guiding future conservation, enhancement, and development in the City. It represents the basic policy direction of the City of Tracy City Council on basic community values, ideals, and aspirations to govern a shared environment through 2025. The General Plan addresses all aspects of development including land use, transportation, housing, economic development, public facilities, infrastructure, and open spaces, among other topics. In addition, it articulates a vision for the City's long-term physical form and development. It also brings a deliberate overall direction to the day-to-day decisions of the City Council, its commissions, and City staff.

The City of Tracy General Plan is guided by a vision statement and is comprised of nine separate "elements" that set goals, objectives, policies, and actions for a given subject. The goals, objectives, policies, and actions provide guidance to the City on how to accommodate growth and manage its resources over the next 20 years. The goals, objectives, policies, and actions in each element are derived from a number of sources, including the 1993 General Plan, the background information collected for the General Plan Update, discussions with the City Council and Planning Commission, public workshops, and meetings with property owners. Many of the recommendations from the Tracy Tomorrow 2000 final report are also brought forward into the General Plan. In addition to the goals, objectives, policies, and actions, each element contains background information that describes current conditions in the City of Tracy relative to the subject of the element.

Five of these elements cover six topics required by State law, while the remaining four elements have been prepared by the City to meet local needs and concerns. Some elements also have additional sections that are specific to them. For example, the Land Use Element contains a series of land use designations that guide overall development in the City and the Circulation Element contains information on the network and hierarchy of streets in the City.

The elements that form the General Plan Update are briefly described below:

- Land Use Element. The required Land Use Element designates all lands within the City for a specific use such as residential, office, commercial, industry, open space, recreation, or public uses. The Land Use Element provides policy direction for each land use category, and also provides overall land use policies for the City.
- Community Character Element. The Community Character Element is not required by State law. However, due to the importance of maintaining and enhancing the City of Tracy's hometown feel and the related importance of urban design for the City, this optional element has been included.
- Economic Development Element. This optional element contains goals, objectives, policies, and actions to encourage the development of desired economic activities throughout the City. The information in this element is derived from the City's Economic Development Strategy prepared in 2002.
- Circulation Element. This required element specifies the general location and extent of existing major streets, level of service, transit facilities, and bicycle and pedestrian network. As required by law, all facilities in the Circulation Element are correlated with the land uses foreseen in the Land Use Element.
- Open Space and Conservation Element. The Open Space Element and the Conservation Element are required under State law and are combined in this General Plan. Issues addressed include the preservation of open space and agricultural land, the conservation, development, and utilization of natural resources, and the provision of parks and recreational facilities. Open space goals for public health and safety are covered in the Safety Element.
- Public Facilities and Services Element. This optional element covers a wide range of topics related to the provision of public services and infrastructure in the City. Topics covered include law enforcement, fire protection, schools, public buildings, solid waste, and the provision of water, wastewater, and stormwater infrastructure.
- Safety Element. State law requires the development of a Safety Element to protect the community from risks associated with the effects of flooding, seismic and other geologic hazards, and wildland fires.
- Noise Element. This required element addresses noise in the community and analyzes and quantifies current and projected noise levels from a variety of sources, such as traffic, industry, rail, and the airport. The Noise Element includes goals, objectives, policies, and actions to address current and foreseeable noise issues.
- Air Quality Element. This element, which is required for all jurisdictions in the San Joaquin Air Pollution Control District, outlines goals, objectives, policies, and actions to mitigate the air pollution impacts of land use, the transportation system, and other activities that occur in the City of Tracy.

In addition, the City has prepared a Housing Element under a separate cover. The Housing Element addresses existing and projected housing demand and establishes goals, objectives, policies, and actions to assist the City in implementing the plan in accordance with other General Plan policies. It is not included with the remainder of the General Plan because it was prepared under a separate timeline and under detailed State criteria.

The Sustainability Action Plan is a detailed, long-range strategy to achieve sustainability in the sectors of greenhouse gas (GHG) emissions, energy, transportation, land use, solid waste, water, agriculture and open space, biological resources, air quality, public health, and economic development. Implementation of the Sustainability Action Plan is intended to support the State of California's emission reduction targets by guiding the City's actions to reduce its GHG emissions, conserve and protect natural resources, improve public health, promote economic vitality, and engage residents.

The Sustainability Action Plan establishes targets related to a variety of sustainability topics, and sets forth measures that will assist the City in reaching those goals. The Sustainability Action Plan sets a target of a 29 percent reduction of GHG emissions from 2020 Business As Usual (BAU) projected levels. GHG emissions in 2020 under BAU conditions are projected to be 1,748,970 metric tons carbon dioxide equivalent (MTCO_{2e}). The target therefore translates into a reduction of 507,201 MTCO_{2e}. Implementation of the Sustainability Action Plan is projected to reduce GHG emissions in the City of Tracy by between 382,422 and 486,115 MTCO_{2e}, which represents an achievement of between 75 and 96 percent of the overall target.

Environmental Effects

Under CEQA, a significant impact on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance. Implementation of the General Plan and Sustainability Action Plan has the potential to generate 22 environmental impacts in a number of areas, including both plan level and cumulative impacts. Some of the impacts can be reduced to a less than significant level with mitigation measures, while others cannot and are considered significant and unavoidable.

A brief summary of the impacts identified is provided below.

Land Use

No significant land use impacts were identified as a result of implementation of the General Plan and Sustainability Action Plan. The proposed General Plan and Sustainability Action Plan would not physically divide an established community with the implementation of policies identified in the General Plan, and due to the fact that the majority of development would occur on vacant land where no established community exists. Implementation of policies and actions in the proposed General Plan and Sustainability Action Plan and the LAFCo process would result in less than significant land use impacts related to conflicts with other plans, policies, and regulations applicable in the City of Tracy area. Furthermore,

implementation of General Plan policies designed to minimize conflict and encourage an orderly land use pattern would ensure land use compatibility.

Population, Employment, and Housing

While General Plan policies and other regulations would reduce impacts to future population and housing growth to the extent feasible for development projected through 2025, a significant and unavoidable impact would occur by inducing substantial population growth at total buildout of the General Plan. However, implementation of the General Plan and Sustainability Action Plan would not displace housing or populations, given that a majority of growth proposed in the General Plan would occur on vacant and agricultural land, growth is encouraged in existing neighborhoods and infill areas, and General Plan policies encourage the preservation and enhancement of the character of existing neighborhoods while specifically stating that new development should not physically divide established neighborhoods.

Visual Quality

Despite General Plan policies to enhance “hometown feel” and preserve open space, development permitted under the General Plan for both 2025 and total buildout of the City limits and SOI would result in a significant and unavoidable impact on the existing visual identity and character of the City. Furthermore, in spite of General Plan policies to protect scenic resources, including those along state designated scenic highways for development projected through 2025, a significant and unavoidable impact would occur on scenic resources along the state designated scenic routes I-580 (between I-205 and I-5) and I-5 (south of I-205) at total buildout of the General Plan. In addition, a significant and unavoidable impact on scenic views from regional roadways would occur as a result of development projected for the 20-year development scenario and under total buildout of the City limits and SOI. However, General Plan objectives and policies would positively affect corridors and gateways and enhance the visual character of streetscapes throughout the City. Development permitted under the General Plan would increase levels of light and glare to a significant level resulting in adverse, but mitigatable impacts on the visual quality of the City of Tracy.

Traffic and Circulation

There would be a less than significant impact on local roadways with the implementation of roadway improvements identified in the General Plan EIR. Assuming the planned network improvements outlined in the General Plan EIR are implemented, the City’s level of service standards would be maintained except at the Eleventh Street/Corral Hollow Road and Eleventh Street/Lammers Road intersections. In the case of the Eleventh Street/Corral Hollow Road intersection, General Plan Policy 2 under Objective CIR-1.3, which allows individual locations to fall below the City’s level of service standards in instances where the construction of physical improvements would be infeasible or would conflict with the character of the community, would apply, since this intersection is constrained to the point of not allowing for adequate at-grade improvements. Thus, the resulting level of service would not result in a significant impact. Further improvements at the Eleventh Street/Lammers Road intersection identified in the General Plan EIR would reduce impacts at this intersection to a less than significant level.

While the General Plan incorporates a range of features that work to help reduce the potential impact of future growth in the City on regional roadways, none of these approaches would reduce the potential impact to a less than significant level, so a significant and unavoidable impact on the following regional roadways would occur:

- I-205
- I-580
- I-5
- Patterson Pass Road
- Tesla Road

Regarding design feature hazards, bicycle and pedestrian safety, emergency vehicle access, parking capacity, conflicts with adopted regional policies and plans regarding alternative transportation and air traffic, implementation of existing regulations and goals, objectives, and policies included in the General Plan would ensure that significant impacts do not occur.

Cultural Resources

The implementation of a combination of General Plan policies and guiding mechanisms would reduce potential impacts on historical resources to a less than significant level. However, undiscovered archaeological and paleontological sites, including human remains (especially in undeveloped areas), could be negatively impacted by development identified by the General Plan, requiring the implementation of mitigation measures identified in the General Plan EIR to reduce the potentially significant impact on archaeological and paleontological resources to a less than significant level.

Biological Resources

Development allowed under the proposed General Plan does have the potential to significantly impact biological resources, but these potential impacts would be addressed through General Plan goals, objectives, and policies, resulting in less than significant impacts on biological resources.

Agricultural Resources

Despite General Plan policies to preserve agricultural lands, in addition to policies in the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) and the City's Agricultural Mitigation Fee Ordinance, development permitted under the General Plan would result in the conversion of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to urban uses. This is a significant and unavoidable impact. No additional mitigation is available. Moreover, despite policies in the General Plan to support and encourage preservation of Williamson Act lands and the voluntary nature of the Williamson Act program, total buildout of the City limits and SOI may result in the conversion of land under active contracts to urban uses. This is a significant and unavoidable impact. No additional mitigation is available. Finally, implementation of the General Plan would result in additional and incompatible urban

development adjacent to agricultural uses, resulting in a significant and unavoidable impact associated with the conversion of additional farmland to urban uses.

Mineral Resources

The policies in the General Plan would minimize potential land use conflicts between aggregate resource activities and other uses, and in general ensure that new development would not impact the future availability of mineral resources or mineral resource recovery sites. Therefore, this impact would be less than significant.

Community Services

Increases in population and development facilitated by the General Plan would increase the demand for the following community services: police protection, fire protection and emergency medical services, schools, solid waste disposal, and parks and recreational facilities. The General Plan EIR determined that the construction of new police and fire protection and emergency medical facilities, as well as schools and new individual park or recreation facilities to support the growth permitted under the General Plan, could not be determined at the first-tier level of analysis conducted for the General Plan. Policies from the General Plan that are identified in other sections of the General Plan EIR also apply to any potential impacts associated with the construction and operation of these community service facilities. As specific community service facility projects are identified, additional second-tier environmental analysis would be completed pursuant to CEQA.

Infrastructure

Water

No significant water-related impacts were identified for development projected through 2025. However, despite policies in the Public Facilities Element of the General Plan, the General Plan EIR identified an insufficient secured water supply to serve projected development under total buildout of the General Plan. This is a significant and unavoidable impact of total buildout of the General Plan. No additional mitigation is available.

Wastewater

The City's existing wastewater treatment system is not designed to accommodate development projected under total buildout of the SOI, resulting in a significant impact. However, the General Plan EIR concluded that the specific environmental impact of constructing wastewater treatment facilities in the City limits and SOI could not be determined at that first-tier level of analysis, but as specific wastewater treatment expansion projects are identified, additional project specific, second-tier environmental analysis would be completed.

Stormwater

The policy direction identified in the General Plan, in addition to other regulatory requirements regarding stormwater management, ensure that the General Plan would not have a significant impact on storm drainage facilities. Regardless, development facilitated by the General Plan would increase stormwater runoff in the City and its SOI and result in the need to develop the stormwater collection system to satisfy future conditions and meet the needs of development identified by the General Plan. However, the General Plan EIR determined that the specific environmental impact of constructing new stormwater infrastructure in the City limits and SOI could not be determined at that first-tier level of analysis. As specific stormwater infrastructure expansion projects are identified, additional project specific, second-tier environmental analysis would be completed.

Geology, Soils, and Seismic Hazards

Increased development proposed under the General Plan could increase the number of people and buildings exposed to geologic hazards. The General Plan Update includes a series of policies and actions within the Safety Element to minimize harm from geologic hazards and did not identify any significant impacts.

Hydrology and Flooding

Some development would occur within the 100-year floodplain, within the 20-year planning horizon, and under total buildout of the General Plan. However, the implementation of the General Plan and its policies would reduce the potential impact associated with exposure to the 100-year flood plain to a less than significant level. Portions of the SOI have the potential to experience flooding from dam failure during the 20-year planning horizon of the General Plan and at total buildout, but the General Plan includes policies and actions that would reduce this risk to a less than significant level. Moreover, risk of dam failure is small, because the County continues to maintain the dam to withstand probable seismic activity. Development proposed under the General Plan is not anticipated to significantly alter existing drainage patterns or stream alignments, and there would not be a significant increase in storm water runoff or flooding, especially in light of General Plan policies and actions that are designed to mitigate such risk. The City of Tracy is at a low risk for seiche and tsunami and implementation of the General Plan is not expected to increase these risks. No new development is proposed in the hillsides, where there is a risk of mudflow. Thus, no impact associated with seiche, tsunami, or mudflow would be expected.

Hazards and Hazardous Materials

Implementation of the General Plan would allow for the development of new residential, commercial, office, and industrial uses. This could increase the amount of hazardous materials used and wastes generated, as well as the number of people and structures exposed to these and other hazards. Implementation of a combination of Federal, State, and local policies and regulations, including policies and actions identified by the General Plan, would reduce the risk to less than significant.

Noise

Despite General Plan policies and regulations, significant noise level increases (3 dBA Ldn or greater) associated with increased traffic would occur adjacent to existing noise sensitive uses along portions of I-205, Grant Line Road, Schulte Road, Linne Road, Lammers Road, Corral Hollow Road, Tracy Boulevard, and MacArthur Drive. New roadways facilitated by the General Plan would also increase existing noise levels at receivers in the City of Tracy. This is a significant and unavoidable impact. No additional mitigation is available. Under the General Plan, new noise sensitive development is proposed throughout the City, and in some cases, in noisy areas. However, General Plan policies would adequately reduce this noise impact to a less than significant level. Additionally, development under the proposed General Plan would introduce new noise-generating sources adjacent to existing noise-sensitive areas and new noise-sensitive uses adjacent to existing noise-generating sources. Regardless, according to the General Plan EIR, General Plan policies would adequately reduce these impacts to a less than significant level. The General Plan EIR found that no significant impacts would occur with regard to airport noise, and noise associated with construction could be reduced to less than significant with the implementation of mitigation identified by the General Plan EIR.

Air Quality

As stated in the General Plan EIR, the air quality analysis relies on modeled traffic data that extends to the year 2030 and, thus, air quality impacts extend to that year as well. The General Plan and Sustainability Action Plan would not be consistent with applicable clean air planning efforts of the San Joaquin County Valley Air Pollution Control District (SJVAPCD), since vehicle miles traveled (VMT) that could occur under the proposed General Plan would exceed that projected by the San Joaquin Council of Governments (SJCOG), which are used in projections for air quality planning. The projected growth could lead to an increase in the region's VMT beyond that anticipated in the SJCOG and SJVAPCD clean air planning efforts. Development in Tracy would contribute to the on-going air quality issues in the San Joaquin Valley Air Basin. Mitigation identified in the General Plan EIR would not reduce the impact to less than significant. However, the General Plan would be consistent with clean air transportation control measures of the SJVAPCD and SJCOG.

The General Plan does not provide adequate buffers between new or existing sources of toxic air contaminants and new or existing residences or sensitive receptors, requiring mitigation which was determined to reduce this impact to less than significant. General Plan policies work to ensure that the General Plan would have a less than significant impact on exposure to odors. Sensitive receptors would not be significantly impacted by carbon monoxide (CO) concentrations, resulting in a less than significant impact. Particulate matter from construction associated with development allowed under the General Plan would be a less than significant impact with the incorporation of construction air pollutant control measures recommended by the SJVAPCD. Construction exhaust emissions would be reduced to a less than significant impact with adherence to General Plan policies and SJVAPCD rules and regulations.

Greenhouse Gas Emissions

Although the General Plan and Sustainability Action Plan include many goals, policies, and measures that would reduce GHG emissions from projected BAU levels by 22 and 28 percent, the General Plan would not meet the SJVAPCD's threshold of a 29 percent reduction in GHG emissions from BAU projected emissions. Therefore, the proposed General Plan and Sustainability Action Plan would result in a significant GHG emission impact. All feasible GHG emissions reduction measures were incorporated into the General Plan and Sustainability Action Plan; therefore, no additional mitigation would be feasible, and the impact is considered significant and unavoidable.

Taken together, policies and actions from the General Plan in combination with Sustainability Action Plan policies would ensure adequate emergency preparedness to handle impacts associated with climate change. Therefore, the related impact would be less than significant.

Alternatives to the Project

The General Plan EIR analyzes alternatives to the General Plan. The following four alternatives to the General Plan are considered and described in detail in Chapter 5 of the 2006 Draft General Plan EIR:

- No Project Alternative
- Concentrated Growth Alternative
- City Limits Alternative
- Existing SOI Alternative

As discussed in Chapter 5 of the 2006 Draft General Plan EIR, the Concentrated Growth Alternative is environmentally superior to both the General Plan and the other alternatives. This alternative would offer a substantial improvement with respect to visual quality, community character, and agriculture, although it would not avoid the significant and unavoidable impacts associated with those areas for the General Plan. The Concentrated Growth Alternative would also offer an insubstantial improvement with respect to land use; population, employment and housing; traffic and circulation; biology; infrastructure; hydrology and flooding; hazardous materials and other hazards; and air quality.

The City Limits Alternative is also environmentally superior to the General Plan, but on balance it is marginally inferior to the Concentrated Growth Alternative. As shown in Table 5-1 of the 2006 Draft General Plan EIR, the City Limits Alternative does not offer as much of an improvement as the Concentrated Growth Alternative with respect to visual quality, and it also does not offer improvements with respect to land use, hazardous materials and hazards, and air quality.

The City of Tracy has developed the General Plan to represent the best possible balance between on-going residential growth, development of employment areas, and open space and agricultural preservation. Although two of the alternatives each have the potential of substantially reducing significant impacts that

have been identified in the General Plan EIR, overall the alternatives analysis shows that none of the alternatives would result in a level of improvement that would completely avoid a significant impact that is associated with the General Plan.

General Plan EIR Revisions and Updates

Since 2005, the General Plan and General Plan EIR have been revised and updated on several occasions as discussed below due to various proposed amendments and the City's preparation of a Sustainability Action Plan. Nonetheless, the City has certified the most recent General Plan EIR and adopted the most current General Plan on February 11, 2011. Thus, where appropriate and based on the provisions of Section 15152 of the CEQA Guidelines, this Initial Study does tier off of and incorporates by reference the General Plan EIR regarding descriptions of environmental settings, future development-related growth, and cumulative impacts. The following provides the timeline for the sequence of revisions and updates to the City of Tracy General Plan EIR.

City of Tracy General Plan Draft EIR (October 4, 2005)

The original 2005 General Plan EIR evaluated the following 15 topics:

1. Land Use
2. Population, Employment and Housing
3. Visual Quality
4. Traffic and Circulation
5. Cultural Resources
6. Biological Resources
7. Agricultural Resources
8. Mineral Resources
9. Community Services
10. Infrastructure
11. Geology, Soils and Seismic Hazards
12. Hydrology and Flooding
13. Hazardous Materials
14. Noise

15. Air Quality

City of Tracy General Plan Amendment to the Draft EIR (March 16, 2006)

An amendment to the General Plan in 2006 (2006 GPA) required the preparation of an Amendment to the Draft EIR. The 2006 City of Tracy General Plan Amendment to the Draft EIR contains a variety of revisions to the 2005 Draft EIR based on the amendments identified in the 2006 GPA. In particular, it was modified to include detailed discussions of impacts that would result from total buildout of the City limits and SOI under the proposed General Plan, in addition to the discussion of impacts during the initial 20-year planning horizon. As such, the following topics identified and evaluated in the 2005 Draft EIR were reanalyzed in the 2006 Draft EIR as follows:

- Land Use,
- Population, Employment and Housing,
- Visual Quality,
- Biological Resources,
- Agricultural Resources,
- Community Services, and
- Infrastructure.

The following other topical areas evaluated in the 2005 General Plan EIR were evaluated under both the 20-year development scenario and at total buildout and thus, did not need to be updated in the 2006 EIR as they remained valid:

- Cultural Resources,
- Mineral Resources,
- Geology, Soils, and Seismic Hazards, and
- Hydrology and Flooding.

It should be noted that the detailed, quantitative analysis of potential impacts on traffic, noise, and air quality were based on the development projections for a 20-year period (2025) in both the 2005 and 2006 Draft EIRs. The traffic analysis was limited to the 20-year planning horizon in part because significant speculation regarding regional growth and funding for transportation improvements would be required to model the total buildout year under the proposed General Plan. The noise and air quality analysis is also limited to the 20-year planning horizon because they are based on the modeling results of the traffic analysis.

City of Tracy General Plan Draft Supplemental EIR (July 22, 2010)

In 2010, the City prepared the City of Tracy General Plan Draft Supplemental EIR (2010 SEIR) in response to another General Plan Amendment and the preparation of its Sustainability Action Plan. The 2010 SEIR contains only those environmental analysis chapters for which the findings of the 2006 General Plan Draft EIR would change as a result of the General Plan Amendment. As a result, the issues addressed in that SEIR include the following:

- Land Use
- Population, Employment and Housing
- Traffic and Circulation
- Noise
- Air Quality GHG Emissions

In the 2010 SEIR, the traffic, noise, and air quality analyses extend to a 2030 horizon because the traffic modeling, which also affects the air quality and noise analyses, is based on the SJCOG regional travel demand model, which at that time had been updated to 2030. The land use, population, employment, and housing analyses were evaluated under a 20-year development scenario and at total buildout in the 2010 General Plan EIR.

Thus, the various General Plan EIRs (2005, 2006, and 2010) have each evaluated the "buildout" condition for specific issue areas, as described above, but none have evaluated the buildout condition for traffic, noise, and air quality as it is generally held that modeling of traffic and associated air quality, GHG, and noise impacts much beyond a 20-year time period is inaccurate and unreliable.

City of Tracy Citywide Water System Master Plan/Tracy Wastewater Master Plan Mitigated Negative Declaration and Initial Study, November 2012; SCH No. 2012122035

In December 2012 the City of Tracy adopted a Mitigated Negative Declaration (MND) for the Citywide Water System Master Plan (WSMP) and Tracy Wastewater Master Plan (WWMP). The WSMP and WWMP are consistent with the development assumptions in the General Plan. The WSMP evaluates the required potable and recycled water infrastructure to serve buildout of the City's General Plan. The WWMP identifies the wastewater infrastructure necessary to serve future wastewater flows in the City. Each document is on file with the City of Tracy and can be reviewed either online and/or by request to the City of Tracy Development and Engineering Services Department, which is located at 333 Civic Center Drive, Tracy, CA 95376.

The City's General Plan is the principle policy document for guiding future development of the City of Tracy, including the City's Sphere of Influence (SOI), which is the area the outside of the City limits that the City expects to annex and urbanize in the future; the location of the ASP Plan Area. The General Plan,

as adopted by the City on February 1, 2011, is used as the basis for the City's Infrastructure Master Plans, including the WSMP and the WWMP. As described in the WSMP, buildout of the General Plan includes buildout of development projects with approved water supply (including infill) and future service areas within the City's Sphere of Influence (SOI). As noted above, the WSMP and WWMP are consistent with the development assumptions in the General Plan. The General Plan EIR was certified on February 1, 2011 and evaluates the environmental impacts associated with implementation of the General Plan, as described in greater detail above.

As the WSMP and WWMP are policy documents prepared to implement the objectives and actions identified in the General Plan, neither proposes the construction or operation of specific water supply or wastewater infrastructure projects at this time. Consequently, adoption of the WSMP or the WWMP would not directly result in the construction and operation of infrastructure that could have negative environmental effects. However, their adoption would indirectly facilitate the construction and operation of water supply and wastewater infrastructure that could result in negative environmental effects. Because specific project details for some WSMP and WWMP were not available at the time, additional future environmental review may be required on a project by project basis, as specific water supply and wastewater infrastructure projects come forward. This future environmental review would be necessary to analyze and disclose any site-specific impacts the infrastructure identified by the WSMP or the WWMP might have on the environmental resources identified by the CEQA Guidelines.

The MND adopted for the WSMP and WWMP identified 22 mitigation measures to reduce potential impacts on the following resources to less than significant:

- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Public Services
- Traffic and Transportation, and
- Utilities and Service Systems

The Avenues Specific Plan Project

Project Setting

Land uses in the vicinity of the Plan Area mainly consist of agricultural and residential land uses. Residential and commercial developments within the Ellis Specific Plan area are located to the south of the Plan Area. Existing agricultural lands are located to the north, east, and west of the Plan Area. Sparse rural residential development such as small-acre ranches and farmsteads along with the appurtenant structures (e.g., barns, storage sheds etc.) are located to the west of the Plan Area. The Delta Mendota Canal, which supplies water to the Central Valley, is located approximately 0.67 miles southwest of the Plan Area. Other non-agricultural related development in the surrounding area includes The Edgewood residential development located east of the Plan Area, across Corral Hollow Road. The Church of Jesus Christ of Latter-Day Saints and Holy Family Center Catholic Church are located east of Corral Hollow Road as well. The Tracy Municipal Airport is located approximately 1 mile southeast.

Within the approximately 95-acre Plan Area, the entire area has been previously used for agricultural uses. The Plan Area consists of active agricultural land supporting row crops within three active agricultural fields. At the time of the preparation of this report, the two fields located immediately south of Valpico Road supported cotton and lima bean crops, while the southernmost field supports a crop of winter wheat. Additionally, the Plan Area contains two (2) detention basins to collect surface water runoff within the Plan Area.

Project Description

The project applicant proposes a specific plan (referred to in this document as the ASP, project, or proposed project) to serve as a comprehensive land use plan for the development of approximately 95 acres. The ASP proposes a residential neighborhood made up of a mix of residential building types and recreational uses. The overall layout of the Specific Plan and conceptual street network is shown in **Figure 3: Avenues Specific Plan Conceptual Layout**. The ASP would allow for a maximum of 480 dwelling units and a minimum of 380 units, for a total density of 4 to 5 dwelling units per gross acre.

Future homes within the ASP would be designed consistent with the architectural standards provided in the Avenues Specific Plan Pattern Book. The Pattern Book provides information regarding each of these styles, including a description of the history and character of the particular style, a gallery of built examples, the style's basic massing and composition, as well as possibilities for designs using a standard palette of materials. This Pattern Book serves as the basis for Development Review and implementation. Six architectural styles are included within the Pattern Book for residential development: Avenues Craftsman, Avenues Farmhouse Victorian, Avenues Revival, Avenues European Country, Avenues Mediterranean Revival, and Avenues Spanish Colonial.

Access

The main entry into the Specific Plan area would be from Valpico Road onto Summit Drive, the main street through the Plan Area. Summit Drive would bisect the Plan Area and continue to a secondary access at the southern boundary of the Specific Plan area directly connecting to the Ellis Specific Plan subdivision. Other secondary access points are on Street 7 which would end at the eastern and western boundaries of the Plan Area. Sidewalks are proposed on all streets, and a multi-purpose path is proposed on Summit Drive and along the Plan Area frontage of Valpico Road. The internal roadway network services as the framework for the pedestrian and bicycle network as they connect the residential neighborhoods and public park within the ASP. All streets would be publicly owned and maintained and would be built to the standards established by the ASP. The proposed street cross sections are shown in **Figure 4: Avenues Street Cross-Sections**, and the proposed trail system is shown in **Figure 5: Avenues Trail System**.

Parks and Landscaping

The ASP proposes a central park of approximately 4 acres. Anticipated uses would be oriented around two tree-lined promenades and include a picnic area with shade structure, play areas for both 2- to 5-year-olds and 5- to 12-year-olds, a basketball court, and a multi-use youth soccer/ballfield. Smaller lawn areas would be available for informal play, picnicking, and passive recreation with restroom. Low berms planted with shade trees would be located on the perimeter of the park and provide a viewing area for games and activities. Community mailboxes would be located under an enhanced shelter to activate the park and bring neighbors together when collecting mail. These features are illustrated in **Figure 6: Avenues Central Park Conceptual Plan**.

Other landscape features include an enhanced entry at Valpico Road, with landscaped street frontage designed to interface with agricultural edges. The entry at Valpico Road would include a stone entry building on the west side and a walk-through portal on the east side. Plantings in this area would include flowering orchard trees to create a rustic, agrarian feel. Other landscape features in this area include stone columns, accent planting at corners, enhanced paving at crossings, and columnar trees in the median. Broadleaf evergreen trees planted in a triangulated pattern screen the proposed theme wall along Summit Drive, while more informal evergreen masses screen the wall along Valpico.

The streetscapes within the ASP would vary. Primary streets would have landscaped park strips between the sidewalk and curb. These park strips would be planted with ornamental, drought tolerant landscape materials. Where parking is provided on streets with homes with alley access, pedestrian access through the parkway strips would be provided at a minimum of every 40 feet.

The edges of the ASP adjacent to existing agricultural uses would be defined with 8-foot privacy fences. Where streets terminate at site boundaries, temporary barriers would be used in lieu of guardrails to provide for emergency vehicle access if needed. These fences would be removed at the time development occurs adjacent to the ASP area when the roadways are connected.

Utilities

Water

The proposed water improvements for the ASP area would consist of a conventional on-site water system with mains, services and fire hydrants designed in accordance with the City of Tracy Design Standards. The water system will include a pressure reducing valve (PRV) at the connection point with the Ellis Specific Plan located just south of the Plan Area.

Recycled Water

The proposed recycled water improvements would consist of an 8" recycled water main in Summit Drive that would provide a connection from the 8" recycled water main at the southern end of the Plan Area, under construction by the Ellis Specific Plan development, to the proposed recycled water main in Valpico Road. The recycled water main would be connected to the potable water system until recycled water is available.

Wastewater

The proposed wastewater improvements for the Plan Area would consist of a conventional on-site gravity sanitary sewer system with mains, manholes, and laterals designed in accordance with the City of Tracy Design Standards. The on-site sanitary sewer mains would collect wastewater from the homes and park and direct it towards Summit Drive and then from south to north in Summit Drive towards Valpico Road.

The proposed wastewater improvements would also include an off-site sanitary sewer main in Valpico Road that would convey wastewater from the proposed project and connect to the extension of the proposed Corral Hollow Road Sewer as described in the Tracy Wastewater Master Plan. If the Corral Hollow Road Sewer has not been extended from Parkside Drive to Valpico Road, the project applicant may construct it and enter into a fee credit or reimbursement agreement with the City of Tracy. In addition, wastewater flows may be diverted southwest along the existing sewer line in Fourth Street to the Lammers Road sewer system until the Corral Hollow line needed to serve the development within the ASP is complete.

Storm Drain

The proposed storm drain system for the ASP would consist of a conventional onsite storm drain system with mains, catch basins, and manholes designed in accordance with the City's Storm Drain Master Plan and City of Tracy design standards. The storm drain improvements would include the extension of the existing 54-inch storm drain main in Summit Drive, recently constructed as part of the Ellis Specific Plan development area to the south, to Valpico Road.

Grading and Construction

The ASP proposes to grade approximately 106,000 cubic yards of soil. No import or export of soil is proposed. Construction activities are expected to start in mid-2018 and last approximately 2 years. Implementation of the ASP would occur in one phase with buildout of the units as shown on the tentative map (Figure 4).

Required Actions

Implementation of the ASP requires the following actions:

- Annexation into the City of Tracy
- Approval of the Avenues Specific Plan (including Avenues Pattern Book and Sign Program).
- Approval of Development Review Permit(s)
- Approval of a Tentative Map and Final Map
- Approval of Improvement Plans and Building Permits

The following agencies may be required to issue permits or approve certain aspects of the project:

- Central Valley Regional Water Quality Control Board– Storm Water Pollution Prevention Plan (SWPPP) approval prior to construction activities.
- San Joaquin Council of Governments (SJCOG) - Review of project application to determine consistency with regional plans, including the San Joaquin County Multi-Species Habitat, Conservation, and Open Space Plan (SJMSCP).
- San Joaquin Valley Air Pollution Control District (District) – Review of project application and accompanying Air Impact Assessment required by District Rule 9510 (Indirect Source Review).
- San Joaquin County Local Agency Formation Commission (LAFCo) – Review of annexation ASP project area into the City of Tracy.

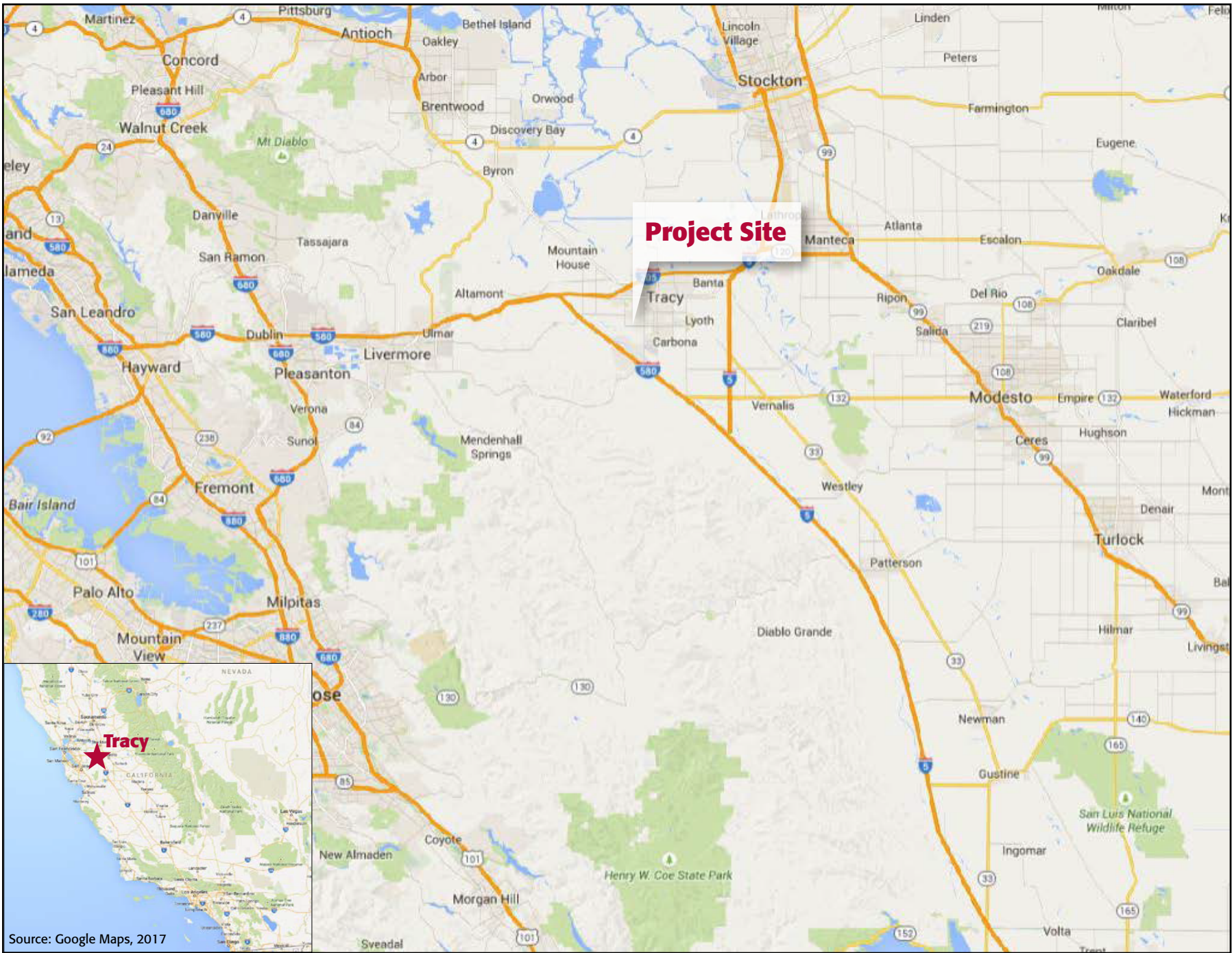
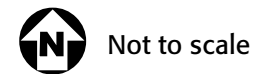


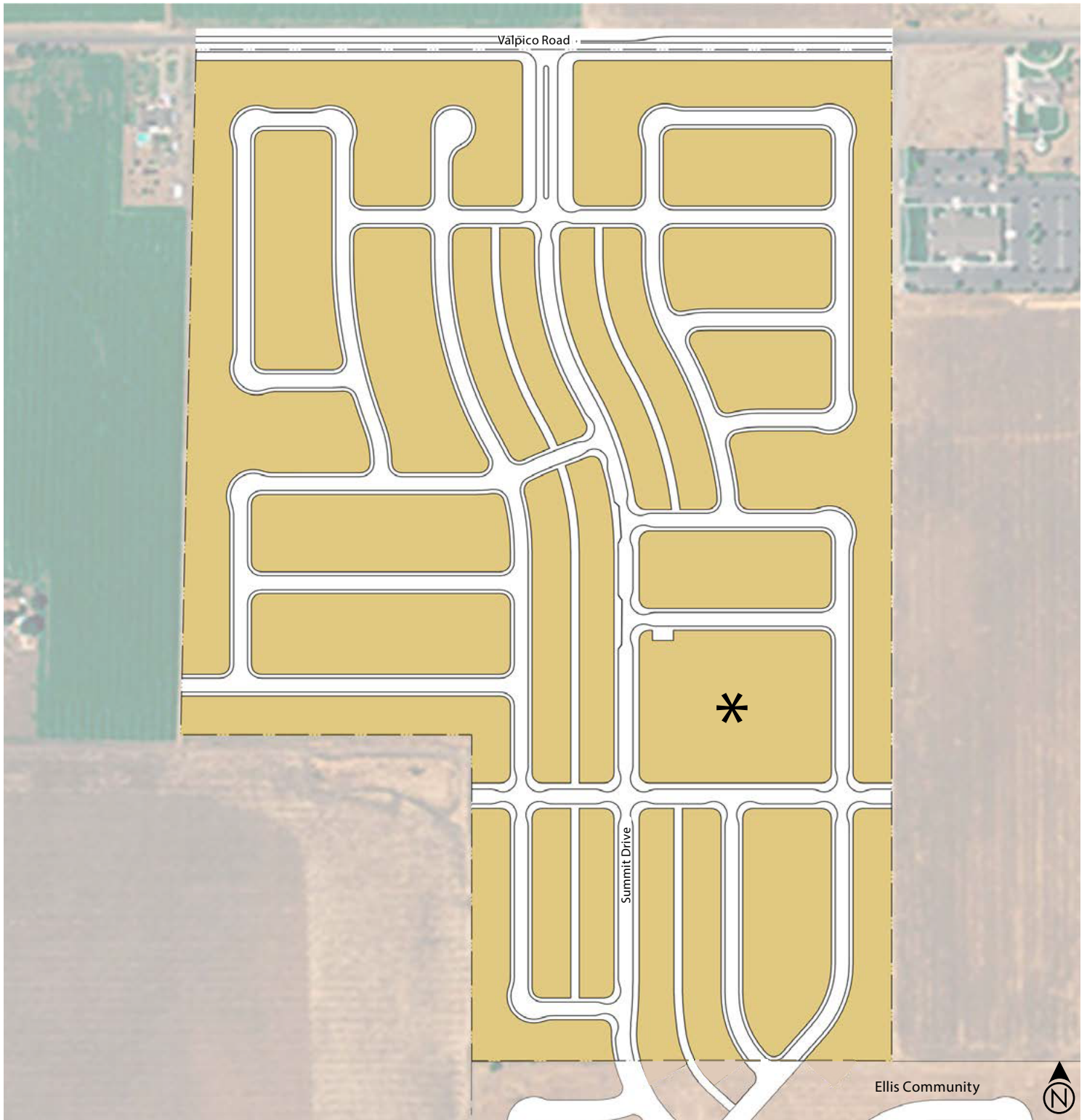
FIGURE 1: Regional Location Map
 Avenue Specific Plan Initial Study/Environmental Checklist
 City of Tracy



Source: Google Earth, 2017

FIGURE 2: Vicinity Map
Avenue Specific Plan Initial Study/Environmental Checklist
City of Tracy





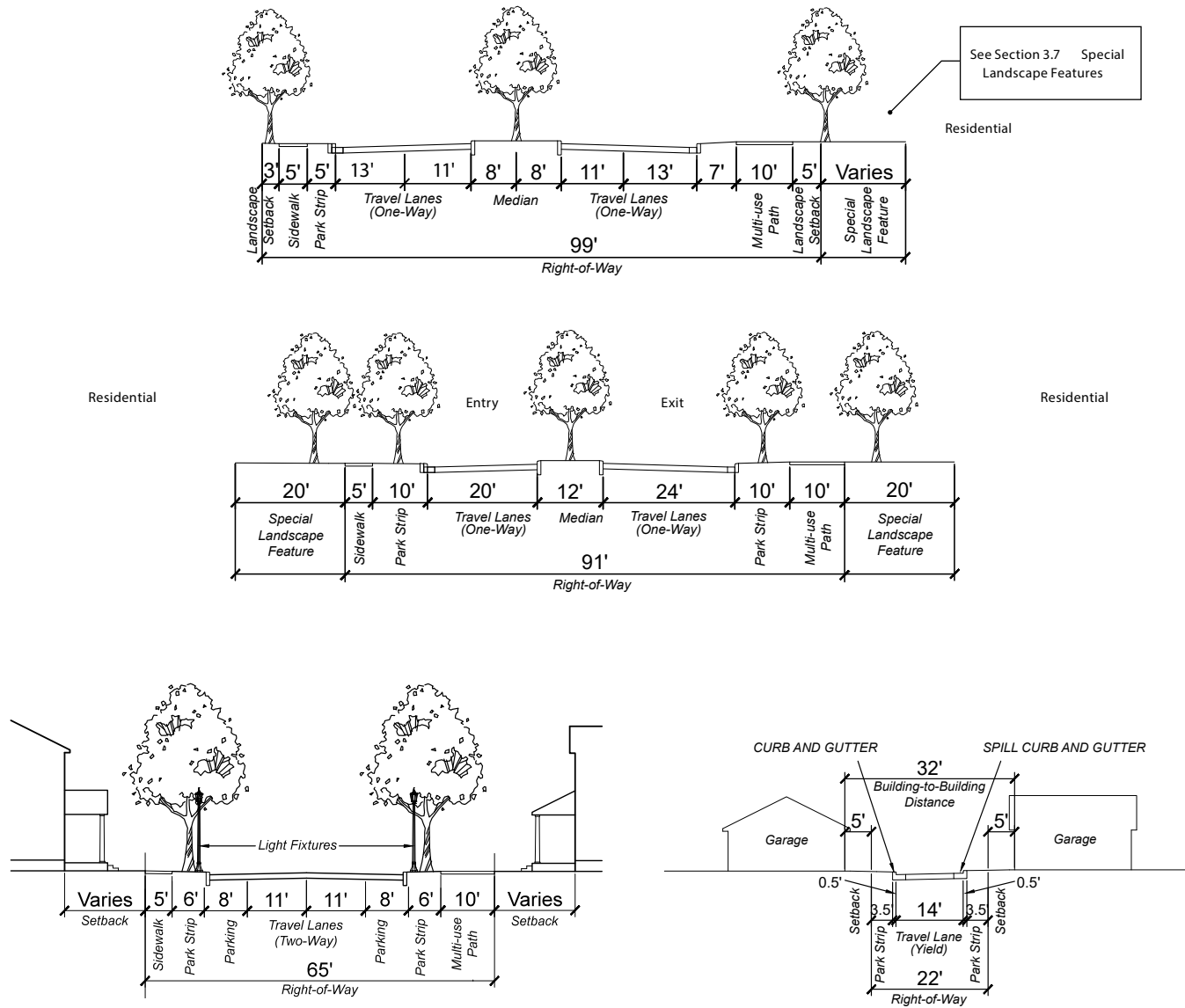
- RESIDENTIAL LOW (RL)
- * CONCEPTUAL PARK LOCATION

Source: Carson, Barbee + Gibson, Inc. 2018

FIGURE 3: Avenue Specific Plan Conceptual Layout
 Avenue Specific Plan Initial Study/Environmental Checklist
 City of Tracy

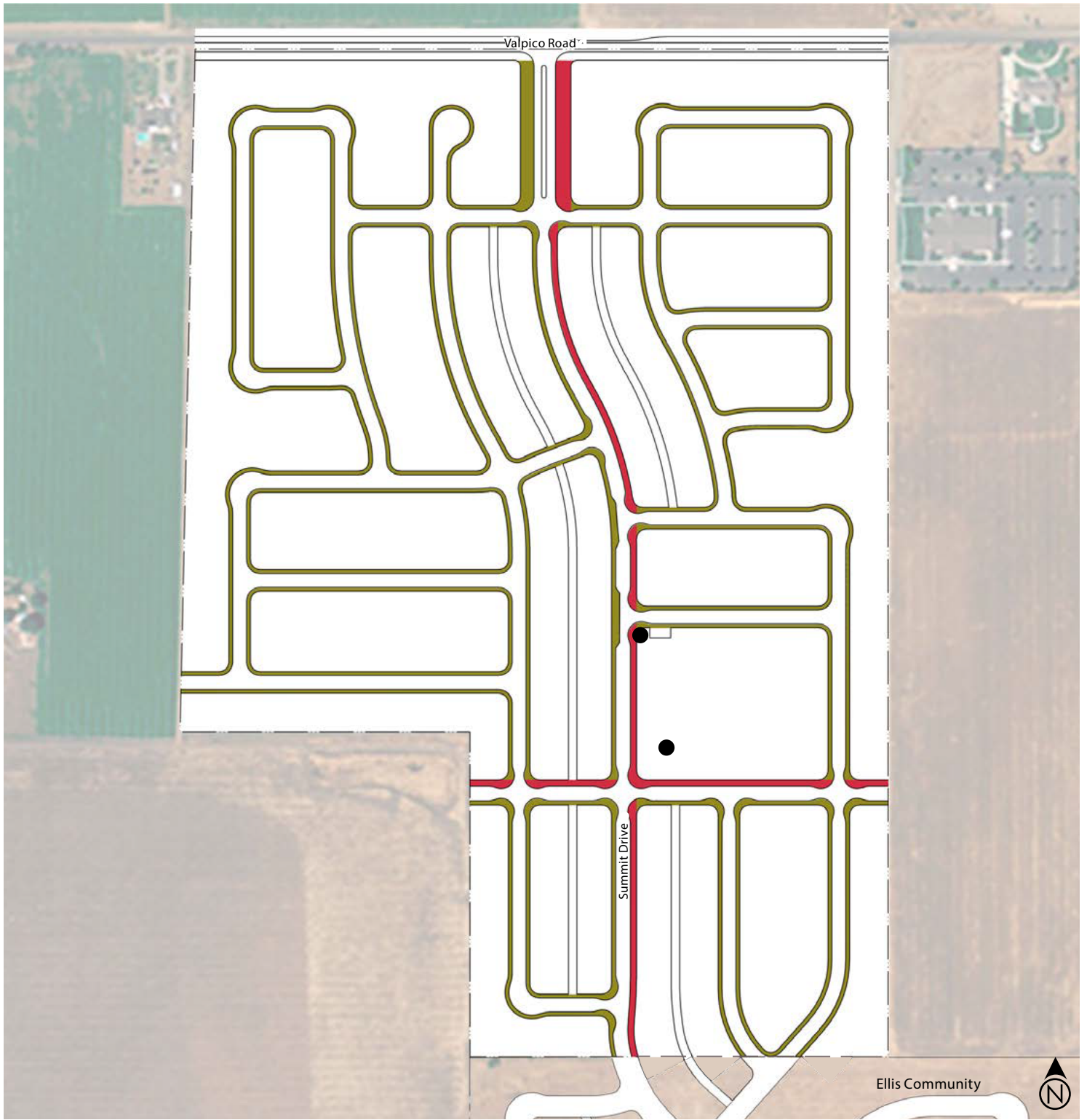
Not to scale

Kimley»Horn



Source: Carson, Barbee + Gibson, Inc. 2018

FIGURE 4: Avenues Street Cross Sections
 Avenue Specific Plan Initial Study/Environmental Checklist
 City of Tracy



- SIDEWALKS
- MULTI-USE PATHS (TRAIL SYSTEM)
- APPROXIMATE LOCATION OF BIKE RACKS IN THE PARK

Source: Carson, Barbee + Gibson, Inc. 2018

FIGURE 5: Avenues Trail System
 Avenue Specific Plan Initial Study/Environmental Checklist
 City of Tracy

Not to scale

Kimley»Horn



Uses /Features

- | | |
|--|--|
| 1. Entry portal | 12. Low berms |
| 2. 2- to 5-year play | 13. Mail pick up (two 10-minute parking spots) |
| 3. 5- to 12-year play | 14. Concrete stepped wall |
| 4. Bike parking | 15. Outdoor workout station |
| 5. Trash /recycling / dog waste station | 16. Seat wall |
| 6. Restroom (2 unisex stalls) and drinking fountain | 17. Fence at playground |
| 7. Group picnic with shade structure | 18. Special landscape feature (not included as part of Neighborhood Park credit) |
| 8. Basketball/multi-purpose | 19. Light pole at all main walkways |
| 9. Connectivity path | 20. Planting buffer (no spray irrigation) |
| 10. Park entry sign | |
| 11. Multi-purpose field > Youth soccer > Infield practice baseball | |

Source: Carson, Barbee + Gibson, Inc. 2018

FIGURE 6: Avenues Central Park Conceptual Plan
 Avenue Specific Plan Initial Study/Environmental Checklist
 City of Tracy

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION

On the basis of this evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, (b) none of the conditions described in Guidelines Section 15162 for a Subsequent EIR or Section 15163 for a Supplemental EIR have occurred and (c) only minor technical changes or additions to the previous environmental document are necessary.



08-30-2018

Signature

Andrew Malik, Development Services Director

Date

For: City of Tracy

ENVIRONMENTAL EVALUATION

This section evaluates the potential environmental effects of the proposed project using the environmental checklist from the State CEQA Guidelines as amended. The definitions of the response column headings include:

- A. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant after the implementation of feasible mitigation measures.
- B. “Less than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measure has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.”
- C. “Less Than Significant Impact” applies where the project creates no significant impacts, only Less than Significant Impacts.
- D. “No Impact” applies where the project does not create an impact in that category.
- E. “Reviewed Under Previous Document” applied when the impact has been adequately addressed in previous environmental documents and further analysis is not required. The discussion will include reference to the previous documents.

I. AESTHETICS

WOULD THE PROJECT:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact | Reviewed Under Previous Document |
|--|-------------------------------------|--|-------------------------------------|--------------------------|-------------------------------------|
| a. Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic building along a State-designated scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Substantially degrade the existing visual character or quality of the site and its surroundings? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

RESPONSES TO CHECKLIST QUESTIONS

a. Have a substantially adverse effect on a scenic vista? Less than Significant Impact.

There are no designated scenic vistas located on or adjacent to the Plan Area. The Plan Area currently consists primarily of agricultural lands. Agricultural lands provide visual relief from urban and suburban developments, and help to define the character of a region, and the loss of agricultural lands can impact on the overall visual character and quality of a region.

The proposed land uses within the Plan Area are consistent and compatible with the surrounding land uses. Lands to the south and east of the Plan area consist of low-density single-family residential uses and a church at the intersection of the Valpico Rd. and Wilkinson Way. Further west and to the north of the Plan Area are agricultural uses.

Implementation of the proposed project would provide for additional residential development in an area of the City that is adjacent to single-family housing development. The Plan Area is not topographically elevated from the surrounding lands, and is not highly visible from areas beyond the immediate vicinity of the site. There are no prominent features on the site, such as extensive trees, rock outcroppings, or other visually distinctive features that contribute to the scenic quality of the site. The Plan Area is not designated as a scenic vista by the City of Tracy General Plan.

Implementation of the proposed project would not significantly change the existing visual character of the project area, as much of the areas immediately adjacent to the site are used for residential purposes. Furthermore, the General Plan designates this area as Residential Low, which identifies this area as planned for residential development through build out of the General Plan. The loss of

Agricultural lands that provide visual character and help define the visual quality of the region was taken into account by the City's General Plan and subsequent EIR. Development permitted under the General Plan was determined to result in a significant impact to the existing visual identity and character of the City, due to the development allowed under the General Plan. Development and the subsequent removal of farmland was taken into consideration in the City of Tracy General Plan and General Plan EIR. On February 1, 2011 the Tracy City Council adopted a Statement of Overriding Considerations (Resolution 2011-028) for the loss of agricultural land and related visual resource impacts resulting from adoption of the General Plan and certification of the General Plan EIR. The project is consistent with the adopted Statement of Overriding Considerations, and uses established by the General Plan and impacts associated with the proposed project were already contemplated and disclosed as significant and unavoidable in a previously certified EIR. Accordingly, implementation of the proposed ASP would introduce a low-density residential development to the project area that would be generally consistent with the surrounding residential developments, and consistent with the intended uses established by the Tracy General Plan. Therefore, this impact is has been reviewed under a previous planning document and no new unidentified impacts would occur. No further discussion is required.

b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings along a State-designated scenic highway? Less Than Significant Impact.

As described in the Tracy General Plan EIR, there are two Officially Designated California Scenic Highway segments in the Tracy Planning Area, which extend a total length of 16 miles. The first designated scenic highway is the portion of I-580 between I-205 and I-5, which offers views of the Coast Range to the west and the Central Valley's urban and agricultural lands to the east. The second scenic highway is the portion of I-5 that starts at I-205 and continues south to Stanislaus County, which allows for views of the surrounding agricultural lands and the Delta-Mendota Canal and California Aqueduct.

The Plan Area lies approximately 1.5 miles northeast of the I-580 scenic highway. However, the Plan Area is not visually prominent throughout the I-580 corridor. The proposed ASP is consistent with existing residential uses in the surrounding area to the east and developing residential uses to the south within the Ellis Specific Plan area. The structures proposed by the project present no more visual prominence within the development area relative to the existing development. Background views would remain roughly equal to existing conditions. The Plan Area is approximately 6 miles east of the I-5 scenic highway and is not visible from within the Plan Area.

The Plan Area is not a prominent visual feature from any of the above-referenced scenic highways. Development of the proposed project would not result in the removal of any rock outcroppings, or buildings of historical significance, and would not result in substantial changes to the viewsheds from the designated scenic highways in the vicinity of the City of Tracy. Therefore, this is a less than significant impact.

**c. Substantially degrade the existing visual character or quality of the site and its surroundings?
Potentially Significant Impact.**

Implementation of the ASP would add additional residential uses to an area that currently contains numerous residential uses. The proposed project would be visually compatible with the surrounding residential uses and would not significantly degrade the existing visual quality of the surrounding area. Site specific characteristics would change the site from agricultural uses to residential uses. However, taking into account the scope and location of the proposed project relative to the surrounding area uses, this would not greatly alter the area's overall visual characteristics beyond what was previously planned. The proposed project involves the urbanization of agricultural land which would alter the visual character of the site. However, because the proposed project is a subsequent project within the scope of activities and land uses studied in the General Plan EIR, urbanization of the proposed project site would not result in any impacts to scenic resources that were not identified in the General Plan EIR. As the General Plan EIR found that aesthetic impacts to scenic resources were significant and unavoidable and because the proposed project is consistent with and described in the General Plan EIR, no further environmental analysis is required pursuant to Public Resources Code Section 21083.3. Therefore, this impact has been reviewed under a previous planning document and no new unidentified impacts would occur. No further discussion is required.

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? Less Than Significant with Mitigation Incorporated.

Daytime glare can occur when the sunlight strikes reflective surfaces such as windows, vehicle windshields and shiny reflective building materials. The proposed project would introduce new residential structures into the Plan Area, however, reflective building materials with the exception of windows, are not proposed for use in the project, and as such, the project would not result in a substantial increases in daytime glare.

The proposed project would include exterior lighting around the proposed houses, and park area within the site. The City of Tracy Standard Plan #140 establishes street light standards, and requirements for light illumination. Exterior lighting on new projects is also regulated by the Tracy Municipal Code, 10.08.4000 (a), which specifies that the site plan and architectural review package includes an exterior lighting standards and devices review. The City addresses light and glare issues on a case-by-case basis during project approval and typically adds requirements as a condition of project approval to shield and protect against light spillover from one property to the next.

The following mitigation measure requires the preparation of a lighting plan, which must demonstrate that exterior project lighting has been designed to minimize light spillage onto adjacent properties to the greatest extent feasible. The implementation of the following mitigation measure would reduce this impact to a less than significant level with mitigation incorporated.

Mitigation Measure

AES-1, Nighttime Lighting: *Prior to the issuance of a building permit, the project applicant shall, to the satisfaction of the Development Services Director, prepare and submit a lighting plan of the project's exterior lighting. The lighting plan shall demonstrate that the exterior lighting systems have been designed to be shielded to minimized light pollution and to minimize light spillage onto adjacent properties to the greatest extent feasible. The lighting plan shall include the following:*

- *Design of site lighting and exterior building light fixtures to reduce the effects of light pollution and glare off of glass and metal surfaces;*
- *Lighting shall be directed downward and light fixtures shall be shielded to reduce upward and spillover lighting.*

Cumulative Impacts

The proposed project involved urbanization of agricultural land which would result in the alteration of the visual character of the site including site-specific aesthetic impacts related to views, aesthetics, and light and glare. While impacts are minimized with implementation of mitigation measures, impacts related to aesthetics across the General Plan Area were considered cumulatively significant and unavoidable in the previously certified City's General Plan EIR. The ASP is a subsequent project within the scope of activities and land uses studied in the General Plan EIR which found that development occurring within the city and its Sphere of Influence would result in a change in visual character from an agricultural appearance to a more urban appearance. The General Plan EIR found that taken in sum, the change in visual quality across the City associated with the development envisioned in the General Plan would constitute a significant cumulative impact to visual resources. The proposed project would be consistent with the land use and development regulations contained in the City of Tracy General Plan and urbanization of the proposed project site would not result in any project-specific impacts to scenic resources that were not identified in the General Plan EIR. Additionally, the proposed project would incorporate the proposed mitigation measures to reduce project specific impacts. Therefore, because the General Plan EIR found that aesthetic impacts to scenic resources were significant and unavoidable and because the proposed project is consistent with, and described in the General Plan EIR, no further environmental analysis is required pursuant to Public Resources code Section 21083.3. The proposed project would not make any project-specific contributions not previously identified and no additional adverse cumulative aesthetic impacts would occur beyond that which were previously disclosed.

II.AGRICULTURAL AND FORESTRY RESOURCES

WOULD THE PROJECT:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|----------------------------------|
| 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 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

RESPONSES TO CHECKLIST QUESTIONS

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? Less Than Significant with Mitigation Incorporated.

Implementation of the ASP would entail the conversion of agricultural land to residential uses. The California Department of Conservation Farmland Mapping and Monitoring Program has designated the site as “Prime Farmland” and “Farmland of Local Importance.”¹ Areas surrounding the site are also designated Prime Farmland, and Farmland of Statewide Importance. The project site has been historically used for agricultural production including crops such as grass crops like alfalfa production.

The potential environmental impacts from development of the Plan Area for urban uses and the associated removal of prime farmland soil for agricultural use were considered and addressed in the City of Tracy General Plan and Final EIR. There, it was determined that buildout of the General Plan, including development of the project site, would result in the conversion of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to urban uses. The General Plan Draft EIR found this to be a significant and unavoidable impact. On February 1, 2011, the Tracy City Council adopted a Statement of Overriding Considerations (Resolution 2011-028) for the loss of prime agricultural land resulting from adoption of the Plan and EIR, and provided mitigation measures for the agricultural land lost to development in the City of Tracy’s urbanized areas. Mitigation measures included the implementation of a “Right to Farm” ordinance by the City (Ord. 10.24 et seq.), intended to preserve and protect existing agricultural operations within the incorporated City, and participation in the City’s agricultural mitigation fee program (Tracy Municipal Code, Chapter 13.26). The proposed project is designated as Residential Low in the Tracy General Plan, which is intended for residential development with generally low densities. The project applicant proposes a Specific Plan which would establish development regulations over the entire Plan Area. The proposed project is consistent with the overriding considerations that were adopted for the General Plan and the established mitigation measures under that Plan. Under this framework, the project applicant is required to participate in the City’s agricultural mitigation fee program by paying the established fees to the City on a per-acre basis for the loss of important farmland. Fees paid toward the City’s program are collected and distributed to the Central Valley Farmland Trust, and shall be used to fund conservation easements on comparable or better agricultural lands to provide compensatory mitigation. As such, implementation of the proposed project would not create new impacts over and above those identified in the General Plan Final EIR, nor significantly change previously identified impacts. Therefore, with implementation of the following mitigation measure, this otherwise potentially significant impact would be reduced to a less than significant impact.

Mitigation Measure:

¹ San Joaquin County Farmland Mapping and Monitoring Program (FMMP), 2012

AG-1, Agricultural Mitigation Fees: Prior to the issuance of a building permit the applicant shall, to the satisfaction of the Development Services Director, demonstrate that the applicant has participated in the City's agricultural mitigation fee program for the conversion of Prime and Locally Important Farmlands by paying the established fees on a per-acre basis for the loss of important farmland within the City. Fees paid toward the City's program shall be used to fund conservation easements on comparable or better agricultural lands to provide compensatory mitigation.

With implementation of Mitigation Measure AG-1, impacts would be less than significant.

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? No Impact.

The Plan Area is not under a Williamson Act Contract, nor are any of the parcels immediately adjacent to the Plan Area under a Williamson Act Contract, and the Plan Area is not zoned by the City for agricultural uses. Upon annexation, the Plan Area would be zoned as "Avenues Specific Plan". Therefore, implementation of the proposed project would not conflict with a Williamson Act Contract and would not conflict with any agricultural zoning. There is no impact.

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))? No Impact.

No forest land occurs within or adjacent to the proposed Plan Area. There are no forest resources within the Plan Area or in the immediate vicinity of the Plan Area. No impacts to forest land would occur.

d. Result in the loss of forest land or conversion of forest land to non-forest use? No Impact.

No forest land occurs within or adjacent to the Plan Area. The General Plan designation for the project site is for low density residential. No loss or conversion of forest land to non-forest use would occur.

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? Less Than Significant Impact.

As described under Response (a) above, the proposed project is currently used for agricultural purposes, but is it not designated or zoned for agricultural uses. There are agricultural lands and operations on and adjacent to the Plan Area. Development of urban uses and the subsequent removal of prime farmland soil for agricultural use was taken into consideration in the City of Tracy General Plan and General Plan EIR. On February 1, 2011, the Tracy City Council adopted a Statement of Overriding Considerations (Resolution 2011-028) for the loss of prime agricultural land resulting from adoption of the General Plan and certification of the General Plan EIR.

The proposed project is identified for urban land uses in the Tracy General Plan. The proposed project is consistent with the overriding considerations that were adopted for the General Plan. As such, implementation of the proposed project would not create new impacts over and above those identified

in the General Plan Final EIR, nor significantly change previously identified impacts. Any offsite conversion of farmland near the Plan Area has previously been analyzed by the Tracy General Plan EIR. Furthermore, a “Right to Farm” ordinance was adopted by the City (Ord. 10.24 et seq.), and is intended to preserve and protect existing agricultural operations within the incorporated City.

The proposed project is required to participate in the City’s agricultural mitigation fee program by paying the established fees on a per-acre basis for the loss of important farmland. Fees paid toward the City’s program shall be used to fund conservation easements on comparable or better agricultural lands to provide compensatory mitigation. The City would ensure the preservation of local farmland resources; thus, the implementation of the proposed project would result in a less than significant impact. No additional mitigation is required.

Cumulative Impacts

The proposed project is consistent with the land use designation contained in the City of Tracy General Plan. Impacts related to agricultural resources across the General Plan Area were considered cumulatively significant and unavoidable in the previously certified General Plan EIR. As discussed above, project-related impacts related to the conversion of Farmland to urban uses remains significant and unavoidable in accordance with the analysis of the General Plan EIR. The City has a mechanism in place for project applicants, including the proposed project, to participate in the City’s agricultural mitigation fee program by paying the established fees on a per-acre basis for the loss of important farmland. Fees paid toward the City’s program shall be used to fund conservation easements on comparable or better agricultural lands to provide compensatory mitigation which would help reduce project-specific impacts and help the City ensure the preservation of local farmland resources; thus, the implementation of the proposed project would not result in any project-specific contributions not previously identified and no additional adverse impacts to agricultural resources would occur beyond that which were previously disclosed. Because the General Plan EIR found that impacts related to loss of identified farmland were significant and unavoidable and because the proposed project is consistent with the General Plan EIR, no further environmental analysis is required pursuant to Public Resources Code Section 21083.3. No new cumulative considerable impacts have been identified and no additional mitigation is required

III. AIR QUALITY

WOULD THE PROJECT:

| | | | | | |
|--|---------------------------------------|---|-------------------------------------|------------------|---|
| | <i>Potentially Significant Impact</i> | <i>Less Than Significant with Mitigation Incorporated</i> | <i>Less than Significant Impact</i> | <i>No Impact</i> | <i>Reviewed Under Previous Document</i> |
|--|---------------------------------------|---|-------------------------------------|------------------|---|

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

III. AIR QUALITY

WOULD THE PROJECT:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|-------------------------------------|
| a. Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

RESPONSES TO CHECKLIST QUESTIONS

a. Conflict with or obstruct implementation of the applicable air quality plan? No Impact.

As part of its enforcement responsibilities, the U.S. Environmental Protection Agency (EPA) requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal air quality standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the California Clean Air Act requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to the federal and state ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The San Joaquin Valley Air Pollution Control District (SJVAPCD) is the air quality control office for the San Joaquin Valley Air Basin, which encompasses the Plan Area. The SJVAPCD prepared numerous air quality planning documents including the *2016 Plan for the 2008 8-Hour Ozone Standard*, the *2014 Reasonably Available Control Technology Demonstration for Ozone State Implementation Plan*, the *2013 Plan for the Revoked 1-Hour Ozone Standard*, the *2016 Moderate Area Plan for the 2012 Fine Particulate Matter (PM_{2.5}) Standard*, and the *2015 Plan for the 1997 PM_{2.5} Standard*, among others. These plans collectively

address the air basin's nonattainment status with the national and state ozone standards as well as particulate matter by establishing a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. Pollutant control strategies are based on the latest scientific and technical information and planning assumptions, updated emission inventory methodologies for various source categories, and the latest population growth projections and associated vehicle miles traveled projections for the region. The latest growth forecasts are defined in consultation with local governments and with reference to local general plans. A project that proposes development consistent with the growth anticipated in a general plan would be considered consistent with SJVAPCD's air quality planning efforts.

Population growth projections for Tracy are identified in the City's General Plan. The Plan Area is currently under San Joaquin County's jurisdiction where it is designated as Agriculture-Urban Reserve, which is defined by San Joaquin County as a designation for "unincorporated properties within City Fringe Areas that are planned for future development by cities in their general plans." Indeed, the Plan Area is also located within the City of Tracy Fringe Area, which is defined as all land within the City limits and the City Sphere of Influence (SOI). (The City's SOI includes lands directly adjacent to the City Limits, yet still technically under the jurisdiction of the County.) Since the Plan Area is located with the Tracy Fringe Area it has been considered in the City of Tracy General Plan (2011). For instance, the City's General Plan identifies the Plan Area as Residential Low (RL), with which the proposed project is consistent

The 2010 Supplemental EIR (SEIR) determined that buildout of the General Plan would not be consistent with applicable clean air planning efforts of the SJVAPCD. This was because estimates showed vehicle miles traveled would exceed projections by the SJCOG. To try to reduce impacts, mitigation requiring the City of Tracy to facilitate development applicants' participation in the San Joaquin Valley Air Pollution Control District's Indirect Source Review Program was adopted. The Indirect Source Review program requires developers of larger projects to reduce emissions and provides on-site mitigation measures to help developers reduce air impacts. The DSEIR, however, concluded that this measure alone may not completely mitigate this impact and considered the impacts significant and unavoidable.

Since the adoption of the DSEIR in 2010, SJVAPD has prepared additional air quality related planning documents in an effort to reduce air impacts in the region. Accordingly, the proposed project would be implemented in accordance with all applicable rules and regulations contained in those plans in an effort to meet the applicable air quality standards. Additionally, as required by the DSEIR mitigation, the project applicant will work with the City of Tracy to implement measures and comply with the requirements set forth in the SJVAPCD's Indirect Source Review Program.

Although the proposed project would contribute to some impacts to air quality impacts, the proposed project would not conflict with or obstruct the implementation of an applicable air quality plan.

Since annexation into the City and development of the Plan Area has been anticipated within the Tracy General Plan, the site was included in SJVAPCD's regional forecasts and would comply with SJVAPCD's requirements. Further, the proposed project would accommodate residential growth in a manner

consistent with the SJVAPCD's air quality planning efforts, and therefore, would have no impact and no mitigation is required.

b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? Less Than Significant with Mitigation Incorporated.

Short-Term (Construction) Emissions

Construction Emissions

Construction activities would involve earthwork, paving, and building construction. Construction of the proposed project is anticipated to commence in mid-2018 and be completed within two years. Construction activities would require the movement of approximately 106,000 cubic yards of soil; however, this quantity of soil would balance on-site and thus no off-site soil hauling would occur.

Table 1, Unmitigated Construction Air Emissions, depicts the construction emissions associated with the project. Emitted pollutants would include reactive organic gases (ROG), carbon monoxide (CO), nitrogen oxide (NOX), coarse particulate matter (PM10), and fine particulate matter (PM2.5). The largest amount of ROG, CO, and NOX emissions would occur during the earthwork phase. PM10 and PM2.5 emissions would occur from fugitive dust (due to earthwork and excavation) and from construction equipment exhaust. The majority of PM10 and PM2.5 emissions would be generated by fugitive dust from earthwork activities. Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the Plan Area, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to and from the site.

During construction activities, the ASP would also be required to comply with SJVAPCD Regulation VIII (Fugitive PM10 Prohibitions). The purpose of this rule is to limit airborne particulate emissions associated with construction, demolition, excavation, extraction, and other earthmoving activities, as well as with open disturbed land and emissions associated with paved and unpaved roads. Accordingly, these rules include specific measures to be employed to prevent and reduce fugitive dust emissions from anthropogenic sources. For instance, the project applicant would be required to prepare a dust control plan. Construction activities anywhere within the regulatory jurisdiction of the SJVAPCD, including the Plan Area, may not commence until the SJVAPCD has approved or conditionally approved the dust control plan, which must describe all fugitive dust control measures that are to be implemented before, during, and after any dust-generating activity. Regulation VIII specifies the following measures to control fugitive dust:

- Apply water to unpaved surfaces and areas.
- Use nontoxic chemical or organic dust suppressants on unpaved roads and traffic areas.
- Limit or reduce vehicle speed on unpaved roads and traffic areas to a maximum 15 miles per hour.

- Maintain areas in a stabilized condition by restricting vehicle access.
- Install wind barriers.
- During high winds, cease outdoor activities that disturb the soil.
- Keep bulk materials sufficiently wet when handling.
- Store and handle materials in a three-sided structure.
- When storing bulk materials, apply water to the surface or cover the storage pile with a tarp.
- Don't overload haul trucks. Overloaded trucks are likely to spill bulk materials.
- Cover haul trucks with a tarp or other suitable cover. Or, wet the top of the load enough to limit visible dust emissions.
- Clean the interior of cargo compartments on emptied haul trucks prior to leaving a site.
- Prevent trackout by installing a trackout control device.
- Clean up trackout at least once a day. If along a busy road or highway, clean up trackout immediately.
- Monitor dust-generating activities and implement appropriate measures for maximum dust control.

Predicted maximum daily construction-generated emissions for the ASP are summarized in Table 1. Predicted construction-generated emissions account for the application of water, limitation of vehicle speed on unpaved roads, application of dust suppressants on unpaved roads, and daily cleaning of adjacent paved roads as required by SJVAPCD Regulation VIII. Other requirements of Regulation VIII are unable to be quantified due to the emissions modeling software's limitations.

As shown in Table 1, construction-generated emissions would not exceed SJVAPCD significance thresholds. However as shown, the buildout of the ASP would generate more than 2 tons of NOX during construction. SJVAPCD Rule 9510, Indirect Source Review, applies to all construction projects within the jurisdiction of the SJVAPCD that are projected to generate more than 2 tons of NOX and/or exhaust PM10. As shown, total PM10 emissions, which include both exhaust emissions and fugitive dust, would

not be generated beyond 2 tons annually. However, NOX emissions would exceed 2 tons annually and therefore, ASP construction activities would be required to comply with this rule. In accordance with Rule 9510, the project applicant is required to prepare a detailed air impact assessment (AIA) for submittal to the SJVAPCD, which demonstrates the reduction of NOX emissions from the project baselines by 20 percent. Therefore, mitigation measure AQ-1 is required.

Implementation of mitigation measure AQ-1 would substantially reduce impacts resulting from NOX emissions associated with project construction as shown in Table 2, Mitigated Nitrogen Oxide Emissions Reduction. As demonstrated in Table 2, total construction-generated NOX emissions would be reduced by at least 32 percent, which is beyond the reduction needed to achieve the SJVAPCD Rule 9510 target of 20 percent.

Table 1
Unmitigated Construction Air Emissions (Tons per Year)

| Construction Emissions Source | Pollutant (tons/year) ¹ | | | | | |
|---|------------------------------------|------------------|------------------|------------------|------------------|-------------------|
| | ROG | NO _x | CO | SO ₂ | PM ₁₀ | PM _{2.5} |
| 2018 | | | | | | |
| Unmitigated Emissions | 0.38 | 4.58 | 2.37 | 0.00 | 0.61 | 0.37 |
| 2019 | | | | | | |
| Unmitigated Emissions | 0.54 | 5.25 | 3.84 | 0.00 | 0.61 | 0.34 |
| 2020 | | | | | | |
| Unmitigated Emissions | 8.44 | 2.80 | 2.70 | 0.00 | 0.25 | 0.15 |
| <i>SJVAPCD Thresholds</i> | 10 | 10 | 100 | 27 | 15 | 15 |
| <i>Is Threshold Exceeded?</i> | <i>No</i> | <i>No</i> | <i>No</i> | <i>No</i> | <i>No</i> | <i>No</i> |
| ROG = reactive organic gases; NO _x = nitrogen oxides; CO = carbon monoxide; SO ₂ = sulfur dioxide; PM ₁₀ = particulate matter up to 10 microns; PM _{2.5} = particulate matter up to 2.5 microns | | | | | | |
| Notes: | | | | | | |
| 1. Emissions were calculated using the California Emissions Estimator Model. Emissions account for the movement of 106,000 cubic yards of soil within the Plan Area. | | | | | | |

Table 2
Mitigated Nitrogen Oxide Emissions Reduction (Tons per Year)

| Construction Emissions Source | Nitrogen Oxide (NO _x) – Baseline | Nitrogen Oxide (NO _x) – Mitigated | Percent Reduction |
|-----------------------------------|--|---|-------------------|
| 2018 | | | |
| Year 2018 Construction Activities | 4.58 | 2.36 | 48.5% |
| 2019 | | | |
| Year 2019 Construction Activities | 5.25 | 3.79 | 27.8% |

| Construction Emissions Source | Nitrogen Oxide (NO _x) – Baseline | Nitrogen Oxide (NO _x) – Mitigated | Percent Reduction |
|--|--|---|-------------------|
| 2020 | | | |
| Year 2020 Construction Activities | 2.80 | 2.31 | 17.5% |
| Total Construction Emissions 2018 – 2020 | | | |
| Total Construction | 12.63 | 8.46 | 33.0% |
| SJVAPCD Potentially Significant Impact Threshold | | | 20% |

As previously stated, there is no air pollutant emissions types that would exceed SJVAPCD significance thresholds during project construction; however, construction activities would generate NOX emissions of more than 2 tons, instigating the implementation of SJVAPCD Rule 9510 and the requirement to reduce NOX emissions from the ASP baseline by 20 percent. The employment of the specified off-road construction equipment manufactured to Tier 3 standards or higher would result in a 33 percent reduction from baseline for all construction completed. Since ASP construction would not exceed SJVAPCD significance thresholds and would also comply with SJVAPCD Rule 9510, construction-related air quality impacts are less than significant.

Long-Term (Operational) Emissions

Implementation of the ASP would result in long-term operational emissions of criteria air pollutants such as PM₁₀, PM_{2.5}, CO, and SO₂ as well as ozone precursors such as ROG and NO_x. The ASP-generated increases in emissions would be predominantly associated with motor vehicle use. To a lesser extent, area sources, such as the use of landscape maintenance equipment and architectural coatings would also contribute to overall increases in emissions.

Operational emissions associated with full implementation of the ASP were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects. Modeling was based primarily on the default settings in the computer program for San Joaquin County. However, estimated traffic trip generation rates are derived from the traffic impact study prepared for the project, which estimates 4,800 average daily trips, and is attached as Appendix D . The SJVAPCD has established thresholds of significance for air quality for operational activities of project-level land use development projects such as that the one proposed. Long-term operational emissions attributable to the ASP are summarized and compared to the SJVAPCD project-level significance thresholds in Table 3, Long-Term Operational Emissions.

**Table 3
Long-Term Operational Emissions (Tons per Year)**

| Source | Pollutant (tons/year) ¹ | | | | | |
|-------------|------------------------------------|-----------------|------|-----------------|------------------|-------------------|
| | ROG | NO _x | CO | SO ₂ | PM ₁₀ | PM _{2.5} |
| Area Source | 4.29 | 0.04 | 3.57 | 0.00 | 0.01 | 0.01 |

| | | | | | | |
|---|-------------|--------------|--------------|-------------|-------------|-------------|
| Energy Use | 0.05 | 0.45 | 0.19 | 0.00 | 0.03 | 0.03 |
| Mobile Source | 1.65 | 11.23 | 17.79 | 0.06 | 4.50 | 1.25 |
| Total Emissions | 6.00 | 11.73 | 21.56 | 0.06 | 4.55 | 1.30 |
| <i>SJVAPCD Thresholds</i> | 10 | 10 | 100 | 27 | 15 | 15 |
| Is Threshold Exceeded? | No | Yes | No | No | No | No |
| ROG = reactive organic gases; NO _x = nitrogen oxides; CO = carbon monoxide; SO ₂ = sulfur dioxide; PM ₁₀ = particulate matter up to 10 microns; PM _{2.5} = particulate matter up to 2.5 microns | | | | | | |
| Notes: 1. Emissions were calculated using the California Emissions Estimator Model. Emissions account for 5,040 average daily vehicle trips. | | | | | | |

As indicated in Table 3, estimated operational emissions of the project would generate approximately 6 tons per year of ROG, 12 tons per year of NO_x, 21.5 tons per year of CO, 4.5 tons per year of PM₁₀, and 1 ton per year of PM_{2.5}; thus, the ASP would exceed the significance thresholds for NO_x. Therefore, operational air quality impacts would be considered significant.

SJVAPCD Rule 9510, Indirect Source Review, applies to all development projects within the air district’s jurisdiction that are projected to generate more than 2 tons of NO_x and/or 2 tons of PM₁₀. Therefore, the ASP would be required to comply with this rule. In accordance with Rule 9510, the project applicant is required to prepare a detailed air impact assessment (AIA) for submittal to the SJVAPCD demonstrating reduction from the project’s baseline of NO_x emissions by 33.3 percent and PM₁₀ emissions by 50 percent. Therefore, mitigation measure AQ-2 is required.

Implementation of mitigation measure AQ-2 would substantially reduce impacts resulting from NO_x and PM₁₀ emissions associated with ASP operations. Annual NO_x emissions would be reduced by 33.3 percent and PM₁₀ emissions would be reduced 50 percent from baseline. As set forth in Rule 9510, subsection 6.3, mitigation required by the rule may be met through a “combination of on-site reduction measure or off-site fees.” The reduction of NO_x emissions by 33.3 percent would reduce these emissions by 3.9 tons annually (to 7.8 tons annually), which is enough to reduce NO_x emission to levels below the SJVAPCD significant threshold [11.73 tons annually – 3.9 tons = 7.8 tons annually]. Therefore, impacts in this regard would be less than significant with mitigation incorporated.

Mitigation Measures:

AQ-1, Construction Air Impact Assessment: *Prior to the issuance of a grading permit, the project applicant shall, to the satisfaction of the Development Services Director, demonstrate that a detailed air impact assessment (AIA) has been prepared detailing the specific construction requirements (i.e., equipment required, hours of use, etc.) associated with the proposed on-site improvements. The AIA shall be prepared in accordance with San Joaquin Valley Air Pollution Control District (SJVAPCD) Rule 9510. Emissions of NO_x from construction equipment greater than*

50 horsepower used or associated with the proposed project shall be reduced by 20 percent from baseline (unmitigated) emissions. The project applicant shall demonstrate compliance with Rule 9510, including payment of all applicable fees. To reduce short-term air quality impacts attributable to the proposed project, the following measures shall be implemented:

- During all construction activities, all diesel-fueled construction equipment including, but not limited to, rubber-tired dozers, graders, scrapers, excavators, asphalt paving equipment, cranes, and tractors shall be California Air Resources Board (CARB) Tier 3 Certified or better as set forth in Section 2423 of Title 13 of the California Code of Regulations, and Part 89 of Title 40 of the Code of Federal Regulations.²
- All construction equipment shall be maintained and properly tuned in accordance with manufacturers' specifications. Equipment maintenance records shall be kept on-site and made available upon request by the SJVAPCD or the City of Tracy.
- The project applicant shall comply with all applicable SJVAPCD rules and regulations. Copies of any applicable air quality permits and/or monitoring plans shall be provided to the City.

AQ-2, Operational Air Impact Assessment: Prior to the issuance of a grading permit, the project applicant shall, to the satisfaction of the Development Services Director, demonstrate that a detailed air impact assessment (AIA) has been prepared detailing the operational characteristics associated with the proposed Avenues Specific Plan (ASP). In accordance with this rule, operational emissions of NO_x and PM₁₀ shall be reduced by a minimum of 33.3 percent and 50 percent, respectively. Emissions reductions are in comparison to the ASP's operational baseline (unmitigated) emissions. The project applicant shall demonstrate compliance with Rule 9510, including payment of all applicable fees.

Based on the findings of the AIA, the applicant shall pay to the SJVAPCD a monetary sum necessary to offset the required operational emissions that are not reduced by the emission reduction measures contained in the AIA. The quantity of operational emissions that need to be offset will be calculated in accordance with the methodologies identified in Rule 9510, Indirect

² NO_x emissions are primarily associated with use of diesel-powered construction equipment (e.g., graders, excavators, rubber-tired dozers, tractor/loader/backhoes). The Clean Air Act of 1990 directed the EPA to study, and regulate if warranted, the contribution of off-road internal combustion engines to urban air pollution. The first federal standards (Tier 1) for new off-road diesel engines were adopted in 1994 for engines over 50 horsepower and were phased in from 1996 to 2000. In 1996, a Statement of Principles pertaining to off-road diesel engines was signed between the EPA, CARB, and engine makers (including Caterpillar, Cummins, Deere, Detroit Diesel, Deutz, Isuzu, Komatsu, Kubota, Mitsubishi, Navistar, New Holland, Wis-Con, and Yanmar). On August 27, 1998, the EPA signed the final rule reflecting the provisions of the Statement of Principles. The 1998 regulation introduced Tier 1 standards for equipment under 50 horsepower and increasingly more stringent Tier 2 and Tier 3 standards for all equipment with phase-in schedules from 2000 to 2008. As a result, all off-road, diesel-fueled construction equipment manufactured in 2006 or later has been manufactured to Tier 3 standards.

Source Review, and approved by the SJVAPCD. Operational emissions reduction methods will be selected under the direction of the SJVAPCD according to the AIA process detailed in and required by Rule 9510, Indirect Source Review (see Rule 9510, subsection 5). Methods for reducing operational emissions include, but are not limited to, a new bus or other public transit service provided every hour or within a quarter mile of the project, a project site connection with a Class I or Class II bike lane, and/or the provision of a pedestrian access network that internally links all project land uses and connects to existing external streets and pedestrian facilities.

c. 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)? Less Than Significant with Mitigation Incorporated.

The SJVAPCD's approach to assessing cumulative impacts is based in part on the projected increases in emissions attributable to the proposed ASP, as well as consistency with the air district's air quality attainment plans. In other words, the SJVAPCD considers the impact of a project to be less than cumulatively considerable if it does not exceed significance thresholds under project-level conditions and does not conflict with the SJVAPCD's air quality plans. As identified under item III-a), the buildout of the ASP would not conflict with any SJVAPCD air quality plans. Additionally, as discussed under item III-b above, buildout of the ASP would exceed not SJVAPCD construction or operational significance thresholds with the implementation of Mitigation Measures AQ-1 and AQ-2. Therefore, potential impacts are considered less than significant with mitigation incorporated.

d. Expose sensitive receptors to substantial pollutant concentrations? Less Than Significant with Mitigation Incorporated.

Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. The California Air Resources Board (CARB) has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The closest sensitive receptors include a residence directly adjacent to the northwest corner of the Plan Area.

Construction Emission Concentrations

Construction activities would involve the use of gasoline- or diesel-powered equipment that emits air contaminant exhaust fumes (DPM) and generates dust during soil disturbance. DPM is the most prevalent toxic air contaminant during construction activities. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to TAC emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the

associated risk of contracting cancer. According to the California Air Resources Board's (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective* (2005), concentrations of mobile-source diesel PM emissions are typically reduced by 70 percent at a distance of approximately 500 feet. In addition, current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 40, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. The construction of the proposed project would last approximately 2 years.

Construction-generated diesel PM emissions contribute to negative health impacts when construction is extended over lengthy periods of time. The use of diesel-powered construction equipment during construction would be temporary and episodic and would occur over several locations isolated from one another. Furthermore, construction of the project would be subject to, and would comply with, California regulations limiting idling to no more than 5 minutes, which would further reduce nearby sensitive receptors' exposure to temporary and variable diesel PM emissions. Also, as previously stated, mitigation measure AQ-1 requires the use of off-road construction equipment manufactured to Tier 3 standards for all construction. This mitigation has the effect of reducing PM₁₀ exhaust fumes (DPM) by 38 percent, PM_{2.5} exhaust fumes (DPM) by 34 percent, and NO_x emissions by 32 percent. For these reasons, diesel PM generated by construction activities, in and of itself, would not be expected to expose sensitive receptors to substantial amounts of air toxics.

Carbon Monoxide Hotspots

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (i.e., adversely affecting residents, school children, hospital patients, the elderly, etc.). However, transport of this criteria pollutant is extremely limited, and CO disperses rapidly with distance from the source under normal meteorological conditions. Furthermore, vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the project vicinity have steadily declined.

Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the carbon monoxide standard. An analysis prepared for CO attainment in Southern California involving a substantial number of idling cars can be used as an example and to assist in evaluating the potential for CO exceedances with the proposed project. The CO hot-spot analysis was conducted for four busy intersections in Los Angeles County during the peak morning and afternoon time periods. The intersections evaluated were Long Beach Boulevard and Imperial Highway (Lynwood), Wilshire Boulevard and Veteran Avenue (Westwood), Sunset Boulevard and Highland Avenue (Hollywood), and La Cienega Boulevard and Century Boulevard (Inglewood). The busiest intersection evaluated was at Wilshire Boulevard and Veteran Avenue, which has a traffic volume of approximately

100,000 vehicles per day. Nonetheless, the analysis concluded that there was no violation of CO standards.³

As described in the traffic analysis prepared for the ASP, the proposed development is projected to generate approximately 4,800 daily vehicle trips, 264 of which would occur during the morning peak hour and 504 during the evening peak hour. Therefore, the proposed project would not increase traffic volumes at any intersection to more than 100,000 vehicles per day, the value studied for the 1992 carbon monoxide plan (it is noted that current CO standards are the same as the 1992 standards). As a result, implementation of the ASP would not increase traffic such that there would be CO exceedances and this impact is considered less than significant.

Valley Fever

Valley fever (*Coccidioidomycosis*) is found in California, including San Joaquin County. In about 50 to 75 percent of people, valley fever causes either no symptoms or mild symptoms and those infected never seek medical care; when symptoms are more pronounced, they usually present as lung problems (cough, shortness of breath, sputum production, fever, and chest pains). The disease can progress to chronic or progressive lung disease and may even become disseminated to the skin, lining tissue of the brain (meninges), skeleton, and other body areas.

The California Department of Public Health's *Valley Fever Fact Sheet* (2016) considers San Joaquin County a moderately high endemic area for valley fever. When soil containing this fungus is disturbed by construction activities such as digging or grading, by vehicles raising dust, or by the wind, the fungal spores get into the air. When people breathe the spores into their lungs, they may get valley fever. Fungal spores are small particles that can grow and reproduce in the body. The highest infection period for valley fever occurs during the dry months in California between June and November. Infection from valley fever during construction can be partially mitigated through the control of construction-generated dust. As noted, construction-generated dust would be controlled by adhering to the mandatory requirements contained in SJVAPCD Regulation VIII, which include the preparation of a SJVAPCD-approved dust control plan describing all fugitive dust control measures that are to be implemented before, during, and after any dust-generating activity. In addition, the California Department of Public Health provides recommendations for reducing the potential for valley fever infection during construction activities. These recommendations are required as mitigation measures AQ-3 and AQ-4 for the project. Implementation of these measures would reduce potential impacts to less than significant.

Future Exposure of Sensitive Receptors to Toxic Air Contaminants

³ South Coast Air Quality Management District, 1992, *1992 Federal Attainment Plan for Carbon Monoxide*.

There are many different types of toxic air contaminants (TACs), with varying degrees of toxicity. Sources of TACs potentially affecting sensitive receptors include commercial operations, such as gasoline stations and dry cleaners. Mobile sources of air toxics include freeways and major roadways. These roadways are sources of diesel PM, which CARB has listed as a TAC because it is a residential project. The project would not result in the development of any sources of TACs. Furthermore, there are no major existing stationary sources of TACs in the vicinity of the Plan Area that could affect project sensitive receptors. The nearest substantial mobile source of TACs is Interstate 580.

In 2005, CARB published an informational guide entitled *Air Quality and Land Use Handbook: A Community Health Perspective*. The handbook's purpose is to provide information to aid local jurisdictions in addressing issues and concerns related to the placement of sensitive land uses near major sources of air pollution. The handbook includes recommended separation distances for various land uses. Of pertinence to this study, CARB guidelines indicate that siting new sensitive land uses within 500 feet of a major freeway, described as accommodating more than 100,000 vehicle trips daily, should be avoided when possible. This 500-foot buffer was developed to protect sensitive receptors from exposure to diesel PM and was based on traffic-related studies that showed a 70 percent drop in PM concentrations at a distance of 500 feet from the roadway. Presumably, acute and chronic risks as well as lifetime cancer risk due to diesel PM exposure are lowered proportionately. The nearest segment of Interstate 580 is more than 8,800 feet (1.7 miles) from the Plan Area, which is well beyond the CARB-recommended 500-foot buffer.

For the reasons described, impacts associated with substantial concentrations of air toxics are considered less than significant.

Mitigation Measures:

Implement Mitigation Measure AQ-1. Additionally:

AQ-3, Construction Dust Control Measures: *Prior to the issuance of a grading permit the project applicant shall, to the satisfaction of the Development Services Director, demonstrate that the following notes have been placed on the grading plans and shall be implemented during construction by the project construction contractor to reduce the potential for exposure to valley fever during construction activities:*

- *Suspend work during period of high winds or dust storms.*
- *When soil will be disturbed by heavy equipment or vehicles, wet the soil before disturbing it and continuously wet it while digging to keep dust levels down.*
- *Heavy equipment, trucks, and other vehicles generate heavy dust. Provide vehicles with enclosed, air-conditioned cabs and make sure workers keep the windows closed. Heavy equipment cabs should be equipped with high-efficiency particulate air (HEPA) filters.*

- When digging a trench or fire line or performing other soil-disturbing tasks, position workers upwind when possible.
- When exposure to dust is unavoidable, require that workers wear NIOSH-approved respiratory protection with particulate filters rated as N95, N99, N100, P100, or HEPA.

AQ-4, Valley Fever Education for Construction Workers: Prior to the issuance of a grading permit, the project applicant shall, to the satisfaction of the Development Services Director, demonstrate that construction workers and supervisors have been trained on:

- Symptoms of valley fever.
- Effective practices for preventing valley fever such as avoiding dust and working upwind of dust, using respirators when necessary.
- Showering as soon as possible after work to limit exposure and transport of the fungal spores.

Additionally, the following CDPH materials on valley fever shall be distributed to all workers and supervisors:

- CDPH pamphlet "Preventing Work-Related Coccidioidomycosis (Valley Fever)." Available at: <http://www.cdph.ca.gov/HealthInfo/discond/Pages/Coccidioidomycosis.aspx>.
- CDPH Valley Fever Fact Sheet. Available at: <http://www.cdph.ca.gov/HealthInfo/discond/Pages/Coccidioidomycosis.aspx>.

e. Create objectionable odors affecting a substantial number of people? Less Than Significant Impact.

The occurrence and severity of odor impacts depends on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the receptors. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to distress among the public and often generating citizen complaints to local governments and regulatory agencies.

The SJVAPCD identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, transfer stations, and fiberglass molding. The proposed project is residential in nature and would not include any of the land uses that have been identified by the SJVAPCD as odor sources. Therefore, this impact is considered less than significant.

Cumulative Impacts

A project's individual emissions can contribute to existing cumulatively significant adverse air quality impacts. As explained in SJVAPCD's Guide for Assessing and Mitigating Air Quality Impacts (2015), and

consistent with CEQA, if a project’s contribution to the cumulative impact is considerable, then the project’s impact on air quality would be considered significant. In developing thresholds of significance for air pollutants, SJVAPCD considered the emission levels for which a project’s individual emissions would be cumulatively considerable. If project-related emissions do not exceed the identified significance thresholds, including SJVAPCD’s mass emission thresholds of 10 tons per year (tpy) for ROG or NOX, 15 tpy for PM10 and PM2.5, 100 tpy for CO, and 27 tpy for SOX, its emissions would not be cumulatively considerable, and would not result in significant adverse air quality impacts. Therefore, analysis in addition to the analysis performed under item III-b above is not necessary for the evaluation of potential cumulative impacts.

Thus, as discussed in the analysis under item b) above, project-generated emissions would not exceed applicable thresholds, and therefore would not violate or contribute substantially to an existing or projected air quality violation. As a result, project-generated emissions of criteria air pollutants and precursors would not be cumulatively considerable. Therefore, potential air quality impacts are considered less than cumulatively considerable.

IV. BIOLOGICAL RESOURCES

WOULD THE PROJECT:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact | Reviewed Under Previous Document |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|----------------------------------|
| a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

IV. BIOLOGICAL RESOURCES

WOULD THE PROJECT:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact | Reviewed Under Previous Document |
|--|--------------------------------|--|-------------------------------------|--------------------------|----------------------------------|
| d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

RESPONSES TO CHECKLIST QUESTIONS

On December 6, 2016, a biological resources reconnaissance (field survey) of the Plan Area was performed by Michael Baker International (MBI). The results of the MBI 2016 field survey are discussed in an accompanying study titled: Habitat Assessment and San Joaquin County Multi-Species Habitat Conservation and Open Space Plan Consistency Analysis for the Avenues Specific Plan, January 2017, and is attached as Appendix B to this Initial Study. No suitable habitat for rare, threatened, endangered or otherwise special status plants was observed, nor did they anticipate the need for further seasonal surveys to confirm their absence. No special-status wildlife species were observed; however, the site has varying potential to provide habitat for a few wildlife species. The potential for presence of both special status plant and wildlife species to occur in the Plan Area is discussed in additional detail below.

The City’s 2005 General Plan EIR evaluated impacts to biological resources and found that while development allowed under the proposed General Plan does have the potential to significantly impact biological resources, through adhering to the General Plan goals, objectives and policies, impacts would be reduced to less than significant levels. The General Plan framework for growth in both the City limits and SOI includes provisions for the conservation of natural resources, including the protection of sensitive biological resources. More specifically, the General Plan sets forth pertinent goals, objectives, and policies related to the protection of sensitive species including rare, endangered and threatened plant and animal and their habitats. In part, the 2005 General Plan EIR discussed certain mechanisms to accomplish the goals of the General Plan which includes but is not limited to; enforcing the SJMSCP and facilitating adoption by project applicants, collecting mitigation fees to compensate for loss, protecting

and preserving undeveloped portions of the Planning Area, and creating open space buffers and lands to be preserved in perpetuity.

As discussed above, the implementation of the SJMSCP and conformance with the General Plan guidelines for development projects provides an adequate methodology to reduce impacts to biological resources to a level acceptable to meet State and federal requirements. In addition to being compliant with all General Plan goals, objectives and policies, the proposed project also has proposed mitigation that would further reduce impacts to biological resources and are discussed in more detail below.

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? Less Than Significant with Mitigation Incorporated.

Special-status invertebrates

Special status invertebrate species that occur within the San Joaquin County region include: longhorn fairy shrimp, vernal pool fairy shrimp, and mid valley fairy shrimp, which requires vernal pools and swale areas within grasslands; and the valley elderberry longhorn beetle, which is an insect that is only associated with blue elderberry plants, oftentimes in riparian areas and sometimes on land in the vicinity of riparian areas. The Plan Area does not contain essential, or suitable habitat for these special status invertebrates. Implementation of the proposed project would have no impact on these species and no mitigation is necessary.

Special-status reptiles and amphibians

Special-status reptiles and amphibians that occur within the region include: the western pond turtle, which requires aquatic environments located along ponds, marshes, rivers, and ditches; the California tiger salamander, which is found in grassland habitats where there are nearby seasonal wetlands for breeding; the silvery legless lizard, which is found in sandy or loose loamy soils under sparse vegetation with high moisture content; San Joaquin whipsnake, which requires open, dry habitats with little or no tree cover with mammal burrows for refuge; the Alameda whipsnake, which is restricted to valley-foothill hardwood habitat on south-facing slopes; the California horned lizard, which occurs in a variety of habitats including, woodland, forest, riparian, and annual grasslands, usually in open sandy areas; the foothill yellow-legged frog, which occurs in partly shaded and shallow streams with rocky soils; the California red legged frog, which occurs in stream pools and ponds with riparian or emergent marsh vegetation; and the western spadefoot toad, which requires grassland habitats associated with vernal pools. The Plan Area does not contain essential or suitable habitat for these special status reptiles and amphibians. Implementation of the proposed project would have a less than significant impact on these species. No mitigation is necessary.

Special status plant species:

Numerous special-status plant species are known to occur in the region. Many of these special status plant species require specialized habitats such as serpentine soils, rocky outcrops, slopes, vernal pools, marshes, swamps, riparian habitat, alkali soils, and chaparral, which are not present within the Plan Area. The Plan area is located in an area that was likely valley grassland prior to human settlement, and there are several plant species that are found in valley and foothills grasslands areas. These species include large-flowered fiddleneck, bent-flowered fiddleneck, big-balsamroot, big tarplant, round-leaved filaree, Lemmon's jewelflower, and showy golden madia. Human settlement has involved a high frequency of ground disturbance associated with the historical farming activities in the region, including the Plan Area. The Plan Area does not contain suitable habitat for special-status plant species, and no special-status plant species were observed during visits to the Plan Area. Implementation of the proposed project would have a less than significant impact on these species. No mitigation is necessary.

Special-status species

Special-status bird species that occur within the region include: tricolored blackbird, Swainson's hawk, northern harrier, and bald eagle, which are associated with streams, rivers, lakes, wetlands, marshes, and other wet environments; loggerhead shrike, and burrowing owl, which lives in open areas, usually grasslands, with scattered trees and brush; and raptors that are present in varying habitats throughout the region.

Swainson's Hawk. The Swainson's hawk is threatened in California and is protected by the California Department of Fish and Game (CDFG) and the Migratory Bird Treaty Act (MBTA). Additionally, Swainson's hawk foraging habitat is protected by the CDFG. Swainson's hawks forage in open grasslands and agricultural fields and commonly nest in solitary trees and riparian areas in close proximity to foraging habitat. The foraging range for Swainson's hawk is ten miles from its nesting location. There are numerous documented occurrences of Swainson's hawk within ten miles of the Plan Area, Swainson's hawk was not observed during the 2016 field survey of the Plan Area. The plant communities within the project site provide suitable foraging habitat for the Swainson's hawk. However, there is no nesting habitat on the project site; this species prefers stands with few trees in juniper-sage flats, riparian areas, and oak savannah habitats. Due to the suitable foraging habitat with the Plan Area, it was determined this species has a low potential to occur within the boundaries Plan Area. A pre-construction clearance survey should be conducted prior to any ground disturbance or vegetation removal activities to ensure no Swainson's hawk will not be impacted from implementation of the ASP. A mitigation measures has been included to require a pre-construction nesting bird clearance survey to ensure no birds are within the Plan Area prior to commencement of construction activities, and is discussed in detail below. Therefore, potential impacts on Swainson's hawk are considered less than significant with mitigation incorporated.

Burrowing Owls. Burrowing owls are a California Species of Special Concern and are protected by the CDFG and the MBTA. Burrowing owls forage in open grasslands and shrublands and typically nest in old

ground squirrel burrows. No burrowing owls or sign (i.e., pellets, feathers, castings, or white wash) were observed on-site during the habitat assessment. Further, no fossorial mammal burrows (>4 inches in diameter) were observed within the boundaries of the project site during the habitat assessment. Although agricultural activities within the Plan Area have likely precluded burrowing owls from inhabiting the project site, the Plan Area provides line-of-site opportunities and suitable foraging habitat for burrowing owls. Therefore, it was determined that burrowing owl has a low potential to occur within the boundaries of the Plan Area. However, no focused surveys are required since no suitable burrows or sign was observed. Pre-construction clearance surveys are required prior to any ground disturbance or vegetation removal activities to ensure that burrowing owl remain absent from the Plan Area. With implementation of a pre-construction nesting bird clearance survey, potential impacts on burrowing owl are considered less than significant.

California Horned Lark. The California horned lark is on the CDFW watch list of sensitive species. The horned lark is a common to abundant resident in a variety of open habitats, usually where trees and large shrubs are absent. The California horned lark was not observed within the Plan Area during the 2016 field survey. Based on habitat requirements, it was determined that the Plan Area has a high potential to support this species. The agricultural fields on the project site have the potential to provide suitable nesting and foraging opportunities for this species. Pre-construction clearance surveys are required prior to any ground disturbance or vegetation removal activities to ensure California horned larks are not nesting on-site. With implementation of a pre-construction nesting bird clearance survey, potential impacts on California horned lark are considered less than significant.

Prairie Falcon. The prairie falcon is on the CDFW watch list of sensitive species. It is about the size of a peregrine falcon (*Falco peregrinus*) with brown color above and pale with brown markings on the breast and belly. The prairie falcon was not observed within the Plan Area during the 2016 field survey. The plant communities within the Plan Area provide suitable foraging habitat for this species. However, there is no nesting habitat within the boundaries of the Plan Area; prairie falcons nest on a ledge, within a cavity, or crevice of a cliff face. Pre-construction clearance surveys are required prior to any ground disturbance or vegetation removal activities to ensure prairie falcon would not be impacted from implementation of the project. With implementation of a pre-construction nesting bird clearance survey, potential impacts on prairie falcon are considered less than significant.

San Joaquin Kit Fox. The San Joaquin kit fox inhabits areas of suitable habitat on the San Joaquin Valley floor and in the surrounding foothills of the coastal ranges, Sierra Nevada, and Tehachapi Mountains, from Kern County north to Contra Costa, Alameda, and San Joaquin Counties on the west and near La Grange, Stanislaus County on the east side of the Valley. Per the CNDDDB, the closest recorded occurrence of this species from the project site was in 1991. Tracks of this species were recovered from baited scent stations 0.2 miles southeast of the intersection of Valpico Road and Jefferson Road (CNDDDB 1991). This species was not observed within the Plan Area during the 2016 field survey. As previously stated, this species prefers open, level areas with loose-textured soils supporting scattered shrubby

vegetation with little human disturbance. The project site mainly consists of active agricultural land that is subjected to human disturbance from agricultural operations. Further, the Plan Area does not contain suitable den sites for this species. Therefore, it was determined that the San Joaquin kit fox has a low potential to occur within the boundaries of the project site, and implementation of the ASP would not impact this species. Therefore, potential impacts are considered less than significant.

San Joaquin Coachwhip. The San Joaquin coachwhip is a California Species of Concern. Adults of this species are 36 to 56 inches in length with smooth scales, a large head and eyes, a thin neck, and a long thin tail. San Joaquin coachwhip was not observed within the boundaries of the Plan Area during the 2016 field survey. The plant communities within the Plan Area provide limited refuge habitat for this species and the previous agricultural uses have likely precluded this species from occurring within the boundaries of the Plan Area. Based on habitat requirements for this species, it was determined that the San Joaquin coachwhip has a low potential to occur within the boundaries of the Plan Area, and implementation of the ASP would not impact this species. Therefore, potential impacts are considered less than significant.

San Joaquin County Multi-Species Habitat Conservation and Open Space Plan

Participation in the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) is recommended for all new projects on previously undeveloped land in Tracy. Although the likelihood for the occurrence of any special status plant or wildlife species on the site is extremely low, the implementation of the following mitigation measures would ensure that special status plant or wildlife species are protected throughout the region. Impacts to special status plant or wildlife species would be reduced to less than significant levels with mitigation.

If a project applicant opts for coverage through participation in the SJMSCP, then the following options are available, unless their activities are otherwise exempted: pay the applicable fee; dedicate, as conservation easements or fee title, habitat lands; purchase approved mitigation bank credits; or, propose an alternative mitigation plan. Participation in the SJMSCP under the fee payment option would require payment of fees based on valuation of each acre of land converted to urban use as well as compliance with Incidental Take Minimization Measures defined in Section 5.2 of the SJMSCP. The Incidental Take Minimization Measures pertinent to the proposed project include pre-construction surveys for covered species, as well as measures to prevent and control ground squirrel occupation of the area early in the planning process. If participating in the fee payment option, the applicant would be required to pay fees when permits for ground disturbance (such as grading and/or issuance of building permits) are issued, as set forth in the SJMSCP, and to implement recommendations (called “minimization measures”) as required by an SJCOG appointed qualified biologist on a case-by-case basis throughout the proposed Plan Area prior to ground disturbance of that area. For the above reasons, mitigation would be required to reduce impacts to special-status animal species to less than significant.

Mitigation Measures

BIO-1, San Joaquin County Multi-Species Habitat Conservation and Open Space Plan. Prior to the issuance of any grading permits or permits resulting in ground disturbance, the applicant shall, to the satisfaction of the Development Services Director, demonstrate that one of the following two options has been satisfied to mitigate the potential adverse impacts on special-status species, and provide for the incidental take of State and/or federally listed species; 1) participate in the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) and comply with all required Incidental Take Minimization Measures or 2) secure incidental take authorizations for State and/or federally-listed species directly from the California Department of Fish and Wildlife (CDFW) and United States Fish and Wildlife Service (USFWS), respectively. Participation in the SJMSCP shall include compliance with all relevant Incidental Take Minimization Measures pertinent to the proposed project, including pre-construction surveys for covered species to confirm presence or absence and provide for their relocation, if necessary. Issuance of grading and construction permits shall be contingent on providing evidence of either 1) compliance with the SJMSCP or 2) a 2081 Permit from the CDFW and Biological Opinion from the USFWS to the City of Tracy Development Services Director to ensure compliance with applicable regulations and ensure adequate compensatory mitigation has been provided.

BIO-2, Preconstruction Bird Surveys: Prior to the issuance of any grading permits or permits resulting in ground disturbance, the applicant shall, to the satisfaction of the Development Services Director, demonstrate that preconstruction surveys have been implemented:

BIO-2A. If initial grading and or vegetation removal is scheduled between October 1 and January 31 in order to avoid the potential disturbance/take of nesting birds, a pre-construction survey for wintering burrowing owls shall be implemented no more than 15 days prior to the start of grading. Because burrowing owls are known to occur in proximity of the project site and there is potential for them to move into the project site during the non-breeding season, if no burrowing owls are found during the pre-construction survey, then no further mitigation is required and grading and vegetation removal can take place.

If wintering burrowing owls are found, burrowing owls shall be encouraged to leave the project site by implementing the following action as described in the SJMSCP:

- The Project Proponent or its contractor shall plant new vegetation or allow/retain existing vegetation entirely covering the site at a height of approximately 36 inches above the ground. Vegetation will discourage both ground squirrel and owl use of the site.

If this measure is implemented and do not work or the owls return, then the project applicant shall implement the following measures as described in the SJMSCP.

- During the non-breeding season (September 1 through January 31) burrowing owls occupying the project site shall be evicted from the project site by passive relocation

measures as described in the California Department of Fish and Wildlife's Staff Report on Burrowing Owl (Oct 1995).

If initial grading and/or vegetation removal during the non-breeding season is not feasible, the applicant shall implement Mitigation Measure BIO-2B.

BIO-2B. If construction activities, including grading, need to occur during the avian breeding season (February 1 – September 31) then the project applicant shall retain a wildlife biologist through the SJMSCP process to conduct pre-construction surveys to prevent impacts to nesting birds. No more than 15 days prior to the start of construction a bird survey shall be conducted by a qualified biologist to identify any active nests within the project site or visible from the project site. If construction stops for a period of 15 days or more during the avian breeding season then an additional bird survey shall be conducted for all special-status birds protected by the federal and state Endangered Species Act (ESA), Migratory Bird Treaty Act (MBTA), California Fish and Game Code (CFGC) and SJMSCP, including but not limited to those that are documented within a 10-mile radius of the project site and are known to nest in the region. The biologist shall map all nests that are within, and visible from the project site. If nests are identified, the biologist shall develop buffer zones around active nests as described in the SJMSCP (e.g., species setbacks: burrowing owl – 75 m (246 feet); horned lark – 500 feet; white-tailed kite, loggerhead shrike, song sparrow – 100 feet; and raptor nests (including Swainson's hawk and prairie falcon) – 500 feet (depends if the nest was initiated after construction started [see SJMSCP Section 5.2.4.11])). Construction activity shall be prohibited within the buffer zones/setbacks until the young have fledged or the nest is no longer in use. The setbacks apply whenever construction or other ground disturbing activities must begin during the nesting season in the presence of nests which are known to be occupied.

- Burrowing Owl - During the breeding season (February 1 through September 1) occupied burrowing owl burrows shall not be disturbed and shall be provided with a 75 meter protective buffer until and unless the SJCOG Technical Advisory Committee (TAC), with the concurrence of the Permitting Agencies' representatives on the TAC; or unless a qualified biologist approved by the Permitting Agencies verifies through non-invasive means that either: 1) the birds have not begun egg laying, or 2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. Once the fledglings are capable of independent survival, the burrow can be destroyed. The burrows should only be destroyed by a qualified biologist using passive one-way eviction doors to ensure that owls are not harmed during burrow destruction. Methods for removal of burrows are described in the California Department of Fish and Game's Staff Report on Burrowing Owls (October 1995).*

With Implementation of Mitigation Measure BIO-1, the proposed project would result in less than significant impacts on special-status animal species.

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? No Impact.

Riparian natural communities support woody vegetation found along rivers, creeks and streams. Riparian habitat can range from a dense thicket of shrubs to a closed canopy of large mature trees covered by vines. Riparian systems are considered one of the most important natural resources. While small in total area when compared to the state's size, they provide a special value for wildlife habitat.

There is no riparian habitat or other sensitive natural communities located within the Plan Area. As such, the proposed project would have no impact on these resources, and no mitigation is required.

c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? Less Than Significant Impact.

A wetland is an area that is inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

Wetlands are defined by regulatory agencies as having special vegetation, soil, and hydrology characteristics. Hydrology, or water inundation, is a catalyst for the formation of wetlands. Frequent inundation and low oxygen causes chemical changes to the soil properties resulting in what is known as hydric soils. The prevalent vegetation in wetland communities consists of hydrophytic plants, which are adapted to areas that are frequently inundated with water. Hydrophytic plant species have the ability to grow, effectively compete, reproduce, and persist in low oxygen soil conditions.

There are no wetlands located within the Plan Area. Therefore, this is a less than significant impact and no mitigation is required.

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native residents or migratory wildlife corridors, or impede the use of native wildlife nursery sites? Less Than Significant Impact.

The CNDDDB record search did not reveal any documented wildlife corridors or nursery sites on or adjacent to the Plan Area. Furthermore, field surveys did not reveal any wildlife nursery sites on or adjacent to the Plan Area. Implementation of the proposed project would have a less than significant impact. No mitigation is necessary.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? Less Than Significant Impact.

As described under Response (a) above, the proposed project is subject to participation in the SJMSCP by Mitigation Measure BIO-1. The implementation of Mitigation Measure BIO-1 would ensure that the project complies with the requirements of the SJMSCP, and would not conflict with any applicable habitat conservation plans.

The Plan Area does not have any existing trees, and as such would not conflict with any City regulations that provide for tree protection. Therefore, potential impacts are considered less than significant.

f. Conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? Less Than Significant Impact.

The Plan Area is located within the sphere of influence of the SJMSCP. As set forth in Mitigation Measure BIO-1, the applicant would have the option to participate in the SJMSCP to address potential impacts on special-status species associated with the conversion of existing habitat to urban uses. By participating in the SJMSCP, the applicant would be required to comply with all relevant conditions of the use agreement, including the Incidental Take Minimization Measures defined in Section 5.2 of the SJMSCP. As a result, no impacts relative to conservation plans would occur.

Cumulative Impacts

Mitigation measures have been identified above (Mitigation Measure BIO-1) that would serve to reduce the severity of biological impacts. Similar to the proposed project, all cumulative projects would be subject to individual project review and conformance with conservation plans and standard provisions for compliance with state and federal protection laws. Since project-related impacts would be minimized by mitigation and cumulative projects would also be required to follow suit, the cumulative impact from other past, present, and reasonably foreseeable projects, would be expected to be less than significant. Therefore, cumulative impacts would be less than significant.

V. CULTURAL RESOURCES

WOULD THE PROJECT:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact | Reviewed Under Previous Document |
|--|--------------------------------|--|------------------------------|-------------------------------------|-------------------------------------|
| a. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

V. CULTURAL RESOURCES

WOULD THE PROJECT:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact | Reviewed Under Previous Document |
|--|--------------------------------|--|------------------------------|--------------------------|----------------------------------|
| d. Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

RESPONSES TO CHECKLIST QUESTIONS

Cultural resources, which are protected under the National Historic Preservation Act of 1966 (NHPA) and the Archaeological Resources Protection Act of 1979, include the non-renewable remains of past human use of an area. Cultural resources can include both archaeological resources and ethnographic resources. Archaeological resources consist of architectural remains, isolated features such as rock piles, hearths (fire pits), or scatters of artifacts (pottery or rock fragments). Ethnographic resources are often less tangible as they define materials, places, or things used by living communities.

Historic structures and sites are generally defined by local, State, and Federal criteria. A site or structure may be historically significant if it is protected through a local general plan or historic preservation ordinance. In addition, a site or structure may be historically significant if it meets certain State or Federal criteria even if the locality does not recognize such significance. The State of California, through the State Historic Preservation Office (SHPO), maintains an inventory of those sites and structures that are considered to be historically significant. Finally, the U.S. Department of the Interior has established specific guidelines and criteria that indicate the manner in which a site, structure, or district is to be identified as having historic significance.

Significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements. Ordinarily, properties that have achieved significance within the past 50 years are not considered eligible for the National Register. Buildings and properties would qualify for a listing on the National Register if they are integral parts of districts that meet certain criteria or if they fall within the following categories:

- A religious property deriving primary significance from architectural or artistic distinction or historical importance;
- A building or structure removed from its original location but which is primarily significant for architectural value, or which is the surviving structure most importantly associated with a historic person or event;

- A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life;
- A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events;
- A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived;
- A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or,
- A property achieving significance within the past 50 years if it is of exceptional importance.⁴

Information in this section was derived from the previously certified General Plan EIR prepared for the City of Tracy General Plan. The 2005 General Plan EIR notes that very few prehistoric archaeological sites have been recorded in the vicinity of Tracy which includes four Native American burial sites recorded in the in 1939 during land leveling. In 1976, an historic resources survey of Tracy was conducted and located fifty structures and sites found to be both architecturally and historically significant to Tracy but none occurred within the Plan Area. This fact has not changed since the time of the initial survey. The General Plan EIR notes, however, the Tracy Planning Area likely contains undiscovered archaeological and paleontological sites, including human remains, especially in undeveloped areas and development including grading, ground removal and other disturbances could result in a potentially significant impact to paleontological and archaeological resources. The General Plan EIR sets forth mitigation measures to reduce impacts to cultural and paleontological resources to a less-than-significant level. In accordance with the General Plan EIR, the ASP incorporates mitigation measures that closely mirror those contained in the General Plan EIR, and implementation of these measures would ensure that impacts remain less than significant and that the proposed project would not result in any new impacts not previously disclosed. Impacts to cultural and paleontological resources, and the associated mitigation is discussed in more detail below.

a. Cause a substantial adverse change in the significance of a historical resources as defined in §15064.5? No Impact.

⁴ U. S. Department of the Interior, National Park Service. National Register of Historic Places. www.nps.gov/nr/publications/bulletins/nrb15/nrb15_2.htm. Accessed August 28, 2014.

The Plan Area does not contain any structures nor sites that are listed on the National Register or the California Register, are State Landmarks, or are California Points of Interest. Since there are no known historical resources within the Plan Area, the proposed project would not have an impact in this regard.

b. Cause a substantial adverse change in the significance of an archaeological resources pursuant to §15064.5? Less Than Significant with Mitigation Incorporated.

The site has previously been used for active agricultural uses. No instances of cultural resources or human remains have been unearthed within the Plan Area, and site visits did not identify any historical, cultural, paleontological, or archeological resources present on site. Therefore, it is not anticipated that site grading and preparation activities would result in impacts to cultural, historical, archaeological, or paleontological resources. There are no known human remains located within the Plan Area, nor is there evidence to suggest that human remains may be present within the Plan Area. However, as with most projects in California that involve ground-disturbing activities, there is the potential for discovery of previously unknown cultural and historical resource or human remains. This is considered a potentially significant impact.

Construction of the proposed project would be required to comply with Federal and State regulations and the existing Tracy General Plan policies, which would reduce any potential impacts to archaeological resources, if any archaeological resources were discovered during the implementation. Specifically, Tracy General Plan Policies P4 and P5 require immediate cessation of construction activity upon discovery of archaeological resources and the protection of cultural resources. However, inadvertent damage to unique, buried archaeological deposits during construction would result in a significant impact prior to mitigation.

As discussed above, the proposed project is a subsequent project within the scope of activities and land uses studied in the General Plan EIR. Construction of the proposed project would not create any new or additional significant cultural resources impacts that were not already identified in the Program EIR, nor would the project cause any project-specific impacts peculiar to the project or parcel. The General Plan includes requirements that would protect any unknown resources from impacts occurring as a result of development in the Planning Area. However, to ensure that the Policies and Action Items adopted in the General Plan are carried out, the following mitigation measures, derived from and closely mirroring the General Plan Mitigation Monitoring Program, are included in this Initial Study. To reduce this potentially significant impact to a less than significant level, all construction-related impacts of soil shall be monitored in accordance with Mitigation Measure CUL-1 and to the satisfaction of the City Development Services Director.

Mitigation Measure

CUL-1, Training and Reporting: *Prior to the initiation of disturbing activities associated with the Project area, all construction personnel shall be alerted to the potential for encountering buried or unanticipated cultural and paleontological remains, including prehistoric and/or*

historical resources. Construction personnel shall be instructed that upon discovery of buried cultural materials, all work within a 30 meter vicinity of the find will be halted immediately, and the lead agency will be notified. Once the find has been identified by a qualified archaeologist, the lead agency shall make the necessary plans for treatment of the find(s) and for the evaluation and mitigation of impacts if the find is found to be an historical resource per State CEQA Guidelines as discussed in Section 4.5.4.2.

CUL-2, Discovery or Unknown Cultural Resources: *Prior to the issuance of any grading permits, or any permit authorizing ground disturbance, the project applicant shall, to the satisfaction of the Development Services Director, demonstrate that a qualified archaeologist (an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate) has been retained to be present during brushing and clearing, excavation, or any mass grading activities. If any prehistoric or historic artifacts, human remains or other indications of archaeological resources are found during grading and construction activities, the archaeologist shall consult with City staff to determine the appropriate avoidance measures or other appropriate mitigation. All significant cultural materials recovered shall be, as necessary and at the discretion of the consulting archaeologist, subject to scientific analysis, professional museum curation, and documentation according to current professional standards. In considering any suggested mitigation proposed by the consulting archaeologist to mitigate impacts to historical resources or unique archaeological resources, the City shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations.*

If avoidance is infeasible, other appropriate measures (e.g. data recovery) shall be instituted. Work may proceed on other parts of the project area while mitigation for unique archaeological resources is being carried out.

c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? Less Than Significant with Mitigation Incorporated.

The proposed project and surrounding vicinity has the potential to impact unknown paleontological resources during grading and construction activities. However, the proposed project would be required to comply with applicable Federal and State regulations and the existing Tracy General Plan Policies, which would reduce any potential impacts to paleontological resources, if any resources were discovered during construction. Particularly, Tracy General Plan Policies P4 and P5 require immediate cessation of construction activity upon discovery of archaeological or paleontological resources and the protection of cultural resources. While fossils are not expected to be discovered during construction, it is possible that significant fossils could be discovered during excavation activities, even in areas with a low likelihood of occurrence. Fossils encountered during excavation could be inadvertently damaged. If a unique

paleontological resource is discovered, the impact to the resource could be substantial. This would result in a significant impact without mitigation.

As discussed above, the proposed project is a subsequent action within the scope of activities and land uses studied in the series of General Plan EIR's. Construction of the proposed project would not create any new or additional significant cultural resources impacts that were not already identified in the General Plan EIR, nor would the project cause any project-specific impacts peculiar to the project or parcels it occupies. The General Plan includes requirements that would protect any unknown paleontological resources from impacts occurring as a result of development in the Planning Area. However, to ensure that the Policies and Action Items adopted in the General Plan are carried out, the following mitigation measures, derived from and closely mirror the General Plan Mitigation Monitoring Program, are included in this Initial Study. To reduce this potentially significant impact to a less than significant level, all construction related impacts of fossils or fossil-bearing deposits shall be monitored in accordance with Mitigation Measure CUL-2 and to the satisfaction of the City Development Services Director. The following mitigation measure incorporated is herein and is applicable to the proposed project:

Mitigation Measure

CUL-3 Paleontological Monitoring: *Paleontological spot check monitoring by a trained paleontologist (a trained paleontologist should have a Bachelor of Arts/Bachelor of Science in anthropology or related field with an emphasis in paleontology OR adequate training and experience in paleontological field methods, and work under the direct supervision of a qualified paleontologist) of excavations deeper than five feet in depth within the Project area, and spot check monitoring of any excavation in valleys in the eastern portion of the Project area against the hills in several of the washes (all areas of the Oro Loma Formation as mapped on the USGS Geology Map (Dibble 2006)) shall be performed by a trained paleontologist.*

CUL-4, Unknown Paleontological Resources: *Prior to the issuance of any grading permits, or any permit authorizing ground disturbance, the project applicant shall, to the satisfaction of the Development Services Director, demonstrate that a qualified paleontological monitor has been retained to be present during brushing and clearing, excavation, or any mass grading activities. In the event that fossils or fossil-bearing deposits are discovered during construction, excavations within 50 feet of the find shall be temporarily halted or diverted. The paleontologist shall document the discovery as needed in accordance with Society of Vertebrate Paleontology standards, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If in consultation with the paleontologist, City staff and the project applicant determine that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the*

project on the qualities that make the resource important. The plan shall be submitted to the City for review and approval and the project applicant shall implement the approval plan.

d. Disturb any human remains, including those interred outside of formal cemeteries? Less Than Significant with Mitigation Incorporated.

While the burial sites have not been located in the Plan Area or vicinity, there is still a possibility that undiscovered human remains may exist within the Plan Area. As such, grading and construction activities within the Plan Area have the potential to impact unknown human remains. However, this risk is considered low given the historical agricultural use of the Plan Area, and the fact that no ethnographic camps or villages have been reported. Thus, the likelihood of undiscovered human remains is remote.

State law and the Tracy General Plan provide guidance should human remains be discovered during construction. The California Health and Safety Code and Tracy General Plan Policy P4, P5, and P6 require that if human remains are inadvertently discovered during excavation or construction activities, all construction affecting the discovery site must halt, the contractor must contact the appropriate professionals, and the county coroner must examine the remains within 48 hours of discovery. Additionally, if the remains are determined to be Native American, the City would work with local Native American representatives to ensure that the remains and any associated artifacts are treated in a respectful and dignified manner. Despite the applicable regulatory framework and the relatively low likelihood of discovery, it remains possible that the proposed project would discover human remains during subsurface activities, which could then result in the remains being inadvertently damaged.

To reduce this potentially significant impact to a less than significant level, all construction related impacts of human remains shall be monitored in accordance with Mitigation Measure CUL-3 and to the satisfaction of the City Development Services Director. The following mitigation measure incorporated herein and is applicable to the proposed project:

Mitigation Measure

***CUL-5 Human Remains,** If human remains are encountered during ground disturbing activities, all work within a 30-meter vicinity of the find will be halted immediately, and the City of Tracy and the San Joaquin County Coroner shall be notified. If the remains are determined to be Native American, the Native American Heritage Commission shall be notified within 24 hours as required by Public Resources Code §5097.94 and §5097.98. The Native American Heritage Commission shall notify the designated Most Likely Descendant(s), who will in turn provide recommendations for the treatment of the remains within 48 hours of being granted access to the find.*

***CUL-6, Unknown Human Remains:** Prior to the issuance of any grading permits, or any permit authorizing ground disturbance, the project applicant shall, to the satisfaction of the Development Services Director, demonstrate that the following note is included on any*

grading plans: If human skeletal remains are uncovered during construction, the contractor (depending on the project component) shall immediately halt work within 50 feet of the find, contact the San Joaquin County coroner to evaluate the remains, and follow the procedures and protocols set forth in Section 15064.5(e)(1) of the CEQA Guidelines. If the county coroner determines that the remains are Native American, the project applicant shall contact the NAHC, in accordance with Health and Safety Code Section 7050.5, subdivision (c), and Public Resources Code 5097.98 (as amended by AB 2641). Per Public Resources Code 5097.98, the contractor shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the human remains are located, is not damaged or disturbed by further development activity until the contractor has discussed and conferred, as prescribed in this section (California Public Resources Code Section 5097.98), with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains.

Cumulative Impacts

The proposed project would result in less than significant impacts with mitigation incorporated. The chances of cumulative impacts occurring as a result of the proposed project implementation plus implementation of other projects in the region is not likely since all proposed projects would be subject to individual project-level environmental review. Since project-related impacts would not be significant and due to existing laws and regulations in place to protect historical and cultural resources and prevent significant impact to paleontological resources, the potential incremental effects of the proposed project would not be cumulatively considerable.

VI. GEOLOGY AND SOILS

WOULD THE PROJECT:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact | Reviewed Under Previous Document |
|--|--------------------------------|--|-------------------------------------|--------------------------|----------------------------------|
| Would the project: | | | | | |
| a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | | |
| i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ii. Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

VI. GEOLOGY AND SOILS

WOULD THE PROJECT:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact | Reviewed Under Previous Document |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|----------------------------------|
| iii. Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| iv. Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

As discussed in the General Plan EIR, the State of California has established a variety of regulations and requirements related to seismic safety and structural integrity, including the California Building Code, the Alquist-Priolo Earthquake Fault Zoning Act and the Seismic Hazards Mapping Act. The General Plan EIR concluded that there are not any significant impacts associated with geology and soils and associated ground shaking within the General Plan area to include the proposed project. When appropriate, however, the proposed project incorporates mitigation measures and required design elements to ensure that the proposed project would not be significantly affected by any geologic conditions or place future residents at risk of impacts from geologic conditions. Accordingly, all impacts associated with geology and soils and ground shaking would remain less than significant and the proposed project would not result in any new impacts not previously disclosed in the General Plan EIR.

RESPONSES TO CHECKLIST QUESTIONS

- a. **Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**
 - i. *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other*

*substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. **Less Than Significant Impact.***

The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The main purpose of the Act is to prevent the construction of buildings used for human occupancy on top of active faults that could result in rupture. The law requires the State Geologist to establish regulatory zones (known as Earthquake Fault Zones or Alquist-Priolo Zones). Primary fault rupture occurs along the traces of active earthquake faults. As of May 1, 1999, the California Geologic Survey does not list the City of Tracy on its list of cities affected by Alquist-Priolo Earthquake Fault Zones. Additionally, ground rupture due to earthquakes occurs along fault lines and no known active faults pass through Tracy, and therefore no portion of the city is thought to be subject to ground rupture.

Therefore, the proposed project is not located within an Alquist-Priolo Earthquake Fault Zone nor have any such zones been identified in the vicinity. Additionally, no active earthquake faults have been identified in the proposed Plan Area, and fault rupture is unlikely to occur. Therefore, the proposed Plan Area is not considered susceptible to the risk of loss, injury, or death due to fault rupture and the associated impacts would be less than significant.

*ii. Strong seismic ground shaking? **Less Than Significant Impact.***

Considering the proximity of active faults within the region, and the proximity of those faults to the proposed Plan Area (the closest being approximately 10 miles west of the Project Area), strong seismic ground shaking could potentially occur within the Plan Area during a major seismic event. The City of Tracy's existing building permit process, together with adherence to the California Building Code requirements (adopted by reference in the City's Municipal Code), would help ensure that any new buildings within the proposed project would incorporate appropriate seismic design criteria, thereby affording the building occupants an added measure of safety and minimize the effects of strong seismic ground shaking. Additionally, the City's building permit process would ensure that the proposed project would proceed in adherence to the applicable requirements. In light of these requirements, development of the proposed project would result in a less than significant impact related to the risk of loss, injury, or death due to strong seismic ground shaking.

*iii. Seismic-related ground failure, including liquefaction? **Less Than Significant Impact.***

Liquefaction occurs when the strength of saturated, loose, granular materials, such as silt, sand or gravel, is dramatically reduced as a result of an earthquake. This earthquake-induced deformation transforms a stable material into a temporary fluid-like state in which solid particles are virtually in suspension, akin to quicksand. The Seismic Hazards Zonation

Program of the California Geological Survey (CGS) has not identified any seismically-induced liquefaction zones in the City of Tracy or in the proposed Plan Area. Considering the findings of the CGS, the proposed Plan Area is not considered susceptible to the risk of loss, injury, or death due to seismic-related ground failure including liquefaction and impacts would be considered less than significant.

*iv. Landslides? **Less Than Significant Impact.***

Landslides are common in hill areas and mountains as loose material moves down the slopes. Some of the natural causes of this instability are earthquakes, weak materials, stream and coastal erosion, and heavy rainfall. The proposed Plan Area is flat, thus impacts from naturally occurring landslides are considered negligible. Some limited potential for slope instability risk could arise during grading and construction activities, where slopes could be over-steepened. However, this risk is mitigated by adhering to relevant California Building Code requirements for grading as well as adhering to the Specific Plan geotechnical report recommendations regarding maximum steepness for cut and fill slopes. Given these safeguards, the risk of loss, injury, or death due to landslides is considered very low and the impacts would be considered less than significant.

b. Result in substantial soil erosion or the loss of topsoil? Less Than Significant Impact With Mitigation Incorporated.

Construction activities associated with the proposed project could result in the loss of topsoil and soil erosion. However, construction activities within the Plan Area would be required to adhere to the applicable grading requirements in the then-current California Building Code. Furthermore, such construction would be regulated under a construction-related stormwater control permit, generally administered by the State Water Resources Control Board (SWRCB), as described more fully in Section IX, Hydrology and Water Quality. The SWRCB's Construction General Permit (CGP) requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) that describes the Best Management Practices (BMP's) that would be used to prevent erosion, control sediment, and protect storm water runoff.

The construction of new buildings and structures as part of the proposed project would also create new impervious areas, such as walkways, driveways, parking lots, and rooftops. These impervious areas often result in increased stormwater runoff which can exacerbate soil erosion. As discussed more fully in Section IX, Hydrology and Water Quality, the proposed project would be subject to the City of Tracy's Storm Water Management Program and the City's 2015 Post-Construction Stormwater Standard that require the design and implementation of a range of stormwater control measures that include: general site design control measures, site-specific source control measures, treatment measures, and other controls. Mitigation Measures HWQ-1 and HWQ-2, as described in Section IX, Hydrology and Water Quality are directly applicable to this impacts discussion and would ensure the appropriate measures are

taken to reduce impacts related to soil erosion and topsoil. Incorporation of HWQ-1 and HWQ-2 would reduce these impacts to less than significant levels.

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? Less Than Significant Impact.

Typically, subsidence occurs in areas underlain by soils that are highly compressible, such as soft clays or silts and unconsolidated sand or fill material. The potential for the project to be exposed to unstable soil conditions resulting from on- or off- site landslide, lateral spreading, and liquefaction are discussed above under Items a.iii, and a.iv above and found to be less than significant. As part of the proposed project, showing Compliance with the California Building Code geotechnical recommendations would be mandatory and incorporated into the project design. This would ensure that proposed project impacts related to in a location on and unstable geologic unit or soil would be less than significant.

d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? Less Than Significant Impact with Mitigation Incorporated.

Expansive soils are generally high in clays or silts that shrink or swell with variation in moisture. If present and not properly treated, expansive soils may damage structures, either through heaving, tilting, and cracking of building foundations. As discussed in the General Plan EIR, expansive soils are found in a large portions of Tracy Planning area. In particular, portions of the Tracy Planning Area to the north and west of Tracy, and soils in the vicinity of I-580 have high shrink/swell potential. Areas within Tracy, and the soils in the upland areas exhibit moderate shrink/swell potential. The proposed project is located southwest of Tracy and is approximately 3 miles east of I-580.

Safeguards against expansive soils are provided by California Building Code requirements (adopted by the City of Tracy Municipal Code) and the City's building review process. Per the California Building Code, geotechnical studies are required prior to the construction of buildings in areas where significant geologic risks exist, such as the presence of highly expansive soils. Chapter 18, Section 1803.1.1.2 of the California Building Code requires the conduct of a soil investigation where critically expansive soils are known to be present. In this circumstance, the investigation report must develop recommendations for corrective action to prevent structural damage to the proposed buildings. Furthermore, the California Building Code also requires the implementation of these recommendations as part of the building permit approval process. In order to reduce the potential for damaging differential settlement of overlying improvements, the following mitigation measure requires soil evaluations to be performed prior to grading activities and allows for special design characteristics to be required by the City's Engineering Division. Additionally, the Tracy General Plan Safety Element contains an objective to minimize geologic hazards and a policy to require geotechnical reports for development in areas with geotechnical risk. The

General Plan EIR notes that conformance to this policy, which has been incorporated as mitigation below, would reduce impacts related to soil expansion to less than significant levels. As such, this impact is reduced to a less than significant levels with mitigation incorporated.

Mitigation Measure GEO-1, Expansive Soils: *Prior to the issuance of a grading permit, the project applicant shall, to the satisfaction of the City Engineer, demonstrate that expansive materials and potentially weak and compressible fills at the site shall be evaluated by a Geotechnical Engineer during the grading plan stage of development. If highly expansive or compressible materials are encountered, special foundation designs and reinforcement, removal and replacement with soil with low to non-expansive characteristics, compaction strategies, or soil treatment options to lower the expansion potential shall be incorporated through requirements imposed by the Development Services Department, and Engineering Division.*

e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal of waste water? No Impact.

No septic tanks would be used as part of the proposed project. As a result, no impacts associated with the use of septic tanks would occur as part of the proposed project's implementation.

Cumulative Impacts

The potential cumulative impact related to geology and soils is typically site specific. The analysis herein determined that the proposed project would not result in any impacts related to landform modification, grading, or the destruction of a geologically significant landform or feature with implementation of mitigation. Moreover, existing state and local laws and regulations are in place to protect people and property from substantial adverse geological and soils effects, including fault rupture, strong seismic ground shaking, seismic-induced ground failure (including liquefaction), and landslides. Existing laws and regulations also protect people and property from adverse effects related to soil erosion, loss of topsoil, development on an unstable geologic unit or soil type that could result in on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse, or on expansive soils. These existing laws and regulations, along with mitigation assigned to the proposed project, would render potentially adverse geological and soil effects of the proposed project to a level of less than significant. Moreover, these existing laws and regulations also ensure that past, present, and reasonably foreseeable future projects in the region do not result in substantial adverse geological and soils effects. As a result, the existing legal and regulatory framework would ensure that the incremental geological and soils effects of the proposed project would not result in greater adverse cumulative effects when considered together with the effects of other past, present, and reasonably foreseeable future projects in the region. The impacts of the proposed project related to geology and soils would be less than cumulatively considerable.

VII. GREENHOUSE GAS EMISSIONS

WOULD THE PROJECT:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact | Reviewed Under Previous Document |
|--|--------------------------------|--|-------------------------------------|--------------------------|----------------------------------|
| a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

RESPONSES TO CHECKLIST QUESTIONS

California is a substantial contributor of global greenhouse gases (GHGs), emitting over 400 million tons of carbon dioxide (CO₂) per year.⁵ Climate studies indicate that California is likely to see an increase of three to four degrees Fahrenheit (°F) over the next century. Methane is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the earth’s ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission.

The impact of anthropogenic activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of CO₂, methane (CH₄), and nitrous oxide (N₂O) from before the start of industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that CO₂ concentrations ranged from 180 parts per million (ppm) to 300 ppm. For the period from approximately 1750 to the present, global CO₂ concentrations increased from a pre-industrialization period concentration of 280 ppm to 379 ppm in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range. Emissions of GHGs have the potential to adversely affect the environment because such emissions contribute, on a cumulative basis, to global climate change. Although the emissions of one single project, would not cause global climate change, GHG emissions from multiple projects throughout the world could result in a cumulative impact with respect to global climate change.

⁵ California Environmental Protection Agency, *California Greenhouse Gas Emission Inventory - 2015 Edition*, <http://www.arb.ca.gov/cc/inventory/data/data.htm>, accessed March 2, 2017.

Governor's Office of Planning and Research's (OPR's) Guidance does not include a quantitative threshold of significance to use for assessing a project's GHG emissions under CEQA. Moreover, CARB has not established such a threshold or recommended a method for setting a threshold for project-level analysis. In the absence of a consistent statewide threshold, a threshold of significance for analyzing the project's GHG emissions was developed. The issue of setting a GHG threshold is complex and dynamic, especially considering the California Supreme Court decision in *Center for Biological Diversity v. California Department of Fish and Wildlife* (referred to as the Newhall Ranch decision hereafter). The California Supreme Court ruling also highlighted the need for the threshold to be tailored to the specific project type, its location, and the surrounding setting. Therefore, the threshold used to analyze the project is specific to the analysis herein and the City retains the ability to develop and/or use different thresholds of significance for other projects in its capacity as lead agency and recognizing the need for the individual threshold to be tailored and specific to individual projects.

The SJVAPCD provides a tiered approach in assessing significance of project specific GHG emission increases. Projects implementing Best Performance Standards (BPS) would be determined to have a less than cumulatively significant impact. Otherwise, demonstration of a 29 percent reduction in GHG emissions based on Assembly Bill 32, from business-as-usual (BAU), is required to determine that a project would have a less than cumulatively significant impact. The BAU approach was developed consistent with the GHG emission reduction targets established in the Scoping Plan. However, the BAU portion of the tiered approach is problematic based on the Newhall Ranch 2015 decision in *Center for Biological Diversity v. California Department of Fish and Wildlife*.

In this decision, the California Supreme Court determined that a project specific use of the State of California standard of a 29% reduction statewide was not an appropriate significance threshold for greenhouse gas emissions. The court found that the EIR's determination that meeting the 29% significance threshold was, "not supported by a reasoned explanation based on substantial evidence," and, hence, was not sufficient to support the conclusion that GHG impacts would be less than significant. (RMM, 2015).

The Supplemental PEIR was written in 2010 and also used the 29% threshold to measure the General Plan consistency with GHG emissions, which were the standards that were invalidated as discussed above. The SPEIR found that with incorporation of strategies to reduce GHG emission, the General Plan would result in emission between 23-28%, and therefore, would result in a significant impact. However, now, based on Newhall Ranch decision, 29% is not a valid standard with which to measure a projects consistency.

In light of these changes, it is recommended that mass emission thresholds of significance developed by Sacramento Metropolitan Air Quality Management District (SMAQMD) and the Bay Area Air Quality Management District (BAAQMD) be used for evaluating construction- and operation-related GHG emissions. These thresholds are available in the SMAQMD CEQA Guide, last updated in February 2016 (SMAQMD 2016), and the 2010 BAAQMD CEQA Air Quality Guidelines, respectively.

The SMAQMD recommends a two-tiered approach for assessing a project's operational emissions. The two-tier framework is recommended by all air districts in the Sacramento region and is retained in this analysis. (The second tier is replaced with a more appropriate threshold based on issues raised in the Newhall Ranch decision.)

The first tier consists of comparing a project's annual operational emissions to SMAQMD's recommended mass emission threshold. The first tier gives lead agencies the ability to assess smaller projects and conclude that each development proposal would not necessarily make a considerable contribution to the cumulative impact of climate change. The second tier consists of evaluating a project's consistency with California's GHG reduction targets. In light of the Newhall Ranch decision, efficiency metrics were developed to assess the project's consistency with California's adopted GHG reduction target for 2020 under AB 32.

Based on the discussion above, the following thresholds are applied to this analysis:

- For the evaluation of construction-related emissions, if the mass emissions associated with construction of the project would exceed of 1,100 metric tons of carbon dioxide-equivalent per year (MTCO₂e/year) then they would be cumulatively considerable.
- For the evaluation of operational emissions, a two-tiered approach is used:
 - (Tier I) Operational emissions of a project would not have a significant impact on the environment if they are less than 1,100 MTCO₂e/year, and
 - (Tier II) Projects that would become fully operational on or before 2020 with operational emissions that exceed 1,100 MTCO₂e/year, but are able to demonstrate consistency with a GHG efficiency metric of 4.9 metric tons of carbon dioxide equivalents per service population per year (MTCO₂e/SP/year) by 2020, would not conflict with AB 32 and California's envisioned post-2020 GHG reduction goals.

For the evaluation of this project in relation to the SMAQMD approach for assessing a project's operational emissions, an impact would be significant if both Tier I and Tier II thresholds are exceeded.

On June 2, 2010, BAAQMD adopted new CEQA significance thresholds including the thresholds for GHGs of 1,100 metric tons MT CO₂e/year or 4.6 MT CO₂e/SP/year for evaluating operation-related emissions (BAAQMD 2010). These thresholds were developed based on overall projections of development in the region, and how the region would come into compliance with the goals established by AB 32. On March 5, 2012, the Alameda County Superior Court issued a judgment finding that the BAAQMD had failed to comply with CEQA when it adopted these thresholds. The court did not determine whether the thresholds were valid on the merits, but rather found that the adoption of the thresholds was a project under CEQA. The court issued a writ of mandate ordering the BAAQMD to set aside the thresholds and cease their dissemination until the BAAQMD had complied with CEQA. Although the Alameda County

Superior Court has ordered the BAAQMD to cease dissemination of the previously adopted thresholds, the court has made no finding on the applicability or the merits of the quantitative threshold. BAAQMD states that lead agencies would need to determine appropriate air quality thresholds to use for each project they review based on substantial evidence that they should include in the administrative record for the project. One resource BAAQMD provides as a reference for determining appropriate thresholds is the CEQA Thresholds Options and Justification Report developed by staff in 2009 (BAAQMD 2009). The CEQA Thresholds Options and Justification Report outlines substantial evidence supporting a variety of thresholds of significance.

Therefore, because the project would result in operational-related emissions of GHGs from mobile and indirect sources (i.e., energy consumption), and is located adjacent to the BAAQMD's jurisdiction for which these thresholds were determined to be applicable, the thresholds of 1,100 MT CO₂e/year and 4.6 MT CO₂e/SP/year were determined to be acceptable thresholds for CEQA significance with regards to operational GHG emissions for this project.

Based on the discussion above, the following thresholds are applied to this analysis:

- Generate greenhouse gas emissions that exceed 1,100 MT CO₂e/year); OR
- Generate greenhouse gas emissions that exceed 4.6 MT CO₂e/SP/year.

For the evaluation of the ASP in relation to the BAAQMD approach for assessing a project's operational emissions, an impact would be significant if both thresholds are exceeded. The approach of applying both the SMAQMD and BAAQMD thresholds replaces the BPS and BAU approach previously recommended by the SJVAPCD.

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? Less Than Significant Impact.

Short-Term (Construction) Emissions

Construction-related activities that would generate GHGs include worker commute trips, haul trucks carrying supplies and materials to and from the Plan Area, and off-road construction equipment (e.g., dozers, loaders, excavators). Construction activities would require the movement of approximately 106,000 cubic yards of soil; however, this quantity of soil would balance on-site and thus no off-site soil hauling would occur.

The approximate quantity of daily GHG emissions generated by construction equipment utilized to build the proposed project is depicted in Table 4, Construction-Related Greenhouse Gas Emissions. As shown, construction-related GHG emissions would not exceed the significance threshold.

**Table 4
Construction-Related Greenhouse Gas Emissions (Metric Tons per Year)**

| Construction Emissions Source | GHG Emissions (MT CO ₂ e/year) |
|--|---|
| Year 2018 Unmitigated Emissions | 424 |
| Year 2019 Unmitigated Emissions | 856 |
| Year 2020 Unmitigated Emissions | 565 |
| <i>Significance Threshold</i> | 1,100 MT CO ₂ e |
| <i>Is Threshold Exceeded?</i> | No |
| Notes: | |
| 1. Emissions were calculated using the California Emissions Estimator Model. Emissions account for the movement of 106,000 cubic yards of soil within the Plan Area. | |

Operational Emissions

Operation of the project would result in GHG emissions associated with motor vehicle trips to and from the Plan Area, the combustion of natural gas for space and water heating, the consumption of electricity and water, the generation of wastewater and solid waste, and equipment used for landscaping.

Table 5, Long Term Operational Greenhouse Gas Emissions, summarizes all the direct and indirect annual GHG emissions level associated with the project upon full buildout in 2020. These emissions estimates account for existing regulations pertaining to vehicle emissions, building standards, and electricity.

As shown in Table 5, operation of the project would result in annual emissions of 7,584 MT CO₂e/year, exceeding the recommended SMAQMD Tier I and BAAQMD mass emission GHG threshold of 1,100 MT CO₂e per year. Therefore, this analysis compares the GHG efficiency in which the project would operate to the SMAQMD and BAAQMD GHG efficiency thresholds (MT CO₂e/SP/year). Based on population projections it is estimated that the project would provide housing for an estimated 1,651 individuals, but no offices, retail stores, or other commercial land uses that serve as employment centers. Population projections are based on 2016 California Department of Finance estimates of the average persons per household in Tracy contained in their *E-5 Population and Housing Estimates for Cities, Counties, and the State* tables.

GHG emissions per service population for the project would be 4.5 MT CO₂e/SP/year, which is less than the SMAQMD and BAAQMD target efficiencies of 4.9 MT CO₂e/SP/year and 4.6 MT CO₂e/SP/year, respectively, for 2020. Because project-related construction emissions of GHGs would be less than the SMAQMD Tier I and BAAQMD mass emission threshold of 1,100 MT CO₂e/year, and because the project’s operational GHG efficiency would be consistent with statewide GHG reduction goals, the project would not generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment. This impact would be less than significant and no mitigation is required.

**Table 5
Long-Term Operational Greenhouse Gas Emissions (Metric Tons per Year)**

| Source | GHG Emissions (MT CO ₂ e/year) |
|---|---|
| Area Source | 6 |
| Energy Use | 1,569 |
| Mobile Source | 5,774 |
| Solid Waste | 140 |
| Water Conveyance | 97 |
| Total Emissions | 7,586 |
| <i>SMAQMD and BAAQMD Threshold of Significance (MTCO₂e/year)</i> | 1,100 |
| <i>Project Population</i> | 1,651* |
| Project GHG Efficiency (MT CO₂e/SP/year) | 4.5 |
| <i>SMAQMD GHG Efficiency Target (MT CO₂e/SP/year)</i> | 4.9 |
| <i>BAAQMD GHG Efficiency Target (MT CO₂e/SP/year)</i> | 4.6 |
| Exceeds SMAQMD or BAAQMD Threshold? | No |
| Notes: 1. Emissions were calculated using the California Emissions Estimator Model. Emissions account for 4,800 average weekday vehicle trips. * Based on a maximum of 480 dwelling units within the Plan Area and a population of 3.4 people per household based on California Department of Finance population estimates per dwelling unit. | |

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? Less Than Significant Impact.

As discussed in (a) above, the project would demonstrate compliance with proposed thresholds for GHG emissions. The recommended thresholds were developed to show consistency with AB 32 and the Scoping Plan. Therefore, the project would not conflict with or obstruct implementation of CARB’s Scoping Plan for achieving GHG reductions consistent with AB 32. This impact would be less than significant and no mitigation is required.

Cumulative Impacts

As stated above, the proposed ASP would not result in a significant impact regarding GHG emissions. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of project-related GHGs would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change.

In addition, the proposed project as well as other cumulative related projects would also be subject to all applicable regulatory requirements, which would further reduce GHG emissions. This includes adherence to all federal, state, and local policies adopted for the purpose of reducing GHG emissions. The proposed project would result in a less than significant impact regarding GHG emissions. Therefore, the proposed project’s cumulative GHG emissions would not be considered cumulatively considerable.

VIII. HAZARDS AND HAZARDOUS MATERIALS

WOULD THE PROJECT:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact | Reviewed Under Previous Document |
|--|--------------------------------|--|-------------------------------------|--------------------------|----------------------------------|
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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 for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

VIII. HAZARDS AND HAZARDOUS MATERIALS

WOULD THE PROJECT:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact | Reviewed Under Previous Document |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|----------------------------------|
| g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

A Phase I Environmental Site Assessment of the Plan Area was performed by Engeo in April 2016 and is attached as Appendix C. The reconnaissance and records search performed as part of the Phase I research found no documentation or physical evidence of soil, ground water or soil gas impairment associated with the current or past use of the property. As such, no Recognized Environmental Conditions (RECs) were identified for the Property. However, based on the historical agricultural uses within the Plan Area, the report recommended an agricultural chemical assessment be performed to determine the presence or absence of agricultural chemicals in the soil.

RESPONSES TO CHECKLIST QUESTIONS

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? Less Than Significant Impact.

Construction equipment and materials would likely require the use of petroleum based products (oil, gasoline, diesel fuel), and a variety of common chemicals including paints, cleaners, and solvents. Transportation, storage, use, and disposal of hazardous materials during construction activities would be required to comply with applicable federal, state, and local statutes and regulations. Compliance would ensure that human health and the environment are not exposed to hazardous materials. In addition, Mitigation Measure HWQ-1 requires the project applicant to implement a Stormwater Pollution Prevention Plan during construction activities, which would prevent any contaminated runoff from leaving the Plan Area. Therefore, the proposed project would have a less than significant impact relative to this issue.

Once the proposed project is constructed, hazardous materials would be limited to those associated with property maintenance and residential uses. These include household common fertilizers, pesticides, paint, solvent, and petroleum products. Because these materials would be used in very limited

quantities, they are not considered a significant hazard to the public. Therefore, this impact would be less than significant.

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? Less Than Significant with Mitigation Incorporated.

Given the long agricultural history of the Specific Plan Area, and the possibility that pesticides were or are likely to have been stored, mixed, or disposed of on the property, or pesticide equipment was cleaned there – activities which potentially could lead to isolated contamination areas – it is possible that pesticides may be present in soil at these isolated locations. To address the possibility of contaminated soil, a soil sampling program is recommended for the areas where pesticides may have been stored or mixed within the Plan Area, prior to development of these areas.

Mitigation Measure

***HAZ-1, Soils Testing and Disposal.** Prior to the issuance of a grading permit or improvement plans, the project applicant shall prepare and submit, to the satisfaction of the Development Services Director, a plan to test stockpiled soils prior to grading the project site. The plan shall provide that soils samples shall be collected using industry-standard practices, tested for organochlorinated pesticides (OCPs) by EPA Method 8081 and for California Title 22 (CAM 17) Metals by EPA Method 6010, and disposed of only at a qualified facility. This plan, the conditions of which shall be incorporated into the first permit that includes ground disturbance, shall establish and describe procedures including, but not limited to: appropriate site control, sampling, remediation (if necessary), and disposal in accordance with applicable State and local requirements. In the event testing reveals unanticipated contaminants of concerns that exceed the California Human Health Screening Levels (CHHSLs) provided by the California Environmental Protection Agency, special handling procedures shall be implemented as directed by the environmental site assessment professional, which measures may include the use of dust masks during construction, dust control, and stockpile covering. The plan shall be amended, as necessary, to maintain the equivalent level of environmental protection, in the event new information becomes available that could affect the implementation of the plan.*

With the implementation of Mitigation Measure HAZ-1, potential impacts are reduced to less than significant because the measure requires a plan be prepared prior to any grading activities that may result in the disturbance and exposure of hazardous materials. The soils testing plan would identify industry accepted methods for testing, handling, and disposing of hazardous materials.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or water within one-quarter mile of an existing or proposed school? Less Than Significant Impact.

No schools are presently located within one-quarter mile of the proposed project site. The closest school sites currently are Hirsch Elementary School, located at 1280 Dove Drive, Tracy, 95376, approximately

one mile to the northeast of the Plan Area, and George Kelly School, location at 535 Mabel Josephine Drive, Tracy, 95377, approximately one mile north of the Plan Area. Development within the ASP would consist of residential land uses and associated infrastructure. These uses and their construction do not pose a substantial risk associated with emissions of hazardous materials during construction or operation. As discussed above, all transportation, storage, use, and disposal of hazardous materials during construction activities would be required to comply with applicable federal, state, and local statutes and regulations. Occupants of the future residences would be expected to use common household chemicals for cleaning and landscaping but these types of uses and chemicals would not pose a significant risk to any existing or future schools in the vicinity.

No school is proposed within the Specific Plan Area. As part of the Ellis Specific Plan located to the south of the ASP, a school may be constructed within that project area and the school may be within one-quarter mile of the Plan Area. Any future school developed within the surrounding area would be subject to the oversight of the California Department of Toxic Substances Control, as required by State law. New school sites are required to be free of contamination or, if the properties were previously contaminated, they must be cleaned up under DTSC's oversight. As a result, no impacts are anticipated.

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 create a significant hazard to the public or the environment? Less Than Significant Impact.

According to the California Department of Toxic Substances Control (DTSC) there are no Federal Superfund Sites, State Response Sites, or Voluntary Cleanup Sites on, or in the near vicinity of the Plan Area. The Plan Area is not included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5.

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 for people residing or working in the project area? Less Than Significant Impact.

The Tracy Municipal Airport is the closest public airport to the Plan Area and is located approximately one mile southeast from the Plan Area. The Airport is a general aviation airport owned by the City and managed by the Public Works Department. Guidelines for Airport Land Use were developed by SJCOG Airport Land Use Commission in 2013. Furthermore, the City of Tracy adopted an Airport Master Plan in 1998, analyzing the impacts to safety on surrounding development from the Tracy Municipal Airport.

The probability of an aircraft accident is highest along the extended runway centerline, and within one mile of the runway end. According to SJCOG Guidelines there are seven zones in which land use restrictions apply due to proximity to the airport:

1. Zone 1 Runway Protection Zone (RPZ)
2. Zone 2 Inner Approach/Departure Zone (IADZ)

3. Zone 3 Inner Turning Zone (ITZ)
4. Zone 4 Outer Approach/Departure Zone (OADZ)
5. Zone 5 Sideline Safety Zone (SSZ)
6. Zone 7 Traffic Pattern Zone (TPZ)
7. Zone 8 Airport Influence Area (AIA)

Land use constraints in these zones become progressively less restrictive from the RPZ to the TPZ. The proposed project is not located within any of the safety zones. The proposed project is not located within one mile of the airport, nor along the extended runway centerline. Additionally, there are no private airstrips within the vicinity of the Plan Area. The proposed project consists of single story and two story structures, and does not propose any structures of substantial height that would protrude into active airspace. Building height would be consistent with surrounding uses. Therefore safety hazards related to the project's proximity to the Tracy Municipal Airport are less than significant, and no mitigation is required.

f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? Less Than Significant Impact.

The Plan Area is not located within 2 miles of a private airstrip. The closest private airstrip is 33 Strip Airport (CA54) located five miles southeast of Tracy. Due to the distance separation, the proposed project would not present a safety hazard for people residing or working in the Plan Area.

g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? Less Than Significant Impact.

The proposed project would not impair or physically interfere with an adopted emergency response or evacuation plan. The City's General Plan includes policies that require the City to maintain emergency access routes that are free of traffic impediments (General Plan Objectives SA-6.1, P1 and A2). The proposed project does not include any actions that would interfere with emergency response and evacuation plan policies. Primary access to all major roads would be maintained during construction of the proposed project and the Specific Plan provides for streets consisting of two lanes with shoulders on each side to provide for emergency vehicle parking and access. Therefore, no associated impacts would occur.

h. Expose people of structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? Less Than Significant Impact.

The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents) and topography (degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio

and require less heat to reach the ignition point, while fuels such as trees have a lower surface area to mass ratio and require more heat to reach the ignition point.

The City has areas with an abundance of flashy fuels (i.e. grassland) in the outlying residential parcels and open lands that, when combined with warm and dry summers with temperatures often exceeding 100 degrees Fahrenheit, create a situation that results in higher risk of wildland fires. Most wildland fires are human caused, so areas with easy human access to land with the appropriate fire parameters generally result in an increased risk of fire.

The California Department of Forestry has designated the southwestern edge of the City as having a moderate wildland fire potential. This is predominately a result of the hills and grassland habitat that persists. The identified moderate wildland fire potential area in and around Tracy does not include the project site. Since the Plan Area is not located within a designated wildfire hazard area, this is a less than significant impact and no mitigation is required.

Cumulative Impacts

The incremental effects of the proposed project related to hazards and hazardous materials, if any, are anticipated to be minimal, and any effects would be site-specific. Therefore, the proposed project would not result in incremental effects to hazards or hazardous materials that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. Mitigation previously discussed in this section would be implemented by the proposed project to reduce the likelihood of cumulative effects to occur. The proposed project would not result in cumulatively considerable impacts to or from hazards or hazardous materials.

IX. HYDROLOGY AND WATER QUALITY

WOULD THE PROJECT:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|--------------------------------|--|-------------------------------------|--------------------------|-------------------------------------|
| a. Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

IX. HYDROLOGY AND WATER QUALITY

WOULD THE PROJECT:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|-------------------------------------|
| c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| j. Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

RESPONSES TO CHECKLIST QUESTIONS

a. Violate any water quality standards or waste discharge requirements? Less Than Significant with Mitigation Incorporated.

The General Plan EIR disclosed that as development proceeds within Tracy and the SOI, impervious surfaces would increase, as would the amount of pollutants in runoff, thereby increasing stormwater drainage rates and potentially impacting surface and groundwater. Because the proposed project includes annexation of the project site into the City of Tracy and because the proposed project is considered as being within the City of Tracy SOI, this analysis is pertinent to the proposed project.

Accordingly, the General Plan notes that project-level water quality impacts to water resources would be reduced to a less-than-significant level by implementing BMPs in accordance with the NDPEs, other applicable regulations, and implementation of the water quality policies contained in the proposed General Plan.

The proposed project would conform to all applicable water quality standards and implement all applicable measures to ensure water quality is not significantly degraded. Potential project level impacts and proposed mitigation measures are discussed below.

The proposed project falls within the boundaries of the Ellis Program sub-basin delineated in the 2012 City of Tracy Citywide Storm Drainage Master Plan. In part, the intent of this plan is to be used as a guideline document for the identification of storm drainage facilities needed to serve future land development projects under the buildout condition for the City's Sphere of Influence. In general, new development projects are required to provide site-specific or project-specific storm drainage solutions and payment of impact fees to offset costs for the provision of the infrastructure detailed in the SDMP.

Potential water quality impacts associated with the proposed project would include short-term construction-related erosion/sedimentation and long-term operational stormwater discharge. If not managed properly, grading and construction activities could increase erosion potential and cause soils and other pollutants to enter the storm drain system. During heavy rains, this may degrade stormwater quality at downstream locations. To minimize water quality impacts associated with the proposed project, construction activities would be required to comply with a Storm Water Pollution Prevention Plan (SWPPP) consistent with the General Permit for Stormwater Discharge Associated with Construction Activity (Construction Activity General Permit). Additionally, the proposed project would also implement stormwater control measures such as Low Impact Development (LID) and Best Management Practices (BMP's) per the City's 2015 Post Construction Stormwater Standards Manual, which was developed cooperatively with five other local cities. This was done to assist the development community in complying with the requirements for post-construction standards to address stormwater quality.

After construction, stormwater from within the Plan Area would have the potential to degrade water quality in downstream water bodies, in particular, the Old River, which is already impaired and the stream located immediately east of the Plan Area which drains into the Delta-Mendota Canal. Development of the proposed project would add impervious surfaces through construction of buildings, parking areas, roadways, and other improvements. An increase in impervious surfaces has the potential to increase runoff from the Plan Area, which in turn could transport urban pollutants to off-site areas. However, the proposed project would incorporate to the extent feasible, low impact development (LID) features, including directing drainage from impervious surfaces to bioretention facilities for infiltration. In addition, all projects that create an impervious area greater than 1 acre are required to ensure that the post-construction stormwater runoff flow rate does not exceed the estimated pre-project flow rate for the 2-year, 24-hour design storm event. As identified in the City's Stormwater Quality Control (SWQC) Manual, the proposed project would submit a Stormwater Quality Control Plan (SWQCP) that demonstrates that the proposed project would conform to all requirements of the City standards.

The proposed project would also be required to incorporate post-construction stormwater pollution management measures during operation of industrial facilities. These management measures would prevent polluting stormwater discharges, and they would be monitored as required by the statewide Industrial General Permit, which regulates stormwater discharges associated with industrial activities. Storm drainage facilities would be consistent with local, State and Federal requirements, including National Pollutant Discharge Elimination System (NPDES) requirements, in compliance with General Plan Objective PF-1.1 Policy P4 and other applicable federal, state, and local laws and regulations.

The following mitigation measures that would be effective in addressing water quality standards or waste discharge requirements so that impacts would be considered less than significant with mitigation. These measures are applicable to the proposed project and are identified as follows:

Mitigation Measures

HWQ-1, Stormwater Pollution Prevention Plan: Prior to the issuance of a grading permit or improvement plans, the project applicant shall prepare and submit for approval, to the satisfaction of the Utilities Director, a Storm Water Pollution Prevention Plan (SWPPP) that includes specific types and sources of stormwater pollutants, determine the location and nature of potential impacts, and specify appropriate control measures to eliminate any potentially significant impacts on receiving water quality from stormwater runoff. The SWPPP shall require treatment BMPs that incorporate, at a minimum, the required hydraulic sizing design criteria for volume and flow to treat projected stormwater runoff. The SWPPP shall comply with the most current standards established by the Central Valley RWQCB. Best Management Practices shall be selected from the CASQA BMP Handbook for New and Re-Development according to site requirements and shall be subject to approval by the Utilities Director and Central Valley RWQCB.

HWQ-2, Stormwater Management Plan: Prior to the issuance of a grading permit or improvement plans, the project applicant shall prepare and submit for approval, to the satisfaction of the Utilities Director, a drainage plan for on-site measures consistent with the Citywide Stormwater Master Plan, and other applicable stormwater standards and requirements that shall be designed to control and treat stormwater for the storm events in compliance with the 2015 Post-Construction Stormwater Standards Manual including those dealing with capacity design of the facilities and contour grading. All such measures shall be implemented as part of the development and operation of the individual development at issue.

The project applicant shall construct drainage improvements and other required stormwater retention/detention facilities as necessary to serve the specific development proposed by that applicant in conformance with the approved drainage plan, the Specific Plan and the then-applicable City standards including those set forth in the City's Storm

Drainage Master Plan. These drainage facilities shall accommodate events up to and including a 100-year 24-hour storm. The project applicant shall pay all applicable development impact fees, which would include funding for offsite Citywide storm drainage infrastructure improvements identified in the 2012 City of Tracy Citywide Storm Drainage Master Plan.

b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the projection rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses of which permits have been granted)? Less Than Significant Impact.

The proposed project would not result in the construction of new groundwater wells, nor would it increase existing levels of groundwater pumping. The proposed project would be served by the City's existing municipal water system. The City of Tracy uses several water sources, including the US Bureau of Reclamation, the South County Water Supply Project (SCWSP), and groundwater. As described in greater detail in the Utilities Section of this document, the City has adequate water supplies to serve the proposed project without increasing the current rate of groundwater extraction.

Although the proposed project would increase impervious surfaces, which could impact groundwater recharge, a range of features such as parks and open space, and other stormwater management features would be included as part of the buildout of the Plan Area. Storm drains constructed as part of the ASP would drain to an existing detention basin within the City (Detention Basin 3A) which would allow for ground water infiltration back into the ground water table.

Because the projected water demand of development within the ASP would not deplete the City's groundwater supplies and the increase of impervious surfaces would not impact groundwater recharge, impacts would be considered less than significant in this regard.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? Less Than Significant with Mitigation Incorporated.

The greatest potential impact with respect to erosion and siltation processes would result during construction when earthmoving and vegetation removal occurs. In addition, the proposed project would involve substantial grading as well as construction of new residential building and recreational uses, as well as other necessary infrastructure and improvements to serve the proposed project. Implementation of Mitigation Measures HWQ-1 and HWQ-2, identified above would reduce the impacts to less than significant.

In the long-term, the proposed project would not substantially alter the existing drainage patterns of the site or vicinity. The site is generally flat and water currently drains towards the northern portion of the

site. After grading, the site would continue to drain to the north. The proposed project would implement BMPs, including a detention basin that would control runoff from the site such that during construction and operations on the site, the proposed project would not result in an increase in low or velocity of stormwater leaving the site into the stream.

Implementation of Mitigation Measure HWQ-2, identified above, would require coordination with the SWRCB and the City of Tracy during design and construction of the proposed project to ensure the project is consistent with long-range planning efforts. Therefore, impacts would be less than significant with mitigation incorporated.

d. Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? Less Than Significant Impact.

As described in Item IX(c) above, the proposed project would not substantially alter existing drainage patterns of the site or vicinity and would not impact the stream located immediately east of the Plan Area. On-site surface run-off would be collected in proposed drainage facilities associated with buildout of the Specific Plan Area. The proposed project's drainage plan would provide for routing of storm runoff from all new development areas to an on-site detention basin, proposed on the north section of the project site, to store and attenuate runoff rates and volumes for storm events up to and including the 100-year 24-hour storm event.

With implementation of Mitigation Measure HWQ-2 identified above, the proposed project would provide detention and stormwater treatment systems to limit the release of stormwater from the site to pre-development conditions; thus, minimizing the potential for flooding to occur on- or off-site. The proposed project would be consistent with long term planning of flood control and storm drain infrastructure planned by the City. Therefore, no new impacts related to flooding would occur and the impact is considered less than significant with mitigation incorporated.

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? Less Than Significant Impact. The General Plan EIR noted that as development proceeds within Tracy and the SOI, future regional growth would result in increased demand for additional stormwater drainage infrastructure throughout the county. It further notes that growth within the SOI would cause the need for the City to construct additional stormwater drainage infrastructure which could result in additional environmental impacts. Because the proposed project includes annexation into the City of Tracy that analysis is pertinent to the proposed project. Accordingly, the analysis of the then proposed General Plan found no significant impacts in regard to the construction of new and expanded facilities for the 20-year planning horizon and for total buildout. It was concluded implementation of the General Plan would result in a less-than-significant cumulative impact to stormwater drainage infrastructure.

In accordance with this analysis the proposed project would incorporate storm drainage facilities and mitigation to ensure storm drainage facilities are not significantly effected. The following discusses potential project level impacts as well as the project components and mitigation measures that would ensure impacts remain less than significant.

Development of the proposed project would increase local runoff volumes, frequency, and flow rates. However, as indicated in Item IX(a) above, the proposed project would include storm drainage facilities to adequately accommodate the project's drainage as well as drainage from surrounding uses in adherence to all applicable standards and requirements as set forth in the City's Storm Drainage Master Plan and the 2015 Post-Construction and Stormwater Standards Manual.

Proposed project construction and operation could also introduce constituents into stormwater that are typically associated with urban runoff. The presence of heavy equipment and trucks, as well as other vehicles in the proposed project area also present the opportunity for spills of oil and fuel. All of these activities could lead to temporary impacts on surface water quality for downstream areas due to the increase in sediments and other pollutants.

The implementation of Mitigation Measures HWQ-1 and HWQ-2 above, would address construction and post-construction measures to control surface runoff in a manner that is consistent with State and local laws and regulations. Therefore, associated impacts are considered less than significant with mitigation incorporated.

e. Otherwise substantially degrade water quality? Less Than Significant Impact.

The implementation of Mitigation Measures HWQ-1 and HWQ-2 above, would require compliance with all applicable State and local laws and regulations, and therefore would not substantially degrade water quality. No additional water quality impacts other than those described earlier in this section are anticipated.

f. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? No Impact.

Although implementation of the ASP would include construction of new housing, the project site is not located within the 100-year flood zone. Therefore, project implementation would not place housing in a 100-year flood hazard area that would redirect flood flows. No impact would occur.

g. Place within a 100-year flood hazard area structures which would impede or redirect flood flows? No Impact.

The proposed project is not located within a 100-year flood hazard area, and therefore no structures would be placed in such an area as part of the proposed project. Thus, no impact would occur.

h. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? Less Than Significant Impact.

The proposed project area is not located within a 100-year floodplain or in a dam inundation risk area. Therefore, no impact would occur.

i. Inundation by seiche, tsunami, or mudflow? Less Than Significant Impact.

The proposed project is not located in close proximity to an area subject to flooding due to tsunamis or seiches resulting in levee failure, and would not be subject to mudflows as a result of a seiche. Additionally, due to the flat topography of the Plan Area, mudflows could not occur. As a result, a less than significant impact would occur.

Cumulative Impacts

The potential impacts related to hydrology and storm water runoff are typically site specific and site specific BMPs are implemented at the project level. The analysis above determined that the implementation of the proposed project would not result in significant impacts. Therefore, the project would have no impact under most hydrology criteria, and therefore could not contribute toward a cumulative impact. In regards to project impacts that would be considered less than significant, such impacts are not expected to result in compounded or increased impacts when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects, as other projects would be subject to similar laws and requirements regarding hydrology practices. Potential impacts are considered less than cumulatively considerable.

X.LAND USE AND PLANNING

WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

a. Physically divide an established community? No Impact.

The proposed project does not include the construction of public roads, structures, or other improvements that would physically divide or separate neighborhoods within an established community. The Plan Area is located within the limits of the City of Tracy Sphere of Influence and the property is designated for low density residential development. The proposed project is consistent with the land use designation and would not divide an established community. The project would have no impact in this regard.

b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? Less Than Significant Impact.

The key planning documents that are directly related to, or that establish a framework within which the proposed project must be consistent, include:

- City of Tracy General Plan
- City of Tracy Zoning Ordinance

The City of Tracy General Plan provides the following designations and growth management polices relevant to the proposed project:

Residential Low (RL). Single family dwelling units are the principal type of housing stock allowed in these areas. Attached units, zero lot line and clustered housing are also permissible and are encouraged within the overall framework of each community. These housing types can help to meet the City's desire to create unique neighborhoods and enhance the character of the community. Allowable densities for the Residential Low designation are 2.1 to 5.8 units per gross acre.

The City adopted a residential Growth Management Ordinance (GMO) in 1987. The goal of the GMO is to achieve a steady and orderly growth rate that allows for the adequate provisions of services and community facilities, and includes a balance of housing opportunities. According to the GMO, builders must obtain a Residential Growth Allotment (RGA) in order to secure a residential building permit. One RGA equals the public services and facilities required by one dwelling unit.

Residential growth under the General Plan is limited by the GMO. Through the years 2008 and 2025, the number of residential units allowed under the City's GMO is 8,419 units⁶, not including any

⁶ The total building permits for 2008 through 2025 was calculated with the following methodology: (100 building permits x 4 years [2008 through 2011] + 219 building permits x 1 year [2012] + 600 building permits x 13 years [2013 through 2025] = 8,419. Source: City of Tracy General Plan EIR.

exemptions to the GMO (exemptions such as affordable housing units or housing subject to the Regional Housing Needs Allocation (RHNA)). The RGA's and building permits are tracked by the City's Development Services Department to ensure compliance with GMO limitations. The Avenues Specific Plan permits up to a maximum of 480 dwelling units. It is unlikely that all of the units would be constructed in a single year, but assuming they were, the total number would be less than the maximum allowed by the GMO. The project developer would be responsible for securing the RGAs in advance of obtaining a building permit. This could be accomplished by securing a development agreement with the City to RGAs.

Alternatively, implementation of the ASP could initiate an amendment to the City General Plan, , specifically to Figure 2-3: Secondary Residential Growth Areas, to include the Plan Area within the Secondary Residential Growth Area. Therefore, prior to issuance of the first building permit, the developer must demonstrate that a General Plan Amendment has been approved by the City Council that identifies the Plan Area with The Secondary Residential Growth Area within the City and that the developer has secured the necessary RGAs to implement the proposed development consistent with the approved ASP. To ensure conflicts with the City's General Plan and GMO are avoided, implementation of Mitigation Measure LU-1 is required. Mitigation Measure LU-1 would provide the project applicant with two options securing the RGAs for project development.

With regard to the zoning for the Plan Area, the zoning designation would be *Avenues Specific Plan* as the ASP would serve as the zoning regulations for the Plan Area. The Avenues Specific Plan and Pattern Book provide the development regulations for the Plan area. Development topics not covered by the Specific Plan or the Pattern Book are regulated by Title 10 of the Tracy Municipal Code (TMC) and other City standards as applicable. Development Standard are covered in Chapter 2.3 of the Avenues Specific Plan. Development regulations include (but not limited to) such areas as:

- Lot area and size
- Lot Development
- Parking
- Fences, Walls, and Hedges
- Landscaping
- Signs
- Utilities
- Parks

Potential impacts on zoning regulations would be less than significant with the implementation of the proposed ASP.

Mitigation Measure

LU-1 GMO Ordinance –Prior to approval of any tentative map, the project applicant shall demonstrate, to the satisfaction of the Development Services Director, compliance with the Growth Management Ordinance. Compliance shall include demonstration that one of the two following options have been completed:

1. Enter into and record on the Avenues property a development agreement with the City of Tracy that establishes that the Avenues project may receive Residential Growth Allotments, and then apply for and obtain Residential Growth Allotments pursuant to the development agreement and the Growth Management Ordinance, or
2. Amend the General Plan Secondary Residential Growth Area (as shown in Figure 2-3 of the General Plan) to show that the Avenues Specific Plan area is included within the Secondary Residential Growth Area and then apply for an obtain Residential Growth Allotments pursuant to the Growth Management Ordinance and Growth Management Ordinance Guidelines.

c. Conflict with any applicable habitat conservation plan or natural community conservation plan? Less Than Significant Impact.

The City of Tracy participates in the San Joaquin County Habitat Conservation Plan (HCP). The Specific Plan Area is located within the Central/Southwest Transition Zone designated by the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). The ultimate goal of the SJMSCP is to provide 100,241 acres of habitat preserves over the projected 50-year lifetime of the SJMSCP. Most of the land for these preserves would be designated as conservation easements over existing agricultural lands in the areas covered by the SJMSCP. Participation in the SJMSCP includes payment of a fee for each acre of land converted to urban use and compliance with Incidental Take Minimization Measures defined in Section 5.2 of the SJMSCP. Relative to land use and planning issues, the proposed project conforms to the applicable habitat conservation plan. Therefore, no conflict with such plans would occur with proposed project implementation.

Cumulative Impacts

The project does not conflict with any existing land use regulations and therefore could not contribute towards any cumulative impacts. The project does not propose any new roadways or other significant infrastructure improvements that would restrict access or require a diversion for existing travel routes. The project does not result in an impact on any sensitive plant or animal species covered by a habitat conservation plan or natural community conservation plan, nor does it hinder the implementation or establishing of such plans. For these reasons, the project would not cumulatively contribute to land use conflicts and potential impacts are considered less than cumulative considerable.

XI. MINERAL RESOURCES

WOULD THE PROJECT:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|----------------------------------|
| a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

RESPONSES TO CHECKLIST QUESTIONS

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? Less Than Significant Impact.

The main mineral resources found in San Joaquin County, and Tracy are sand and gravel (aggregate), which are primarily used for construction materials like asphalt and concrete. The City of Tracy has an adopted Aggregate Mining Overlay zone, which has been approved by the State Division of Mines and Geology (Resolution 2000-12 of State Division of Mines and Geology). In order to protect aggregate land and mitigate conflicts between mining activities and urban uses, the 2011 Tracy General Plan designates lands with production quality mineral reserves as Aggregate in the southern portion of Tracy. Of the area classified by the State Division of Mines and Geology as having potentially significant mineral deposits, the City has designated the bulk of this area as Aggregate in the 2011 General Plan.

Since the Plan Area is not located in an area designated for Aggregate use in the 2011 General Plan, impacts related to the loss of availability of a known mineral resource would be considered less than significant.

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? No Impact.

The Plan Area has not been used for mineral resource recovery and is not delineated as a mineral resource recovery site on any land use plans. As the proposed Plan Area is not currently used (or planned for use) as a mineral resource recovery site, no impacts to mineral resources would occur.

Cumulative Impacts

The analysis of potential impacts indicated that less than significant impacts would result from the proposed project’s implementation. As a result, no cumulative impacts related to mineral resources would occur.

XII. NOISE

WOULD THE PROJECT:

| Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|----------------------------------|
| a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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 expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

RESPONSES TO CHECKLIST QUESTIONS

The 2010 General Plan Supplemental EIR (SEIR) discussed noise impacts including vehicular traffic on existing roadways that would increase as development proceeds. Traffic noise levels throughout Tracy were modeled to determine how changes in vehicular traffic volumes would increase noise levels and the 2010 SEIR contemplated that increased traffic on new roadways planned in the General Plan would also create noise increases adjacent to existing or new residential areas. The SEIR acknowledged that policies in the General Plan would ensure that the citizens of Tracy are protected from excessive noise levels but recognized that new roadways would substantially increase the noise environment at receivers in the vicinity. The SEIR recommends that conformance to the policies and use the City’s Noise Ordinance both discussed above, shall be used to help determine whether impact from new projects will occur in the city as a result of the General Plan.

Upon evaluating the whole action of implementing the General Plan, the SEIR concluded that although the proposed policies provide significance thresholds to be used in the evaluation of project impacts and criteria to ensure that new projects are evaluated properly, it is not likely that all traffic noise impacts resulting from the proposed General Plan will be adequately mitigated. Given the anticipated growth of the community and expected traffic noise level increases resulting from the project, the document disclosed that impacts would be significant and unavoidable.

The proposed project, however, has been evaluated at the project level. Although the 2010 SEIR found that impacts related noise significant and unavoidable, analysis of the proposed project determined that impacts would be less than significant, and because it is in the scope of the General Plan, would not result in any impacts that were not previously disclosed. A complete analysis of project related impacts associated with noise impacts is provided in more detail below.

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air, and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear deemphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately 3 dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (is reduced) at a rate between 3 dBA and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3 dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between 6 dBA and about 7.5 dBA per doubling of distance.

There are a number of metrics used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level (Leq), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Noise exposure over a longer period of time is often evaluated based on the Day-Night Sound Level (Ldn). This is a measure of 24-hour noise levels that incorporates a 10-dBA penalty for sounds occurring between 10 p.m. and 7 a.m. The penalty is intended to reflect the increased human sensitivity to noises occurring during nighttime hours, particularly at times when people are sleeping and there are lower ambient noise conditions. Typical Ldn noise levels for light and medium density residential areas, such as those existing in the project vicinity, range from 55 dBA to 65 dBA.

Two of the primary factors that reduce levels of environmental sounds are increasing the distance between the sound source to the receiver and having intervening obstacles such as walls, buildings, or terrain features between the sound source and the receiver. Factors that act to increase the loudness of environmental sounds include moving the sound source closer to the receiver, sound enhancements caused by reflections, and focusing caused by various meteorological conditions.

State of California

The State Office of Planning and Research Noise Element Guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The Noise Element Guidelines contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the Community Noise Equivalent Level (CNEL).

City of Tracy

General Plan

The City of Tracy General Plan Noise Element outlines the objectives and policies for noise control within the City. The Noise Element evaluates the existing noise environment, future noise environment projections as well as identifies noise-sensitive land uses and major noise sources in the City. The Noise Element provides goals, objectives, and policies designed to minimize noise problems and to protect public health. Section 9, Noise Element, of the General Plan includes the following goals and policies:

Objective N 1-1: Ensure appropriate exterior and interior noise levels for new land uses.

- Policy P1:** Noise sensitive land uses shall not be located in areas with noise levels that exceed those considered normally acceptable for each land use unless measures can be implemented to reduce noise to acceptable levels.
- Policy P2:** Land uses shall require appropriate interior noise environments when located in areas adjacent to major noise generators.
- Policy P3:** Recognizing that some new single-family residential uses may be located adjacent to non-residential uses, new single-family residential development shall not exceed 60 L_{dn} (day/night average noise level) for exterior noise in private use areas.
- Policy P4:** New residential uses exposed to noise levels exceeding 60 L_{dn} shall be analyzed following protocols in the operative California Building Code or other operative code.
- Policy P5:** For new residential land uses, noise from external sources shall not cause building interiors to exceed 45 L_{dn}.

Policy P7: New residential development affected by noise from railroads or aircraft operations shall be designed to limit typical maximum instantaneous noise levels to 50 dBA in bedrooms and 55 dBA in other rooms.

Policy P8: Measures to attenuate exterior and/or interior noise levels to acceptable levels shall be incorporated into all development projects. Acceptable, conditionally acceptable and unacceptable noise levels are presented in Figure 9-3 [of the General Plan Noise Element].

Policy P9: If the primary noise sources are train pass-bys then the standard for outdoor noise levels in single- and multi-family residential outdoor activity areas shall be 70 L_{dn}.

Objective N 1-2: Control sources of excessive noise.

Policy P1: The City's Noise Ordinance, as revised from time to time, shall prohibit the generation of excessive noise.

Policy P2: Mitigation measures shall be required for new development projects that exceed the following criteria:

- Cause the L_{dn} at noise-sensitive uses to increase by 3 dB or more and exceed the "normally acceptable" level.
- Cause the L_{dn} at noise-sensitive uses to increase 5 dB or more and remain "normally acceptable."
- Cause new noise levels to exceed the City of Tracy Noise Ordinance limits.

Policy P4: All construction in the vicinity of noise sensitive land uses, such as residences, hospitals, or convalescent homes, shall be limited to daylight hours or 7:00 a.m. to 7:00 p.m. In addition, the following construction noise control measures shall be included as requirements at construction sites to minimize construction noise impacts:

- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction area.
- Utilize "quiet" air compressors and other stationary noise sources where technology exists.

Objective N 1-3: Consider noise issues in the Development Review process.

Policy P1: Development projects shall be evaluated for potential noise impacts and conflicts as part of the Development Review process.

Policy P2: Significant noise impacts shall be mitigated as a condition of project approval.

Policy P3: New development projects shall have an acoustical specialist prepare a noise analysis with recommendations for design mitigation if a noise-producing project is proposed near existing or planned noise-sensitive uses.

Policy P4: Proposed noise sensitive projects within noise-impacted areas shall submit acoustical studies and provide necessary mitigation from noise.

Policy P5: Site design techniques shall be considered as the primary means to minimize noise impacts as long as they do not conflict with the goals of the Community Character Element. Techniques include:

- Designing landscaped building setbacks to serve as a buffer between the noise source and receptor.
- Placing noise-tolerant land uses, such as parking lots, maintenance facilities, and utility areas between the noise source, such as highways and railroad tracks, and receptor.
- Orienting buildings to shield noise sensitive outdoor spaces from a noise source.
- Locating bedrooms or balconies on the sides of buildings facing away from noise sources.
- Utilizing noise barriers (e.g., fences, walls, or landscaped berms) to reduce adverse noise levels in noise-sensitive outdoor activity areas.

Policy P6: The City shall seek to reduce impacts from groundborne vibration associated with rail operations by requiring that vibration-sensitive buildings (e.g., residences) are sited at least 100 feet from the centerline of the railroad tracks whenever feasible. The development of vibration-sensitive buildings within 100 feet from the centerline of the railroad tracks would require a study demonstrating that ground borne vibration issues associated with rail operations have been adequately addressed (i.e., through building siting or construction techniques).

The Noise Element also identifies the acceptability of noise exposure levels for different land uses. Table 6, Land Use Noise Compatibility, shows the land use compatibility standards for exterior and interior noise.

Municipal Code

In addition to the standards set forth within the Tracy General Plan, Title 4.12, Article 9, *Noise Control Ordinance*, of the City’s Municipal Code provides the following General Sound Level Limits (Section 4.12.750):

- Residential Districts have a noise limit of 55 dBA
- Commercial Districts have a noise limit of 65 dBA
- Industrial Districts have a noise limit of 75 dBA
- Agricultural Districts have a noise limit of 75 dBA
- Aggregate Mineral Overlay Zones have a noise limit of 75 dBA

**Table 6
Land Use Noise Compatibility**

| Land Use Categories | Community Noise Exposure (L _{dn}) | | |
|---|---|--------------------------|--------------|
| | Normally Acceptable | Conditionally Acceptable | Unacceptable |
| Single Family Residential | 50 - 60 | 61 - 75 | >75 |
| Multi-Family Residential, Hotels, and Motels | 50 - 65 | 66 - 75 | >75 |
| Outdoor Sports and Recreation, Neighborhood Parks, and Playgrounds | 50 - 65 | 66 - 80 | >80 |
| Schools, Libraries, Museums, Hospitals, Personal Care, Meeting Halls, Churches | 50 - 60 | 61 - 75 | >75 |
| Office Buildings, Business Commercial and Professional | 50 - 70 | 71 - 80 | >80 |
| Auditoriums, concerts Halls, and Amphitheaters | N/A | 50 - 70 | >70 |
| Normally Acceptable – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements. | | | |
| Conditionally Acceptable – Specified land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features included in the design. | | | |
| Unacceptable – New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies. | | | |
| Source: City of Tracy, Tracy General Plan Noise Element, 2011. | | | |

Construction Noise Prohibition

Section 4.12.820 of Title 4.12, Article 9, *Noise Control Ordinance*, prohibits the operation of any pneumatic or air hammer, pile driver, steam shovel, derrick, steam, or electric hoist, parking lot cleaning

equipment, or other appliance, the use of which is attended by loud or unusual noise, between the hours of 10:00 PM and 7:00 AM.

Existing Stationary Sources

There are no substantial stationary sources of noise in the vicinity of the Plan Area.

Existing Mobile Sources

The majority of the existing noise in the vicinity of the Plan Area is generated from vehicle sources along Corral Hollow Road. As shown in Table 7, Existing Traffic Noise Levels, the highest mobile noise sources adjacent to the Plan Area were modeled at 61.8 dBA. Mobile source noise was modeled using the Federal Highway Administration’s Highway Noise Prediction Model (FHWA RD-77-108), which incorporates several roadway and site parameters. The model does not account for ambient noise levels. Noise projections are based on modeled vehicular traffic as derived from *The Avenues – City of Tracy, CA Transportation Impact Analysis* (2017) prepared by Kimley Horn; refer to Appendix D of this document. Average daily traffic estimates were obtained from the Transportation Impact Analysis. Existing modeled traffic noise levels are shown in Table 7.

**Table 7
Existing Traffic Noise Levels**

| Roadway Segment | Existing Conditions | | | | |
|---|---------------------|--|---|----------------------------------|----------------------------------|
| | ADT | dBA @ 100 Feet from Roadway Centerline | Distance from Roadway Centerline to: (Feet) | | |
| | | | 60 L _{dn} Noise Contour | 65 L _{dn} Noise Contour | 70 L _{dn} Noise Contour |
| Lammers Road | | | | | |
| Old Shulte Road to Valpico Road | 6,520 | 60.9 | 153 | 48 | 15 |
| Valpico Road to Street 7 | 460 | 49.4 | 11 | 3 | 1 |
| Corral Hollow Road | | | | | |
| Valpico Road to Street 7 | 8,110 | 61.8 | 190 | 60 | 19 |
| Street 7 to Linne Road | 6,685 | 61.8 | 208 | 66 | 21 |
| Valpico Road | | | | | |
| Lammers Road to Summit Drive | 5,460 | 58.9 | 94 | 30 | 9 |
| Summit Drive to Corral Hollow Road | 5,905 | 59.2 | 102 | 32 | 10 |
| Corral Hollow Road to Cagney Way | 8,100 | 59.9 | 140 | 44 | 14 |
| Cagney Way to Tracy Boulevard | 8,370 | 61.1 | 196 | 62 | 20 |
| Notes: ADT = average daily trips; dBA = A-weighted decibels; L _{dn} = day/night average. | | | | | |
| Source: Based on traffic data within the Transportation Impact Analysis, prepare by Kimley Horn, February 2017. | | | | | |

a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? Less Than Significant with Mitigation Incorporated. Less Than Significant.

It is difficult to specify noise levels that are generally acceptable to everyone; what is annoying to one person may be unnoticed by another. Standards may be based on documented complaints in response to documented noise levels, or based on studies of the ability of people to sleep, talk, or work under various noise conditions. However, all such studies recognize that individual responses vary considerably. Standards usually address the needs of the majority of the general population.

Short-Term (Construction) Noise Impacts

Construction activities generally are temporary and have a short duration, resulting in periodic increases in the ambient noise environment. Construction of the proposed project would span approximately two years. Construction activities would include site preparation, grading, building construction, paving, and painting. Ground-borne noise and other types of construction-related noise impacts typically occur during the initial site preparation. This phase of construction has the potential to create the highest levels of noise; however, it is generally the shortest of all construction phases. Typical noise levels generated by construction equipment are shown in Table 8, Maximum Noise Levels Generated by Construction Equipment. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

**Table 8
Maximum Noise Levels Generated by Construction Equipment**

| Type of Equipment | Acoustical Use Factor ¹ | L _{max} at 50 Feet (dBA) |
|------------------------------|------------------------------------|-----------------------------------|
| Concrete Saw | 20 | 90 |
| Concrete Mixer Truck | 40 | 79 |
| Backhoe | 40 | 78 |
| Dozer | 40 | 82 |
| Excavator | 40 | 81 |
| Forklift | 40 | 78 |
| Paver | 50 | 77 |
| Roller | 20 | 80 |
| Tractor | 40 | 84 |
| Water Truck | 40 | 80 |
| Grader | 40 | 85 |
| General Industrial Equipment | 50 | 85 |
| Note: | | |

| |
|---|
| 1. Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation. |
|---|

| |
|---|
| Source: Federal Highway Administration, <i>Roadway Construction Noise Model (FHWA-HEP-05-054)</i> , January 2006. |
|---|

The nearest sensitive land use to the Plan Area includes an adjacent residence to the west and residential subdivisions to the south. These sensitive uses may be exposed to elevated noise levels during construction. Neither the City's General Plan nor Municipal Code establish quantitative construction noise standards. Instead, General Plan Policy P4 of Objective N 1-2 states that all construction in the vicinity of noise sensitive land uses, such as residences, hospitals, or convalescent homes, shall be limited to daylight hours or 7:00 a.m. to 7:00 p.m. In addition, the following construction noise control measures are required to be included as requirements at construction sites to minimize construction noise impacts:

- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction area.
- Utilize "quiet" air compressors and other stationary noise sources where technology exists.

All development within the Plan Area would be subject to compliance with the implementing policies of the Tracy General Plan Noise Element. Furthermore, implementation of Mitigation Measure N-1 would reduce construction noise associated with development by requiring preparation of a Construction Noise Management Plan that includes requirements for the use of noise attenuation mufflers for construction equipment, coordination with a Noise Disturbance Coordinator, proper notification to surrounding uses of construction activities, and limiting construction to the less noise sensitive periods of the day (i.e., between the hours of 7:00 AM and 7:00 PM per the City General Plan Noise Element). Therefore, following compliance with existing City standards and implementation of Mitigation Measure N-1, construction-related noise impacts are considered less than significant.

Long Term (Operational) Noise Impacts

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels.

The residential aspect of the ASP itself would also be considered a sensitive receptor once constructed. In accordance with the Noise Element, a noise exposure of 60 dBA Ldn or less is considered to be the most desirable target for the exterior of noise-sensitive land uses, or sensitive receptors, such as the homes proposed by the ASP. It is also recognized that such a level may not always be possible. Exposures

up to 75 dBA Ldn for noise-sensitive uses are considered to be conditionally acceptable if all measures to reduce such exposure have been taken. Noise levels above 75 dBA Ldn are unacceptable for residential receptors.

The predominate source of noise affecting the Plan Area is vehicular traffic noise. While the Plan Area is located 0.6-mile (3,175 feet) south of a Union Pacific Railroad (UPRR) corridor and about 0.5 miles north of the Altamont Corridor Express line., A review of Table 9-5, Train Noise Contour Distances, of the City of Tracy General Plan shows the Plan Area located beyond the UPRR noise contours, which extend as far as 260 feet from the tracks. As shown in Table 7, the existing traffic-generated noise levels ranged from 49.4 dBA to 61.8 dBA near the Plan Area, noise levels ranging from the acceptable to conditionally acceptable. Therefore, residential development within the ASP, as a sensitive receptor, would be located in a noise-compatible area.

The nearest sensitive receptor to the Plan Area is a single-family residence located adjacent to the northwestern corner, a church on the northeast corner, and new residential development to the south. The nearest existing living area is a side yard bordering the Plan Area. Implementation of the ASP would construct no major stationary sources of noise (such as industrial generators). Potential stationary noise sources related to long-term operation of residential development in the Plan area would include mechanical equipment. Mechanical equipment (e.g., HVAC equipment) typically generates noise levels of approximately 50–60 dBA at 50 feet. Operation of mechanical equipment would not be anticipated to increase ambient noise levels beyond the acceptable compatible land use noise levels. Therefore, the proposed project would result in a less than significant impact related to stationary noise levels.

Instead, long-term increases in noise levels would be primarily associated with increased vehicle traffic along off-site area roadways. Off-site traffic noise as a result of traffic generated by the project could impact existing sensitive receptors. Pursuant to City General Plan Noise Element P2 of Objective N 1-2, potentially significant impacts occur if a development project causes the existing noise levels at noise-sensitive uses to increase by 3 dBA or more and exceed the “normally acceptable” level (see Table 7). However, if the affected land use already experiences “normally unacceptable” or “unacceptable” ambient noise levels without the project, an increase of 3 dBA is consider significant.

Traffic noise levels for roadways primarily affected by the proposed project were calculated using the Federal Highway Administration’s (FHWA) Highway Noise Prediction Model (FHWA-RD-77-108). Traffic noise modeling was conducted for conditions with and without the project, based on traffic volumes obtained from the ASP traffic analysis (Kimley Horn, 2017). Predicted traffic noise levels are summarized in Table 9, Future Plus Project Traffic Noise Levels.

**Table 9
Future Plus Project Traffic Noise Levels**

| Roadway Segment | Future | | | | | Future Plus Project | | | | | Difference in dBA @ 100 feet from Roadway |
|--|--------|--|---|----------------------------------|----------------------------------|---------------------|--|---|----------------------------------|----------------------------------|---|
| | ADT | dBA @ 100 Feet from Roadway Centerline | Distance from Roadway Centerline to: (Feet) | | | ADT | dBA @ 100 Feet from Roadway Centerline | Distance from Roadway Centerline to: (Feet) | | | |
| | | | 60 L _{dn} Noise Contour | 65 L _{dn} Noise Contour | 70 L _{dn} Noise Contour | | | 60 L _{dn} Noise Contour | 65 L _{dn} Noise Contour | 70 L _{dn} Noise Contour | |
| Lammers Road | | | | | | | | | | | |
| Old Shulte Road to Valpico Road | 59,375 | 70.5 | 1,393 | 441 | 139 | 60,695 | 70.6 | 1,422 | 450 | 142 | 0.1 |
| Valpico Road to Street 7 | 55,915 | 70.3 | 1,310 | 414 | 131 | 56,150 | 70.3 | 1,317 | 416 | 132 | 0.0 |
| Corral Hollow Road | | | | | | | | | | | |
| Valpico Road to Street 7 | 21,600 | 66.1 | 507 | 160 | 51 | 21,885 | 66.2 | 513 | 162 | 51 | 0.1 |
| Street 7 to Linne Road | 24,170 | 67.4 | 752 | 238 | 75 | 24,520 | 67.4 | 762 | 241 | 76 | 0.0 |
| Valpico Road | | | | | | | | | | | |
| Lammers Road to Summit Drive | 15,955 | 63.5 | 275 | 87 | 27 | 17,590 | 63.9 | 304 | 96 | 30 | 0.4 |
| Summit Drive to Corral Hollow Road | 17,720 | 64.0 | 306 | 97 | 31 | 19,705 | 64.4 | 340 | 107 | 34 | 0.1 |
| Corral Hollow Road to Cagney Way | 20,870 | 64.0 | 359 | 114 | 36 | 22,680 | 64.3 | 391 | 124 | 39 | 0.3 |
| Cagney Way to Tracy Boulevard | 21,400 | 65.2 | 501 | 159 | 50 | 23,210 | 65.6 | 545 | 172 | 54 | 0.4 |
| Notes: ADT = average daily trips; dBA = A-weighted decibels; L _{dn} = day/night average. Source: Based on traffic data within the Traffic Impact Analysis, prepared by Kimley-Horn, February 2017. | | | | | | | | | | | |

As shown in Table 9, predicted increases in traffic noise levels associated with the project would increase local traffic noise levels by a maximum of 0.4 dBA L_{dn}. These noise increases would occur on two separate segments on Valpico Road. Since the increase in local noise levels at all of the roadway segments would be less than 3 dBA and 5 dBA L_{dn}, traffic noise impacts are considered less than significant.

Mitigation Measure:

NOI-1, Construction Noise: Prior to the issuance of a grading permit or improvement plans, the project applicant shall prepare and submit for approval, to the satisfaction of the City Engineer,

that the following construction noise measures have been implemented or shown as notes on the final grading plan:

- Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices.
- Property occupants located adjacent to the project boundary shall be sent a notice, at least 15 days prior to commencement of construction of each phase, regarding the project construction schedule. A sign, legible at a distance of 50 feet shall also be posted at the project construction site. All notices and signs shall be reviewed and approved by the City of Tracy Planning Division prior to mailing or posting and shall indicate the dates and duration of construction activities, as well as provide a contact name and a telephone number where residents can inquire about the construction process and register complaints.
- The Contractor shall provide evidence that a construction staff member would be designated as a Noise Disturbance Coordinator and would be present on-site during construction activities. The Noise Disturbance Coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the Noise Disturbance Coordinator shall notify the City within 24-hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the Planning Division. All notices that are sent to residential units immediately surrounding the construction site and all signs posted at the construction site shall include the contact name and the telephone number for the Noise Disturbance Coordinator.
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.
- Construction activities shall occur between the hours of 7:00 a.m. and 7:00 p.m. daily pursuant to Policy P4 of Objective N 1-2 of the Tracy General Plan Noise Element.

b. Exposure of persons to or generations of excessive groundborne vibration or groundborne noise levels? Less Than Significant Impact.

Project construction can generate varying degrees of ground-borne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from

vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Ground-borne vibrations from construction activities rarely reach levels that damage structures.

The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.20 inch/second) appears to be conservative. The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Typical vibration produced by construction equipment is illustrated in Table 10, Typical Vibration Levels for Construction Equipment.

**Table 10
Typical Vibration Levels for Construction Equipment**

| Equipment | Approximate peak particle velocity at 25 feet (inches/second) | Approximate peak particle velocity at 50 feet (inches/second) |
|--|---|---|
| Large bulldozer | 0.089 | 0.031 |
| Loaded trucks | 0.076 | 0.026 |
| Small bulldozer | 0.003 | 0.001 |
| Jackhammer | 0.035 | 0.012 |
| Vibratory compactor/roller | 0.210 | 0.074 |
| Notes: 1. Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment Guidelines</i> , May 2006. Table 12-2. 2. Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$ where: PPV (equip) = the peak particle velocity in in/sec of the equipment adjusted for the distance PPV (ref) = the reference vibration level in in/sec from Table 12-2 of the FTA <i>Transit Noise and Vibration Impact Assessment Guidelines</i> D = the distance from the equipment to the receiver | | |

Ground-borne vibration decreases rapidly with distance. The proposed project would not require pile driving. As indicated in Table 10, based on the FTA data, vibration velocities from typical heavy construction equipment operations that would be used during project construction range from 0.003 to 0.210 inch-per-second peak particle velocity (PPV) at 25 feet from the source of activity. Construction activities would occur approximately 50 feet from the nearest adjacent building. As noted in Table 10, vibration at 50 feet would range from 0.001 to 0.074 PPV. Therefore, vibration from construction activities experienced at the nearest adjacent residence would be expected to be below the 0.20 inch-per-second PPV significance threshold. Thus, potential impacts are considered less than significant.

c. A substantial permanent increase in ambient noise levels in the project vicinity above noise levels existing without the project? Less Than Significant Impact.

As discussed under item XII-a above, the project would not expose existing off-site noise-sensitive receptors to a substantial increase in traffic noise. Potential impacts are considered less than significant.

d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above noise levels existing without the project? Less Than Significant Impact.

The only potential source of substantial temporary or periodic increase in ambient noise levels in the project vicinity would be construction generated. As discussed under item XII-a above, short-term project-related construction activity would not result in the exposure of persons to or generation of noise levels in excess of applicable standards because it would only occur during less noise-sensitive times of day (i.e., 7:00 a.m. to 7:00 p.m.) and therefore be consistent with Policy 4, under Objective N-1.2 of the City of Tracy General Plan Noise Element Policy (City of Tracy 2011:9-20). Thus, construction generated noise would not result in a substantial temporary increase in ambient noise levels in the project vicinity above existing levels without the project. Potential impacts are considered less than significant.

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 or public use airport, would the project expose people residing or working in the project area to excessive noise? Less Than Significant Impact.

The Tracy Municipal Airport, located approximately one mile southeast, is the closest airport to the Plan Area. The Airport is a general aviation airport owned by the City and managed by the Public Works Department. The City of Tracy adopted an Airport Master Plan in 1998, analyzing the impacts to safety on surrounding development from the Tracy Municipal Airport.

The San Joaquin County Airport Land Use Plan establishes noise contours surrounding the Tracy Municipal Airport. The Plan Area is located outside of both the 65 dB CNEL and the 60 dB CNEL noise contours for the Tracy Municipal Airport. As such, the Plan Area would not be exposed to excessive noise from the Tracy Municipal Airport. This is a less than significant impact, and no mitigation is required.

For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? No Impact.

The Plan Area is not located in the vicinity of a private airstrip. Therefore, there is no impact.

Cumulative Impacts

With the implementation of Mitigation Measure NOI-1, the potential noise impacts as a result of exposure to construction noise levels from project site would be reduced to less than significant. Noise increases associated with project construction would occur in areas immediately adjacent to the site as well as areas adjacent to access and haul routes. Construction activities would be limited by City Code requirements for limiting construction hours and would limit construction activities and related noise to daytime hours. However, each cumulative project would require separate discretionary approval and CEQA assessment, which would address potential noise impacts and identify necessary attenuation measures, where appropriate. There are no approved, pending, or potential projects located immediately adjacent to the site that would contribute to cumulative construction-related noise increases in areas immediately adjacent to the site.

As noise dissipates as it travels away from its source, noise impacts from stationary sources would be limited to each of the respective sites and their vicinities. Stationary noise sources would be limited in their impacts as the cumulative projects and proposed project would be separated by intervening structures. Due to site distances and these intervening structures, and the temporary nature of construction activities, cumulative stationary noise impacts would be less than significant. As noted above, the proposed project would not result in stationary long-term equipment that would significantly affect surrounding sensitive receptors. Thus, the project would not contribute to cumulative impacts and impacts in this regard are not cumulatively considerable.

Implementation of the ASP would not create a noticeable change in ambient traffic noise levels. As a result, the proposed project would not create cumulatively considerable noise impacts due to the relatively low trip generation. All future development within the project area and surrounding region would be subject to comply with City and State guidelines regarding noise abatement and insulation standards. There are no approved, pending, or potential projects located immediately adjacent to the site and therefore, no cumulative operational noise increases are expected to occur in areas immediately adjacent to the site (no impact). Therefore, the project would result in less than significant cumulative noise impacts.

XIII. POPULATION AND HOUSING

WOULD THE PROJECT:

| Issues | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|-------------------------------------|
| a. Induce substantial 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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

RESPONSES TO CHECKLIST QUESTIONS

a. Induce substantial 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)? Less Than Significant Impact.

Implementation of the ASP would result in the construction of up to a maximum 480 single-family housing units within the Plan Area. The Plan Area is located along the edge of an existing urbanized

area within the City's Sphere of Influence. The potential for the project to directly induce population growth in the City of Tracy is not a significant impact in and of itself. The City's 2010 General Plan SEIR analyzed impacts to population growth based on the development projection from the General Plan through 2025. Projections were based on land use designations, available acres and the City's building allotment regulations. As noted in Item X.a above, future growth would occur through development allowed by the General Plan and by the City's Growth Management Ordinance (GMO), which helps reduce the potential adverse impacts to Tracy from future development by setting controls on development. Thus, between the years 2008 and 2025, the number of residential growth allotments allowed to be issued under the City's GMO is 8,419 and is expected to result in a population of 112,600 is expected by 2025.

In 2008 the population of Tracy was approximately 81,548, and according to the California Department of Finance the January 2017 population estimate is 90,890, which represents an increase of 9,342, or approximate 1,038 persons per year over the nine years. If that trend continues, the City of Tracy would be expected to add 8,304 more people by 2025 for a total population of 99,194, which is less than what was forecast. Additionally, the General Plan EIR notes that the San Joaquin County of Governments estimated the population of Tracy to be 153,677 by 2025. Therefore, the General Plan EIR concludes that of the proposed General Plan and Sustainability Action Plan would not result in the inducement of unexpected population growth. Because the proposed project makes up a small percentage of the projected growth a similar conclusion could be drawn.

However, while Growth under the proposed project is consistent with the General Plan and GMO, the General Plan EIR notes that total buildout of the General Plan would resulting in between 43000, to 70,000 additional people for a total population of approximately 163,000 to 193,000 people which would result in a significant and unavoidable impact by inducing substantial population growth at total buildout.

To serve development in the vicinity of the proposed project, there is existing infrastructure (roads, water, sewer, etc.) in the immediate vicinity of the Plan Area. Upon annexation into the City, the project would extend these services onto the site to serve the proposed development. The proposed project, however, would not extend infrastructure beyond an area needed for its own operation. If proposed infrastructure is extended under additional projects, impacts associated with the extension would be analyzed at that time. Although some adjacent areas are planned to be developed it is currently too speculative to assume that development would occur. Therefore, while the project may directly induce population growth through the provision of up to 480 new low-density residences, the project would not indirectly induce substantial population growth in other areas of the City of Tracy.

Lastly, population growth can result in other types of environmental impacts, such as traffic, service demands, etc. As described throughout this environmental document, the population growth attributable to the proposed project would not result in any significant environmental impacts that cannot be mitigated to a less than significant level.

Approval of the ASP would provide for additional housing opportunities in the City of Tracy, which would lead to population growth in the City, however, urbanization of the proposed project site would not result in any project-specific growth inducement that was not identified in the General Plan EIR. As the General Plan EIR found that ultimately, at total buildout, that growth inducement impacts were significant and unavoidable and because the proposed project is consistent with and described in the General Plan EIR, no further environmental analysis is required pursuant to Public Resources Code Section 21083.3, and no additional mitigation is required.

b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? No Impact.

Implementation of the proposed project would not require the removal of housing necessitating the construction of replacement housing elsewhere. As a result, no impact on housing displacement would occur. The proposed project would cause neither a new impact to occur, nor an increase in the severity of an impact previously disclosed. As such, no further analysis is required.

c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? No Impact.

There is no existing housing or people currently living within the Plan Area, and therefore no need to construct replacement housing. No impact would occur.

Cumulative Impacts

The proposed project would not result in direct or indirect permanent or temporary impacts related to population or housing. Therefore, the proposed project would not result in incremental effects to population and housing that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. As a result, no cumulative impacts related to population and housing would occur. The proposed project would cause neither a new impact to occur, nor an increase in the severity of an impact previously disclosed. As such, no further analysis is required.

XIV.PUBLIC SERVICES

WOULD THE PROJECT:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|--------------------------------|--|-------------------------------------|--------------------------|-------------------------------------|
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ii. Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| iii. Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iv. Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| v. Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

RESPONSES TO CHECKLIST QUESTIONS

a. Would the project result in a 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? Less Than Significant Impact with Mitigation Incorporated.

The Tracy Rural Fire Protection District (TRFPD) is a member agency of the recently formed South San Joaquin County Fire Authority (SSJCFA). The SSJCFA provides fire protection, life safety, and emergency response services to 167 square miles of southern San Joaquin County. This service area includes both the incorporated city limits of Tracy and the surrounding rural jurisdiction. In February 2018, the TRFPD along with the City of Tracy formed the SSJCFA to streamline governance of fire services, to more effectively serve the entire jurisdictional area of the SSJCFA.

TRFPD currently operates two of the six fire stations within the SSJCFA. The SSJCFA provides twenty-four hours-per-day staffing with six paramedic engine companies, one paramedic ladder truck company, and overhead staff. Four fire stations are located within the incorporated area of the City of Tracy, and two are in the jurisdiction of the TRFPD.

Medical transport is provided by private ambulance. American Medical Response is the exclusive emergency ambulance service provider in San Joaquin County.

Recognizing the potential need for increases in fire protection and emergency medical services, the City's General Plan includes policies to ensure that adequate related facilities are funded and provided to meet future growth (Objective PF-1.1, P1). This policy is implemented through the review of all new projects with the City's Sphere of Influence, prior to development, and through the collection of development impact fees for the funding of facilities.

Implementation of the proposed project would add additional demand to existing fire and emergency services within the City. Impact fees from new development are collected based upon projected impacts from each development. The adequacy of impact fees is reviewed on an annual basis to ensure that the fee is commensurate with the service facility and equipment needs.

In May of 2017, the fire department completed a Standards of Coverage (SOC) study to analyze the emergency response capability of the SSJCFA. The study evaluates community risk and the distribution and concentration of fire department resources. Fire department deployment is about the speed and weight of a response to an emergency incident. Speed is directly related to the distribution of fire stations to allow for a rapid first-due response to mitigate emergencies. The weight, or concentration of response, concerns the spacing of stations to maximize effective response force to stop escalation of an emergency incident.

The 2017 SOC study provided findings and recommendations. The recommendation that directly relates to the Avenues Specific Plan is stated as follows:

Recommendation #2: Added Fire Stations- At a minimum, the South County Fire Authority (SCFA)⁷ needs to add a station in the Tracy Hills development and, as mapped, in the southwest City area.

The "southwest City area," as mapped, indicates a fire station is needed on Valpico Road, between Corral Hollow Road and Lammers Road. This location is immediately north of the Avenues Specific Plan. The 2013 City of Tracy Citywide Public Safety Master Plan also indicates that an additional fire station is needed in the same area.

The new SSJCFA joint powers agreement specifies that each member agency will own the fire protection facilities within their respective jurisdiction. The location of an additional fire station would be physically

⁷ The South County Fire Authority is the fire protection entity that preceded the SSJCFA.

located within the TRFPD and would be the first-due fire station servicing the Avenues Specific Plan. Upon annexation of the Avenues Specific Plan into the City of Tracy, the area would receive a municipal level of service. A municipal level of service references the performance standard of 6.5 minutes total reflex time (1 :30 call processing, 1:00 turnout time, and 4:00 travel-time). As indicated in the SOC study, the Avenues Specific Plan is located beyond the 4:00 travel time from existing SSJCF A fire stations.

Development within the ASP would include payment impact fees for its fair share of the Fire Station. To assist in the planning and construction of a new fire station, the ASP project applicant would advance funds for the construction and equipping of a new fire station. Therefore, although the ASP project would increase demand on fire services, potential impacts would be mitigated by the construction of new fire service facilities pursuant to the City's Master Plan for Public Facilities. Implementation of PS-1 would reduce potential impacts to less than significant.

Mitigation Measure:

PS-1, Fire Protection: PS-1, Fire Protection: Prior to the final inspection of the first building permit, the project applicant shall demonstrate to the satisfaction of the Fire Chief and the Tracy Rural Fire Protection District that funds have been deposited for the construction and equipping of a new fire station.

ii. Police protection? Less Than Significant Impact.

The Tracy Police Department provides police protection services to the City of Tracy. The Department is headquartered at 1000 Civic Center Drive. Currently, there are no satellite offices. The headquarters is expected to remain at its current location.⁸

The Department divides calls into three categories, Priority 1, 2, and 3 calls. Priority 1 calls are defined as life threatening situations. Priority 2 calls are not life threatening, but require immediate response. Priority 3 calls cover all other calls received by the police. Average response time for Priority 1 calls within city limits is approximately six to eight minutes. Response time for Priority 2 and 3 calls is, on average, 22 minutes.

The Tracy Police Department provides mutual aid to the San Joaquin County Sheriff's office, and vice versa, when a situation exceeds the capabilities of either department. Mutual aid is coordinated through the San Joaquin County Sheriff.

⁸ City of Tracy, *Tracy Municipal Service Review*, 2011.

Short-term impacts to emergency services, fire and police protection could result during construction of the proposed project if any road closures or detours are proposed. Implementation of a Traffic Control Plan, as determined necessary by the City of Tracy, would reduce the potential for short term impacts to occur. As a standard measure, a Traffic Control Plan, as determined applicable by the City, would include provisions for allowing emergency access or designate alternate routes for emergency response where required. The Traffic Control Plan would also provide for notification to the police and fire departments of the construction schedule and any required detours. No short-term impacts to fire and police protection services would occur.

Police protection for the proposed project would be handled by those agencies already providing these services to the immediate vicinity. However, it is possible that the need for additional equipment or staff or construction of new or modification of existing facilities could result from implementation of the ASP, and the proposed project would contribute to that demand.

The project would also be required to provide additional sources of funding to support what would be on-going operational costs for Fire and Police services in the project area (as well as for Public Works staffing services related to maintenance of landscaping and other improvements within the public right-of-way). The City would therefore impose a condition of approval on the project requiring the developer to establish and fund a Community Facilities District (CFD) or other lawful funding mechanism prior to issuance of any building permits for the project. Alternatively, the project applicant can propose, subject to City review and approval of an agreement which shall then be recorded, a source of direct funding that would ensure provision of Fire, Police, and Public Works maintenance services for the project area in perpetuity. This option would also be required to be met prior to building permit issuance. With City imposition of this condition of approval, impacts to Fire, Police, and Public Works maintenance services would be less than significant.

iii. Schools? Less Than Significant Impact.

Implementation of the proposed project would result in population growth within the City of Tracy, which would likely increase enrollment at schools within the Tracy Unified School District. According to the School District's boundary maps, new elementary and middle school students residing within the Plan Area are expected to attend Hirsch Elementary School, and high school students would attend John C. Kimball High School.

The Tracy Unified School District (TUSD) estimates that 0.1138 elementary school students (grades kindergarten through 5th), 0.0650 middle school students (grades 6th through 8th), and 0.1471 high school students (grades 9th through 12th) would be generated from each new single family detached (SFD) residential unit. Using this generation factor, the proposed project would be expected to generate an additional 55 elementary school students, 31 middle school students, and 71 high school students. The addition of these students would exceed the current capacity at Hirsch Elementary School, and would not exceed the capacity at Kimball High School. According to the Districtwide Facilities Master Plan the build-out projections of residential units currently planned within the School District boundaries

(including the proposed project), future school facilities, or expansion of existing facilities may be required.

As discussed in the 2010 General Plan SEIR, implementation of the proposed General Plan, as well as individual projects that would result in an increase of the school age population, such as the proposed project, would increase demand for school facilities. The General Plan includes policies and actions to provide sufficient educational facilities to meet the demands of existing and new development. Accordingly, the TUSD performs needs analysis and adopts an annual budget allocating resources for new school facilities as they are warranted. Although the proposed project itself, would does not trigger the need for a new school directly, it would contribute to existing capacity deficiencies within the TUSD service area, specifically at Hirsch Elementary School. Any new school would be subject to additional environmental review when it is proposed. The environmental review would determine if there would be an adverse physical impact associated with its construction. As noted in the SEIR, however, as specific school expansion or improvement projects area identified, additional project specific, second tier analysis would be completed. Until such time additional school sites are known and construction is proposed, further analysis would be speculative.

The TUSD collects impact fees from new developments under the provisions of SB 50. Payment of the applicable impact fees by the project applicant, and ongoing revenues that would come from taxes, would fund capital and labor costs associated with school services. The adequacy of fees is reviewed on an annual basis to ensure that the fee is commensurate with the service. Payment of the applicable impact fees by the project applicant, and ongoing revenues that would come from property taxes, sales taxes, and other revenues generated by the project, would fund improvements associated with school services. Under the provisions of SB 50, a project's impacts on school facilities are fully mitigated via the payment of the requisite new school construction fees established pursuant to Government Code Section 65995. As such, the project's impacts to school services are less than significant, which is consistent with the SEIR which found that policies and mitigation measure from the General Plan and that are identified in the SEIR would apply to unforeseen impacts associated with the construction and operation of school facilities.

*iv. Parks? **Less Than Significant Impact.***

Potential project impacts to parks and recreational facilities are addressed in the following Recreation section of this document.

*Other public facilities? **Less Than Significant Impact.***

Other public facilities in the City of Tracy include libraries, hospitals, and cultural centers such as museums and music halls. The development within the Plan Area would incrementally increase demand on these facilities. However, buildout of the ASP would not result in a significant increase in demand for public facilities such that new libraries, hospitals, cultural center, or other public facilities would need to be constructed or expanded to serve the proposed new development. The City of Tracy General Plan

requires new development to pay its fair share of the costs of public buildings by collecting the Public Buildings Impact Fee. The Public Buildings Impact fee is used by the City to expand public services and maintain public buildings, including the Civic Center and libraries in order to meet the increased demand generated by new development. The collection of fees and determined fair share fee amounts are adopted by the City as Conditions of Approval (COAs) for all new development projects prior to project approval. Payment of the applicable impact fees by the project applicant, and ongoing revenues that would come from taxes, would ensure that project impacts to libraries and public buildings are less than significant.

Cumulative Impacts

The proposed project would not result in a significant impact to any public services or facilities. Implementation of the ASP would require annexation into the City, however, the Plan Area is within the City's Sphere of Influence and development of the Plan Area as residential development has been evaluated in the City's General Plan. As such, implementation of the ASP would not result in growth beyond what has been planned in the Tracy General Plan. Therefore, the proposed project would not result in incremental effects to public services or facilities that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. The proposed project would not result in cumulatively considerable impacts to public services or facilities.

XV.RECREATION

WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

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? Less Than Significant Impact.

The proposed project would increase demand for parks and recreational facilities within the City of Tracy and would increase the use of the City’s existing parks and recreation system. As described in the Tracy General Plan, the City maintains 48 mini-parks, 15 neighborhood parks, and eight community parks, providing approximately 256 acres at 71 sites. The City is also in the process of constructing the Holly Sugar Sports Park at the northern edge of the City, which would provide an additional 166 acres of sports parks, 86 acres of passive recreation area, and a 46-acre future expansion area for additional park facilities. Additionally, the Plan Area is adjacent to the Ellis Specific Plan area. Included within this Ellis Specific Plan area is a swim center that will be available for use by residents of the ASP.

The City of Tracy requires either the dedication and construction of new parks or the payment of the project’s fair share in-lieu parks fees, as required by the City’s General Plan. The collection of fees and determined fair share fee amounts are adopted by the City as Conditions of Approval (COAs) for all new development projects prior to project approval. New park dedications or fees paid aid in the development of new park-space as required, to ensure continued high-quality park facilities for all city residents.

The Avenues park is designed to provide a wide array of active and passive recreation opportunities to meet the range of needs within the community. Consistent with City requirements, the ASP includes a park obligation of 4 acres per 1,000 people. Avenues would feature 3 park acres per 1,000 population generated of Neighborhood Parks dedication and 1 park acre per 1,000 population generated of

Community Parks obligation (4 park acres per 1,000 population generated total). Population would be based on City of Tracy Parks Master Plan (April 2013), of 3.27 people per dwelling unit for new development. With the inclusion of the Avenues Park as part of the proposed ASP and the payment of park fees, the additional park use by the residents and guests of the Plan Area would be satisfied and potential impacts on recreational facilities are less than significant.

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? Less Than Significant Impact.

Potential impacts associated with construction of the proposed onsite park are addressed throughout this Initial Study, given that the park site is within the area proposed for development and included in the project description. Additionally, given that the City maintains an ample and diverse range of park sites and park facilities, and collects fees from new development to fund the construction of new parks, the additional demand for parks generated by the proposed project would not result in the physical deterioration of existing parks and facilities within Tracy. As such, this is a less than significant impact and no mitigation is required.

Cumulative Impacts

The proposed project would not result in any potential impact on recreational facilities and services. Other development projects within the City of Tracy would be required to pay in-lieu park fees, construct new parks, or both in be consistent with the City’s requirements for new development. Therefore, no cumulative impacts on recreational facilities would result from proposed project implementation.

XVI. TRANSPORTATION/TRAFFIC

WOULD THE PROJECT:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact | Reviewed Under Previous Document |
|--|--------------------------------|--|------------------------------|-----------|----------------------------------|
|--|--------------------------------|--|------------------------------|-----------|----------------------------------|

a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

XVI. TRANSPORTATION/TRAFFIC

WOULD THE PROJECT:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact | Reviewed Under Previous Document |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|----------------------------------|
| b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e. Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

RESPONSES TO CHECKLIST QUESTIONS

The 2010 General Plan Supplemental EIR (SEIR) evaluated traffic impacts including vehicular traffic on existing regional and local roadways that would increase as development throughout the City proceeds.

The General Plan, in conjunction with other cumulative development in the region and neighboring regions, would cause 2030 traffic levels to exceed level of service standards established by the County Congestion Management Agency for regional highways which would be considered a significant impact.

The General Plan does include some policies to help minimize the proposed project’s impact on regional traffic congestion. For example, the General Plan is designed to help internalize trips by improving the existing jobs/housing imbalance, which currently results in a significant number of residents traveling outside of the city for employment. To improve the jobs/housing balance, the proposed General Plan works to increase the number of employees in Tracy over the next 20 years. The number of employees in the city is projected to increase by approximately 25,000 jobs, based on market trends of absorption rates for various land use types.

Concurrently, the number of residents within Tracy is expected to increase by less than 50 percent, mainly due to limitations imposed on residential growth by the GMO. Employment will be provided by projects such as Tracy Gateway, Tracy Hills, along Grant Line and Corral Hollow Roads, and additional development in the North East Industrial area. The additional employment would improve the jobs/housing balance and internalize more trips within the city rather than forcing commuters on the regional freeways.

As a result, additional Altamont travel generated by Tracy between 2003 and 2030 will be less than Tracy's total trip generation growth. However, the additional employment growth is not sufficient to fully internalize all new trips associated with the proposed General Plan. While the General Plan incorporates a range of features that work to help reduce the potential impact of future growth in Tracy to regional roadways, none of these approaches would reduce the potential impact to a less than significant level, so a significant and unavoidable impact to the following regional roadways would occur:

- Interstate 205
- Interstate 580
- Interstate 5
- Patterson Pass Road
- Tesla Road

Local roadways in other areas of the City are projected to operate at acceptable levels, with the roadway improvements discussed above. For instance, Lammers Road would have to be widened from two lanes to four and six lanes in sections to accommodate growth from developments such as Tracy Hills, Tracy Gateway, and other projects. Linne Road, Valpico Road, and MacArthur Drive are a few of the roadways which would have to be widened to provide an acceptable level of service with the development in the City under the proposed General Plan. As a result, there would be a less than significant impact on local roadways.

Development within the ASP is a subsequent project within the scope of activities and land uses studied in the General Plan EIR (State Clearinghouse No. 2008092006), traffic generated as a result of buildout of the ASP would not result in any impacts on regional roadways that were not identified in the General Plan SEIR. As the General Plan EIR found that traffic impacts were significant and unavoidable and because the proposed project is consistent with and described in the General Plan EIR, no further environmental analysis is required pursuant to Public Resources Code Section 21083.3.

A Traffic Impact Analysis (TIA) was prepared by Kimley-Horn and Associates, Inc. (February 2017) for the ASP to evaluate whether the proposed project creates traffic impacts at locations in the surrounding area. The *Traffic Consistency Analysis* is included as Appendix D to this report. The results of the traffic analysis are summarized herein and address existing traffic conditions in the surrounding area, estimated project trip generation and distribution, future traffic growth, and an assessment of the project-related impacts on the roadway system.

Roadway System

The existing transportation system serving the Plan Area includes the following roadways:

Interstate 580

Interstate 580 provides the most direct regional access to the project site via full access interchanges at Mountain House Parkway/Patterson Pass Road and Corral Hollow Road. I-580 also provides access west to the Bay Area (via the Altamont Pass), and connects to I-5 south of the City of Tracy. I-580 currently has four lanes (two lanes in each direction) along the segments adjacent to the City of Tracy with a posted speed limit of 70 miles per hour. In the future, a new interchange would be constructed at Lammers Road.

Interstate 205

Interstate 205 provides direct access to the central portion of the City of Tracy. It extends between I-580 and I-5 and runs east-west through the northern portion of the City of Tracy. Interchanges are provided at West Eleventh Street, Grant Line Road, Tracy Boulevard, and MacArthur Drive. I-205 consists of six lanes (three lanes in each direction) and a posted speed limit of 70 miles per hour east of the City of Tracy and 65 miles per hour through the City of Tracy and to the west. In the future, a new Lammers Road Extension interchange would be constructed at I-205 and the Eleventh Street interchange would be removed.

Lammers Road

Lammers Road is a major roadway originating one mile south of Valpico Road on the western boundary of the existing developed area of the City of Tracy. The City recently constructed a six-lane facility between the south end of John Kimball High School and Eleventh Street. The remainder of the street to the south is a two-lane undivided facility. The posted speed limit within the City is 45 miles per hour. Lammers Road is designated within the City of Tracy Roadway Master Plan (RMP) as an urban expressway and future freeway connection between I-205 and I-580. Lammers Road is not designated as a CMP route in the TMP.

Old Schulte Road

Old Schulte Road is a discontinuous roadway extending from Mountain House Parkway to Chrisman Road. For a short segment of the roadway (east of Mountain House Parkway and adjacent to the Safeway Warehouse Terminal), Schulte Road is a five-lane truck route. East of this segment, Schulte Road narrows to two travel lanes. Schulte Road terminates at the intersection with Lammers Road. The roadway commences again at Corral Hollow Road, approximately $\frac{1}{4}$ mile south of its westerly segment. From Lammers Road to Corral Hollow Road, it is a two-lane undivided roadway. East of Corral Hollow Road, the roadway has been widened to four travel lanes until MacArthur Drive. Between MacArthur Drive and Chrisman Road, Schulte Road is two lanes. Old Schulte Road is identified within the RMP as a major

arterial. The posted speed limit on Old Schulte Road is 45 miles per hour and 55 miles per hour west of Lammers Road.

Valpico Road

Valpico Road is an approximately 4.5-mile continuous roadway extending from Lammers Road on the west side of the City to Chrisman Road on the east side of the City. The roadway is a two-lane undivided roadway from Lammers Road to Cagney Way, where it becomes a four-lane divided arterial up to Tracy Boulevard. The Valpico Road segment east of Tracy Boulevard is a two-lane undivided roadway and primarily provides access to residential neighborhoods, local farms in the west, and the Defense Distribution Depot in the east. The posted speed limit 35 miles per hour in the vicinity of the Plan Area.

Corral Hollow Road

Corral Hollow Road is a north-south roadway that extends from Lammers Road in the north part of the City of Tracy to past the I-580 ramps in the south. Corral Hollow Road continues west past the I-580 ramps to the City of Livermore, eventually becoming Tesla Road. It is a two-lane, undivided roadway from Lammers Road to Naglee Road; a four-lane, divided roadway from Naglee Road to West Schulte Road; and a two-lane, undivided roadway from Schulte Road to the I-580 ramps. North of Valpico Road in the project vicinity, Corral Hollow Road primarily provides access to residential uses with a 40 mph posted speed limit. South of Valpico Road, Corral Hollow Road primarily provides access to undeveloped farmland and some residential uses, with a 45 mph posted speed limit.

Tracy Boulevard

Tracy Boulevard is a north-south roadway continuing from Highway 4 north of the City to I-580 in the south. It is a route utilized by commuters and residents and provides access to farmland, commercial and residential uses, the Tracy Municipal Airport, Monte Vista Middle School, Highway 4, I-205, and I-580. It is a two-lane, undivided roadway from Highway 4 to I-205; a four-lane, divided roadway from I-205 to Vallerand Road; a four-lane undivided roadway with discontinuous two-way left-turn lanes from Vallerand Road to Sequoia Boulevard; a four-lane, divided roadway from Sequoia Boulevard to Linne Road; and a two-lane, undivided roadway from Linne Road to I-580. Tracy Boulevard has a posted speed limit of 40 mph in the project vicinity.

Existing Study Intersections

Lammers Road / Old Schulte Road

This is a three-legged, all-way stop controlled (AWSC) intersection. No marked pedestrian crosswalks exist at this intersection.

Lammers Road / Valpico Road

This is a three-legged, side-street stop controlled (SSSC) intersection. No marked pedestrian crosswalks exist at this intersection.

Corral Hollow Road / Valpico Road

This is a four-legged, SSSC intersection. No marked pedestrian crosswalks exist at this intersection.

Corral Hollow Road / Linne Road

This is a three-legged, SSSC intersection. No marked pedestrian crosswalks exist at this intersection.

Valpico Road / Tracy Boulevard

This is a four-legged, signal controlled intersection. Marked pedestrian crosswalks exist on all four legs.

Existing Peak Hour Turning Movement Traffic Volumes

Weekday intersection turning movement volumes for the five existing study intersections, not including the future project driveways, were collected on November 17, 2016 (Thursday) and November 30, 2016 (Wednesday). These counts included vehicles, bicycles, and pedestrians. Volumes for intersections were collected during the AM and PM peak periods of 5:30-8:30 a.m. and 4:00-6:00 p.m., respectively. These traffic counts were taken when local schools were in session and the weather was fair. Intersection volume data sheets for all traffic counts are provided in Appendix D.

Existing Intersection Operations

Traffic operations were evaluated at the study intersections based on Existing Conditions lane geometry, traffic control, and peak hour traffic volumes. Existing intersection delay and level of service (LOS) calculated for the study area are shown in Table 11. These data show the existing delay and LOS results at the study intersections. The intersection LOS criteria are described in Table 1 of the TIA. The technical calculations are provided in the appendix of the TIA (Appendix D of this checklist).

As shown in Table 11, the following intersections operate at unacceptable LOS under Existing Conditions:

- Corral Hollow Road / Valpico Road (Intersection #5) (AM & PM Peak)
- Corral Hollow Road / Linne Road (Intersection #7) (AM Peak)

Under the current General Plan, the City's LOS threshold is LOS D (i.e., LOS A through D are considered acceptable; LOS E and F are considered unacceptable); however, LOS E or lower is allowed on streets and at intersections within one-quarter mile of any freeway. The City also considers the addition of project trips to be significant if they would cause a delay increase of more than 5 seconds to an intersection already operating at an unacceptable level.

Table 11
Existing Conditions Intersection Level of Service

| # | Intersection | Agency | Control Type | Existing Conditions | | | | | |
|---|-------------------------------|--------|----------------|---------------------|-------------|----------|--------------|-------------|----------|
| | | | | AM Peak Hour | | | PM Peak Hour | | |
| | | | | Movement | Delay | LOS | Movement | Delay | LOS |
| 1 | Lammers Rd / Old Schulte Rd | Tracy | AWSC | Overall | 34.0 | D | Overall | 20.1 | C |
| 2 | Lammers Rd / Valpico Rd | Tracy | SSSC | Overall | 9.7 | A | Overall | 8.3 | A |
| | | | | WB | 11.8 | B | WB | 10.2 | B |
| 3 | Lammers Rd / Street 7 | Tracy | Does Not Exist | | | | | | |
| 4 | Summit Dr / Valpico Rd | Tracy | Does Not Exist | | | | | | |
| 5 | Corral Hollow Rd / Valpico Rd | Tracy | AWSC | Overall | 71.7 | F | Overall | 84.6 | F |
| 6 | Corral Hollow Rd / Street 7 | Tracy | Does Not Exist | | | | | | |
| 7 | Corral Hollow Rd / Linne Rd | Tracy | SSSC | Overall | 8.9 | A | Overall | 2.1 | A |
| | | | | WB | 43.6 | E | WB | 12.7 | B |
| 8 | Valpico Rd / Tracy Blvd | Tracy | Signal | Overall | 25.2 | C | Overall | 26.8 | C |

Notes:

1. Analysis performed using HCM 2010 methodologies.
2. Delay indicated in seconds/vehicle.
3. Overall level of service (LOS) standard is D.
4. Intersections that fall below City standard are highlighted and shown in **bold**.

Source: Kimley Horn and Associates, 2017.

Transit System

Public transit services within the City of Tracy include both bus and rail passenger components. The bus and rail system provides local and regional connectivity to residents of the City of Tracy. Since the Plan Area is currently undeveloped, no bus or rail services are currently provided.

Local Bus Service (TRACER)

TRACER is a bus service the City of Tracy offers to residents. It provides both Fixed Route and Paratransit services to major destinations throughout the City. Its current hours of operation are Monday-Friday 7:00 a.m.-8:00 p.m. and Saturday 9:00 a.m.-7:00 p.m., and does not currently operate on Sundays or holidays.

The closest bus stops are served by Route D, a commuter route, and are located at the intersection of Valpico Road / Sycamore Parkway, as well as Middlefield Drive / Peony Drive. Both stops are approximately one mile east of the Plan Area. As demand for bus service increases in the Plan Area, additional routes and stops could be created within the Plan Area in order to meet demand.

San Joaquin Regional Transit District (SJRTD) County Hopper Service

The SJRTD County Hopper is a deviated fixed-route bus service connecting Stockton, Tracy, and Lathrop. The Hopper replaces SJRTD Countywide General Public Dial-A-Ride (DAR), Rural Elderly & Disabled DAR,

and County Area Transit (CAT) fixed-route services during Hopper service hours in the areas covered by the Hopper service.

In the vicinity of the Plan Area, Route 90 runs along Grant Line Road and Route 97 runs along East Street within Tracy. Route 90 stops at Walmart on Grant Line Road, west of I-205 (approximately 4 miles north of the Plan Area). Route 97 stops at the Tracy Transit Center (approximately 3 miles northeast of the Plan Area), East Street / 10th Street (approximately 4.5 miles northeast of the Plan Area), and Grant Line / East Street (approximately 5.25 miles northeast of the Plan Area).

SJRTD Weekend Service

SJRTD weekend service in the vicinity of the Plan Area provides fixed-route service via Route 797 to Tracy, Lathrop, Stockton, and Manteca. Route 797 runs along Grant Line Road and East Street, operates from 9:39 a.m.-4:49 p.m., and stops at the Walmart on Grant Line Road, west of I-205 (approximately 4 miles north of the Plan Area).

Altamont Corridor Express

The Altamont Corridor Express (ACE) is a passenger rail service connecting Stockton to San Jose. ACE operates on weekdays, excluding holidays. The ACE station in the City of Tracy is located along Tracy Boulevard near Linne Road, which is approximately 2.25 miles from the Plan Area. It is in service Monday through Friday, and has three trains in the AM peak period, operating from 4:20 a.m. - 8:50 a.m., and three trains during the PM peak period, operating from 3:35 p.m. to 7:45 p.m. ACE does not run on the weekends.

Bicycle and Pedestrian System

The roadway network in the vicinity of the Plan Area is generally rural and no bicycle facilities exist within one-quarter mile of the proposed ASP project area. One exception is the existing Class 1 bike paths along Summit Drive in the Ellis Specific Plan area immediately south of the Plan Area. Summit Drive within the Plan Area would connect and extend the Class 1 bike path north to Valpico Road. Beyond the connection to Summit Drive, there are significant gaps in the bicycle network in the vicinity and the Plan Area has no connectivity to the City's bicycle network.

Sidewalks and a multi-use path would be extended along Summit Drive connecting the Ellis Specific Plan area to the south with Valpico Road to the north. Sidewalks on existing secondary residential streets within the Ellis Specific Plan would be connected to residential streets within the ASP to create a continuous sidewalk network between both specific plan areas. Beyond the connections to the Ellis Specific Plan area, no sidewalks exist within one-quarter mile of the Plan Area and there is no connectivity to the City's pedestrian network.

Existing pedestrian facilities closest to the Plan Area are approximately three-quarters of a mile east of Summit Drive / Valpico Road on north and south sides of Valpico Road and approximately one mile

southeast of Summit Drive / Valpico Road on the east side of Corral Hollow Road at the intersection Corral Hollow Road / Peony Drive.

Trip Generation

Table 12, Project Trip Generation, details the trip generation rates used to estimate daily and peak hour trips for the project. Details regarding the derivation of assumptions used in the trip generation calculations are in Appendix D, Transportation Impact Analysis.

The following trip generation rates were used:

- Average AM peak hour trip rate: 0.55 trips per dwelling unit
- Average PM peak hour trip rate: 1.05 trips per dwelling unit

**Table 12
Project Trip Generation**

| Land Uses | Project Size | AM PEAK HOUR | | | PM PEAK HOUR | | | | |
|---|--------------|-----------------|-------------|----------|--------------|-----------------|------------|----------|------------|
| | | Total Peak Hour | IN | / | OUT | Total Peak Hour | IN | / | OUT |
| Trip Generation Rates¹ | | | | | | | | | |
| Project Use | | | | | | | | | |
| Low/Mid Density Residential & Residential Real Estate | | 0.55 | 25% | / | 75% | 1.05 | 63% | / | 37% |
| Trips Generated | | | | | | | | | |
| Project Use | | | | | | | | | |
| Low/Mid Density Residential & Residential Real Estate | 480 DUs | 264 | 66 | / | 198 | 504 | 318 | / | 186 |
| Total Project Trips | | 264 | 66 | / | 198 | 504 | 318 | / | 186 |
| <i>Total Project Trips Per ITE</i> | | <i>360</i> | <i>90</i> | <i>/</i> | <i>270</i> | <i>480</i> | <i>302</i> | <i>/</i> | <i>178</i> |
| <i>Comparison</i> | | <i>(96)</i> | <i>(24)</i> | <i>/</i> | <i>(72)</i> | <i>24</i> | <i>16</i> | <i>/</i> | <i>8</i> |

Notes:

1. Trip Generation Rates developed for the City of Tracy travel demand model as cited in the City of Tracy Transportation Master Plan (November, 2012) were used in this study.
2. Trip Generation using ITE rates provided for comparison purposes only.
Source: Kimley-Horn and Associates, Inc., 2017

Trip Distribution and Assignment

Trips generated by development within the ASP were distributed over the surrounding roadway network based on existing travel patterns and the locations of nearby complementary land uses. Existing traffic volumes at the study intersections were used to inform the trip distribution, as well as analysis of the project land uses, travel patterns, and nearby subdivisions with similar characteristics. Refer to Appendix D, Transportation Impact Analysis for details of assignment of project trips to the study intersections.

The project would construct two entry points to the Plan Area. The main entry would be off of Valpico Road into the Plan Area providing primary access and emergency access to the proposed development. A second entry point would be on Summit Drive from south of the Plan Area. Street 7 would also provide entry points into the project at a time when future development occurs on the properties to the east and west of the Plan Area.

a. Conflict with an applicable plan, ordinance or policy for establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? Less Than Significant with Mitigation Incorporated.

Under the current General Plan, the City's LOS threshold is LOS D. Existing Plus Project intersection delay and LOS were calculated for the study intersections and compared to the existing operating conditions. The results of the analysis are presented in Table 13, Existing Plus Project Conditions Intersection Level of Service.

The following intersections operate at unacceptable LOS under Existing Plus Project Conditions:

Lammers Road / Old Schulte Road (Intersection #1) (AM & PM Peak)

- The addition of project traffic causes the intersection to deteriorate from LOS D in the AM peak hour and LOS C in the PM peak hour to LOS F in the AM peak hour and LOS E in the PM peak hour. The intersection would operate at an acceptable LOS A in the AM and PM peaks with the following improvements: Install a signal, add a separate northbound left turn pocket, add a separate right turn pocket, and add a separate eastbound left turn pocket. The City has recently approved, as part of the Tracy Hills Specific Plan⁹, the installation of this interim improvement at the intersection and the intersection would operate at an acceptable LOS A in the AM peak hour and LOS A in the PM peak. The Tracy Hills developer is responsible for making these improvements at the issuance of the first building permit for the Tracy Hills development. As such, potential impacts from the proposed project are considered less than significant and no mitigation is required.

Corral Hollow Road / Valpico Road (Intersection #5) (AM & PM Peak)

- The addition of project traffic adds delay and causes the intersection to continue to deteriorate and operate at LOS F in both the AM and PM peak hours. The City has recently approved the widening of Corral Hollow Road to four lanes from Parkside Drive to Linne Road, including the addition of turn lanes and signalization of the Corral Hollow / Valpico Road intersection. The

⁹ Tracy Hills Specific Plan Subsequent Final EIR, January 2016, on file at the City of Tracy Development Services Department.

improvements are identified in the City TMP. The project would pay the City Traffic Impact Fees (TIF). With these improvements, the intersection would operate at an acceptable LOS A in the AM and in the PM peak hour. Payment of the TIF Fees would reduce potential impacts to less than significant because the project would contribute to intersection improvements that have previously identified for an intersection that currently operates at an unacceptable level of service.

Corral Hollow Road / Linne Road (Intersection #7) (AM Peak)

- The addition of project traffic causes the intersection to deteriorate from LOS E and B during the AM and PM peak hour, respectively, to LOS F in the AM peak hour and LOS B in the PM peak hours. The intersection would operate at an acceptable LOS A in the AM and PM Peaks with the following improvements: The City has recently, as part of the Tracy Hills Specific Plan¹⁰, approved the installation of a signal at the intersection that will interconnect with the railroad crossing controller, in addition to improvements at the railroad crossing gates. This is a partial TMP improvement and will be partially funded by the City TIF. The project would pay the City Traffic Impact Fees. With these improvements, the intersection would operate at an acceptable LOS A in the AM Peak Hour and LOS A in the PM Peak Hour. Payment of the TIF Fees would reduce potential impacts to less than significant because the project would contribute to intersection improvements that have previously identified for an intersection that currently operates at an unacceptable level of service.

As shown in Table 14, Mitigated Existing Plus Project Conditions Intersection Level of Service, with the implementation of the planned intersection improvements, the intersections analyzed above would operate at an acceptable level of service and no additional mitigation is required.

Mitigation Measure

***TR-1, Traffic Impact Fees:** Prior to the issuance of the first building occupancy permit (not including model homes), the project applicant shall, to the satisfaction of the City Engineer, demonstrate that that payment of Traffic Impact Fees (TIF) have been paid.*

b. Conflict with applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? Less Than Significant Impact.

The San Joaquin County Regional Congestion Management Program (RCMP) is state-mandated and is a mechanism employing growth management techniques, including traffic level of service requirements, development mitigation programs, transportation systems management, and capital improvement

¹⁰ Tracy Hills Specific Plan Subsequent Final EIR, January 2016, on file at the City of Tracy Development Services Department.

programming, for the purpose of controlling and/or reducing the cumulative regional impacts of development. Caltrans utilizes the SJCOG LOS standards on the freeway segments within San Joaquin County. The following provisions of the CMP are relevant to the proposed project:

- The CMP system includes Lammers Road for current conditions. The LOS thresholds for intersections are set at “D”.
- A proposed development would have a significant impact to the network if any RCMP roadway currently operating at LOS D or better under No Project conditions operates at LOS E or F under project-added conditions.

As shown in Table 14, the Lammers Road/Old Shulte Road intersection would operate at a LOS A in both the AM and PM peak hours with the implementation of the previously approved intersection improvements. As such, potential impacts on CMP designated roadways are considered less than significant.

c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? No impact.

The proposed project does not include any aviation components or structures where height would be an aviation concern. Additionally, no substantial new air traffic would be generated at the local airports in San Joaquin County as a result of the proposed project. No associated traffic impacts would occur.

d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? Less Than Significant Impact.

The proposed project roadway system, including facilities for vehicles (autos, trucks and buses), bicyclists and pedestrians, would be designed in conformance with the City of Tracy Transportation Master Plan, including all design guidelines contained therein, as well as in conformance with the City’s standard plans. The City reviews each development project, and would require conformance with City standards in terms of driveway design and location, traffic controls, and other traffic engineering requirements. Since roadway and intersection designs would be required to meet the City of Tracy roadway design criteria requirements, hazard impacts are considered less than significant.

e. Result in inadequate emergency access? Less Than Significant Impact.

The proposed ASP roadway network provides adequate access to the Plan Area, which would adequately accommodate emergency vehicles. Implementation of the proposed project would have a less than significant impact related to emergency access, and would not interfere with an emergency evacuation plan. This is a less than significant impact and no mitigation is required.

f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? Less Than Significant Impact.

The ASP includes design guidelines and elements to promote pedestrian circulation by creating pathways, linkages, and including multiple connections to public sidewalks. All streets within the Plan area have sidewalks on both sides. The network of sidewalks and paths connects all areas of the residential neighborhoods to the regional network. The pedestrian network includes traffic-calming strategies at critical locations. Traffic calming elements are placed to help mitigate pedestrian/automobile conflicts.

A 10-foot, multi-use bike /pedestrian path forms a cross in the community to facilitate and encourage non-vehicular travel. Bike racks would be located in the park. The bicycle network would ultimately link to the broader City of Tracy and San Joaquin County Bikeway Systems.

Transit stops do not currently exist in the vicinity (walking distance) of the Plan Area, therefore, implementation of the project would not cause any adverse effects. Future transit stops and routes are identified in the City's TMP and Short Range Transit Plan (SRTP) and would provide mode choice opportunities to future residents within the Plan Area once implemented.

Implementation of the ASP would not interfere with any existing or planned transit services. As such, the proposed project does not conflict with any adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Impacts are considered less than significant in this regard.

Cumulative Impacts

Cumulative traffic operations were evaluated at the study intersections based on Cumulative Plus Project Conditions. The results of the cumulative analysis are shown in Table 15, Existing Plus Project Conditions Intersection Level of Service. The following intersections operate at unacceptable LOS under Cumulative Plus Project Conditions:

- Lammers Road / Valpico Road (Intersection #2) (AM & PM Peak)

The addition of project traffic adds delay and causes the intersection to continue to operate at deficient LOS F. Impacts on this intersection are considered significant and mitigation is required.

The intersection would operate at acceptable LOS C and LOS D with the following improvements: Install a channelized westbound right turn pocket, a second southbound left turn pocket, and an eastbound right turn overlap phase. These improvements are in addition to the TMP improvements.

- Summit Drive / Valpico Road (Intersection #4) (PM Peak)

The addition of project traffic causes the intersection LOS to deteriorate from LOS B in the northbound approach to LOS E in the PM peak hour. Impacts on this intersection are considered significant and mitigation is required.

The intersection would operate at an acceptable LOS of A in the AM and PM peak hours with the installation of a signal. The signal should be installed when Valpico Road is widened to four lanes.

- Valpico Road / Tracy Boulevard (Intersection #8) (PM Peak)

The addition of project traffic causes the intersection LOS to deteriorate from LOS D to LOS E in the PM peak hour. Impacts on this intersection are considered significant and mitigation is required.

The intersection would operate at an acceptable LOS of A in the AM and PM peak hours with the following improvement: Providing overlap signal phasing for the exclusive right turns at the intersections. This is not a TMP improvement and shall be funded by project applicant at the issuance of the final building permit for the project.

Mitigation Measures:

TR-2, Cumulative Intersection Impact - Lammers Road / Valpico Road: Prior to the issuance of the first building occupancy permit (not including model homes), the project applicant shall, to the satisfaction of the City Engineer, install a channelized westbound right turn pocket, a second southbound left turn pocket, and an eastbound right turn overlap phase at the Lammers Road/Valpico Road intersection. These improvements are in addition to the TMP improvements at this intersection.

TR-3, Cumulative Intersection Impact - Summit Drive / Valpico Road: Prior to the issuance of final improvement plans for widening Valpico Road to four lanes, the project applicant shall, to the satisfaction of the City Engineer, install a traffic signal at the intersection of Summit Drive/Valpico Road.

TR-4, Cumulative Intersection Impact - Valpico Road / Tracy Boulevard: Prior to the issuance of the final building permit within the Avenues Specific Plan, the project applicant shall, to the satisfaction of the City Engineer, provide overlap signal phasing for the exclusive right turns at the intersections.

As shown in Table 16, Mitigated Cumulative Plus Project Conditions Intersection Level of Service, with the implementation of the required intersection improvements, the intersections analyzed above would operate at an acceptable level of service and no additional mitigation is required.

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Table 13
Existing Plus Project Conditions Intersection Level of Service

| # | Intersection | Agency | Control Type | Existing Conditions | | | | | | Existing Plus Project Conditions | | | | | |
|---|-------------------------------|--------|----------------|---------------------|-------------|----------|--------------|-------------|----------|----------------------------------|--------------|----------|--------------|--------------|----------|
| | | | | AM Peak Hour | | | PM Peak Hour | | | AM Peak Hour | | | PM Peak Hour | | |
| | | | | Movement | Delay | LOS | Movement | Delay | LOS | Movement | Delay | LOS | Movement | Delay | LOS |
| 1 | Lammers Rd / Old Schulte Rd | Tracy | AWSC | Overall | 34.0 | D | Overall | 20.1 | C | Overall | 52.9 | F | Overall | 36.7 | E |
| 2 | Lammers Rd / Valpico Rd | Tracy | SSSC | Overall | 9.7 | A | Overall | 8.3 | A | Overall | 10.6 | B | Overall | 9.1 | A |
| | | | | WB | 11.8 | B | WB | 10.2 | B | WB | 13.0 | B | WB | 11.4 | B |
| 3 | Lammers Rd / Street 7 | Tracy | Does Not Exist | | | | | | | | | | | | |
| 4 | Summit Dr / Valpico Rd | Tracy | Signal | Does Not Exist | | | | | | Overall | 3.4 | A | Overall | 5.6 | A |
| | | | | NB | 13.0 | B | NB | 21.8 | C | | | | | | |
| 5 | Corral Hollow Rd / Valpico Rd | Tracy | AWSC | Overall | 71.7 | F | Overall | 84.6 | F | Overall | 127.3 | F | Overall | 182.9 | F |
| 6 | Corral Hollow Rd / Street 7 | Tracy | Does Not Exist | | | | | | | | | | | | |
| 7 | Corral Hollow Rd / Linne Rd | Tracy | SSSC | Overall | 8.9 | A | Overall | 2.1 | A | Overall | 10.2 | A | Overall | 2.2 | A |
| | | | | WB | 43.6 | E | WB | 12.7 | B | WB | 51.4 | F | WB | 12.9 | B |
| 8 | Valpico Rd / Tracy Blvd | Tracy | Signal | Overall | 25.2 | C | Overall | 26.8 | C | Overall | 31.8 | C | Overall | 34.5 | C |

Notes:

1. Analysis performed using HCM 2010 methodologies.
2. Delay indicated in seconds/vehicle.
3. Overall level of service (LOS) standard is D.
4. Intersections that fall below City standard are highlighted and shown in **bold**.

Source: Kimley Horn and Associates, 2017.

Table 14
Mitigated Existing Plus Project Conditions Intersection Level of Service

| # | Intersection | Agency | Existing Plus Project Conditions | | | | | | Mitigated Existing Plus Project Conditions | | | | | |
|---|-------------------------------|--------|----------------------------------|--------------|----------|--------------|--------------|----------|--|-------|-----|--------------|-------|-----|
| | | | AM Peak Hour | | | PM Peak Hour | | | AM Peak Hour | | | PM Peak Hour | | |
| | | | Movement | Delay | LOS | Movement | Delay | LOS | Movement | Delay | LOS | Movement | Delay | LOS |
| 1 | Lammers Rd / Old Schulte Rd | Tracy | Overall | 52.9 | F | Overall | 36.7 | E | Overall | 3.5 | A | Overall | 8.0 | A |
| 5 | Corral Hollow Rd / Valpico Rd | Tracy | Overall | 127.3 | F | Overall | 182.9 | F | Overall | 8.4 | A | Overall | 7.2 | A |
| 7 | Corral Hollow Rd / Linne Rd | Tracy | Overall | 10.2 | A | Overall | 2.2 | A | Overall | 7.9 | A | Overall | 4.5 | A |
| | | | WB | 51.4 | F | WB | 12.9 | B | | | | | | |

Notes:

1. Analysis performed using HCM 2010 methodologies.
2. Delay indicated in seconds/vehicle.
3. Overall level of service (LOS) standard is D.
4. Intersections that fall below City standard are highlighted and shown in **bold**.

Source: Kimley Horn and Associates, 2017.

Table 15
Cumulative Plus Project Conditions Intersection Level of Service

| # | Intersection | Agency | Control Type | Cumulative Conditions | | | | | | Cumulative Plus Project Conditions | | | | | |
|---|-------------------------------|--------|--------------|-----------------------|--------------|----------|--------------|--------------|----------|------------------------------------|--------------|----------|--------------|--------------|----------|
| | | | | AM Peak Hour | | | PM Peak Hour | | | AM Peak Hour | | | PM Peak Hour | | |
| | | | | Movement | Delay | LOS | Movement | Delay | LOS | Movement | Delay | LOS | Movement | Delay | LOS |
| 1 | Lammers Rd / Old Schulte Rd | Tracy | Signal | Overall | 14.1 | B | Overall | 21.3 | C | Overall | 14.2 | B | Overall | 25.4 | C |
| 2 | Lammers Rd / Valpico Rd | Tracy | Signal | Overall | 123.9 | F | Overall | 110.0 | F | Overall | 139.9 | F | Overall | 121.4 | F |
| 3 | Lammers Rd / Street 7 | Tracy | Signal | Overall | 1.5 | A | Overall | 7.4 | A | Overall | 3.4 | A | Overall | 19.7 | B |
| 4 | Summit Dr / Valpico Rd | Tracy | SSSC | Overall | 0.3 | A | Overall | 0.5 | A | Overall | 1.6 | A | Overall | 4.0 | A |
| | | | | NB | 9.7 | A | NB | 11.9 | B | NB | 14.2 | B | NB | 42.6 | E |
| 5 | Corral Hollow Rd / Valpico Rd | Tracy | Signal | Overall | 21.0 | C | Overall | 47.5 | D | Overall | 21.8 | C | Overall | 53.6 | D |
| 6 | Corral Hollow Rd / Street 7 | Tracy | Signal | Overall | 2.8 | A | Overall | 6.7 | A | Overall | 3.6 | A | Overall | 12.9 | B |
| 7 | Corral Hollow Rd / Linne Rd | Tracy | Signal | Overall | 20.4 | C | Overall | 43.1 | D | Overall | 20.5 | C | Overall | 44.7 | D |
| 8 | Valpico Rd / Tracy Blvd | Tracy | Signal | Overall | 33.8 | C | Overall | 50.6 | D | Overall | 39.4 | D | Overall | 66.7 | E |

Notes:

1. Analysis performed using HCM 2010 methodologies.
2. Delay indicated in seconds/vehicle.
3. Overall level of service (LOS) standard is D.
4. Intersections that fall below City standard are highlighted and shown in **bold**.

Source: Kimley Horn and Associates, 2017.

Table 16
Mitigated Cumulative Plus Project Conditions Intersection Level of Service

| # | Intersection | Agency | Cumulative Plus Project Conditions | | | | | | Mitigated Cumulative Plus Project Conditions | | | | | |
|---|-------------------------|--------|------------------------------------|--------------|----------|--------------|--------------|----------|--|-------|-----|--------------|-------|-----|
| | | | AM Peak Hour | | | PM Peak Hour | | | AM Peak Hour | | | PM Peak Hour | | |
| | | | Movement | Delay | LOS | Movement | Delay | LOS | Movement | Delay | LOS | Movement | Delay | LOS |
| 2 | Lammers Rd / Valpico Rd | Tracy | Overall | 139.9 | F | Overall | 121.4 | F | Overall | 28.1 | C | Overall | 54.3 | D |
| 4 | Summit Dr / Valpico Rd | Tracy | Overall | 1.6 | A | Overall | 4.0 | A | Overall | 4.6 | A | Overall | 4.2 | A |
| | | | NB | 14.2 | B | NB | 42.6 | E | | | | Overall | 53.7 | D |
| 8 | Valpico Rd / Tracy Blvd | Tracy | Overall | 39.4 | D | Overall | 66.7 | E | Overall | 41.5 | D | Overall | 53.7 | D |

Notes:

1. Analysis performed using HCM 2010 methodologies.
2. Delay indicated in seconds/vehicle.
3. Overall level of service (LOS) standard is D.
4. Intersections that fall below City standard are highlighted and shown in **bold**.

Source: Kimley Horn and Associates, 2017.

XVII. TRIBAL CULTURAL RESOURCES

WOULD THE PROJECT:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact | Reviewed Under Previous Document |
|--|--------------------------------|--|------------------------------|-----------|----------------------------------|
|--|--------------------------------|--|------------------------------|-----------|----------------------------------|

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

| | | | | |
|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|

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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

| | | | | |
|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource that is 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)? Less Than Significant with Mitigation Incorporated.

Tribal cultural resources as defined in Public Resources Code section 5020.1(k) have not been previously identified within the Plan Area and are considered unlikely to be present given the historical agricultural use of the site. The Project site is undeveloped and does not contain any existing structures or extant historical tribal cultural resources with the potential for inclusion on the California Register of Historical Resources or a local register. Mitigation Measure CULT-1 has been included with the project to ensure construction monitoring occurs during excavation and ground disturbing activities. As such, potential impacts on historic tribal cultural resources are considered less than significant.

b) Would the project cause a substantial adverse change in the significance of a tribal cultural resource that is 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

Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. Less Than Significant with Mitigation Incorporated.

No tribal cultural resources, as identified in Public Resources Code Section 5024.1 have been previously identified on the site, and are considered unlikely to be present given the historical agricultural use of the site. However, the proposed project has the potential to impact unknown tribal cultural resources because grading activities may result in the discovery of unknown cultural resources that are buried beneath the ground surface. To reduce this potentially significant impact to a less than significant level, all construction related impacts of soil shall be monitored in accordance with Mitigation Measure CULT-1.

XVIII. UTILITIES AND SERVICE SYSTEMS

WOULD THE PROJECT:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact | Reviewed Under Previous Document |
|---|--------------------------------|--|-------------------------------------|--------------------------|-------------------------------------|
| a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g. Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

RESPONSES TO CHECKLIST QUESTIONS

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? Less Than Significant Impact.

The City of Tracy's wastewater collection system consists of gravity sewer lines, pump stations, force mains and a Wastewater Treatment Plant (WWTP). Wastewater flows toward the northern part of the city where it is treated at the WWTP and then discharged into the Old River in the southern Sacramento-San Joaquin Delta.

The WWTP is located north of Interstate 205 and between MacArthur Drive and Holly Drive. The WWTP was constructed in 1930 and has undergone several major expansions. In 2004, the WWTP had a design capacity of 9.0 million gallons per day (mgd). The WWTP also includes an emergency storage pond that provides storage for treated wastewater that does not meet discharge standards.

The WWTP has a National Pollutant Discharge Elimination System (NPDES) permit that allows the City to discharge up to 9.0 mgd average dry weather flow (ADWF) of treated effluent to the Old River. The permit, which is administered by the Regional Water Quality Control Board (RWQCB), prescribes the maximum allowable discharge rate, effluent quality requirements, discharge prohibitions, receiving water limitations, pretreatment program requirements, biosolids disposal requirements and self-monitoring requirements.¹¹

The WWTP provides secondary-level treatment followed by disinfection. The WWTP has a system of primary clarifiers, bio-towers, and trickling filters, coupled with an activated sludge process, which treats the wastewater. The city's major industrial wastewater producer, the Leprino Cheese factory, conveys its wastewater through a separate force main to a pre-treatment pond that is operated by Leprino, but located on WWTP property.

In November of 2012, the City of Tracy Prepared a Mitigated Negative Declaration (MND)¹² to evaluate the environmental impacts associated with the WWMP. The MND concluded that the recommended improvements to the WWTP would not only increase capacity, but also improve the quality of discharged effluent. As such, the MND determined that the WWMP is anticipated to comply with the requirements of the RWQCB and less than significant impacts were anticipated.

¹¹ *City of Tracy General Plan (pages 7-30-32)*. Available: http://www.ci.tracy.ca.us/documents/2011_General_Plan.pdf. Accessed: April 7, 2018.

¹² *City of Tracy Citywide Water System Master Plan/Tracy Wastewater Master Plan Mitigated Negative Declaration and Initial Study*, November 2012; SCH No. 2012122035 Available: http://www.ci.tracy.ca.us/documents/WSMP_Initial_Study.pdf.

Development within the ASP would utilize the City's wastewater treatment facilities, and the City's WWTP meets the NPDES requirements for treated wastewater. Therefore, potential impacts are considered less than significant.

b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? Less Than Significant Impact.

The ASP is located within the service area for the City, where the City provides potable water to residents and businesses. The City maintains approximately 23,000 metered service connections for single-family and multi-family residential users, commercial or industrial users, and landscaping. The City obtains its drinking water from both surface and groundwater sources. Groundwater is sourced by the Tracy Aquifer in the San Joaquin Valley groundwater basin, and surface water is provided by the Stanislaus River and the Delta-Mendota Canal.

The City's existing water system facilities include a water treatment plant, pump stations, wells, water mains, and storage reservoirs. The John Jones Water Treatment Plant (JJWTP) processes water from the Delta Mendota Canal (DMC) and distributes it to the City. The JJWTP has the capacity to treat 30 mgd. The City also operates nine groundwater wells that pump from the groundwater aquifer with a total reliable capacity of 15 mgd. The City water service is provided over an area with significant changes in elevation; therefore, the City has established three pressure zones for its treated water distribution systems. The three zones total over 390 miles of water mains. The pipes vary in diameter up to 36 inches. The age of the pipes also varies, dating back to between 1910 and the present.

Water Treatment Facilities

According to a technical memo prepared by West Yost Associates, the existing potable water system is adequate to deliver average day, maximum day demands, maximum day plus fire flow, and peak hour demands for the Project (West Yost, 2018). The City has adequate water treatment capacity to serve to projected water demand. The project is estimated to use 268 afy based on a unit water demand factor of 429 gpd. The JJWTP has the capacity to treat approximately 30 mgd. While the project would contribute to the overall demand for treated water, under present water use demand rates, the project would not require construction of new water treatment facilities or expansion of existing facilities. Additionally, potable water demand is projected to decrease because of water conservation efforts.

The ASP is located in an area of the City where water supply infrastructure has been installed. Future development within the Plan Area would be connected to the existing City water distribution system by four existing connections. Therefore, impacts would be less than significant.

Wastewater Treatment Facilities

The City of Tracy WWMP identified infrastructure requirements for both wastewater treatment and conveyance based on wastewater flows from existing and future service areas. The ASP was included as a

future residential use in the WWMP.

The WWMP recommends a phased expansion of the existing wastewater treatment plant from its current capacity of 10.8 million gallons per day (mgd) to 21.0 mgd and also recommended conveyance improvements for the east and west catchment areas in the City. The impacts associated with expanding and improving the City's WWTP were evaluated in the Draft and Final EIR (2002) for the Tracy Wastewater Treatment Plant Expansion (SCH No. 2000012039). Both on and offsite improvements necessary to serve the Project have been planned for in the WWMP and evaluated by the City through related environmental documents (City of Tracy Water System Master Plan Mitigated Negative Declaration, 2012; SCH No. 2012122035). Off-site improvements are presently undergoing a separate environmental analysis by the City through the WWMP and its related environmental documentation.

The ASP area is located in the west catchment area which would include an extension of the existing Corral Hollow Road Sewer from Parkside Drive to W. Linne Road as well as upgrades to increase the capacity of the existing Corral Hollow Road Sewer, a new Lammers Road Sewer and other downstream improvements.

The City's WWTP currently treats approximately 9.0 mgd of wastewater. The City's WWTP, has a current design capacity of 10.8 mgd.¹³ According to a technical memo prepared by CH2M, development within the Plan Area is expected to generate approximately 0.12 mgd of average dry weather flow (ADWF) or approximately 0.34 mgd of peak wet weather flow (PWWF) at buildout (CH2M, 2018). The WWMP recommends use of PWWF instead of average dry weather flows (ADWF) to provide a more conservative analysis because the PWWF includes the peak dry weather flow plus groundwater infiltration and rainfall induced inflow and infiltration.¹⁴ For this analysis, a unit generation factor of 264 gallons per day (gpd) of wastewater per residential unit was used for ADWF. Therefore, the development within the Plan Area would generate up to 119,294 gpd ADWF, and 340,404 gpd of PWWF, would exceed the current treatment capacity of the City's WWTP.

With regard to wastewater conveyance facilities, future wastewater flows from development within the Plan Area would be discharged to the proposed Corral Hollow sewer system near the intersection of Valpico Road and Corral Hollow Road. According to the CH2M technical memo, there is sufficient capacity in the proposed wastewater gravity sewer line along Corral Hollow Road. The capacities of the sewer lines serving the Plan Area as shown in Table 17: Hydraulic Capacity and Future PWWF, below.

¹³ http://www.ci.tracy.ca.us/documents/Tracy_Wastewater_Master_Plan.pdf

¹⁴ Wastewater Flow and Loading Generation Factors Tracy Wastewater Master Plan (Low Density Residential wastewater generation factor)

**Table 17
Sewer Line Capacity**

| Sewer Line | Hydraulic Capacity | Future PWWF | Remaining Capacity |
|---|--------------------|-------------|--------------------|
| From Peony Road Drive to Valpico Road | 8.46 mgd | 7.53 mgd | 0.93 mgd |
| From Valpico Road to Kagehiro Drive | 11.29 mgd | 8.33 mgd | 2.96 mgd |
| From Peony Road Drive to Valpico Road | 10.87 mgd | 8.51 mgd | 2.36 mgd |
| <i>Notes: mgd = million gallons per day; PWWF = peak wet weather flow</i> <i>Source: CH2M, 2010. City of Tracy Wastewater System Analysis for Corral Hollow Road & Lammers Road.</i> | | | |

It should be noted that improvements are being made to the Corral Hollow sewer system in three planned phases.

- The Phase 1 sewer line from Fieldview Drive to Interstates-205 (I-205) has been upgraded by installing a parallel sewer line to provide an addition 5,000 EDU (equivalent dwelling unit) capacity.
- Phase 2 would install a parallel sewer from Parkside Drive on the south to Fieldview Drive on the north and connect to the Phase 1 line. This segment would have a capacity of 4,753, EDU.
- Phase 3 would extend the sewer line along Corral Hollow Road from just south of Linne Road and connect to Node 4W.1 at the intersection of Fourth Street and Corral Hollow Road, northeast of the proposed project. This connection also, if needed, would allow the use of the existing sewer line in Fourth Street to connect to the Lammers sewer system to the west. Flows would then be conducted to the WWTP.

Based on other developments that are anticipated to connect to Phase 3, including the proposed projects expected 0.34 mgd generation, the capacity of these lines would not be exceeded. However, both Phase 2 and Phase 3 of the Corral Hollow sewer upgrade must be completed for development to connect to the existing Corral Hollow sewer line.

Development within the ASP is a subsequent project within the scope of activities and land uses studied in the General Plan EIR, wastewater demand generated as a result of buildout of the ASP would not result in any impacts on existing treatment facilities that were not identified in the General Plan SEIR. As the General Plan EIR found that impacts wastewater facilities were less than significant and no mitigation measures were required. The proposed project is consistent wastewater demand from buildout of the General Plan as described in the General Plan EIR, no further environmental analysis is required pursuant to Public Resources Code Section 21083.3.

The impacts associated with expanding and improving the City’s treatment and conveyance facilities were evaluated in the Draft and Final EIR (2002) for the Tracy Wastewater Treatment Plant Expansion (SCH No. 2000012039). Both on and offsite improvements necessary to serve the Project have been planned for in the WWMP and evaluated by the City through related environmental documents (City of Tracy Water

System Master Plan MND, 2012; SCH No. 2012122035). Therefore, the proposed project would have a less than significant impact on wastewater treatment facilities.

Future allocation of capacity of this segment would be determined by the City of Tracy.

c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? Less Than Significant Impact With Mitigation Incorporated.

There is an existing 54-inch storm drain in Summit Drive, recently constructed as part of the Ellis Specific Plan development adjacent the south of the ASP area. This storm drain main would drain to an interim retention basin located to the west until Detention Basin 3A (discussed below) and an extension of the storm drain is constructed through the ASP Area.

The Ellis Specific Plan improvements include two detention basins, a storm drain with the equivalent capacity of a 12-inch storm drain extending from the South Linne detention basin to Valpico Road, a 42-inch storm drain from Valpico Road to the 3A detention basin and an 18-inch storm drain from the 3A detention basin that would connect to an existing 30-inch storm drain north of the Union Pacific Rail Road tracks. These improvements were evaluated in the City of Tracy Citywide Storm Drainage Master Plan IS/MND adopted by the City in November 2012.

Future development within the ASP would be required to participate in the implementation of the Ellis Specific Plan stormdrain improvements through the payment of fees, construction of facilities with corresponding credits, or both. As discussed in Section IX, Hydrology and Water Quality, the construction of new stormwater drainage facilities or expansion of existing facilities would be required for buildout of the Specific Plan area. Mitigation for impacts to stormwater facilities is included as Mitigation Measures HWQ-2 for the proposed project to reduce or avoid impacts to existing stormwater infrastructure.

The environmental impacts associated with the construction of onsite drainage facilities fall within the project "footprint" and have been addressed throughout this environmental document. With the implementation of Mitigation Measure HWQ-2 drainage impacts would be reduced to less than significant.

d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? Less Than Significant Impact.

Potable water for the proposed project would be supplied from the City's municipal water system. The City of Tracy has multiple sources of water including groundwater wells and surface water from the Central Valley Project and the South County Water Supply Project. The City treats the surface water obtained from the Central Valley Project at the JJWTP located near the airport in the southeast portion of the City. The surface water obtained from the South County Water Supply Project is treated and delivered to the City by the South San Joaquin Irrigation District.

The amount of water that Tracy uses from each of its water supply sources to make up its total water use varies from year to year based on contractual agreements, annual precipitation, and City policies about how to expand, utilize, and manage its water resources. As described in the 2015 City of Tracy Urban Water Management Plan (UWMP), Tracy's current annual water supply amounts of 33,620 acre-feet per year (AFY) from its various supply sources. Future agreements may increase the City's available potable water supply to over 46,730 AFY¹⁵.

The project water demand was calculated for the ASP using water factors adopted in the 2012 Citywide Water System Master Plan (WSMP). The projected water demand for the ASP would be 240,148 gpd based on the WSMP unit water demand factors of 429 gpd for proposed residential units and 4.0 AFY for the proposed park. The total water demand for the project, for up to 480 residential units, would be 222,293 gpd for the residential units plus 17,855 gpd for the park landscaping, for a total of 240,148 gpd (269 AFY).

The additional water demand (269 AFY) of the proposed project would not exceed the City's available water supply. The City's backbone water treatment and conveyance infrastructure is adequate to serve existing demand, in addition to the demand created by the proposed project. This is a less than significant impact and no mitigation is required.

According to the 2016 UWMP, the City's Year 2040 potable water supplies in normal, single dry and multiple dry years would be 34,830 AFY, 25,980 AFY, and 29,825 AFY, respectively¹⁶. These supplies would be sufficient to meet the City's Year 2040 potable water demands (27,537 AFY¹⁷). Existing and planned additional water supply would be sufficient to meet water demand for any hydrologic conditions to the year 2035. As stated, for all hydrologic conditions, the City's existing and additional water supplies are sufficient to meet the City's Year 2035 water demands. No water supply shortages are anticipated for any hydrologic conditions based on Year 2035 water demands. Therefore, potential impacts on water supply would be less than significant.

Additionally, the City of Tracy is planning to provide recycled water services to portions of the City. There is a planned 8-inch recycled water main in Summit Drive, under construction by Ellis, on the south side of the Plan Area.

The Master Plan identified the required potable and recycled water system facilities required to serve the buildout of the City's General Plan including existing and future service areas within the sphere of

¹⁵ City of Tracy 2015 Urban Water Management Plan, Table 5-2

¹⁶ City of Tracy 2015 Urban Water Management Plan, Tables 6-1 through 6-3.

¹⁷ City of Tracy 2015 Urban Water Management Plan, Table 3-4.

influence. As shown in Figure 3-3 of the Water System Master Plan, the Plan Area was included as future planning area.

The City plans to distribute tertiary treated effluent (recycled water) from the Wastewater Treatment Plant located on Holly Drive. The WSMP recommends a main pump station and storage tank at the wastewater treatment plant, three additional pump stations, two additional storage tanks, and recycled water mains to distribute recycled water to four planned pressure zones throughout the City of Tracy. These improvements would include a 30-inch main in Corral Hollow Road and an 8-inch main along the project frontage on Valpico Road.

Landscaping areas within the ASP that may be irrigated with recycled water include the entry, along the Valpico Road frontage, Summit Drive landscape strips and medians, and the proposed park. The proposed recycled water improvements would consist of an 8-inch recycled water main in Summit Drive that would provide a connection from the 8-inch recycled water main at the southern end of the project, under construction by within the Ellis Specific Plan area, to the proposed recycled water main in Valpico Road. The recycled water main would be connected to the potable water system until recycled water is available. Future development within the ASP would be required to implement the Water and Wastewater Master Plans through the payment of fees, construction of facilities with corresponding credits, or both.

The use of recycled water, when it becomes available to the ASP area, would reduce the demand for potable water for irrigation of the common areas within the ASP. Potential impacts are considered less than significant.

Further, the General Plan EIR found that impacts on water supply as a result of buildout of the General Plan were significant and unavoidable. Because the proposed project is consistent with the projected land use projections described in the General Plan EIR, no further environmental analysis is required pursuant to Public Resources Code Section 21083.3.

e. Result in a determination by the wastewater treatment provider which service 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? Less Than Significant Impact.

The treatment provider for the ASP would be the City of Tracy. The City has limited wastewater treatment capacity in the City's WWTP until current and future capital expansion projects are completed and operational. As of January 2015, the City has an unused capacity of approximately 4,200 equivalent dwelling units (EDUs) within its wastewater treatment plant available to serve development within the ASP, but as other development project within the City come forward and building permits are issued, the remaining capacity will be reduced.

As explained in Response XVII (b) above, the City of Tracy completed a Wastewater Master Plan in December 2012. The Master Plan identified infrastructure requirements for both wastewater treatment and conveyance based on wastewater flows from existing and future service areas. The Plan Area was excluded as future a future residential area in the Master Plan. Therefore, the City conducted additional

analysis in January 2018¹⁸ to verify whether the proposed Master Plan Conveyance Facilities can serve the proposed project. The analysis concluded the proposed Master Plan Conveyance Facilities have the capacity to serve the proposed development within the Plan Area.

The Master Plan recommends a phased expansion of the existing wastewater treatment plant from its current capacity of 10.8 mgd to 21.0 mgd and also recommended conveyance improvements for the east and west catchment areas in the City. The ASP area is located in the west catchment area which would include an extension of the existing Corral Hollow Road Sewer from Parkside Drive to W. Linne Road as well as upgrades to increase the capacity of the existing Corral Hollow Road Sewer, a new Lammers Road Sewer and other downstream improvements.

The impacts associated with expanding and improving the City's treatment and conveyance facilities were evaluated in the Draft and Final EIR (2002) for the Tracy Wastewater Treatment Plant Expansion (SCH No. 2000012039). Both on and offsite improvements necessary to serve the Project have been planned for in the WWMP and evaluated by the City through related environmental documents (City of Tracy Water System Master Plan MND, 2012; SCH No. 2012122035).

The project developer would be required to pay sewer impact fees at time of building permit issuance, ensuring fair-share contribution towards the future WWTP expansion project. With this condition of approval, impacts related to City sewer services will be less than significant.

f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? Less Than Significant Impact.

The City of Tracy has an exclusive franchise agreement with Tracy Disposal Service for solid waste collection and disposal and recycling collection. Solid waste is collected and taken to the 40-acre Tracy Material Recovery Facility (MRF) and Transfer Station on South MacArthur Drive before being sent to the Foothill Sanitary landfill, 48 miles northeast of Tracy, off of Shelton Road east of Linden, California. The MRF is operated by Tracy Material Recovery and Solid Waste Transfer, Inc., and has capacity of approximately 1,000 tons per day, but averages approximately 350 tons per day, of which 85 percent is generated in Tracy. Approximately 175,000 tons of solid waste is generated in Tracy each year, of which approximately 27 percent is residential garbage.

The approximately 800-acre Foothill landfill, owned by San Joaquin County, is the primary disposal facility accepting the City's solid waste. The Foothill landfill receives approximately 810 tons per day. The landfill is permitted to accept up to 1,500 tons per day, and has a permitted capacity of 138 million cubic yards,

¹⁸ CH2M, 2018. Wastewater System Analysis for Corral Hollow Road & Lammers Road

of which approximately 125 million cubic yards of capacity remains.¹⁹ It is estimated that the Foothill landfill would have the capacity to accept solid waste from the City of Tracy until 2054.

The proposed project would not generate significant volumes of solid waste, beyond levels normally found in residential developments. The proposed project would not generate hazardous waste or waste other than common household solid waste. As described above, there is adequate landfill capacity to serve the proposed project, and the project would comply with all applicable statutes and regulations related to solid waste. This is a less than significant impact.

g. Comply with federal, state, and local statutes and regulations related to solid waste? Less Than Significant. Less Than Significant Impact.

The City of Tracy has implemented 43 waste diversion programs and is currently exceeding its State residential disposal rate target by over 50 percent. The waste diversion programs, together with adherence to the CALGreen Code, are sufficient to ensure that implementation of the proposed project would not compromise the ability to meet or perform better than the State-mandated target. Therefore, the proposed project would comply with applicable statutes and regulations and the impact would be less than significant.

Cumulative Impacts

The proposed project would require additional water and wastewater infrastructure, as well as demand for solid waste disposal for building facility operation. Development of public utility infrastructure is part of an extensive planning process involving utility providers and jurisdictions with discretionary review authority. The coordination process associated with the preparation of development and infrastructure plans is intended to ensure that adequate resources are available to serve both individual projects and cumulative demand for resources and infrastructure as a result of cumulative growth and development in the area. Each individual project is subject to review for utility capacity to avoid unanticipated interruptions in service or inadequate supplies. Coordination with the utility companies would allow for the provision of utility service to the proposed project and other developments. The proposed project and other planned projects are subject to connection and service fees to assist in facility expansion and service improvements triggered by an increase in demand. Because of the utility planning and coordination activities described above, no significant cumulative utility impacts are anticipated.

¹⁹ California Integrated Waste Management Board, Solid Waste Information System (SWIS). <http://www.ciwmb.ca.gov/SWIS>

XIX. MANDATORY FINDINGS OF SIGNIFICANCE

WOULD THE PROJECT:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact | Reviewed Under Previous Document |
|--|--------------------------------|--|-------------------------------------|--------------------------|----------------------------------|
| a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

RESPONSES TO CHECKLIST QUESTIONS

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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? Less Than Significant Impact.

The potential to 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, 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 were considered in the response to each question in the respective sections (Sections IV and V) of this checklist. In addition to project specific impacts, this evaluation considered the project’s potential for significant cumulative effects. There is no substantial evidence that there are biological or cultural resources that are affected or associated with this project. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

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)? Less Than Significant Impact.

Per the criteria for evaluating environmental impacts in this Initial Study, the potential for adverse cumulative effects were considered in the response to each question in sections I through XVIII of this checklist. In addition to project specific impacts, this evaluation considered the project's potential for incremental effects that are cumulatively considerable. As a result of this initial study, no cumulative effects associated with the proposed project have been identified. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? Less Than Significant Impact.

The project proposes to develop a new residential development site consistent with the existing land use designations shown in the City of Tracy General Plan Sphere of Influence and would result in the property being zoned for the Avenues Specific Plan Pre-Zone and the proposed project would not involve any physical improvements or changes in the environment that would adversely affect human beings. Mitigation measures and project components have been identified that would address potential impacts on human beings, specifically measures for air quality, seismic hazards, hazards and hazardous materials, hydrology and water quality, noise to reduce health hazards to humans. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

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