2 REPORT SUMMARY

This summary presents an overview of the analysis contained in Chapter 4.0, Environmental Evaluation. CEQA requires that this chapter summarize the following: 1) any areas of controversy; 2) significant impacts; 3) unavoidable significant impacts; 4) identification of feasible mitigation measures; and 5) a reasonable range of alternatives to the Project.

A. Project under Review

This Draft EIR provides an assessment of the potential environmental impacts of implementation of the Project identified in Chapter 1 and described in detail in Chapter 3 (Project Description).

B. Areas of Controversy and Issues Raised by Public Agencies

The City has received correspondence from members of the public and interested agencies expressing comments about the appropriate scope of environmental review. Specifically, comments have been raised about the following environmental issues, and commenters have requested the following issues be evaluated in the Draft EIR:

- Air Quality. Need to examine existing and post-Project emissions of criteria air pollutants and precursors, nuisance odors, and potential health impacts associated with toxic air contaminants. In addition, this Draft EIR will discuss the methodology, model assumptions, inputs, and results relating to air quality impacts; emission projections from development of the Project; and the Specific Plan's design elements and other relevant policies and implementation measures. In addition, the Draft EIR will address whether the Project would cumulatively contribute to a net increase of criteria pollutants or precursors for which the area is in non-attainment.
- Hydrology and Water Quality. Need to evaluate whether Project development will require one or more San Joaquin County Watercourse

Encroachment Permits for work on creeks and waterways and their banks, and within 25 feet of their banks.

- Utilities and Service Systems. Need to evaluate how the Project would accommodate existing and future surface runoff patterns upslope and downslope of the California Aqueduct. Additionally, improvements (e.g. truck route intersections) adjacent to or near the California Aqueduct may encroach upon the Department of Water Resources' (DWR) right-of-way, and require a DWR Encroachment Permit/Review. Also, the Project's proposed storm drainage facilities will need to be evaluated in a hydrologic and hydraulic analysis, including an evaluation of potential impacts to upstream watershed areas (e.g. impacts to upstream contributors to drainage channels) and downstream areas.

C. Alternatives to the Project

According to CEQA, an EIR must evaluate a reasonable range of feasible alternatives to the proposed project that would achieve most of the basic project objectives and would avoid or substantially lessen any of the significant impacts of the project. Chapter 5 compares the impacts of four alternatives to those of the Project: the No Project Alternative, the Reduced Intensity Alternative, the Mixed Use Alternative, and the Reconfigured Specific Plan Boundary Alternative. As discussed more fully in Chapter 5, the Reduced Density Alternative would be considered the "environmentally superior" alternative.

- Alternative 1 - No Project Alternative. Under the No Project Alternative, the Specific Plan Area would remain in the jurisdiction of San Joaquin County and retain the existing County zoning. No new development would occur in the proposed Specific Plan Area, and no action would be taken to annex the Specific Plan Area to the City or otherwise change its land use designations.
- Alternative 2 - Reduced Intensity Alternative. This alternative would reduce the level of development that would be permitted in the Specific

Plan Area to reduce the intensity and resultant environmental effects of the proposed Project. The boundaries of the Specific Plan Area would remain the same. This alternative would reduce the level of development allowed in the Specific Plan Area by roughly half, resulting in 295,990 square feet of commercial, 1,232,966 square feet of office, and 13,894,551 square feet of business park industrial uses. This reduction would be due to a reduction in the allowable floor area ratios (FARs) for the respective uses, although the general location of uses would remain the same as proposed under the Project. In addition, the 88.5 net acres of park and recreational uses and open space provided under this alternative would be the same as that under the proposed Project.

- Alternative 3 – Mixed-Use Alternative. This alternative would replace approximately 150 acres of Business Park Industrial uses along the eastern boundary of the Specific Plan Area with housing. Assuming a residential density of 25 units per acre, this alternative would include approximately 3,838 residential units. Like the proposed Project, this alternative would include approximately 591,980 square feet of General Commercial and 2,465,932 square feet of General Office space. In addition, this alternative would include approximately 24,445,872 square feet of business park industrial uses. The boundaries of the Specific Plan Area would remain the same. In addition, the 88.5 net acres of park and recreational uses and open space provided under this alternative would be the same as that under the proposed Project.

- Alternative 4 – Reconfigured Specific Plan Boundary. Under this alternative, the boundary of the proposed Specific Plan Area would be modified to exclude the area south of New Schulte Road and west of the Westside Open Space. North of New Schulte Road and east of the Westside Open Space, the land use map would be the same as under the proposed Project. Like the proposed Project, this alternative would include approximately 591,980 square feet of General Commercial and 2,465,932 square feet of General Office space. This alternative would include 9,641,570 square feet of Business Park Industrial uses, compared to the 27,789,102 square feet of Business Park Industrial uses under the proposed Project.

D. Summary of Impacts and Mitigation Measures

Section 15382 of the CEQA regulations defines a significant impact on the environment 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. CEQA allows environmental issues for which there is no likelihood of a significant impact to be "scoped out" of the EIR analysis during the EIR scoping process, and not analyzed further in the EIR. As explained more fully in Chapter 6, the Project would have no impact on mineral resources or forestry resources since neither of these resources exist in the Specific Plan Area and vicinity. These issues have therefore not been analyzed further in this Draft EIR.

Table 2-1 presents a summary of impacts and mitigation measures identified in this report. It is organized to correspond with the environmental issues discussed in Chapter 4.

The table is arranged in four columns: 1) environmental impacts; 2) significance prior to mitigation; 3) mitigation measures; and 4) significance after mitigation. A series of mitigation measures is noted where more than one may be required to achieve a less-than-significant impact. For a complete description of potential impacts and recommended mitigation measures, please refer to the specific discussions in Chapter 4. Additionally, this summary does not detail the timing of mitigation measures. Timing will be further detailed in the mitigation monitoring and reporting program.

TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
Aesthetics			
AES-1: The Project would change the visual aspect of and views from, to, and across the Specific Plan Area, resulting in a *significant* impact to scenic vistas.	S	AES-1: The Specific Plan contains numerous design and landscaping requirements intended to beautify the Project, which shall be imposed on individual, site-specific developments under the Specific Plan. Beyond these measures, there is no feasible mitigation.	SU
AES-2: The Project would add new development to the viewsheds, with the potential to adversely affect a State-designated route, which would be a *significant* impact.	S	AES-2: The Specific Plan contains numerous design and landscaping requirements intended to beautify the Project, which shall be imposed on individual, site-specific developments under the Specific Plan. Beyond these measures, there is no feasible mitigation.	SU
AES-3: The Project would bring urban development to a rural and an agricultural area, thereby changing its character and resulting in a *significant* impact.	S	AES-3: The Specific Plan contains numerous design and landscaping requirements intended to beautify the Project, which shall be imposed on individual, site-specific developments under the Specific Plan. Beyond these measures, there is no feasible mitigation.	SU
AES-4: The Project would create new sources of light and glare, which, despite existing regulations, may result in a *significant* impact.	S	AES-4: To decrease light spillage and glare to the maximum extent practicable, all individual developments under the Specific Plan shall be required to: ¨ Prior to final inspection or certificate of occupancy, all exterior and parking area lighting shall be directed downward or shielded, to prevent glare or spray of light on to public rights-of-way or adjacent residential property, consistent with City standards.	LTS

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
AES-CUM-1: The Project would change the visual aspect of and views from, to, and across the Specific Plan Area, add new development to viewsheds, bring urban development to a rural and agricultural area, resulting in cumulatively considerable contributions to *significant* impacts on scenic vistas, scenic resources within a State scenic highway, and visual character.	S	AES-CUM-1: The Specific Plan contains numerous design and landscaping requirements intended to beautify the Project, which shall be imposed on individual, site-specific developments under the Specific Plan. Beyond these measures, there is no feasible mitigation.	SU
Agricultural Resources			
AG-1: Implementation of the Project would result in the conversion of Prime Farmland and other Important Farmland.	S	AG-1: As part of the development process for each individual site-specific development project under the Specific Plan, the applicable agricultural mitigation fee for each acre of farmland to be developed shall be paid, in compliance with Chapter 13.28, Agricultural Mitigation Fee, of the Tracy Municipal Code. The fees shall be collected by the City at the time that building permits are issued for such site-specific development project, or as otherwise required by City.	SU
AG-2: Implementation of the Project could result in a significant impact on agricultural activities on the adjacent land due to potential incompatibilities.	S	AG-2: As construction occurs along the eastern Specific Plan Area boundary, buffers such as roadways, building setbacks, and parking areas, shall be required prior to occupancy of those structures, in compliance with General Plan Policy (OSC-2.2 P1).	LTS
AG-3: Development of the Project, together with other cumulative projects, would result in an incremental reduction in agricultural resources. The loss of farmland would be considered significant.	S	AG-3: Implement Mitigation Measures AG-1 and AG-2.	SU

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
Air Quality			
AQ-1: While the Project is consistent with the City of Tracy General Plan's growth projections and would implement a number of transportation control measures as set forth in the Specific Plan, as identified above, the Project would exceed the regional significance thresholds and the Project's cumulative contribution to criteria air pollutants and TACs. For this reason and to ensure a conservative analysis, this evaluation treats this as an inconsistency with SJVAPCD's air quality plans. Mitigation Measures AQ-2a and AQ-2b and Mitigation Measures GHG-1b through 1d would reduce emissions, to the extent feasible. Because the Project's emissions cannot be reduced to a less than significant level, the impact in this regard would be considered *significant and unavoidable.*	S	AQ-1: Implement Mitigation Measures AQ-2a and AQ-2b and Mitigation Measures GHG-1b through 1d.	SU
AQ-2: Construction of the Project could emit significant levels of ROG, NO_x and PM_{10}, and would cumulatively contribute to the ozone and particulate matter non-attainment designations of the SJVAB. While feasible mitigation measures would be imposed (as set forth below), due to the nature and scope of the Project along with its anticipated buildout horizon, construction period emissions would be considered *significant and unavoidable.*	S	AQ-2a: Each applicant for individual, site-specific developments under the Specific Plan shall comply with the San Joaquin Valley Air Pollution Control District (SJVAPCD) rules and regulations, including, without limitation, Indirect Source Rule 9510. The applicant shall document, to the City's reasonable satisfaction, its compliance with this mitigation measure.	SU
		AQ-2b: Prior to issuance of a grading permit by the City of Tracy, the applicant for an individual, site-specific development under the Specific Plan shall be required to develop and obtain approval of a fugitive dust and emissions control plan to mitigate, as feasible, the identified impacts, which satisfies the requirements set forth under then-applicable SJVAPCD Rules and Regulations, including, without limitation, Regulation	

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
AQ-2 *continued*		VIII. Depending on the size, location and nature of the individual development at issue, the fugitive dust and emissions control plan shall consider the following mitigation measures, for example: ¨ All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover; ¨ All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant; ¨ All land clearing, grubbing, scraping, excavation, land leveling, grading, cut & fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking; ¨ When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inched of freeboard space from the top of the container shall be maintained; ¨ All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions.) (Use of blower devices is expressly forbidden.); ¨ Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant;	

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
AQ-2 *continued*		¨ Within urban areas, trackout shall be immediately removed when it extends 50 or more feet from the site and at the end of each workday; and ¨ Any site with 150 or more vehicle trips per day shall prevent carryout and trackout; ¨ Limit traffic speeds on unpaved roads to 15 mph; ¨ Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent. ¨ Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the Specific Plan Area; ¨ Adhere to Regulation VIII's 20 percent opacity limitation, as applicable; ¨ Use of construction equipment rated by the United States Environmental Protection Agency (US EPA) as having Tier 3 or higher exhaust emission limits for equipment over 50 horsepower that are on-site for more than 5 days, if available and feasible. Tier 3 engines between 50 and 750 horsepower are available for 2006 to 2008 model years. After January 1, 2015, encourage the use of equipment over 50 horsepower that are on-site for more than 5 days to meet the Tier 4 standards, if available and feasible. A list of construction equipment by type and model year shall be maintained by the construction contractor on-site, which shall be available for City review upon request.	

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
AQ-2 *continued*		¨ Use of alternative-fueled or catalyst-equipped diesel construction equipment, if available and feasible; and ¨ Clearly posted signs that require operators of trucks and construction equipment to minimize idling time (e.g. 5-minute maximum).	
AQ-3: Operation of the Project could emit significant levels of ROG, NO_x, CO, and PM_{10}, and would cumulatively contribute to the ozone and particulate matter non-attainment designations of the SJVAB. Due to the operational emissions, this would remain significant with mitigation.	S	AQ-3: Adhere to Mitigation Measures GHG-1b through 1d, also included in Chapter 4.7 (Greenhouse Gas Emissions), repeated below: Mitigation Measure GHG-1a: Applicants for individual, site-specific developments shall conform to the then-applicable requirements of the California Building Code, including the Green Code's provisions relating to "solar readiness." Applicants will be encouraged to utilize or otherwise facilitate the use of alternative energy generation technologies, as feasible, to offset their energy consumption, by, for example, ensuring that roof structures are built such that they can accommodate the weight of solar panels in accordance with the California Building and Energy Standards; providing for energy storage within their buildings; and installing electrical switch gears to facilitate solar usage. Mitigation Measure GHG-1b: Prior to issuance of a building permit for an individual, site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plug in of the anticipated number of refrigerated trailers to reduce idling time and emissions.	SU

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
AQ-3 *continued*		Mitigation Measure GHG-1c: Applicants for individual, site-specific developments with truck delivery and loading areas, and truck parking spaces, shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with California Air Resources Board Rule 2845 (13 CCR Chapter 10 §2485). Mitigation Measure GHG-1d: Applicants for individual, site-specific developments shall identify in the grading plans that non-essential idling of construction equipment and vehicles shall be restricted to no more than 5 minutes in accordance with California Air Resources Board Rule 2485 (13 CCR Chapter 10 §2485).	
AQ-4: Emissions of ozone precursors and particulate matter caused by construction and operation of the Project are considered significant.	S	AQ-4: Adhere to Mitigation Measures AQ-2a and 2b.	SU
AQ-5: Operation of the Project would emit TACs, primarily from DPM emitted by trucks, that would cause increased cancer risk, that exceeds 10 excess cancer cases per million, at residents on-site (Phase 1 only) and off-site. While individual, site-specific development projects under the Specific Plan may not individually result in excess cancer risk above the SJVAPCD threshold, the cumulative contribution of diesel truck traffic from Project developments would significantly contribute to a substantial increase in concentrations of TACs at sensitive receptors in the Project vicinity. This is a significant and adverse impact of the Project.	S	AQ-5a: Applicants for industrial or warehousing land uses that: 1) are expected to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered transport refrigeration units (TRUs), and 2) are located within 1,000 feet of a sensitive receptor, as measured from the property line of the development at issue to the property line of the nearest sensitive receptor, shall adhere to applicable Best Available Control Technologies for Toxics (T-BACT), as set forth in CARB or SJVAQPD guidance (as applicable), for the purpose of reducing potential cancer and non-cancer risks to below the applicable thresholds, as feasible (e.g., restricting idling onsite, electrifying warehouse docks, requiring use of newer equipment and/or vehicles, restricting off-site truck	SU

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
AQ-5 *continued*		travel through the creation of truck routes). Provided, however, that an applicant may submit a health risk assessment (HRA) to the City of Tracy prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment (OEHHA) and the San Joaquin Valley Air Pollution Control District (SJVAPCD); if this HRA demonstrates that the incremental cancer risk for the individual development at issue would not exceed ten in one million (10E-06) or the appropriate non-cancer hazard index would not exceed 1.0, then no further mitigation shall be required.	
AQ-6: Day care centers may be located within the Specific Plan Area and have the potential to be exposed to elevated concentrations of TACs. This is a significant impact of the Project.	S	AQ-6: No day care center shall be located within 1,000 feet of a major source of TACs (e.g. warehouses, industrial, or roadways with traffic volumes over 10,000 vehicle per day), as measured from the property line of the development at issue to the property line of the source/edge of the nearest travel lane unless a health risk assessment (HRA) is submitted and approved by the City that demonstrates that the incremental cancer risk for the individual development at issue would not exceed ten in one million (10E-06) or the appropriate non-cancer hazard index would not exceed 1.0. Such HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment (OEHHA) and the San Joaquin Valley Air Pollution Control District (SJVAPCD), including the latest OEHHA guidelines that address age sensitivity factors, breathing rates, and body weights appropriate for children age 0 to 6 years.	LTS

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
Biological Resources			
BIO-1: Proposed development would result in a significant impact on special-status animal species known or with potential to utilize the existing habitat on the Specific Plan Area.	S	BIO-1: To mitigate the potential adverse impacts on special-status species, and provide for the incidental take of State and/or federally listed species, the applicant shall either: 1) participate in the 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 CDFW and USFWS, respectively. Participation in the SJMSCP shall include compliance with all relevant Incidental Take Minimization Measures pertinent to the Specific Plan Area, 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.	LTS
BIO-2: Proposed development could result in inadvertent loss of bird nests in active use, which would be a violation of the Migratory Bird Treaty Act and CDFW Code.	S	BIO-2: To avoid the potential for disturbance of nesting birds on or near the Specific Plan Area, schedule the initiation of any vegetation removal and grading for the period of September 1 through February 15. If construction work cannot be scheduled during this period, a qualified biologist shall conduct pre-construction surveys for nesting birds according to the following guidelines: ¨ The preconstruction surveys shall be conducted by the qualified biologist no later than 14 days prior to the start of vegetation removal or initiating project grading.	LTS

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
BIO-2 *continued*		¨ If birds protected under the Migratory Bird Treaty Act are found nesting, then appropriate construction buffers shall be established to avoid disturbance of the nests until such time that the young have fledged. The size of the nest buffer shall be determined by the biologist in consultation with CDFW, and shall be based on the nesting species, its sensitivity to disturbance, and expected types of disturbance. Typically, these buffers range from 75 to 250 feet from the nest location. ¨ Nesting activities shall be monitored periodically by a qualified biologist to determine when construction activities in the buffer area can resume. ¨ Once the qualified biologist has determined that young birds have successfully fledged, a monitoring report shall be prepared and submitted to the City of Tracy Development Services for review and approval prior to initiating construction activities within the buffer area. The monitoring report shall summarize the results of the nest monitoring, describe construction restrictions currently in place, and confirm that construction activities can proceed within the buffer area without jeopardizing the survival of the young birds. Construction within the designated buffer area shall not proceed until the written authorization is received by the applicant from the Development Services Director. The above provisions are in addition to the preconstruction surveys to confirm presence or absence of nesting Swainson's hawk, burrowing owl, and other special-status species as required under the Incidental Take Minimization Measures of the SJMSCP.	

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
BIO-3: Fill and modifications to jurisdictional wetlands and other waters would require authorization from the Corps and RWQCB while bridge crossings and pipe outfalls over the central drainage would require authorizations from the CDFW (Streambed Alteration Agreement).	S	BIO-3: To mitigate potential impacts on jurisdictional wetlands and other waters, the following measures shall be implemented. ¨ A formal wetland delineation shall be prepared by a qualified wetland consultant and submitted to the Corps for verification to confirm the extent of jurisdictional wetlands and other waters of US on the Specific Plan Area. ¨ Where verified waters of the US are present and cannot be avoided, authorization for modifications to these features shall be obtained from the Corps through the Section 404 permitting process. Similarly, a Section 401 Certification shall be obtained from the RWQCB where waters of the US are directly affected by the Project. All conditions required as part of the authorizations by the Corps and RWQCB shall be implemented as part of the Project. ¨ A CDFW Streambed Alteration Agreement shall also be obtained where necessary under applicable laws and regulations, for any proposed Project activities that would affect the bed or banks of the central drainage and other features regulated by the CDFW in the Specific Plan Area. The applicant who is proposing to construct these improvements as part of an individual site-specific development proposal shall submit a notification form to the CDFW, shall obtain all legally-required agreements, and implement any conditions contained within that agreement. ¨ The acreage of waters of the US and any riparian scrub habitat along the central drainage that would be removed by the Project shall be replaced or restored/enhanced on a “no-net	LTS

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
BIO-3 *continued*		loss basis" in accordance with Corps, RWQCB, and CDFW regulations, to the extent required by applicable laws and regulations. ¨ A detailed mitigation plan shall be prepared by a qualified wetland consultant for any jurisdictional wetlands or waters of the US affected by proposed development, with replacement provided at a minimum 1:1 ratio or as required by the regulatory agencies. The plan shall clearly identify the total wetlands and other jurisdictional areas affected by proposed improvements, as well as wetlands to be created, restored, or enhanced as part of the wetland mitigation. This shall preferably be accomplished on-site through adjustments to the proposed limits of grading, with any replacement wetlands consolidated to the degree possible to improve existing habitat values. The plan shall specify performance criteria, maintenance and long-term management responsibilities, monitoring requirements, and contingency measures, and shall adhere to all applicable requirements and conditions imposed by the regulatory agencies. ¨ Consultation or incidental take permitting may be required under the California and federal Endangered Species Acts (as discussed above under Mitigation Measures BIO-1). To the extent required under applicable laws and regulations, an applicant for an individual site-specific development shall obtain all legally required permits or other authorizations from the USFWS and CDFW for the potential "take" of protected species under the Endangered Species Acts, either though participation in the SJMSCP or through separate incidental take authorizations.	

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
BIO-3 *continued*		¨ Temporary orange construction fencing shall be installed around the boundary of all delineated jurisdictional waters to the extent they are being preserved so that they are not disturbed during construction. The fencing shall be placed a minimum of 25 feet out from the boundary of the wetland but may need to be adjusted if construction and/or restoration activities are to be conducted within this area. Grading, trail construction and restoration work within the wetland buffer zones shall be conducted in a way that avoids or minimizes disturbance of existing wetlands to be preserved in accordance with any mitigation measures imposed by the regulatory agencies. ¨ Written evidence shall be provided to the City of Tracy Development Services that the applicant has secured all authorizations required by the Corps, RWQCB, and CDFW in connection with the individual, site-specific development proposal prior to issuance of a grading permit for that individual development at issue to ensure compliance with applicable regulations.	
BIO-4: Mitigation Measure BIO-1 would address the loss of suitable habitat for special-status species, and provide adequate compensatory mitigation for these species. However, no feasible measures are available to mitigate adverse impacts on wildlife movement opportunities without a substantial reduction in the extent of development and retention of existing grassland and agricultural cover on the Specific Plan Area.	S	BIO-4: There is no feasible mitigation.	SU

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
Cultural Resources			
CUL-1: Inadvertent damage to unique buried archaeological deposits during construction of the Project would result in a *significant* impact.	S	CUL-1: If any prehistoric or historic subsurface cultural resources are discovered during ground-disturbing activities, all work within 50 feet of the resources shall be halted and a qualified archaeologist shall be consulted to assess the significance of the find according to CEQA Guidelines Section 15064.5. If any find is determined to be significant, representatives from the City and the archaeologist shall meet 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 Specific Plan Area while mitigation for historical resources or unique archaeological resources is being carried out.	LTS

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
CUL-2: 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 *significant*.	S	CUL-2: 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 contractor shall notify a qualified paleontologist to examine the discovery. 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, the Project proponent determines 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 proponent shall implement the approval plan.	LTS
CUL-3: It is unlikely that human remains would be encountered during construction in the Specific Plan Area. However, in the unlikely event that human remains, including those interred outside of formal cemeteries, are discovered during subsurface activities, the human remains could be inadvertently damaged. This would be a *significant* impact.	S	CUL-3: 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 proponent 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	LTS

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
CUL-3 *continued*		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.	
Geology, Soils, and Seismicity			
GEO-1: Without appropriate mitigation measures in place, construction and operation activities associated with the Project could be associated with substantial soil erosion and loss of topsoil, thereby resulting in a significant impact. The implementation of the following mitigation measures listed below would ensure that the impacts would be *less than significant*.	S	GEO-1: Implement Mitigation Measures HYDRO-1a, HYDRO-1b, HYDRO-2a, HYDRO-2b, and HYDRO-2c as described in Chapter 4.9 of this Draft EIR.	LTS
Greenhouse Gas Emissions			
GHG-1: Despite the incorporation of numerous sustainability measures, GHG emissions generated by the proposed Project (both construction and operational-related) would exceed the applicable threshold set forth in SJVAPCD's guidance because the Project's GHG emissions cannot feasibly be reduced to 29 percent below BAU. This would be a *significant* impact.	S	GHG-1a: Applicants for individual, site-specific developments shall conform to the then-applicable requirements of the California Building Code, including the Green Code's provisions relating to "solar readiness." Applicants will be encouraged to utilize or otherwise facilitate the use of alternative energy generation technologies, as feasible, to offset their energy consumption, by, for example, ensuring that roof structures are built such that they can accommodate the weight of solar panels in accordance with the California Building and Energy Standards; providing for energy storage within their buildings; and installing electrical switch gears to facilitate solar usage.	SU

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
GHG-1 *continued*		GHG-1b: Prior to issuance of a building permit for an individual, site-specific development that requires or is intended to accommodate refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plug-in of the anticipated number of refrigerated trailers to reduce idling time and emissions.	
		GHG-1c: Applicants for individual, site-specific developments with truck delivery and loading areas, and truck parking spaces, shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with California Air Resources Board Rule 2845 (13 CCR Chapter 10 §2485).	
		GHG-1d: Applicants for individual, site-specific developments shall identify in the grading plans that non-essential idling of construction equipment and vehicles shall be restricted to no more than 5 minutes in accordance with California Air Resources Board Rule 2485 (13 CCR Chapter 10 §2485).	
Hazards and Hazardous Materials			
HAZ-1: The routine use, transport, and disposal of hazardous materials associated with implementation of the Specific Plan could result in a *significant* impact.	S	HAZ-1: The project applicant shall fully implement the provisions of the San Joaquin County Hazardous Material Area Plan and the Tracy General Plan, including but not limited to: ¨ Ensuring that any business locating in the Specific Plan Area which stores particular quantities of hazardous materials (e.g. larger than 55 gallons of liquid, 500 pounds of solid or 200 cubic feet of some compressed gases) as stipulated under	LTS

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
HAZ-1 *continued*		Chapter 6.95 of the California Health and Safety Code annually files a hazardous materials business plan establishing incident prevention measures, hazardous material protocols, and emergency response and evacuation procedures; ¨ Providing adequate separation between areas where hazardous materials are present and sensitive uses; and ¨ Submitting an emergency response plan for any large generators of hazardous waste located or proposed to be located in the Specific Plan Area.	
HAZ-2: One hazardous material site located within the Specific Plan Area (Shell pipeline cleanup site) is undergoing active investigation of soil, soil vapor and groundwater contamination, and is subject to future remedial actions. One hazardous material site located up gradient from the Specific Plan Area (ARCO #6610 UST cleanup site) is undergoing active investigation and is subject to future remedial action, with potential for the contamination to extend to groundwater and soil vapor beneath the Specific Plan Area. In addition, historical agricultural activities and associated pesticide use and storage potentially may have resulted in localized contamination areas. The Specific Plan Area also includes structures that, because of their age, potentially may contain ACBM and lead-based paint. Without mitigation, exposure to contamination associated with these hazardous material sites, potential pesti-	S	HAZ-2a: A Soil Management Plan and companion Sampling and Analysis Plan, as well as a Health and Safety Plan (HASP), shall be prepared and implemented during and following any soil excavation and compaction associated with implementation of the Project where such activities may encounter residual soil, soil vapor, or groundwater contamination that exceeds risk-based levels established by the RWQCB or Cal-EPA. As part of the Soil Management Plan, the applicant shall retain an experienced, independent environmental monitor to observe all significant earth-moving activities. The monitor shall observe the operations, remaining watchful for stained or discolored soil that could represent residual contamination. The monitor shall also be empowered to alert the City and regulatory agencies, when appropriate, and provide direction to the grading contractor.	LTS

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
cide hot spot areas, and demolition of older structures that contain ACBM or lead based paint, would be result in potential impacts that are considered *significant*.		HAZ-2b: A plan shall be developed for installation a vapor barrier and venting system beneath buildings to be constructed at the site in those areas where residual petroleum hydrocarbons in soil vapor exceed risk-based levels established by the RWQCB or Cal-EPA. The system shall be designed to eliminate potentially significant indoor air quality health risks associated with subsurface contaminant vapor intrusion. The Plan shall be prepared by a California professional engineer experienced in vapor intrusion mitigation and who shall certify the installation.	
		HAZ-2c: Soil sampling shall occur within the portions of the Specific Plan Area that have historically been utilized for mixing or storing pesticides and that may contain pesticide residues in the soil, prior to issuance of grading permits in such areas. The sampling will be performed in accordance with a Sampling and Analysis Plan and Soil Management Plan prepared by a qualified Environmental Professional and/or California professional engineer experienced in Phase II site characterization. The sampling shall be conducted in accordance with applicable guidance from DTSC and San Joaquin County Environmental Health Department, and shall determine if pesticide concentrations exceed established regulatory thresholds. Should pesticide contaminated soil be identified as a result of the evaluation, further site characterization and remedial activities, if necessary, will be implemented in accordance with the Soil Management Plan.	

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
HAZ-2 *continued*		HAZ-2d: Existing structures shall be evaluated for the presence of ACBM and lead-based paints prior to their renovation or demolition. The evaluation shall be conducted by a Cal-OSHA certified ACBM and lead-based paint contractor. Any ACBM or lead identified as a result of the evaluation shall be removed by a Cal-OSHA certified ACBM and lead-based paint contractor and be transported and disposed off-site in accordance with regulatory requirements.	
Hydrology and Water Quality			
HYDRO-1: Construction of the Project would occur in phases over a period of ten to thirty years and Project-related construction activity could negatively affect downstream surface water quality during that time period. Therefore, the Project's construction impacts to water quality would be significant without mitigation measures.	S	HYDRO-1a: Grading and ground disturbance on the Specific Plan Area shall be implemented in accordance with each individual development's approved grading plans and related grading permit. For the required treatment of urban pollutants and application of pesticides in the Specific Plan Area, each Project developer shall comply with the approved grading plan and related permit and conditions of approval.	LTS
		HYDRO-1b: In accordance with the then-applicable regulations, as part of the application process for each individual development under the Specific Plan, each applicant shall file a Notice of Intent with the SWRCB to obtain coverage under the construction general permit (CGP) and shall comply with all of the requirements associated with the CGP, as necessary to mitigate those impacts that would result from the specific development proposed by that applicant. In addition, as part of the application process for each individual development under the Specific Plan, each applicant shall prepare and obtain City approval of a SWPPP which shall adequately address stormwater management during each construction phase of the	

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
HYDRO-1 *continued*		Project. The SWPPP shall be consistent with the then-applicable RWQCB standards and NPDES permit requirements, and shall be designed to protect water quality during the course of construction. Said BMPs may include, without limitation, the following: ¨ Schedule earthwork to occur primarily during the dry season to prevent most runoff erosion. ¨ Protect drainages and storm drain inlets from sedimentation with berms or filtration barriers, such as filter fabric fences, hay bales, or straw wattles. ¨ Divert runoff from exposed slopes to on-site sediment basins before the runoff is released off-site. ¨ Install gravel construction entrances to reduce tracking of sediment onto adjoining streets. ¨ Sweep on-site paved surfaces and surrounding streets daily to collect sediment before it is washed into the storm drains or the Old River. ¨ After construction is completed, clean all drainage culverts of accumulated sediment and debris. ¨ Stabilize stockpiles of topsoil and fill material by watering daily, or by the use of chemical agents. ¨ Store all construction equipment and material in designated areas away from waterways and storm drain inlets. Surround construction staging areas with earthen berms. ¨ Wash and maintain equipment and vehicles in a separate bermed area, with runoff directed to a lined retention basin. ¨ Collect construction waste daily and deposit in covered dumpsters.	

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
HYDRO-2: Operational activities associated with the Project could negatively affect downstream surface water quality without ensuring compliance with applicable State and local requirements. Therefore, the Project's impacts to water quality during operation of the Project would be significant without mitigation measures.	S	HYDRO-2a: As part of the application process for each individual development under the Specific Plan, each applicant shall prepare and obtain approval of a grading plan and related permit.	LTS
		HYDRO-2b: As part of the application process for each individual development project under the Specific Plan, each applicant shall submit and obtain City approval of a drainage plan to the City of Tracy for on-site measures consistent with the Cordes Ranch Conceptual Drainage Plan, the Cordes Ranch Specific Plan, 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 then-applicable City's Manual of Stormwater Quality Control Standards for New Development and Redevelopment, 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. Each developer 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.	

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
HYDRO-2 *continued*		HYDRO-2c: As part of the development of each individual project under the Specific Plan, each developer shall implement the following measures: ¨ Shall not utilize chemical pesticides in the maintenance of common landscaped areas, open space areas, or parks. Fertilizers shall be applied sparingly, and shall be derived from natural sources, such as fish emulsion or manure. ¨ Shall cooperate with the City to create a public education program for future business owners to increase their understanding of water quality protection, which should include but not be limited to: Ÿ Hazardous material use controls; Ÿ Hazardous materials exposure controls; Ÿ Hazardous material disposal and recycling. ¨ Encourage the use of alternative methods to avoid hazardous materials to the extent feasible, and prohibit the dumping of hazardous materials in open space areas or the storm drain system. ¨ To the extent feasible, direct stormwater runoff to percolation swale and basin areas rather than directing stormwater to storm drain pipes. ¨ Use biotreatment (natural pollutant filtering) where stormwater runs off paved surfaces onto pervious surfaces. ¨ Utilize sediment traps, evaporation basins, flow dissipaters, and other methods to reduce the volume and speed of stormwater runoff and reduce pollutant loads.	

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
HYDRO-3: Soil disturbance associated with construction activities, including movement of soils and vegetation removal in the Specific Plan Area, could cause accelerated soil erosion and sedimentation or the release of other pollutants to adjacent or downstream waterways and wetlands.	S	HYDRO-3: Implement Mitigation Measure HYDRO-1b.	LTS
HYDRO-4: The Project would increase the frequency, rate, and volume of storm runoff production when compared to existing conditions. These increases could accelerate erosion along adjacent and downstream flow paths and produce sedimentation in areas further downstream.	S	HYDRO-4: Implement Mitigation Measure HYDRO-2b.	LTS
HYDRO-5: New development within the Specific Plan Area would introduce sediments and constituent pollutants typically associated with urban non-residential development into stormwater runoff and may create opportunities for pollutants to be discharged to downstream areas and on-site wetlands. These pollutants would have the potential of degrading downstream and on-site stormwater quality.	S	HYDRO-3: Implement Mitigation Measures HYDRO-1a, HYDRO-1b, HYDRO-2a, HYDRO-2b, and HYDRO-2c.	LTS
Land Use and Planning			
The Specific Plan would not result in any significant impacts with regard to land use; therefore, no mitigation measures are necessary.			
Noise			
NOISE-1: Regarding land use compatibility with respect to the City of Tracy General Plan Noise Element, exterior noise levels at areas designated for some Specific Plan Area site-specific developments could potentially reach the Noise Element's 'unacceptable' noise level thresholds due to future traffic noise. Thus, future noise levels at Specific Plan Area developments may result in *significant* impacts for buildings close to heavily-traveled roadways.	S	NOISE-1: As part of the development process for each individual, site-specific project under the Specific Plan, the development at issue shall adhere to all applicable Building Code and Municipal Code provisions and standards and other requirements, as noted in the above Regulatory Framework discussion. Regarding mitigation of impacts relating to mobile sources for an individual, site-specific project, the City will consider, as appropriate and feasible, a variety of techniques to	SU

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
NOISE-1 *continued*		reduce noise, which may include, for example, building setbacks, berms, walls, fences of various materials, and rubberized asphalt, taking into account relevant General Plan policies (as they relate to sound walls) and the nature and location of sensitive receptors at issue.	
NOISE-2: For construction-related vibration, construction activities would be localized, would occur intermittently and variably, and for any individual project site, would only occur for relatively short periods of time. However, numerous individual project sites could be developing concurrently; thereby effectively extending the construction period. Vibration effects could be reduced by a combination of appropriate equipment and process selection and by implementation of proper administrative controls. Even with these vibration reduction approaches, it is still possible that individual, site-specific developments could exceed either the annoyance threshold and/or the architectural damage threshold. This potential situation would be exacerbated with the use of standard pile driving techniques. As such, groundborne vibration from construction could result in a *potentially-significant* impact with respect to perception or architectural damage.	PS	NOISE-2a: The following measures, in addition to the best practices for construction activities (as specified in Mitigation Measure NOISE-4), are recommended to reduce groundborne noise and vibration from construction activities: 1. Avoid impact pile driving process, when feasible. The use of a pre-drilling pile installation process shall be utilized when feasible, where geological conditions permit their use, so as to reduce vibration levels at adjacent receptors. 2. Avoid using vibratory rollers and vibratory tampers near vibration-sensitive uses.	LTS
		NOISE-2b: Before any individual, site-specific development conducts any high vibration-generating activities (such as pile driving or vibratory compacting) within one hundred (100) feet of existing structures, the following mitigation measures shall apply: 1. Develop a vibration monitoring and construction contingency plan to identify structures where monitoring would be conducted, set up a vibration monitoring schedule, define structure-specific vibration limits, and address the need to conduct photo, elevation, and crack surveys to document before- and after-construction conditions. Construction contingencies would be identified for when vibration levels approached the limits. Vibration limits shall be applied to all vibration-sensitive structures located	

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
NOISE-2 *continued*		within 100 feet of each individual, site-specific development that is subject to this mitigation measure. Limits shall be based on Table 4.11-5 to preclude architectural damage and on Table 4.11-4 to preclude vibration annoyance. For the Specific Plan Area proposed development types (i.e. "institutional land uses with primarily daytime use"), the Table 4.11-4 Category 3 land uses would indicate a threshold of 83 VdB. For future developments that have special, vibration-sensitive operations or equipment, the criteria in the FTA Guideline Manual, Table 8-3 should be implemented. The monitoring and construction contingency plan shall include the following contents described in Numbers 2 through 4 below. 2. At a minimum, monitor vibration during initial demolition activities and during pile driving activities. Monitoring results may indicate the need for more or less intensive measurements. 3. When vibration levels approach the above limits, construction should be suspended and contingencies should be implemented to either lower vibration levels or to secure the affected structures. 4. Conduct post-survey on structures where either monitoring has indicated high levels or complaints of damage has been made. Make appropriate repairs or compensation where damage has occurred as a result of construction activities.	
NOISE-3: Implementation of the proposed Project would result in substantial traffic noise level increases on several on-site and off-site roadway segments around the Specific Plan Area, as discussed in detail above. These increases would start	S	NOISE-3: Implement Mitigation Measure NOISE-1.	SU

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
with the initial implementation of the Project and would continue to grow as the Project approached full buildout. The traffic noise assessment above focused on the full buildout conditions and followed the general development timeline assessed in the Project's traffic analysis. As such, the exact time at which each segment would be expected to cross the impact threshold is dependent on how fast the Specific Plan is implemented and on when each specific parcel was developed.			
NOISE-4: Construction activities for individual, site-specific developments would be required to adhere to time-of-day restrictions in the City of Tracy Municipal Code and the General Plan Noise Element. However, possible future construction activities in close proximity to existing and/or previously completed land uses may cause notable sound level increases (by 15 to 20 dBA or more) at these sensitive receptors. Therefore, this is considered to be a *potentially significant* impact.	S	NOISE-4: The following measures, when applicable and feasible, shall be required to reduce noise from construction activities: 1. Ensure that all internal combustion engine-driven equipment is equipped with mufflers that are in good operating condition and appropriate for the equipment. 2. Utilize "quiet" models of air compressors and other stationary noise sources where such technology exists. 3. Locate stationary noise-generating equipment as far as reasonable from sensitive receptors when sensitive receptors adjoin or are near a construction Project area. 4. Prohibit unnecessary idling of internal combustion engines (i.e. in excess of five minutes). 5. Pre-drill foundation pile holes to minimize the number of impacts required to seat the pile. 6. Erect temporary noise control blanket barriers and/or temporary solid plywood fences around construction sites adjacent to operational businesses or noise-sensitive land uses. This mitigation would only be necessary if (a) potential conflicts could not be resolved by proper scheduling and (b) the temporary barrier could demonstrate a benefit at the façade of the receptor building of at least 10 dB.	LTS

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
NOISE-4 *continued*		7. Route construction-related traffic along major roadways and as far as feasible from sensitive receptors. 8. Notify businesses and noise-sensitive land uses adjacent to construction sites of the construction schedule in writing. Designate a "Construction Liaison" that would be responsible for responding to any local complaints about construction noise. The liaison would determine the cause of the noise complaints (e.g. starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. A telephone number for the Liaison should be conspicuously posted at the construction site.	
NOISE-5: For the purpose of this analysis, a cumulative impact would occur when an overall increase over 5 dBA occurs, and the project contribution is greater than 3 dBA. As shown on Tables 4.11-13 and 4.11-14, cumulative traffic noise impacts with this cumulative impact threshold would occur at several segments in the Specific Plan Area and vicinity.	S	NOISE-5: Implement Mitigation Measure NOISE-1.	SU
Population, Housing, and Employment			
Since there are no significant impacts related to population, housing, and employment as a result of the Project, no mitigation measures are required.			
Transportation and Traffic			
TRANS-1: Construction of Phase 1 of the Project would cause a significant impact at intersections 1, 2, 6, 7, 10, 18, 19, and 20, under Existing Plus Project Phase 1 conditions. This is a *significant* impact.	S	TRANS-1: The Project will construct the following improvements, in accordance with then-applicable engineering standards and requirements, and as determined by the City Engineer:	LTS

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
TRANS-1 *continued*		¨ *Intersection #1 (Mountain House Parkway/I-205 Westbound Ramps):* Restripe westbound off-ramp to provide two left-turn lanes and one shared through/right lane, and optimize signal timings. ¨ *Intersection #2 (Mountain House Parkway/I-205 Eastbound Ramps):* Convert the northbound right-turn lane to a free right with an acceptance lane on the eastbound on-ramp, and optimize signal timings. ¨ *Intersection #6 (Mountain House Parkway/I-580 Westbound Ramps):* Signalize the intersection with eastbound/westbound split phasing, or install a roundabout. ¨ *Intersection #7 (Mountain House Parkway/I-580 Eastbound Ramps):* Signalize the intersection with eastbound/westbound split phasing, or install a roundabout. ¨ *Intersection #10 (Old Schulte Road/Hansen Road):* Signalize the intersection, and construct an additional westbound left turn lane, eastbound left-turn and right-turn lanes, and a southbound left-turn lane. ¨ *New Schulte Road:* Construct New Schulte Road from the eastern terminus of the Project Phase 1 network (east of Hansen Road) east to Lammers Road, as a two-lane road. At Intersection #18, New Schulte Road/Lammers Road, signalize the intersection and construct a left-turn lane on the eastbound approach, and right-turn lanes on the northbound and southbound approaches. ¨ *New Schulte Road:* Construct New Schulte Road between Hansen Road (the end of the Phase 1 proposed network) and Lammers Road as a two-lane road.	

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
TRANS-1 *continued*		¨ *Intersection #18 (New Schulte Road/Lammers Road):* Install a signal and construct a left-turn lane on the eastbound approach, and right-turn lanes on the northbound and southbound approaches. ¨ *Intersection #19 (Old Schulte Road/Lammers Road):* Install a signal and construct a left-turn lane on the eastbound approach, and right-turn lanes on the northbound and eastbound approaches. ¨ *Intersection #20 (Valpico Road/Lammers Road):* Signalize the intersection and construct a left-turn lane on the southbound approach. A "trigger" analysis, provided in Table 4.14-12 in Section E.1.a.i, provides the estimated timing for provision of each of the above mitigations, based on Project AM and PM peak hour trip generation. In terms of when the above improvements would need to be constructed, as part of the application process for each individual, site-specific development under the Specific Plan, the applicant will submit a trip generation study for the development at issue or will fund the preparation of this study by the City's consultants. This information will be utilized by the City to determine whether the relevant trip generation thresholds are met, taking into account past Project trip generation studies and the running cumulative total. The City may also take actual traffic counts and operations at the mitigation locations into account (funded by the applicant), in determining when specific improvements need to be constructed. With construction of the required improvements at intersections 10, 18, 19, and 20, impacts to these identified intersections would be less than significant.	

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
TRANS-1 *continued*		Because the improvements to the freeway interchange intersections require the approval of Caltrans, the impacts at intersections 1, 2, 6 and 7 remain significant and unavoidable.	
TRANS-2: Construction of Phase 1 of the Project would cause a significant impact on one freeway segment – I-205 Eastbound between Mountain House Parkway and Tracy Boulevard, which would fall from LOS D to LOS E in the PM peak hour (refer to Table 4.14-13). This is a *significant* impact.	S	TRANS-2: The Project will contribute to capacity improvements in San Joaquin County through payment of the RTIF in accordance with applicable laws and regulations. However, because the I-205 capacity project is not currently included in the RTIF, payment of the RTIF will not mitigate this impact.	SU
TRANS-3: The Project does not conflict with the City of Tracy's adopted policies, plans and programs regarding bicycle facilities and does not degrade the performance or safety of bicycle facilities. This impact applies to both the Phase 1 Project and the Buildout Project. This is a *less-than-significant* impact.	S	TRANS-3: None required.	LTS
TRANS-4: The Project does not conflict with the City of Tracy's adopted policies, plans and programs regarding pedestrian facilities and does not degrade the performance or safety of pedestrian facilities. This is a *less-than-significant* impact.	S	TRANS-4: None required.	LTS
TRANS-5: The Project does not conflict with the City of Tracy's adopted policies, plans and programs regarding public transit service and does not degrade the performance or safety of transit facilities. This is a *less-than-significant* impact.	S	TRANS-5: None required.	LTS
TRANS-6: The Project does not conflict with the City of Tracy Sustainability Action Plan (SAP) and the San Joaquin County Travel Demand Management Plan, with respect to key goals that are designed to reduce vehicle trips, congestion, VMT, and greenhouse gas emissions. This is a *less-than-significant* impact.	S	TRANS-6: None required.	LTS

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
TRANS-7: Project Buildout would cause over-capacity conditions on the existing roadway and freeway network. This is a *significant* impact.	S	TRANS-7: Each Project applicant will pay the applicable TMP Program Fee, the RTIF, and any other applicable transportation fees that may be in place when individual projects are processed under the Specific Plan in accordance with applicable laws and regulations.	SU
TRANS-8: Construction of Phase 1 of the Project results in significant impacts at four intersections (#1, #4, #18, and #20), based on 2035 conditions with the Tracy Roadway and Transportation Master Plan roadway network in place. This is a *significant* impact.	S	TRANS-8: The Project will construct the following improvements, in accordance with then-applicable engineering standards and requirements and as determined by the City Engineer: ¨ *Intersection #4 (New Schulte Road/Mountain House Parkway):* Signalize the intersection. ¨ *Intersection #18 (New Schulte Road/Lammers Road):* Add a right-turn lane to the eastbound approach, for a mitigated configuration of one left turn lane, two through lanes, and one right-turn lane. ¨ *Intersection #20 (Valpico Road/Lammers Road):* Add a second southbound left-turn lane, for a mitigated configuration of two left-turn lanes, three through lanes, and one right-turn lane.	LTS/SU

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TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
TRANS-9: In 2035, the addition of Phase 1 Project traffic to the 2035 No Project volumes causes the following significant freeway impacts: ¨ In the AM peak hour, the Project adds more than 5 percent to the total 2035 Plus Phase 1 Project volume on I-205 westbound east of Tracy Boulevard, which is projected to operate at LOS E without the Project. ¨ In the PM peak hour, the LOS falls from D (2035 No Project) to E (2035 Plus Phase 1 Project) on I-205 eastbound between I-580 and Mountain House Parkway. This is a *significant* impact.	S	TRANS-9: The Project will contribute to capacity improvements in San Joaquin County through payment of the RTIF in accordance with applicable laws and regulations. However, because the I-205 capacity project is not currently included in the RTIF, payment of the RTIF will not mitigate this impact. (Note: Mitigation TRANS-9 is the same as Mitigation TRANS-2).	SU
TRANS-10: Project Buildout would cause over-capacity conditions on the 2035 roadway and freeway network. This is a *significant* impact.	S	TRANS-10: Each Project applicant will pay the applicable TMP Program Fee, the RTIF, and any other applicable transportation fees that may be in place when individual projects are processed under the Specific Plan in accordance with applicable laws and regulations.	SU
TRANS-11: The Project (Phase 1 and Buildout) will not cause a change in air traffic patterns in Tracy area, either in terms of an increase in traffic levels or a change in location, that results in substantial safety risks. This is a less-than-significant impact.	S	TRANS-11: None required.	LTS
TRANS-12: The Project (Phase 1 and Buildout) will not substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment). This is a *less-than-significant* impact.	S	TRANS-12: None required.	LTS
TRANS-13: The Phase 1 Project will not result in inadequate emergency access. This is a *less-than-significant* impact.	S	TRANS-13: None required.	LTS
TRANS-14: Full Buildout of the Project may result in inadequate emergency access. This is a *significant* impact.	S	TRANS-14: Implement Mitigation Measures TRANS-7 and TRANS-10.	SU

S = Significant; LTS = Less Than Significant; SU = Significant and Unavoidable

TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
Utilities and Service Systems			
UTIL-1: Because the Project requires the construction of yet-to-be-built WSMP facilities, it is considered to have a potentially significant impact.	S	UTIL-1: To ensure the construction of the necessary WSMP facilities, the Project shall be required to pay appropriate development impact fees as contemplated by WSMP.	LTS
UTIL-2: The Project would require new or expanded wastewater facilities to serve full buildout, in accordance with the WWMP. This is a significant impact. All of the following mitigation measures shall apply.	S	UTIL-2a: At no cost to the City, flow monitoring equipment shall be installed in the Hansen Sewer Line, as approved by the City, prior to the issuance of the certificate of occupancy for the first (1st) building constructed as part of the Project. Flow monitoring shall be used to determine available capacities to serve site-specific developments proposals under the Specific Plan. In monitoring flows for purposes of determining available capacity, the initial 0.145 shall be attributable to those lands within the Specific Plan identified in the proposed development agreement.	SU
		UTIL-2b: As part of the development process for each individual site-specific development under the Specific Plan, the applicant shall pay its applicable development impact fees for wastewater facilities prior to issuance of building permits.	
		UTIL-2c: As part of the development process for each individual site-specific development under the Specific Plan, the City shall review flow monitoring, at the applicant's cost, to determine available capacity. If the City determines, based on technical and legal constraints and other relevant data, that existing capacity is available to serve the development at issue, then no further mitigation is required. However, if the City determines, based on technical and legal constraints and other relevant data, that existing capacity is not available to serve the	

S = Significant; LTS = Less Than Significant; SU = Significant and Unavoidable

TABLE 2-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES** (CONTINUED)

Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
UTIL-2 *continued*		development at issue, then the improvements as identified in the Master Plan must be constructed that are necessary to create the additional capacity required, subject to any applicable credit and/or reimbursement provisions, as determined by the City.	
UTIL-3: Construction of the Project's stormwater drainage facilities may result in significant impacts without mitigation.	S	UTIL-3: See Mitigation Measures AQ-2a, AQ-2b, AQ-4, CUL-1, CUL-2, CUL-3, GEO-1, HYDRO-1a, HYDRO-1b, HYDRO-2a, HYDRO-2b, and HYDRO-2c.	SU

S = Significant; LTS = Less Than Significant; SU = Significant and Unavoidable