DRAFT INITIAL STUDY/
CALIFORNIA ENVIRONMENTAL QUALITY ACT GUIDELINES
SECTION 15183 ANALYSIS

CITY OF TRACY
CITYWIDE STORM DRAINAGE MASTER PLAN

LEAD AGENCY:

CITY OF TRACY
Department of Development and Engineering Services
Planning Division
333 Civic Center Drive
Tracy, CA 95376

November 2012

ENVIRONMENTAL CHECKLIST

A. SUMMARY INFORMATION

1. Project Title:
City of Tracy Citywide Storm Drainage Master Plan

2. Lead Agency Name and Address:
City of Tracy
Department of Development and Engineering Services
333 Civic Center Drive
Tracy, CA 95376

3. Contact Person and Phone Number:
William Dean, Assistant Director, Development and Engineering Services Department
(209) 831-6000

4. Project Location and Setting:
The City of Tracy (City) is located in San Joaquin County within the Central Valley region of California. Located approximately 60 miles east of the San Francisco Bay Area (Bay Area), the City is separated from the Bay Area by the Coast Range. The southwestern portion of San Joaquin County is located within the Diablo Range, and generally consists of rolling hills cut by drainage channels. Refer to Figure 1 (Regional Location Map).

The proposed Citywide Storm Drainage Master Plan includes improvements located throughout the City boundaries as well as the City's Sphere of Influence (SOI) boundaries. In addition, offsite sub-basins related to the overall storm drainage system are also included as part of this analysis. Refer to Figure 2 (Locations of Future Service Areas in the Sphere of Influence).

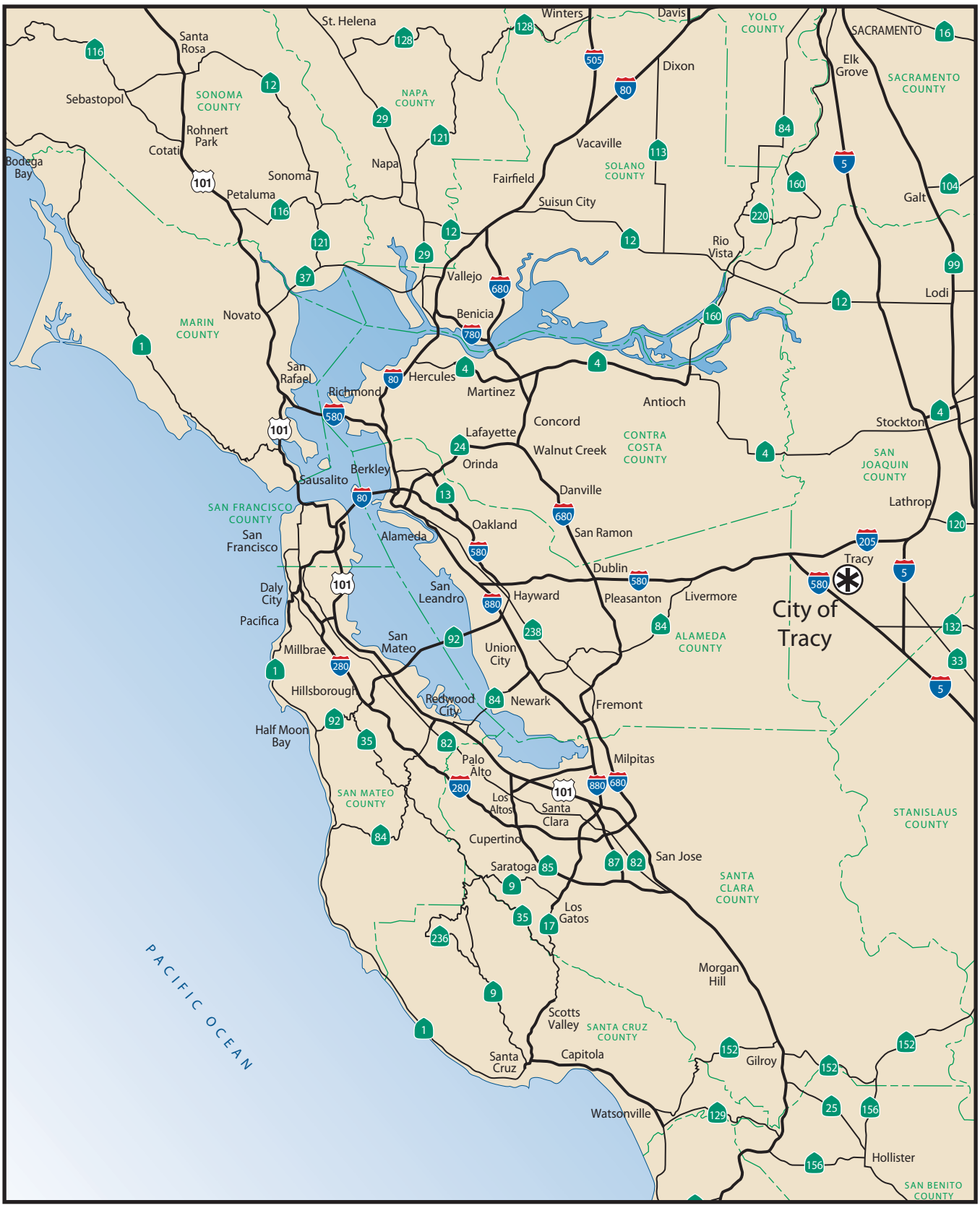
I.

5. General Plan Designation and Zoning Classification:
Various.

6. Surrounding Land Uses:
Various.

B. 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.



Source: RBF Consulting (2012)

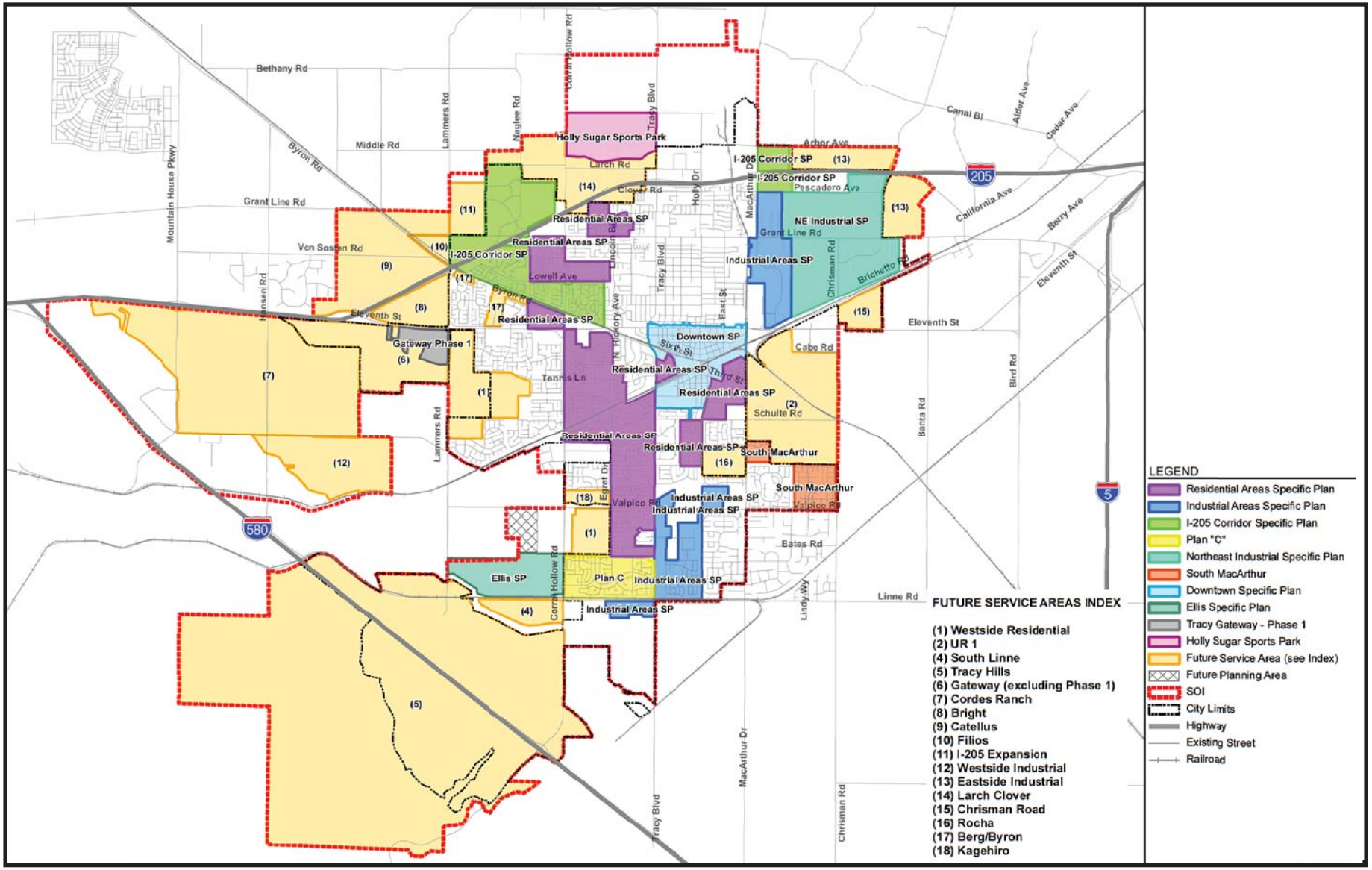
RBF CONSULTING
A Baker Company

Not to Scale

City of Tracy Citywide Storm Drainage Master Plan Initial Study / CEQA Analysis

Regional Location Map

Figure 1



Source: City of Tracy Water System Master Plan (2012)

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City of Tracy Citywide Storm Drainage Master Plan Initial Study / CEQA Analysis

Locations of Future Service Areas in the Sphere of Influence

Figure 2

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.

State CEQA Guidelines Section 15183

Section 15183 of the State CEQA Guidelines, enables public agencies to streamline the environmental review of subsequent projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified by limiting 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. INITIAL STUDY/CEQA GUIDELINES SECTION 15183 ANALYSIS PURPOSE AND SCOPE

The proposed Citywide Storm Drainage Master Plan (SDMP) is intended to be utilized 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 SOI and storm drainage facility upgrades needed to correct existing deficiencies, as well as serving as a reference document for existing storm drainage facilities and their functional characteristics. The SDMP is on file with the City of Tracy and can be reviewed both 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 conservation and 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 General Plan was adopted by the City on February 1, 2011 and is used as the basis for the City's Infrastructure Master Plans, including the WSMP. 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). The WSMP is 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 below.

The City has chosen to refer to the level of analysis in the WSMP and the WWMP as a "Tier 1" evaluation, in which overall planning objectives, goals, and policies, are defined and required "backbone" infrastructure is identified and sized to serve buildout of the City's General Plan. A "Tier 2" evaluation, including evaluation of required onsite infrastructure to meet the needs of specific proposed development projects and phasing of recommended buildout improvements, will be initiated at a later date on a project-by-project basis and is not included in the WSMP or the WWMP. Thus, the analysis contained herein is focused on the Tier 1 evaluation, and is broad in its consideration of environmental effects.

The recommendations in the SDMP only identify facility improvements at a *Master Plan level and do not necessarily include all required onsite infrastructure, nor constitute design of improvements*. Subsequent detailed design is required to determine the exact sizes and final locations of these proposed facility improvements. Further, while the SDMP provides detailed recommendations of seemingly "specific" improvements, it must be emphasized that these are preliminary "Tier 1" recommendations based on qualitative assessment and preliminary engineering design (only) and as a result do not as of yet, have the specific identified project details and in many instances specific identified project locations necessary for a meaningful evaluation of potential environmental impacts. The SDMP indicates the right-of-way that would necessary based on a qualitative assessment only, as the buildout year is in the distant future and thus vague and subject to change.

Because the SDMP is a policy document prepared to implement the objectives and actions identified in the General Plan, it does not propose the construction or operation of storm drainage infrastructure projects at this time. Consequently, adoption of the SDMP would not directly result in the construction and operation of infrastructure that could have negative environmental effects. However, its adoption would indirectly facilitate the construction and operation of storm drainage infrastructure that could result in negative environmental effects. Nonetheless, because specific project details are not available at this time, additional future environmental review would be required on a project-by-project basis, as specific storm drainage infrastructure projects come forward. This future environmental review would be necessary to analyze and disclose any site-specific impacts the infrastructure identified by the SDMP might have on the environmental resources identified by the CEQA Guidelines. Nonetheless, as stated above, the analysis in this Initial Study/California Environmental Quality Act Guidelines Section 15183 Analysis is focused on the Tier 1 evaluation, and is thus, broad and general in its consideration of environmental effects.

The following environmental effects were adequately addressed in the General Plan EIR and thus are not the subject of this Initial Study/California Environmental Quality Act Guidelines Section 15183 Analysis:

- Damage of scenic resources within a state scenic highway
- Degradation of the City's visual identity and character
- Creation of substantial light or glare
- Conversion of agricultural land to non-agricultural use
- Conflicts with applicable air quality plans
- Individual and cumulative increases in criteria air quality pollutants
- Damage or destruction of unknown cultural resources, including human remains
- Risks associated with seismic and geologic hazards
- Threat of hazardous materials release
- Stormwater pollution
- Groundwater depletion
- Stormwater management
- Flood hazards
- Inundation by seiche, tsunami, or mudflow
- Physical division of an established community
- Loss of availability of mineral resources
- Population and housing increases
- Provision of new public facilities
- Increases in water demand

D. 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 (MTCO2e). The target therefore translates into a reduction of 507,201 MTCO2e. Implementation of the Sustainability Action Plan is projected to reduce GHG emissions in the City of Tracy by between 382,422 and 486,115 MTCO2e, 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 mitigable 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.

E. PROJECT DESCRIPTION

Background and History

The main purpose of the City's storm drainage system is to control stormwater runoff in order to prevent flood damage, reduce inconvenience from excessive flows, and to minimize pollution of surface and groundwater. Tracy's storm drainage system is managed by the City's Public Works Department. In an effort to properly plan and maintain the City's storm drainage system, the City has periodically prepared a Storm Drainage Master Plan. The City's most recent Storm Drainage Master Plan (SDMP) was approved in 1994. The 1994 SDMP was a comprehensive plan that required all open channels, detention ponds, and integral components of the City's storm drainage facilities to be sized to accommodate a 100-year storm event. The 1994 SDMP also proposed improvements to accommodate population growth that had occurred since the previous SDMP was approved. Due to significant development within the City, several supplements to the SDMP have been adopted over the years that include additional information and policy direction for specific areas. The 1994 SDMP study area was the City's former *General Plan*/Urban Management Plan area, which had different boundaries than the City's current SOI area. Much of the storm drainage infrastructure represented in 1994 SDMP has been constructed within the areas of the City that are currently developed. However, the majority of proposed storm drainage facilities represented therein to serve areas within the City's SOI that are currently undeveloped are no longer considered to be appropriate solutions due to changes in regulations, environmental considerations, and updated City goals and policies. Thus, the City determined that an update to the 1994 SDMP is required.

The proposed SDMP is intended to be utilized 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 SOI and storm drainage facility upgrades needed to correct existing deficiencies, as well as serving as a reference document for existing storm drainage facilities and their functional characteristics.

Project Characteristics

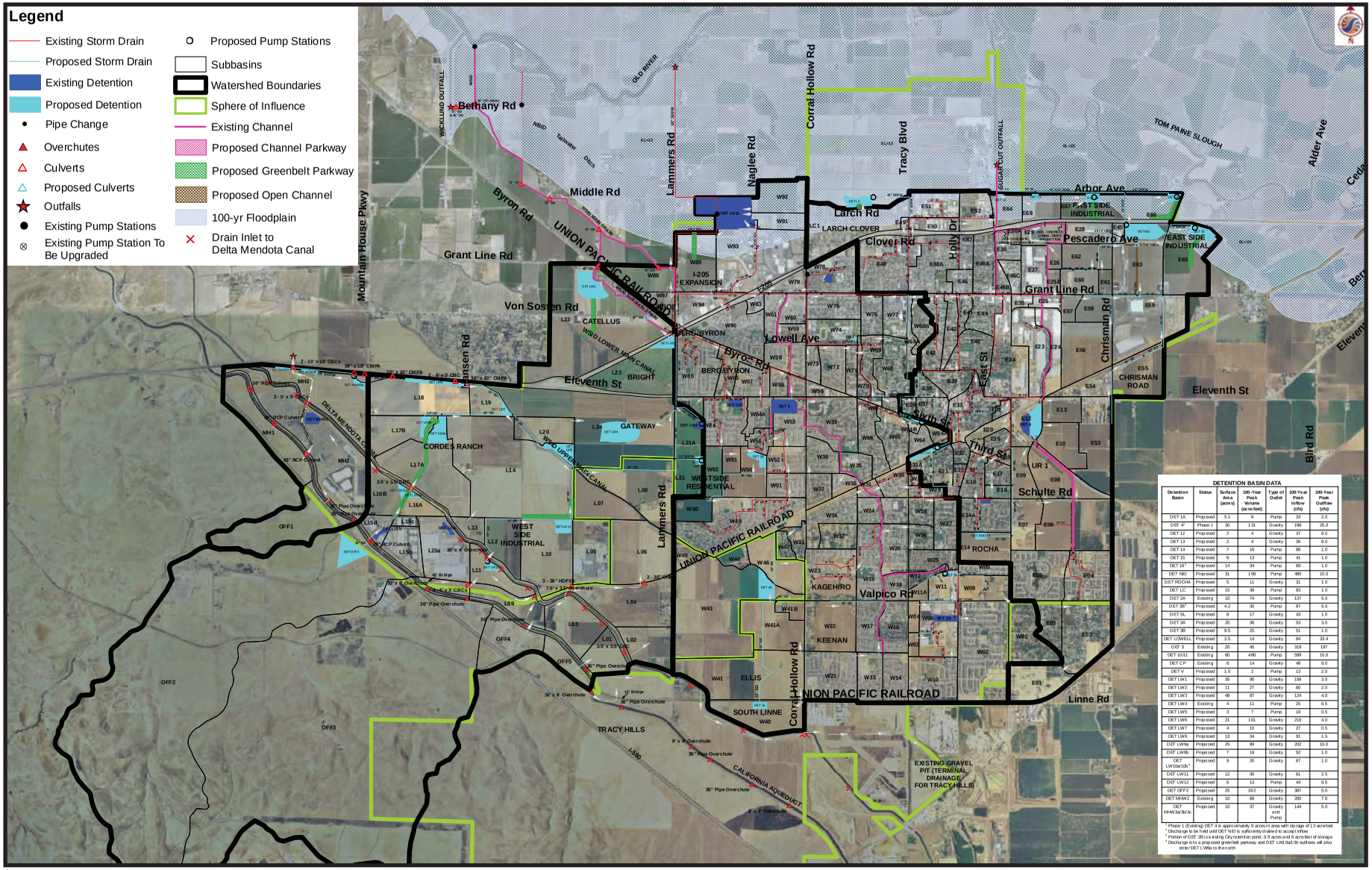
The proposed SDMP is a comprehensive, Citywide storm drainage master plan for the City and the SOI. The SDMP includes hydrologic and hydraulic analyses; a conceptual plan for new storm drainage infrastructure needed to serve new development and existing development areas; opinions of probable cost for new and upgraded storm drainage infrastructure; drainage policies; and documentation regarding existing conditions, facilities, studies, regulations, and agreements.

The proposed SDMP is intended to be utilized 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 SOI and storm drainage facility upgrades needed to correct existing deficiencies, as well as serving as a reference document for existing storm drainage facilities and their functional characteristics.

In general, new development projects would be required to provide site-specific or project-specific storm drainage solutions that are consistent with the overall infrastructure approach presented in the SDMP. The City may allow for a reasonable degree of flexibility to be incorporated into specific design approaches as a part of achieving effective solutions. Modifications and refinements to the storm drainage facilities master plan may be considered by the City during the Specific Plan and development review process for new development. However, any significant modifications to the elements of the SDMP must be approved by the City and will require that a formal "Supplement" be adopted by the City Council.

Figure 3, *Proposed Storm Drainage Infrastructure,* identifies the facilities proposed as part of the SDMP. The proposed SDMP includes the following components:

- **Detention facilities** - used to store and attenuate stormwater runoff and provide storm water quality treatment.
- **Open channels, channel parkways, and greenbelt parkways** - channel areas to collect and convey stormwater runoff while aiding in attenuation and storm water quality treatment.
- **Underground storm drains** - drains proposed to be aligned within public rights of way or drainage easements.
- **Pumping facilities** (serving applicable detention basins) - pump stations and low capacity force mains used to facilitate drainage of detention basins in certain areas.
- **Percolation facilities** - where feasible, percolation facilities (such as gravel beds) would be installed to reduce downstream impacts of stormwater runoff, provide storm water quality treatment and encourage recharge.
- **Interflow crossovers between systems** - facilities that would allow the City to move stormwater from one system to another to facilitate maintenance activities, to optimize



Source: City of Tracy Storm Drainage Master Plan (2012)

RBF CONSULTING
A Baker Company

City of Tracy Citywide Storm Drainage Master Plan Initial Study / CEQA Analysis

Proposed Storm Drainage Infrastructure

Figure 3

- system capacities or to provide additional options in the event of a hazardous spill into the system.
- **Irrigation tailwater ditches** - additional stormwater would be delivered to the West Side Irrigation District (WSID) Sub-Main Drain and Main Drain.
- **Temporary retention facilities** - temporary basins to retain stormwater until permanent facilities are developed for individual projects.

Many of the improvements proposed in the SDMP were also included in the 1994 SDMP, and therefore, were analyzed in the previously certified EIR for the 1994 SDMP. However, there are many changes proposed as part of the SDMP. The following improvements are proposed in the SDMP that were not previously part of the 1994 SDMP:

1. The boundaries of the City's SOI are different. Changes include the addition of Cordes Ranch, the deletion of several properties north of the Delta Mendota Canal (centered about Lammers Road), the deletion of the eastern portions of an area formerly defined as the Banta Watershed, and other less significant changes.

2. Land use assumptions have changed. This change impacts the hydrologic modeling that determined master plan storm runoff rates and volumes.

3. Sustainable infrastructure principles have been factored into the revised hydrologic analysis for new development. The sustainable infrastructure principles are the same principles outlined in the City's *Manual of Stormwater Quality Control Standards for New Development and Redevelopment* (SWQC Manual) adopted by the Tracy City Council in August 2008, including the implementation of onsite design control measures for Low Impact Development (LID), site-specific source control measures, and treatment control measures.

4. The proposed SDMP does not include any new direct discharges to Old River. It would continue to utilize existing outfalls. The new outfalls to the Sugar Cut represented in the 1994 SDMP have been eliminated.

5. The Banta Watershed in the east area has been deleted. The Mountain House Watershed in the west area has been added.

6. There have been adjustments made to watershed and sub-basin boundaries based on changes in the SOI, planning area considerations, better information, and other considerations.

7. Proposed storm drainage facilities would place a much greater emphasis on flow attenuation that would be provided by new storm water detention facilities and implementation of the practices for new development that are required per the City's SWQC Manual. This is particularly significant in the Lammers Watershed, the Mountain House Watershed, and in the Larch Clover and Eastside Industrial planning areas. The proposed SDMP would add detention basins with adjusted storage volumes and locations

from those previously proposed in the 1994 SDMP, generally resulting in much greater overall storage and attenuation.

8. The 1994 SDMP depicted storm runoff from the Lammers Watershed being delivered to the WSID Main Drain tailwater ditch via a large open channel. The proposed SDMP would add significant upstream storage and attenuation in the Lammers Watershed and storm runoff would be metered and delivered to WSID's Sub-Main Drain tailwater ditch via a 36-inch pipe of limited capacity. The WSID Sub-Main Drain joins the WSID Main Drain downstream of the point of connection.

9. Greenbelt parkways would be added to master plan infrastructure. The majority of new open channels and channel parkways would be eliminated.

10. Guidelines and opportunities for the inclusion of joint-use elements in storm water detention facilities are proposed.

11. Percolation elements would be encouraged in the design of detention basins to promote recharge and augment storm water quality benefits, when feasible. This would generally only apply to new detention basins that would be located in upland areas having subsurface soils of high permeability and where there is sufficient separation from the water table.

The Tracy Hills planning area is self-contained with respect to storm drainage concerns and is incorporated into the SDMP by reference only. Tracy Hills is proposed to drain to an existing sand and gravel extraction pit as a point of terminal drainage and is disconnected from the remainder of the study area. Tracy Hills will have its own SDMP, which would undergo a separate environmental review.

Existing and proposed storm drainage infrastructure reflects the storm drainage facility needs to serve the City's SOI Area under *ultimate buildout* land use conditions (per the City's *General Plan*, as supplemented by additional land use assumptions provided by City staff), plus *existing* land use conditions for local and offsite sub-basins of impact that are located outside of the City's SOI area.

F. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

☐ Aesthetics	☐ Agriculture & Forest Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology and Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology & Water Quality
☐ Land Use & Planning	☐ Mineral Resources	☐ Noise
☐ Population & Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Utilities & Service Systems	☐ Mandatory Findings of Significance

G. DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

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

SIGNATURE _____ DATE _____

H. EVALUATION OF ENVIRONMENTAL IMPACTS

The environmental issues evaluated in this Initial Study/CEQA Guidelines Section 15183 Analysis include the following:

- Aesthetics
- Agricultural & Forest Resources
- Air Quality
- Biological Resources
- Cultural resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems

The environmental analysis in this Initial Study/CEQA Guidelines Section 15183 Analysis is patterned after the Environmental Checklist recommended by the *CEQA Guidelines*. For the evaluation of potential impacts, questions are stated and an answer is provided according to the analysis undertaken as part of the Initial Study/CEQA Guidelines Section 15183 Analysis. The analysis considers the long-term, direct, indirect, and cumulative impacts of the development. To each question, there are four possible responses:

- No Impact. The development will not have any measurable environmental impact on the environment.
- Less Than Significant Impact. The development will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.
- Less Than Significant With Mitigation Incorporated. The development will have the potential to generate impacts, which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.
- Potentially Significant Impact. The development could have impacts, which may be considered significant, and therefore additional analysis is required to identify mitigation measures that could reduce potentially significant impacts to less than significant levels.

I. ENVIRONMENTAL ANALYSIS

This section analyzes the potential environmental impacts that may result from the proposed Project. For the evaluation of potential impacts, the questions in the Environmental Checklist are stated and answers are provided according to the analysis undertaken as part of the Initial Study/CEQA Guidelines Section 15183 Analysis. The analysis considers the Project's short-term impacts (construction-related), and long-term impacts (operational-related).

I. AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☑	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☑	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☑	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☑	☐

Would the Project:

a) *Have a substantial adverse effect on a scenic vista? Determination: Less Than Significant Impact.*

Most of the visual resources within the City are associated with the open space and agricultural resources of the surrounding area, and are a valued local asset for the community. The surrounding farming and grazing lands, and grassy hillsides of the Diablo Range are identified as scenic resources in the *General Plan* that contribute to the area's heritage. Specifically, these scenic resources include:

- **Views of the Diablo Range**. Rising from the southwest portion of the Tracy Planning Area, this range extends from near sea level to 1,652 feet and provides a visual barrier

between the Central Valley and the San Francisco Bay Area. Generally, the eastern slopes visible from Tracy have not been developed and contain sporadic tree groupings.

- **Natural landscapes surrounding the Paradise Cut, Old River and Tom Paine Sloughs**. Located on the north side of the Tracy Planning Area, these landscapes are represented streamside vegetation that provide visual contrasts as they run through the relatively flat agricultural lands.
- **Expansive Agricultural Lands**. The land surrounding the City contains agricultural lands that are used for row crops and grazing.
- **Electricity-generating Windfarms.** Located on the ridgetops west of the City and close to the Altamont Pass, the windfarms are visible from Tracy on clear days.

Implementation of the facilities proposed as part of the SDMP would involve construction and operation activities that may potentially impact scenic resources and the overall visual character and quality of some areas of land within the City and SOI. Implementation of facilities proposed as part of the SDMP may temporarily alter view sheds during short-term construction activities by disturbing the existing surface appearance, temporarily removing vegetation, and altering the appearance of the site with unfinished structures and the placement of construction equipment, signage, and warning markers. However, these impacts would be temporary in nature and would cease upon Project completion.

Detention Facilities

The majority of the proposed detention basins would be located in undisturbed open space. Many of the larger detention facilities are proposed in the western portion of the City, within areas of existing agricultural land. The surface areas of the proposed detention basins range from less than two acres to 48 acres. The majority of new detention basins are assumed to have a depth of five feet. As part of part of future detailed design of the detention basins recommended as part of the SDMP, the City would encourage or require the integration of aesthetic treatments, including active or passive joint use components. This would include landscaping requirements to reduce aesthetic impacts. With the incorporation of these joint use elements, the functional, recreational, environmental, and aesthetic value of these facilities would be increased. At a minimum, new detention basins would be earthen and would contain native vegetation. Therefore, implementation of proposed detention facilities would not have a substantial adverse effect on a scenic vista.

Open Channels, Channel Parkways, and Greenbelt Parkways

The SDMP proposes several open channels, channel parkways, and/or greenbelt parkways for conveyance of storm runoff to a downstream detention basin or other facilities. One open channel is proposed, which extends between Grant Line Road and Pescadero Avenue. This open channel would be required to maintain earthen or grass lined bed and bank slopes. Channel parkways will incorporate landscaping features.. Greenbelt parkways are proposed within future development areas. Recreational uses would be provided within greenbelt parkways, which would include landscaping and aesthetic treatments. Therefore, implementation of open

channels, channel parkways, and greenbelt parkways would not have a substantial adverse effect on a scenic vista.

Underground Storm Drains
Storm drains would be placed underground within existing or proposed right-of-ways and drainage easements, and, therefore, would not impact a scenic vista.

Pumping Facilities
Several proposed detention basins would be topographically situated in a manner that gravity outflows to downstream conveyance facilities would not be possible. In these instances, pump stations and force mains of low capacity are proposed to facilitate the draining of these applicable detention basins. These pumping facilities would be located adjacent to detention basins, where necessary. Refer to Detention Facilities discussion, above. Implementation of pumping facilities would not have a substantial adverse effect on a scenic vista.

Percolation Facilities
Detention basins proposed within upland areas that have subsurface soils that are found to be suitable for percolation and other locations deemed feasible would incorporate low-lying components (such as gravel beds) that promote percolation as a supplementary terminal drainage component to gravity or pumping facility outflows. These percolation facilities would be located within detention basins, where feasible. Refer to Detention Facilities discussion, above. Implementation of percolation facilities would not have a substantial adverse effect on a scenic vista.

Interflow Crossovers between Systems
Interflow crossovers are proposed to allow the City and WSID to move stormwater from one system to another to facilitate maintenance, to optimize system capacities or to provide additional options in the event of a hazardous spill into the system or downstream capacity issues during a major storm event. Interflow crossovers would be placed underground within existing right-of-ways and, therefore, would not impact the scenic vista.

Irrigation Tailwater Ditches
Additional stormwater would be delivered to WSID's Sub-Main Drain and Main Drain, which are existing tailwater ditches. These ditches would not be altered and, therefore, would not impact a scenic vista.

Gravel Extraction Pit
Gravel extraction pits are existing and, therefore, would not impact a scenic vista.

Temporary Retention Facilities
Temporary retention facilities would be located within areas of new development when projects are not located near existing or proposed detention basins or conveyance facilities leading to detention basins. These temporary retention basins would be constructed in conjunction with development projects. These basins would be earthen.. In addition, these facilities would be temporary in nature and would be decommissioned once connection and/or additional permanent

facilities are developed. Therefore, implementation of temporary retention facilities would not have a substantial adverse effect on a scenic vista.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? Determination: Less Than Significant Impact.

Interstate 580 (I-580) is a state-designated scenic highway that stretches approximately 15 miles from I-5 to State Route 205 within the City. Implementation of facilities proposed as part of the SDMP may temporarily alter view sheds during short-term construction activities by disturbing the existing surface appearance, temporarily removing vegetation, and altering the appearance of the site with unfinished structures and the placement of construction equipment, signage, and warning markers. These impacts would be considered temporary in nature.

Detention Facilities
One proposed detention basin (DET OFF2) would be located adjacent to I-580. Implementation of this detention basin would incorporate aesthetic treatments, including active or passive joint use components and/or screening. As part of this, landscaping requirements would be implemented to reduce aesthetic impacts. Therefore, implementation of proposed detention facilities would not have a substantial adverse effect on scenic resources from a state scenic highway.

Open Channels, Channel Parkways, and Greenbelt Parkways
No open channels, channel parkways, or greenbelt parkways are located adjacent to I-580. Therefore, no impacts would occur.

Underground Storm Drains
Storm drains would be placed underground within existing or proposed right-of-ways or drainage easements and, therefore, would not impact scenic resources.

Pumping Facilities
No pumping facilities would be located within view from I-580. Therefore, no impacts to scenic resources would occur.

Percolation Facilities
No percolation facilities would be located within view from I-580. Therefore, no impacts to scenic resources would occur.

Interflow Crossovers between Systems
No interflow crossovers would occur within view from I-580 and, therefore, would not impact scenic resources.

Irrigation Tailwater Ditches
No irrigation tailwater ditches that are a part of SDMP facilities are within view from I-580, and therefore, would not impact scenic resources.

Gravel Extraction Pit
Gravel extraction pits are existing and, therefore, would not impact scenic resources.

Temporary Retention Facilities
If temporary retention facilities are proposed to be located within view from I-580 screening would be provided. Therefore, no impacts to scenic resources would occur.

c) *Substantially degrade the existing visual character or quality of the site and its surroundings?* ***Determination: Less Than Significant Impact.***

All Facilities
Refer to Response 4.1 (a), above.

d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?* *Determination: Less Than Significant Impact.*

All Facilities
Implementation of proposed facilities could create a new source of substantial light and glare for the area during construction from security lighting at job sites. Long-term operational impacts could include permanent security lighting for certain facilities. Sensitive receptors (including special status species) in the vicinity of proposed facilities could be impacted by additional sources of light and glare.

The City Standard Plan #154 establishes minimum requirements for light illumination, but does not have regulations limiting glare. 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. Title 10.08.4000 of the *Tracy Municipal Code* requires that the site plan and architectural package include the exterior lighting standards and devices, and be reviewed by the Development and Engineering Department. Adherence to required City lighting standards would reduce potential impacts to a level of less than significant.

II. AGRICULTURE RESOURCES

AGRICULTURE RESOURCES: 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. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☑	☐	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☑
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☑
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☑
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☑

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? Determination: Less Than Significant Impact with Mitigation Incorporated.*

According to the *General Plan*, there are a total of 41,087 acres of land identified as Prime Farmland, Unique Farmland, Farmland of Statewide Importance and Farmland of Local Importance within the City's Planning Area, SOI and City limits combined. Of this amount, 4,890 acres are located within the City limits, 7,072 acres are within the SOI outside the City limits, and 29,125 acres are located in the Tracy Planning Area outside the SOI. Farmland along the I-580 corridor and the south side of the City is designated as Farmland of Local Importance, which is defined as land of importance to the local economy. It is not anticipated that improvements proposed as part of the SDMP would traverse or disturb Farmland of Statewide Importance. The majority of proposed improvements would occur within rights-of-way or on

private land purchased specifically for the improvements. Therefore, no significant impacts would occur in these instances.

Detention Facilities
According to the *General Plan,* one proposed detention basin (DET LC) would be located in an area designated as Agriculture. However, per City of Tracy Zoning Ordinance Section 10.08.2020 (b)(7), public and quasi public uses and facilities are conditionally permitted. Therefore, no impact would occur.

Open Channels, Channel Parkways, and Greenbelt Parkways
There is a short greenbelt parkway that is adjacent to the south of DET LC within the area designated as Agriculture.

Underground Storm Drains
There is an underground 12" storm drain force main proposed to drain DET LC and will extend between DET LC and Tracy Blvd. within the area designated as Agriculture. Refer to the discussion above regarding potential impacts and mitigation.

Pumping Facilities
There is a pump station proposed within DET LC within the area designated as Agriculture.

Percolation Facilities
No percolation facilities are proposed to be located in areas designated as Agriculture. Therefore, no impacts would occur.

Interflow Crossovers between Systems
No interflow crossovers are proposed to be located in areas designated as Agriculture. Therefore, no impacts would occur.

Irrigation Tailwater Ditches
No tailwater ditches are proposed to be located in areas designated as Agriculture. Therefore, no impacts would occur.

Gravel Extraction Pit
No gravel extraction pits are proposed to be located in areas designated as Agriculture. Therefore, no impacts would occur.

Temporary Retention Facilities
There may be temporary retention facilities that will serve the new Tracy Sports Complex that is located to the north of DET LC within the area designated as Agriculture.

Facilities within Areas Designated as Agriculture (Greenbelt Parkway, Underground Storm Drain Force Main, Pump Station, Temporary Retention Facilities)
For facilities that would occur within land designated as Agriculture (greenbelt parkway, underground storm drain force main, pump station, temporary retention facilities) the following would apply. As discussed in the General Plan EIR, the City currently uses several regulatory

tools for the protection of agricultural resources, including its participation in the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan and an Agricultural Mitigation Fee Ordinance that is used to collect in-lieu fees for impacts from development on agricultural land. These funds will eventually be utilized for the purchase of conservation easements on agricultural lands. Future water supply or wastewater infrastructure projects proposed on agricultural land would be subject to these regulatory requirements. More specifically, any new booster pumping facilities, pressure regulating stations, pump stations, or diurnal storage proposed in existing agricultural areas would be required to comply with the requirements of the City's Agricultural Mitigation Fee Ordinance to reduce any potential conversion of farmland to less than significant, as identified below in Mitigation Measure 1.

> ***Mitigation Measure 1:*** **Prior to issuance of grading permits for any new water supply or wastewater infrastructure projects proposed on agricultural land, the City shall pay the appropriate Agricultural Mitigation Fee, in accordance with Chapter 13.28 of the Tracy Municipal Code.**

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

All Facilities
There are approximately 15,289 acres of agricultural lands under Williamson Act contracts within the Tracy Planning area, 3,781 acres within the SOI and 1,489 acres within the City limits. Refer to Response 4.2 (a), above. No significant impacts would occur.

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))? Determination: No Impact.*

All Facilities
No land located within City limits or the SOI are currently zoned for forest land, timberland, or timberland production. Therefore, approval of the Project would not rezone or conflict with land classified as forest land, timberland, or timberland production. Therefore, no impact would occur.

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

All Facilities
Refer to Response 4.2 (c), above. No impact 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? Determination: No Impact.*

All Facilities
Refer to Response 4.2 (a), above. No significant impacts would occur.

III. AIR QUALITY

AIR QUALITY -- 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:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☑	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☑	☐	☐
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)?	☐	☑	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☑	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☑	☐	☐

Would the Project:

a) *Conflict with or obstruct implementation of the applicable air quality plan (San Joaquin Valley Air Pollution Control District)? Determination: Less Than Significant Impact with Mitigation Incorporated.*

The City of Tracy is located within the San Joaquin Valley Air Basin (SJVAB). The San Joaquin Valley Air Pollution Control District (SJVAPCD) has jurisdiction over most air quality matters in the SJVAB. The SJVAPCD is tasked with implementing programs and regulations required by the Federal and State Clean Air Acts.

Air quality conformity refers to the process whereby transportation plans, programs and projects conform to the requirements of applicable general plans and regional plans. Regional plans that apply to the proposed SDMP include the SJVAPCD Air Quality Attainment Plans (AQAPs) for Ozone and PM_{10}, which are part of the State Implementation Plan (SIP). The SJVAB is considered a non-attainment area for ozone and respirable particulate matter (PM_{10} and $PM_{2.5}$).

The California Clean Air Act (CCAA) requires non-attainment districts with severe to extreme air quality problems to provide for a five percent reduction with non-attainment emissions per year. The AQAPs for ozone and PM_{10} prepared for the Basin by the SJVAPCD fulfills this requirement. Banked emission reduction credits are included in the emissions inventories for the AQAP and provide an additional means to attaining the required five percent reduction in these inventories per year.

Air quality conformity to an implementation plan as required in the CCAA Section 176(c) is defined as: "Conformity to the plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards and achieving expeditious attainment of such standards; and that such activities would not (i) cause or contribute to any new violation of any standard in any area; (ii) increase the frequency or severity of any existing violation of any standard in any area; or (iii) delay timely attainment of any standard or any required interim emission reductions or other milestones in any area." The Air Quality Conformity document adopted July 20, 2006 demonstrates that the federally approved Regional Transportation Plan (RTP) and the Federal Transportation Improvement Program (FTIP) conform to the SIP for controlling air pollution sources.

If a project is found to interfere with the region's ability to comply with Federal and State air quality standards, local governments then need to consider project modifications or provide mitigation measures to eliminate the inconsistency of the project plans. In order for a project to be considered "consistent" with the latest AQAP, the proposed Project must be consistent with the goals, objectives, and assumptions in the respective plan to achieve the Federal and State air quality standards.

The SJVAPCD regulations that would be applicable to the project are summarized below.

Regulation VIII (Fugitive Dust PM10 Prohibitions)
Rules 8011-8081 are designed to reduce PM10 emissions (predominantly dust/dirt) generated by human activity, including construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and track out, landfill operations, etc.

Rule 4101 (Visible Emissions)
This rule prohibits emissions of visible air contaminants to the atmosphere and applies to any source operation that emits or may emit air contaminants.

SJVAPCD's recently-adopted Rule 9510 (Indirect Source Review) is applicable to specified development projects and requires specific percentage reductions in estimated project emissions for both construction and operation, or the payment of off-site mitigation fees if the required reductions cannot be met on the project site. Rule 9510 does not appear to apply to the proposed pipeline project.

The SJVAPCD has adopted its 2002 *Guide for Assessing and Mitigating Air Quality Impacts* (GAMAQI). GAMAQI defines an analysis methodology, thresholds of significance, and mitigation measures for the assessment of air quality impacts. This methodology was used in the

following air quality analysis of the project. It should be noted that the SJVAPCD does not require quantification of construction related emissions.

The proposed SDMP identifies the plans, programs, and policies that would be implemented in order to ensure that there are adequate stormwater facilities that are capable of accommodating the projected demand and flows of ultimate *General Plan* buildout. A specific buildout schedule for proposed SDMP facilities has not yet been developed, because individual facility development would occur as needed. Construction and implementation of the proposed components of the SDMP would be dependant upon increased stormwater demands in the Tracy Planning Area. Short-term construction emissions would be dependent upon the phasing schedule of subsequent components. As such, impacts associated with individual projects proposed as part of the SDMP are not anticipated to be significant with the implementation of Mitigation Measures 2 and 3.

Construction activities are a source of fugitive dust (PM_{10}) emissions that may have a substantial, although temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the Project area. Fugitive dust emissions are associated with land clearing, excavation, cut and fill, and truck travel on unpaved roadways. Fugitive dust emissions vary substantially from day to day, depending on the level of activity, specific operations, and weather conditions.

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from Project construction sites, emissions produced on Project sites as the equipment is used, and emissions from trucks transporting materials to and from the sites. Emitted pollutants would include carbon monoxide (CO), reactive organic gasses (ROG), nitrogen dioxide (NO_X), sulfur dioxide (SO_X), and coarse particulate matter (PM_{10}). Standard San Joaquin Valley Air Pollution Control District (SJVAPCD) regulations such as maintaining all construction equipment in proper tune, shutting down equipment when not in use for extended periods of time would be required. Refer to Mitigation Measure 2.

The operation of the proposed SDMP would involve two primary activities that would generate air emissions. These activities are:

- Electricity generation for consumption related to pump station operations
- Mobile source emissions from employee maintenance of the proposed facilities

With the implementation of Mitigation Measures 2 and 3, long term operational air quality impacts are anticipated to be minimal and would be considered less than significant.

> ***<u>Mitigation Measure 2:</u> Prior to the issuance of grading permits future Applicants for individual projects shall submit a construction emission plan to the City of Tracy that demonstrates how construction activities would comply with the following emissions control measures:***

- ***Properly and routinely maintain all construction equipment, as recommended by manufacturer's manuals, to control exhaust emissions.***
- ***Shut down equipment when not in use for extended periods of time, to reduce exhaust emissions associated with idling engines.***
- ***Encourage ride-sharing and use of transit transportation for construction employees commuting to the individual sites.***
- ***Use electric equipment for construction whenever possible in lieu of fossil fuel-fired equipment.***
- ***Curtail construction during periods of high ambient pollutant concentrations.***
- ***Construction equipment shall operate no longer than eight cumulative hours per day.***
- ***All construction vehicles shall be equipped with proper emission control equipment and kept in good and proper running order to reduce NOx emissions.***
- ***On-Road and Off-Road diesel equipment shall use aqueous diesel fuel if permitted under manufacturer's guidelines.***
- ***On-Road and Off-Road diesel equipment shall use diesel particulate filters if permitted under manufacturer's guidelines.***
- ***On-Road and Off-Road diesel equipment shall use cooled exhaust gas recirculation (EGR) if permitted under manufacturer's guidelines.***
- ***Use of Caterpillar pre-chamber diesel engines or equivalent shall be utilized if economic and available to reduce NOx emissions.***
- ***All construction activities within the individual sites shall be discontinued during the first stage smog alerts.***
- ***Construction and grading activities shall not be allowed during first stage ozone alerts. First stage ozone alerts are declared when the ozone level exceeds 0.20 ppm (1-hour average).***

Mitigation Measure 3: ***Prior to issuance of building permits, Project Applicants shall demonstrate compliance with SJVAPCD Rule 9510. Compliance will include payment of fees to reduce indirect pollutant sources.***

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

All Facilities
Refer to Response 4.3 (a), above. Less than significant impacts would occur with the implementation of Mitigation Measures 2 and 3.

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)? Determination: Less Than Significant with Mitigation Incorporated.*

All Facilities
Refer to Response 4.3 (a). No emissions would occur as part of Project operations. Impacts would be reduced to a level of less than significant with mitigation incorporated.

d) *Expose sensitive receptors to substantial pollutant concentrations? Determination: Less Than Significant Impact.*

All Facilities
Sensitive receptors (i.e., children, senior citizens, and acutely or chronically ill people) are more susceptible to the effects of air pollution than the general population. Land uses that are considered sensitive receptors typically include residences, schools, playgrounds, childcare centers, hospitals, convalescent homes, and retirement homes. Development of the proposed facilities could result in pollutant emissions from short-term construction activities (i.e., soil processing and placement). However, with implementation of Mitigation Measures 2 and 3, these impacts would be temporary in nature and would cease upon construction completion. Less than significant impacts would occur.

e) *Create objectionable odors affecting a substantial number of people? Determination: Less Than Significant With Mitigation Incorporated.*

All Facilities
Construction activities may generate detectable odors from heavy-duty equipment exhaust. Odors associated with diesel and gasoline fumes would occur during the construction phase and may affect residents in the vicinity of the Project. However, these odors are considered temporary in nature and would cease upon the completion of construction. Adherence to Mitigation Measures 2 and 3, above, would reduce potential impacts to a level of less than significant.

IV. BIOLOGICAL RESOURCES

BIOLOGICAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☑	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☑	☐	☐
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?	☐	☑	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☑	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☑	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state	☐	☐	☑	☐

habitat conservation plan?

Would the Project:

a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? Determination: Less Than Significant Impact with Mitigation Incorporated.*

All Facilities

A Biotic Resources Report was prepared by HT Harvey and Associates in December 2010 and is attached as Appendix A of this document. The following 10 federal and state endangered and threatened plant and wildlife species have the potential to occur on one or more of the proposed SDMP project sites: large-flowered fiddleneck, Conservancy fairy shrimp, longhorn fairy shrimp, vernal pool fairy shrimp, valley elderberry longhorn beetle, California tiger salamander, California red-legged frog, giant garter snake, Swainson's hawk, and San Joaquin kit fox. "Take" of one or more of these species could occur during construction of SDMP facilities throughout the project area. Take of individuals of any of these species would constitute a significant impact under CEQA. However, implementation of the following mitigation measures would reduce impacts to these species to less-than-significant levels and fully comply with the San Joaquin Multiple Species Conservation Plan (SJMSCP).

The proposed projects, comprising detention basins and conveyance channels and pipelines, have the potential to result in loss for habitat of federal and state endangered and threatened plant and wildlife species covered under the SJMSCP. Losses of habitat occupied by any these species would constitute a significant impact under CEQA. However, implementation of the following mitigation measures would reduce impacts to these species to less-than-significant levels and fully comply with the SJMSCP.

> ***Mitigation Measure 4:*** ***Pre construction surveys shall be conducted by the Joint Powers Authority (JPA) prior to any project related activities that may impact special status species identified in Table 3 of the SJMSCP. If construction activities would result in impacts to any of these species, the mitigation measures specified for that particular species within the following tables shall be implemented:***

Table 1
Incidental Take Minimization Measures – FESA and CESA Species

Species	Status	Incidental Take Minimization Measures
Large-flowered fiddleneck (Amsinckia grandiflora)	FE, SE, CNPS 1B.1	Preconstruction surveys will need to be performed as detailed in Section 5.2.2.1(A, B, and D) and 5.2.2.2 through 5.2.2.5 of the SJMSCP. If large-flowered fiddleneck if found, the SJMSCP requires complete avoidance of plant populations on site in accordance with the identified

Species	Status	Incidental Take Minimization Measures
		measures in Section 5.5.2.1 and 5.5.9(F).
Conservancy fairy shrimp (Branchinecta conservatio)	FE	Delay construction until pools are dry, collect & store soil samples, & conduct preconstruction surveys, as described in Section 5.2.4.4 of the SJMSCP.
Longhorn fairy shrimp (Branchinecta longiantenna)	FE	Delay construction until pools are dry, collect & store soil samples, & conduct preconstruction surveys, as described in Section 5.2.4.4 of the SJMSCP.
Vernal pool fairy shrimp (Branchinecta lynchi)	FT	Delay construction until pools are dry, collect & store soil samples, as described in Section 5.2.4.4 of the SJMSCP.
Valley elderberry longhorn beetle (Desmocerus californicus dimorphus)	FT	Survey site for presence of elderberry shrubs; if elderberry shrubs present, implement measures in Section 5.2.4.25 of the SJMSCP.
California tiger salamander (Ambystoma californiense)	FT, ST	Project implementation could be delayed due to species lengthy presence/absence surveys at sites indicated. See sections 5.2.4.5 and 5.2.4.6 of the SJMSCP.
California red-legged frog (Rana draytonii)	FT, CSSC	Establish a 300-ft setback around occupied habitat, as described in Section 5.2.4.7 of the SJMSCP.
Swainson's hawk (Buteo swainsoni)	ST	Retention of nest trees or removal of such trees between September 1 and February 15, as detailed in Section 5.2.4.11 of the SJMSCP.
Giant garter snake (Thamnophis gigas)	FT, ST	Full avoidance of giant garter snake known occupied habitat is required. Implement the 9 avoidance & minimization measures detailed in Section 5.2.4.25 of the SJMSCP.
San Joaquin kit fox (Vulpes macrotis mutica)	FE, ST	Preconstruction surveys prior to commencement of ground disturbance for projects located in the Southwest Zone or Southwest/Central transition Zone, as detailed in Section 5.2.4.1 of the SJMSCP.

Table 2
SJMSCP Compensation Ratios

Habitat type converted from open space use	Required Compensation Ratio	Description
Agricultural Habitat Lands	1:1	One acre of Preserve acquired, enhanced and managed in perpetuity for each acre of habitat Converted from Open Space use.
Natural Lands - Non-Wetlands (e.g., oak woodlands)	3:1	Three acres of Preserve acquired, enhanced and managed in perpetuity for each acre of habitat Converted from Open Space use.
Natural Lands - Vernal Pools within Vernal Pool Zone	2:1 Preservation plus 1:1 Creation (3:1 total)	Create one acre of habitat and preserve two acres of existing habitat for each acre Converted from Open Space use resulting in three total acres of Preserve. Preserves include both wetted surface area and upland grasslands surrounding vernal pools and protecting their watersheds. Creation component shall emphasize restoration of pre-existing vernal pools, wherever feasible.
Natural Lands - Wetlands Other than Vernal Pools	At least 1:1 Creation Plus 2:1 Preservation (3:1 total)	SJMSCP may: (1) create one acre habitat, preserve two existing acres of habitat; (2) create two acres habitat, preserve one acre existing habitat; or (3) create three acres of habitat, preserve zero acres of existing habitat. All options result in three acres of Preserve.

Mitigation Measure 5: ***Incidental take minimization measures shall be completed per the requirements of the SJMSCP, as outlined in Table 1. Implementation of these measures would reduce the potential of take of federal and state endangered and threatened wildlife species to less than significant levels and fully comply with the SJMSCP.***

Mitigation Measure 6: ***Under the SJMSCP, mitigation for loss of habitat of federal and state endangered and threatened plant and wildlife species allows for a fee based approach based on the habitat type that is to be converted from open space uses. The fee structure is as follows:***

A. $7,195 per acre for Conversion of Multi-Purpose Open Space Lands
B. $14,372 per acre for Conversion of Agricultural Habitat Lands and Natural Lands (except for vernal pools)
C. $81,989 per acre for the wetted surface area of vernal pools and $541,534 per acre for the upland grasslands surrounding vernal pools. The SJMSCP assumes a 12 percent wetted surface area for vernal pool grasslands.

The following 23 state species of special concern, state fully protected, and other SJMSCP covered plant and wildlife species have the potential to occur on one or more of the proposed SDMP project sites: slough thistle, diamond-petaled California poppy, showy golden madia, caper-fruited tropidiocarpum, midvalley fairy shrimp, western spadefoot, western pond turtle, San Joaquin coachwhip, coast horned lizard, burrowing owl, Cooper's hawk, western grebe, tri-colored blackbird, short-eared owl, northern harrier, white-tailed kite, California horned lark, loggerhead shrike, western mastiff bat, western red bat, long-eared myotis, Yuma myotis, and American badger. Injury or mortality of one or more of these species could occur during construction of SDMP facilities throughout the project area. Injury or mortality of significant numbers of individuals of species of special concern, state fully protected, and other SJMSCP covered species would constitute a significant impact under CEQA. However, implementation of Mitigation Measure 4 in addition to the following mitigation measures would reduce impacts to these species to less-than-significant levels and fully comply with the SJMSCP.

> ***Mitigation Measure 7:*** ***Incidental take minimization measures shall be completed per the requirements of the SJMSCP, as outlined in Table 3. Implementation of these measures would reduce the potential of injury or mortality of state species of special concern, state fully protected, and other SJMSCP-covered wildlife species to less than significant levels and fully comply with the SJMSCP.***

Table 3
Incidental Take Minimization Measures – CSSC, State Fully Protected and SJMSCP Covered Species

Name	Status	Incidental Take Minimization Measures
Slough thistle Cirsium crassicaule	CNPS 1B.1	Preconstruction surveys shall be performed as detailed in Section 5.2.2.1(A, B, and D) and 5.2.2.2 through 5.2.2.5 of the SJMSCP. If slough thistle is found, complete avoidance of plant populations on site is required in accordance with the identified measures in Section 5.5.2.1 and 5.5.9(F).
Diamond-petaled California poppy Eschscholzia rhombipetala	CNPS 1B.1	Preconstruction surveys shall be performed as detailed in Section 5.2.2.1(A, B, and D) and 5.2.2.2 through 5.2.2.5 of the SJMSCP. If diamond-petaled California poppy is found, complete avoidance of plant populations on site is required in accordance with the identified measures in Section 5.5.2.1 and 5.5.9(F).
Showy golden madia Madia radiata	CNPS 1B.1	Preconstruction surveys shall be performed as detailed in Section 5.2.2.1(A, B, and D) and 5.2.2.2 through 5.2.2.5 of the SJMSCP. If showy golden madia is found, complete

Name	Status	Incidental Take Minimization Measures
		avoidance of plant populations on site is required in accordance with the identified measures in Section 5.5.2.1 and 5.5.9(F).
Caper-fruited tropidiocarpum Tropidiocarpum capparideum	CNPS 1B.1	Preconstruction surveys shall be performed as detailed in Section 5.2.2.1(A, B, and D) and 5.2.2.2 through 5.2.2.5 of the SJMSCP. If caper-fruited tropidiocarpum is found, Section 5.2.4.29C of the SJMSCP specifies acquisition or consultation measures required.
Midvalley fairy shrimp (Branchinecta mesovallensis)	SJMSCP	Delay construction until pools are dry, collect & store soil samples, as described in Section 5.2.4.4 of the SJMSCP.
Western spadefoot (Spea hammondii)	CSSC	Conduct species surveys in accordance with current Technical Advisory Committee (TAC)-approved protocol, as described in sections 5.2.4.5 and 5.2.4.6 of the SJMSCP.
Western pond turtle (Actinemys marmorata)	CSSC	300-400 ft buffer area required from known nesting sites, as described in Section 5.2.4.10 of the SJMSCP.
San Joaquin coachwhip (whipsnake) (Masticophis flagellum ruddocki)	CSSC	Incidental take measures to be formulated by TAC if discovered on a project site, as described in Section 5.2.4.10 of the SJMSCP.
Coast (California) horned lizard (Phrynosoma blainvillii)	CSSC	Incidental take measures to be formulated by TAC if discovered on a project site, as described in Section 5.2.4.10 of the SJMSCP.
Burrowing owl (Athene cunicularia)	CSSC	Allow growth of vegetation on-site to a height of 36" prior to construction, disk site to prevent colonization by owls, or evict resident owls, if present, as detailed in Section 5.2.4.15 of the SJMSCP.
Cooper's hawk (Accipiter cooperii)	SJMSCP	Establish 100-ft setback from nesting areas, as described in Section 5.2.4.19 of the SJMSCP.
Western grebe (Aechmophorus occidentalis)	SJMSCP	Establish a 500-ft setback from nesting areas during the nesting season, as described in Section 5.2.4.17 of the SJMSCP.
Tricolored blackbird (Agelaius tricolor)	CSSC	Avoid breeding colonies whenever possible. Otherwise, establish a 500-ft buffer during the nesting season, as described in Section

Name	Status	Incidental Take Minimization Measures
		5.2.4.16 of the SJMSCP.
Short-eared owl (Asio flammeus)	CSSC	Establish a 500-ft setback from nesting areas during the nesting season, as described in Section 5.2.4.17 of the SJMSCP.
Northern harrier (Circus cyaneus)	CSSC	Establish a 500-ft setback from nesting areas during the nesting season, as described in Section 5.2.4.17 of the SJMSCP.
White-tailed kite (Elanus leucurus)	SP	Conduct preconstruction surveys, as described in Section 5.2.4.19 of the SJMSCP.
California horned lark (Eremophila alpestris actia)	SJMSCP	Establish a 500-ft setback from nesting areas during the nesting season, as described in Section 5.2.4.17 of the SJMSCP.
Loggerhead shrike (Lanius ludovicianus)	CSSC	Establish a 100-ft setback from nesting areas, as described in Section 5.2.4.16 of the SJMSCP.
Western mastiff bat (Eumops perotis californicus)	CSSC	Remove colonial roosting trees only outside the nursery/hibernation season and only after dusk, as described in Section 5.2.4.28 of the SJMSCP.
Western red bat (Lasiurus blossevillii)	CSSC	Remove colonial roosting trees only outside the nursery/hibernation season and only after dusk, as described in Section 5.2.4.28 of the SJMSCP.
Long-eared myotis (Myotis evotis)	SJMSCP	Remove colonial roosting trees only outside the nursery/hibernation season and only after dusk, as described in Section 5.2.4.28 of the SJMSCP.
Yuma myotis (Myotis yumanensis)	SJMSCP	Remove colonial roosting trees only outside the nursery/hibernation season and only after dusk, as described in Section 5.2.4.28 of the SJMSCP.
American badger (Taxidea taxus)	CSSC	Monitor occupied dens and destroy only when burrow is unoccupied; establish a 200-ft buffer around natal dens, as described in Section 5.2.4.26 of the SJMSCP.

The following species are not covered in the SJMSCP; California androsace, big tarplant, round-leaved filaree, Lemmon's jewelflower, Parry's red tarplant, gypsum-loving larkspur, and hogwallow starfish. However, they are tracked by the CNDDB and CNPS. These species could be directly impacted and killed by construction of the detention basins. Mitigation Measure 6 would reduce the potential impact on these species to a less-than-significant level. If any of the CNPS-listed plant species are found within or directly adjacent to the proposed work area, a species-specific determination of potential significance would be conducted for each plant species by a qualified plant ecologist. If project activities would result in the loss of (a) suitable habitat for less than five percent of the known individual plants of the species documented as occurring within 50 miles of the impact location, if known, or (b) less than five percent of the known populations of the species if the total number of individuals is unknown, then impacts would be deemed less than significant and no further mitigation measures would be required. This impact would be considered less than significant because regional populations would remain abundant following project implementation and the project would not substantially reduce the number or range of these species.

If project activities would result in loss of habitat for more than five percent populations or individuals of these species regionally documented as occurring within 50 miles of the impact location, the project proponent would be required to implement Mitigation Measures 8 and 9.

It is likely that if found, impacts to small populations of List 4 species would be considered less than significant. These plant species are widely distributed, with many known, extant populations occurring in many counties. In other cases, the species are considered to be more rare but the amount of suitable habitat present on-site is limited, meaning that any potentially present populations are likely to be small in size and therefore impacts to these would likely also be less-than-significant. However, impacts to populations of more restricted, rare, or declining species are likely to be considered significant unless mitigated. Finally, for those species that have a potential to occur on-site as a large population due to the abundance of potentially suitable habitat on-site, impacts to a large population of so-called "watch-list" (i.e. CNPS List 3 and 4) species may be considered significant unless mitigated.

> ***Mitigation Measure 8:*** ***The SDMP project site shall be surveyed for special status plant species in a year with rainfall totals within the normal range for the area. Surveys shall be floristic in nature and be conducted in accordance with the most current USFWS, CDFG, and CNPS guidelines. Surveys shall cover all areas intended for both development and compensatory mitigation.***
>
> ***Mitigation Measure 9:*** ***Potentially significant impacts to special status plants shall be avoided to the extent feasible. In consultation with a plant ecologist, the project shall, to the extent feasible, be redesigned, constructed, and operated to reasonably avoid direct and indirect impacts to special status plant populations.***
>
> ***Mitigation Measure 10:*** ***To compensate for permanent impacts to special-status plant species, habitat that is not already public land shall be preserved and managed in perpetuity at a 1:1 mitigation ratio (one acre preserved for each acre impacted). Impacts could include direct impacts resulting from loss of***

habitat or indirect impacts if a significant population or portion thereof is unable to be avoided. The preserved habitat for significantly impacted plant species shall be of equal or greater habitat quality to the impacted areas in terms of soil features, extent of disturbance, vegetation structure, and dominant species composition, and shall contain verified extant populations of the special-status species impacted. The permanent protection and management of mitigation lands shall be ensured through an appropriate mechanism, such as a conservation easement or fee title purchase. A conservation easement could be held by CDFG or an approved land management entity and shall be recorded within a time frame agreed upon by CDFG.

The proposed SDMP project sites, comprising detention basins and conveyance channels and pipelines, would potentially result in losses of habitat for state species of special concern, state fully protected, other SJMSCP-covered wildlife species, and CNPS listed plant species covered under the SJMSCP. Losses of habitat occupied by any of these species could constitute a significant impact under CEQA. However, implementation of Mitigation Measures 4, 5, 6, 7 and 9 would compensate for losses of habitat of state species of special concern, state fully protected, other SJMSCP-covered wildlife species, and CNPS listed plant species to less-than-significant levels and fully comply with the SJMSCP.

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? Determination: Less Than Significant Impact with Mitigation Incorporated.*

All Facilities

The ephemeral drainages located within SDMP project sites DET OFF2, DET LW9, DET LW10, and GP L16 meet the definition of a stream, and may fall under the jurisdiction of CDFG. These features in addition to all canals, ditches and other irrigation features along Road 224 potentially qualify as "waters of the state" and are subject to regulation by the Regional Board. The California Fish and Game Commission maintains a "no net loss" policy related to wetlands. Construction activities that impact areas defined as "wetlands" may be considered significant under CEQA. Mitigation Measure 6 identified above and the following Mitigation Measure 11 would reduce any possible impacts to this habitat to a less-than-significant level.

Mitigation Measure 11: ***Pre-construction surveys shall be conducted prior to any project related activities that may encroach into regulated habitats or disturb native vegetation to identify significant impacts. If regulated habitats are impacted by project activities planned activities can either avoid these resources or work in conjunction with the regulatory agencies to minimize, mitigate, and permit the activities. A Streambed Alteration Agreement typically can be obtained within 90 days of submittal of a complete application, including a permit fee. Project activities that reduce the cross-sectional area of a stream and/or remove riparian and wetland vegetation require compensatory mitigation and monitoring. Moreover, CDFG agreements for projects in agricultural and native settings frequently include pre-construction surveys and***

reporting and construction monitoring to ensure protection of wildlife resources. Activities that result in impacts to waters of the state, may require that the project applicant file a Report of Waste Discharge with the Regional Board.

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? Determination: Less Than Significant Impact with Mitigation Incorporated.*

All Facilities

A detailed wetland delineation was not conducted on any of the SDMP project sites. A review of the *United States Fish and Wildlife Service Wetlands Geodatabase* indicated the presence of several potential jurisdictional wetlands near the project area, although none occurred within any of the SDMP project sites that were visited during the reconnaissance survey of the project area. The vernal pool habitat within SDMP project site DET MHW3a is isolated from other waters. The ephemeral drainages located within SDMP project sites DET OFF2, DET LW9, DET LW10, GP L16, and GP L17, are isolated, intermittent watercourses with no obvious hydrologic connection to any navigable or perennial surface water source or tributary. Therefore, neither feature is likely to be subject to the jurisdiction of the USACE under provisions of Section 404 of the Clean Water Act (1972) and Section 10 of the Rivers and Harbors Act (1899). The Delta Mendota Canal and the California Aqueduct may be subject to the jurisdiction of the USACE. However, the project is unlikely to affect these canals, and likely to only affect small lateral canals and ditches excavated in uplands. These lateral canals and ditches are maintained on an annual basis, and are dry for a significant part of the year. Based upon field characteristics encountered in the project area, these lateral canals and ditches do not represent habitats within the regulatory jurisdiction of the USACE. Therefore, project activities are unlikely to affect jurisdictional waters. The following avoidance and mitigation measures shall be implemented to reduce the potential impacts to wetlands to a less-than-significant level.

***Mitigation Measure 12:* Section 5.6 of the SJMSCP states that until such time that the Clean Water Act regional general permit or its equivalent is issued for coverage under the SJMSCP, acquisition of a Section 404 permit by project proponents will continue to occur as required by existing regulations. Project proponents shall comply with all requirements for protecting federally protected wetlands.**

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? Determination: Less Than Significant Impact.*

All Facilities

The proposed SDMP project sites are sufficiently small and widely dispersed such that that no substantial interference with native wildlife movements or corridors would occur as a result of any individual project. The proposed channel parkways, greenbelt parkways and open channel,

while linear in design, are of relatively short lengths and are designed to facilitate crossing by wildlife.

Projects in which nursery sites could be impacted are addressed in impact discussions associated with take of federal and state endangered and threatened wildlife species and injury or mortality of state species of special concern, state fully protected, and other SJMSCP-covered wildlife species in 4.4 (a), above. Species with the potential to have nursery sites at individual SDMP project sites are identified in Table 3 of the Biotic Resources Report prepared for the project. However, implementation of Mitigation Measures 4 and 5 and would incorporate the implementation of the relevant incidental take minimization measures detailed in the SJMSCP. Implementation of Mitigation Measures 4 and 5 would reduce impacts to nursery sites to less-than-significant levels and fully comply with the SJMSCP.

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

All Facilities
The City of Tracy has a tree ordinance (Tracy Municipal Code [T.M.C.] (Chapter 7.08) that protects "street trees" planted within rights-of-way or planting easements. Any trees that would need to be removed for any improvements proposed as part of the SDMP would be required to adhere to the rules and regulations set forth in Chapter 7.08 of the T.M.C. The proposed SDMP would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Therefore, less than significant impacts would occur.

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? Determination: Less Than Significant Impact.

All Facilities
The entire project area is located within the jurisdiction of the SJMSCP. The implementation of Mitigation Measures 4 through 12 described above would ensure that any potential impacts to special-status species or habitats, which may be associated with the project, are addressed accordingly to the provisions of the SJMSCP. Therefore this project would not conflict with the provisions of an adopted habitat conservation plan, natural communities conservation plan, or other approved local, regional, or state habitat conservation plan, including the SJMSCP.

V. CULTURAL RESOURCES

CULTURAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?	☐	☑	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?	☐	☑	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☑	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☑	☐

Would the Project:

a) *Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines § 15064.5? Determination: Less Than Significant with Mitigation Incorporated.*

All Facilities

Historic resources generally consist of buildings, structures, improvements, and remnants associated with a significant historic event or person(s) and/or have a historically significant style, design, or achievement. Damage to or demolition of such resources is typically considered to be a significant impact. Impacts to historic resources can occur through direct impacts, such as destruction or removal, and through indirect impacts, such as a change in the setting of a historic resource. No facilities are proposed in areas that currently contain known historic resources. However, during construction, unknown and/or undocumented historic resources may be uncovered. With the implementation of Mitigation Measure 13, impacts would be reduced to a level of less than significant.

> ***Mitigation Measure 13:*** ***If during ground-disturbance activities, unique cultural resources are discovered the following procedures shall be followed. Unique cultural resources are defined, for this condition, as being multiple artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance.***

1. ***All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted until a meeting is convened between the City and a qualified archaeologist to discuss the significance of the find.***

2. ***The archaeologist shall recommend appropriate actions, in cooperation with the City and Contractor.***

3. ***Grading or further ground disturbance shall not resume within the area of the discovery until a determination has been reached by the City as to the appropriate mitigation.***

b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5? Determination: Less Than Significant with Mitigation Incorporated.*

All Facilities

Archaeological sites are locations that contain resources associated with former human activities, and may contain such resources as human skeletal remains, waste from tool manufacture, tool concentrations, and/or discoloration or accumulation of soil or food remains. The Tracy Planning Area likely contains undiscovered archaeological sites, particularly in undeveloped areas. Construction activities associated with implementation of the proposed SDMP facilities may result in adverse effects on known or currently unknown archaeological sites. Implementation of Mitigation Measure 14 would reduce potential impacts to a level of less than significant.

> ***Mitigation Measure 14:*** ***Prior to the issuance of a grading permit for individual projects, an archaeological resource monitoring plan shall be developed by a qualified archaeologist and submitted to the City for review and approval. This plan shall include a grading observation schedule to be maintained when grading occurs on and offsite in upper soils to identify and further evaluate cultural resources that may be discovered in the proposed project area. A qualified archaeologist shall be retained to attend pregrade meetings and to monitor earth moving activities, including clearing, grubbing, cutting, and trenching at the site. The archaeologist shall carefully inspect these areas to assess the potential for significant prehistoric or historic remains. If potential archaeological and historical resources are uncovered, the construction contractor shall cease grading operations in the vicinity of the find until further evaluation is undertaken to assess the discovery. Further subsurface investigation may be needed if the resource is determined unique or important for its prehistoric or historic information.***

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

All Facilities

Paleontological resources are the preserved fossilized remains of plants and animals. Fossils and traces of fossils are preserved in sedimentary rock units, particularly fine- to medium-grained marine, lake, and stream deposits, such as limestone, siltstone, sandstone, or shale, and in ancient

soils (paleosols). They are also found in coarse-grained sediments, such as conglomerates or coarse alluvium sediments. Fossils are rarely preserved in igneous or metamorphic rock units. Fossils may occur throughout a sedimentary unit and, in fact, are more likely to be preserved subsurface, where they have not been damaged or destroyed by previous ground disturbance, amateur collecting, or natural causes such as erosion. In contrast, archaeological and historic resources are often recognized by surface evidence of their presence. Construction activities associated with implementation of the proposed SDMP facilities may result in adverse effects on known or currently unknown paleontological resources. Implementation of Mitigation Measure 15 would reduce potential impacts to a level of less than significant.

> ***Mitigation Measure 15:*** ***A trained paleontological monitor shall be present during individual project excavation activities greater than 5.0 feet in depth. Excavations below 5.0 feet have a high likelihood of encountering older alluvial wash deposits, which may contain paleontological resources. The monitoring for paleontological resources shall be conducted on a half-time basis, and on a full-time basis during excavation greater than 5.0 feet in depth. If paleontological resources are located during excavation, the monitoring program would change to full-time. The monitor shall be empowered to temporarily halt or redirect construction activities to ensure avoidance of adverse impacts to paleontological resources. The monitor shall be equipped to rapidly remove any large fossil specimens encountered during excavation. During monitoring, samples shall be collected and processed to recover micro-vertebrate fossils. Processing shall include wet-screen washing and microscopic examination of the residual materials to identify small vertebrate remains.***

d) Disturb any human remains, including those interred outside of formal cemeteries? Determination: Less Than Significant Impact.

All Facilities

Ground-disturbing activities, such as grading or excavation, have the potential to disturb human remains. If human remains are found, those remains would require proper treatment, in accordance with applicable laws. The Native American Graves Protection and Repatriation Act (NAGPRA) includes provisions for unclaimed and culturally unidentifiable Native American cultural items, intentional and inadvertent discovery of Native American cultural items on federal and tribal lands, and penalties for noncompliance and illegal trafficking. State of California Public Resources Health and Safety Code Section 7050.5-7055 describes the general provisions regarding human remains, including the requirements if any human remains are accidentally discovered during excavation of a site. As required by state law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission and consultation with the individual identified by the Native American Heritage Commission to be the "most likely descendant." If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlie adjacent remains until the County Coroner has been called out, and the remains have been investigated and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with federal and state

regulations, which detail the appropriate actions necessary in the event human remains are encountered, impacts in this regard, would be considered less than significant.

VI. GEOLOGY AND SOILS

GEOLOGY AND SOILS -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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.	☐	☐	☑	☐
ii) Strong seismic ground shaking?	☐	☐	☑	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☑	☐
iv) Landslides?	☐	☐	☑	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☑	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☑	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2004), creating substantial risks to life or property?	☐	☑	☐	☐
e) Have soils incapable of adequately	☐	☐	☐	☑

supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

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. Determination: Less Than Significant Impact.*

All Facilities

The California Geologic Survey does not list the City on its list of cities affected by Alquist Priolo Earthquake Fault Zones. Therefore, the probability of ground surface rupture at the various proposed facility sites is considered remote. Therefore, less than significant impacts would occur.

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

All Facilities

The major active faults that are closest to, but outside of the Tracy Planning Area, have historically been the source of earthquakes felt in Tracy, including the San Andreas, Calaveras, Hayward, and Greenville faults. According to the *General Plan* EIR, data from the State Department of Conservation and the U.S. Geological Survey indicate that there are six faults in the Tracy Planning Area, five of which are located near the edges of the proposed SOI. The Tracy-Stockton fault passes beneath the City in the deep subsurface and is considered inactive. The five other faults are located in the southwestern portion of the Tracy Planning Area: the Black Butte fault, the Midway fault, the San Joaquin fault, the Carnegie/Corral Hollow fault, and the Elk Ravine fault, which is considered inactive. The City has a low to moderate seismic history. However, the City has the potential to experience groundshaking. The impact of groundshaking to proposed facilities caused by seismic activity on nearby faults would be increased as a result of site development. Therefore, to minimize potential damage to the proposed structures caused by groundshaking, all construction would comply with the latest California Building Code standards, as required by the City Municipal Code 9.04.030. Implementation of the California Building Code standards, which include provisions for seismic building designs, would ensure that impacts associated with groundshaking would be less than significant.

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

All Facilities
The northern portion of the City has surficial soils that have low liquefaction potential. However, the underlying soils are relatively clean, water-saturated sands and peats which have higher liquefaction potential. The southern portion of the City is considered to be moderately susceptible to liquefaction due to loose, coarse-grained deposits. The Safety Element of the *General Plan* includes Objective SA-1.1, Policy 1, which requires that geotechnical engineering studies be undertaken for any development in areas where potentially serious geologic risks exist. The implementation of this policy would reduce the potential risk of liquefaction. Any potential impact from liquefaction is, therefore, considered to be less than significant, and no mitigation is required.

iv) Landslides? Determination: Less than Significant.

All Facilities
The landslide risk in Tracy is low in most areas. In the wider Tracy Planning Area, some limited potential for risk exists for grading and construction activities in the foothills and mountain terrain of the upland areas in the southwest. The potential for small scale slope failures along river banks also exists. No SDMP facilities are proposed within these types of areas. Therefore, less than significant impacts would occur.

b) Result in substantial soil erosion or the loss of topsoil? Determination: Less Than Significant Impact.

All Facilities
Soil erosion is defined as the detachment and movement of soil particles by the erosive forces of wind or water. The majority of Tracy is on flat land with little risk of erosion. However, there is potential for the loss of topsoil with any development that occurs on hillsides because removal of vegetation can increase erosion. None of the facilities identified in the SDMP are proposed within hillside areas and, therefore, less than significant impacts would occur. Although, some facilities within the Tracy Hills area would be located in hilly areas, these facilities are not a part of the proposed SDMP and would be identified in a separate SDMP that would undergo separate environmental review.

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? Determination: Less Than Significant Impact.

All Facilities
Refer to Responses 4.6*(a)(ii) through 4.6(a)(iv).* Less than significant impacts would occur.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2004), creating substantial risks to life or property? Determination: Less than Significant with Mitigation.

All Facilities

Expansive soils are those that undergo volume changes as moisture content fluctuates; swelling substantially when wet or shrinking when dry. Soil expansion can damage structures by cracking foundations, causing settlement and distorting structural elements. Expansion is a characteristic of clay type soils such as those found in a large portion of the City. Implementation of Mitigation Measure 16, which requires that a certified geotechnical engineer be retained during construction activities, would ensure that soils are evaluated for expansive potential. Therefore, with implementation of Mitigation Measure 16, impacts would be less than significant.

> ***Mitigation Measure 16: During excavation activities, a certified geotechnical engineer shall be retained by the Project Applicant/future Project Applicants to evaluate subgrade soils for the extent of their expansive potential. For areas found to contain soft, potentially expansive clays, the soil shall be removed (i.e., over excavated) and/or stabilized prior to the placement and compaction of fill. Stabilization techniques include, but are not limited to, the placement of 18 inches of ½-inch to ¾-inch crushed rock over stabilization fabric (such as Mirafi 500X or equivalent), placement of larger, angular stabilization rock (1-inch to 3-inch, clean) and use of chemical treatments such as lime to reduce the soil's expansive potential. In addition, building construction alternatives, such as the use of alternative foundation types (i.e., post-tension, piles, etc.) versus end-bearing foundations, shall be considered and implemented where appropriate. Final techniques shall be: (a) developed by a certified geotechnical engineer or engineering geologist: and (b) reviewed and approved by the City prior to issuance of a grading permit.***

e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? Determination: No Impact.*

All Facilities

The proposed Project does not include the use of septic tanks or alternative wastewater disposal systems. The need for wastewater disposal would not be required. Therefore, no impacts would occur in this regard.

VII. GREENHOUSE GAS EMISSIONS

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

Would the Project:

a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? Determination: Less Than Significant Impact with Mitigation Incorporated.*

All Facilities

As discussed in impact discussion 4.3 (a), above, Regional plans that apply to the proposed SDMP include the SJVAPCD Air Quality Attainment Plans (AQAPs) for Ozone and PM_{10}, which are part of the State Implementation Plan (SIP). The SJVAB is considered a non-attainment area for ozone and respirable particulate matter (PM_{10} and $PM_{2.5}$).

The SJVAPCD has adopted its 2002 *Guide for Assessing and Mitigating Air Quality Impacts* (GAMAQI). GAMAQI defines an analysis methodology, thresholds of significance, and mitigation measures for the assessment of air quality impacts. This methodology was used in the following air quality analysis of the project. It should be noted that the SJVAPCD does not require quantification of construction related emissions.

The proposed SDMP identifies the plans, programs, and policies that would to be implemented in order to ensure that there are adequate stormwater facilities that are capable of accommodating the projected demand and flows of ultimate *General Plan* buildout. A specific buildout schedule for proposed SDMP facilities has not yet been developed, because individual facility development would occur as needed. Construction and implementation of the proposed components of the SDMP would be dependant upon increased stormwater demands in the Tracy Planning Area. Short-term construction emissions would be dependent upon the phasing schedule of subsequent components. As such, impacts associated with individual projects proposed as part of the SDMP are not anticipated to be significant with the implementation of Mitigation Measures 2 and 3 identified above.

Construction activities are a source of fugitive dust (PM_{10}) emissions that may have a substantial, although temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the Project area. Fugitive dust emissions are associated with land clearing, excavation, cut and fill, and truck travel on unpaved roadways. Fugitive dust emissions vary substantially from day to day, depending on the level of activity, specific operations, and weather conditions.

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from Project construction sites, emissions produced on Project sites as the equipment is used, and emissions from trucks transporting materials to and from the sites. Emitted pollutants would include carbon monoxide (CO), reactive organic gasses (ROG), nitrogen dioxide (NO_X), sulfur dioxide (SO_X), and coarse particulate matter (PM_{10}). Standard San Joaquin Valley Air Pollution Control District (SJVAPCD) regulations such as maintaining all construction equipment in proper tune, shutting down equipment when not in use for extended periods of time would be required. Refer to Mitigation Measure 1 identified above.

Temporary construction activities associated with the proposed Project could result in emissions of carbon dioxide (CO_2), nitrous oxide (N_2O), and oxide methaneCH_4 emissions as well as their CO_2 equivalent values. Phasing of the various facilities proposed as part of the SDMP would be dependent on development and the need for additional stormwater facilities. It is anticipated that these various facilities would be developed over time. Therefore, it is not anticipated that a cumulative impact would occur that would conflict with applicable greenhouse gas plans, policies, and/or regulations. Less than significant impacts would occur.

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

All Facilities

California Governor Arnold Schwarzenegger issued Executive Order S-3-05 in June 2005, which established the following greenhouse gas emission reduction targets:

- 2010: Reduce greenhouse gas emissions to 2000 levels
- 2020: Reduce greenhouse gas emissions to 1990 levels
- 2050: Reduce greenhouse gas emissions to 80 percent below 1990 levels

Assembly Bill (AB) 32 requires that the California Air Resources Board (CARB) determine what the statewide greenhouse gas emissions level was in 1990, and approve a statewide greenhouse gas emissions limit that is equivalent to that level, to be achieved by 2020. CARB has approved a 2020 emissions limit of 427 metric tons of CO_2 equivalent.

Due to the nature of global climate change, it is not anticipated that any single development Project would have a substantial effect on global climate change. It is difficult to deem a single development as individually responsible for a global temperature increase. In actuality, greenhouse gas emissions from a proposed project would combine with emissions emitted across California, the U.S, and the world to cumulatively contribute to global climate change. Phasing of the various facilities proposed as part of the SDMP would be dependent on development and

the need for additional stormwater facilities. It is anticipated that these various facilities would be developed over time. Therefore, it is not anticipated that a cumulative impact would occur that would conflict with applicable greenhouse gas plans, policies, and/or regulations. Less than significant impacts would occur.

VIII. HAZARDS AND HAZARDOUS MATERIALS

HAZARDS AND HAZARDOUS MATERIALS - Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☑	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☑	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☑	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☑
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☑

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?	☐	☐	☐	☑
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☑	☐	☐
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?	☐	☑	☐	☐

Would the project:

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

All Facilities

Potential short-term impacts from construction of proposed SDMP facilities would involve the transport of debris material from grubbing and clearing agricultural lands and possibly the demolition of structures, which may contain hazardous substances such as fertilizers, pesticides, herbicides, petroleum products, asbestos, and lead that could be harmful if accidentally released during transport. However, this is unlikely, as facilities would be sited on undeveloped land or within existing roadways. In addition, clearing Project sites would be conducted during a relatively short time; thus, the transport of potentially hazardous material would not be "routine."

Transport of hazardous material would occur on public roads and be subject to Occupational Health and Safety Standards Guidelines (Hazardous Waste Operations and Emergency Response Standard, Title 29 Code of Federal Regulations (CFR) Part 1910.120), as well as the Department of Toxic Substances Control (DTSC). Unless specifically exempted, hazardous waste transporters must comply with the California Highway Patrol Regulations; the California State Fire Marshal Regulations; and the U.S. Department of Transportation Regulations. In addition, hazardous waste transporters must comply with Division 20, Chapter 6.5, Article 6 and 13 of the California Health and Safety Code and the Title 22, Division 4.5, Chapter 13, of the California Code of Regulations, which are administered by DTSC (http://www.dtsc.ca.gov/HazardousWaste/Transporters.html). All of these regulations are designed to minimize the danger of hazardous materials being released and causing a significant hazard to the public or the environment.

It is not anticipated that chemicals would be used regularly and, therefore, be routinely transported. Adherence to guidelines discussed above would reduce potential impacts to a level of 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? Determination: Less Than Significant Impact.*

All Facilities
Refer to Response 4.8 (a). Less than significant impacts would occur.

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

All Facilities
Several facilities are proposed within one-quarter mile of schools located throughout the City. However, as stated in Response 4.8 (a), implementation of the proposed facilities would not involve the routine use of hazardous materials and, thus, the potential to emit hazardous materials near schools would be less than significant.

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? Determination: No Impact.*

All Facilities
The Environmental Protection Agency (EPA) has listed two hazardous waste sites on the Superfund National Priorities List (NPL) within the Tracy Planning Area. One is the Tracy Defense Depot, which is located on the east side of Tracy, on Chrisman Road between Valpico and Schulte Roads. The second one is the Lawrence Livermore National Lab, which is located in the southwest corner of the Tracy Planning Area. Both sites currently have human exposure under control, but have not yet mitigated effects to the groundwater migration. No proposed facilities would be located within these two sites. Therefore, no impacts would occur in this regard.

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? Determination: No Impact.*

All Facilities
The Tracy Municipal Airport (TMA) is a general aviation airport owned by the City and managed by the Parks and Community Services Department. It is located in the southern portion of the City. Several detention basins and pipelines are proposed within two miles of the TMA. However, due to the passive nature of proposed uses associated with the SDMP facilities, no impacts would occur with regard to safety hazards and airport use.

e) *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? Determination: No Impact.*

All Facilities
There are no private airstrips located within the Tracy Planning Area. Therefore, no impacts would occur.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? Determination: Less Than Significant With Mitigation Incorporated.

All Facilities
Implementation of the proposed facilities is not expected to cause significant impacts on emergency response plans or emergency evacuation plans with the implementation of mitigation for linear construction work (e.g., pipelines, gravity mains, etc.). Mitigation implementing a Traffic Management Plan would allow the continued vehicular use of the existing roadways or relegate traffic to agency-approved detour routes around the construction site. The construction of those facilities located outside of urbanized areas would not produce adverse impacts in this regard. Therefore, with implementation of Mitigation Measure 17, impacts would be less than significant.

> ***Mitigation Measure 17:*** ***Traffic Management Plan (TMP) shall be prepared and implemented to the satisfaction of the City of Tracy where construction would affect roadways. The TMP shall include, but not limited to, the following measures:***
>
> - ***Limit construction to one side of the road or out of the roadbed where possible.***
> - ***Provision of continued access to commercial and residential properties adjacent to construction sites.***
> - ***Provide alternate bicycle routes where existing bicycle routes are disrupted by construction activities.***
> - ***Submit a truck routing plan, for approval by the City of Tracy in order to minimize impacts form truck traffic during material delivery and disposal.***
> - ***Where construction is proposed for two-lane roadways, confine construction to one half of the pavement width. Establish one lane of traffic on the other half of the roadway using appropriate construction signage and flagmen, or submit a detour plan for approval by the City Traffic Engineer.***

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? Determination: Less than Significant Impact With Mitigation Incorporated.

All Facilities

Facilities proposed as part of the SDMP would be located throughout the City, including within urbanized and undeveloped land. Those facilities located adjacent to or within undeveloped wildland areas have the potential to be subject to increased fire hazards. Depending on a facility's proximity to areas of high susceptibility to wildfires, that facility may be exposed to significant impacts due to wildfires. Implementation of Mitigation Measure 18, which includes requirements for fuel-modification zones, fire equipment access, and emergency preparedness protocol, would reduce these impacts to a less than significant level.

> ***Mitigation Measure 18:*** ***Prior to approval of site design, facilities located within area of high susceptibility to wildfire hazards shall include fuel-modification zones, road standards that provide for fire equipment access, the assured provision of minimum water supply reserves for emergency fire use, fuel breaks and greenbelts, clearances around structures, and emergency preparedness protocol and procedures as recommended by the General Plan.***

IX. HYDROLOGY AND WATER QUALITY

HYDROLOGY AND WATER QUALITY -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☑	☐
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)?	☐	☐	☑	☐
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?	☐	☑	☐	☐
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?				
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?	☐	☑	☐	☐
f) Otherwise substantially degrade water quality?	☐	☑	☐	☐
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?	☐	☐	☐	☑
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☑	☐
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?	☐	☐	☑	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☑	☐

Would the Project:

a) Violate any water quality standards or waste discharge requirements? Determination: Less Than Significant Impact.

All Facilities

Water quality impacts from short-term construction operations could consist of the discharge of pollutants such as sediment from grading operations, oil and grease from equipment, trash from worker and construction activities, nutrients from fertilizers, heavy metals, pathogens, and other substances. Discharge of these pollutants into waters of the U.S. is regulated by the State Water Resources Control Board (SWRCB). Due to the nature of the proposed facilities, no long term operational impacts are anticipated.

The SWRCB has adopted General Permit No. CAS000002- *Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activity* (General Permit) for California that applies to most construction-related storm water discharges within California. The General Permit requires that projects disturbing greater than one acre develop and implement a Storm Water Pollution Prevention Plan (SWPPP) that specifies Best Management Practices (BMPs) to prevent all construction pollutants from contacting storm water and with the intent of keeping all products of erosion from moving offsite into receiving waters. The projects would be subject to the provisions of the General Permit, and would be required to submit a SWPPP to the SWRCB, Central Valley Region (Regional Board); therefore, short-term construction operations would have a less than significant impact on water quality standards or discharge requirements.

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)? Determination: Less Than Significant Impact.*

All Facilities

The proposed SDMP is intended to be utilized 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 SOI. The proposed SDMP also includes storm drainage facility upgrades needed to correct existing deficiencies, as well as serve as a reference document for existing storm drainage facilities and their functional characteristics. Several SDMP facilities, working in conjunction with onsite facilities constructed with new development in conformance with the City's SWQC Manual would also facilitate a degree of groundwater recharge, resulting in a beneficial impact. Therefore, implementation of the SDMP would not deplete groundwater supplies or interfere with groundwater recharge and may have a beneficial impact on groundwater recharge.

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? Determination: Less Than Significant with Mitigation Incorporated.*

All Facilities

Any site development or construction of new facilities has the potential to alter existing drainage patterns, primarily due to runoff from construction activities, increase in impervious surfaces, and vegetation removal. For example, proposed facilities may disturb existing creeks or drainages by grading, trenching or earth-moving activities. Implementation of Mitigation Measure 19 would require minimization of time periods in which natural drainages are disturbed. Also, erosion and siltation would be controlled via SDMP detention basins and onsite facilities constructed with new development in conformance with the City's SWQC Manual. Therefore, with the implementation of Mitigation Measure 19, impacts would be less than significant.

> ***Mitigation Measure 19:*** ***Where drainage courses are crossed, temporarily altering their capacity or flow characteristics, appropriate precautions shall be incorporated into the project design to minimize the time period in which drainages are disturbed while maintaining the natural flow or provide additional capacity within the drainages during the construction period to handle designed flows.***

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? Determination: Less Than Significant Impact With Mitigation Incorporated.

All Facilities
Refer to Response 4.9(c).

Also, new development would increase the rate and amount of surface runoff. However, these increases would be mitigated by proposed SDMP facilities, including detention basins and other facilities, and by implementation of requirements for new development onsite facilities as cited in the City's SWQC Manual, resulting in a less than significant impact.

Less than significant impacts would occur with implementation of Mitigation Measures 19 and 20.

> ***Mitigation Measure 20:*** ***Prior to the issuance of grading permits, new development shall be required demonstrate to the satisfaction of the City Engineer that it has incorporated storm drainage facilities that conform to the SDMP and the City's SWQC Manual or that it has incorporated temporary retention facilities when downstream SDMP facilities are not constructed or operational.***

e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? Determination: Less than Significant Impact With Mitigation Incorporated.

All Facilities
The purpose of the proposed SDMP is to provide improved storm drain facilities to adequately handle sources of runoff throughout the City. Therefore, less than significant impacts would occur within implementation of the SDMP and Mitigation Measure 20.

f) Otherwise substantially degrade water quality? Determination: Less Than Significant Impact With Mitigation Incorporated.

All Facilities
Refer to Responses 4.9 (a through e) above.

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? Determination: No Impact.

All Facilities
The Project does not include the construction of housing. Therefore, no impacts would occur in this regard.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? Determination: Less Than Significant Impact.

All Facilities
The majority of the Tracy Planning Area is located outside of a 100-year flood zone. However, portions of the northern planning area are located within a 100-year flood zone. The purpose of the proposed SDMP is to provide storm drain facilities to adequately handle sources of stormwater runoff throughout the City, including 100-year flood areas. Therefore, less than significant impacts would occur within implementation of the SDMP.

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? Determination: Less Than Significant Impact.

All Facilities
Some areas in the northern portion of the Tracy Planning Area have the potential to be affected by dam failure inundation. Potential dam failures could occur at the San Luis Reservoir, New Melones and New Exchequer dams. The majority of proposed facilities are not located within the vicinity of a dam or a dam inundation area. In addition, while portions of San Joaquin County could be subject to flooding due to seiches resulting in levee failure, the City is not in close proximity to the areas most likely to be affected. Implementation of the proposed SDMP would not expose people or structures to risks associated with flooding caused by the failure of a dam or levee; therefore impacts would be less than significant.

j) Inundation by seiche, tsunami, or mudflow? Determination: Less Than Significant Impact

All Facilities
Refer to Response 4.9 (i). Less than significant impacts would occur.

X. LAND USE AND RELEVANT PLANNING

LAND USE AND PLANNING - Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☑	☑
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?	☐	☐	☑	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☑	☐

Would the Project:

a) Physically divide an established community? Determination: No Impact.

All Facilities

An example of a project that has the potential to divide an established community includes the construction of a new freeway or highway through an established neighborhood. Numerous land uses exist within the Project area, primarily public, residential, agricultural, and open space. The proposed facilities would consist of the installation of buried water pipelines within and adjacent to existing improved and unimproved roadway rights-of-way, which would not have any impact on General Plan designations, Zoning classifications, or the physical arrangement of an established community. New pump stations, detention basins, open channels, and lift stations are proposed throughout the Project area but would not result in significant impacts to established communities, as they are proposed in large areas of open space. Therefore, no impacts would occur 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? Determination: Less Than Significant Impact.

All Facilities
As part of the *General Plan Update*, the City capitalized on the updated information made available to analyze their infrastructure demand and capacity to ensure that their facilities could accommodate the anticipated regional growth. Typically, the buildout horizon for a General Plan is approximately 20 years, while an infrastructure Master Plan typically has a life-span of approximately 5 to 10 years. With this in mind, the proposed SDMP is based on the most current information available for the Project area, and the analysis conducted provides adequate resources to accommodate this growth through anticipated buildout.

Based on this, impacts associated with potential conflict with any land use policy, plan, or regulation is considered less than significant.

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

Refer to Response 4.4 (f) above. Less than significant impacts would occur.

XI. MINERAL RESOURCES

MINERAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☑
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☑

Would the Project:

a) *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? Determination: No Impact.*

All Facilities
No facilities proposed as part of the SDMP would be located in areas designated as Aggregate in the *General Plan.* Therefore, no impacts would occur.

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? Determination: No Impact.

All Facilities
Refer to Response 4.11 (a), above. No impacts are anticipated.

XII. NOISE

NOISE – Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☑	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☑	☐	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☑	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☑	☐	☐
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?	☐	☐	☑	☐
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?	☐	☐	☐	☑

Would the Project result in:

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

All Facilities

Construction and implementation of the proposed facilities identified in the SDMP would be dependant upon increased stormwater demands in the Tracy Planning Area. Short-term construction noise would be dependent upon the phasing schedule of subsequent components. However, it is anticipated that future construction impacts associated with the SDMP would result in similar construction noise impacts.

Construction activities generally have a short and temporary duration, lasting from a few days to a period of several months. Ground-borne noise and other types of construction-related noise impacts would typically occur during the initial site preparation, which can create the highest levels of noise but is also generally the shortest of all construction phases. High ground-borne noise levels and other miscellaneous noise levels can be created by the operation of heavy-duty trucks, backhoes, bulldozers, excavators, front-end loaders, compactors, scrapers, and other heavy-duty construction equipment. Table 4, *Maximum Noise Levels Generated By Construction Equipment*, indicates the anticipated equipment noise levels during the construction period. 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 random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

Table 4
Maximum Noise Levels Generated By Typical Construction Equipment

Type of Equipment	Sound Levels at Maximum Engine Power with Mufflers at Indicated Distance (dBA)			
	25 Feet	50 Feet	100 Feet	200 Feet
Air Compressor	87	81	75	69
Backhoe	91	85	79	73
Concrete Mixer	91	85	79	73
Crane, Mobile	89	83	77	71
Dozer	86	80	74	68
Grader	91	85	79	73
Jack Hammer	94	88	82	76
Loader	85	79	73	67
Pneumatic Tool	91	85	79	73
Pump	82	76	70	64
Roller	80	74	68	62
Saw	84	78	72	66

Type of Equipment	Sound Levels at Maximum Engine Power with Mufflers at Indicated Distance (dBA)			
	25 Feet	50 Feet	100 Feet	200 Feet
Scraper	94	88	82	76
Truck	97	91	85	79
Impact Pile Driver (peak)	107	101	95	89
Note: Assumes a drop-off rate of 6-dB per doubling of distance, which is appropriate for use in characterizing point-source (such as construction equipment) sound attenuation over a hard surface propagation path.				
Source: EPA, Bolt, Beranek, and Newman, *Noise Control for Buildings and Manufacturing Plants*, 1987.				

A reasonable worst-case assumption is that the three loudest pieces of equipment would operate simultaneously and continuously over at least one hour within a focused area of 15 yards of each other. The combined sound level of three of the loudest pieces of equipment (scraper, backhoe, and heavy truck) is 93 dBA measured at 50 feet from the noise source. Table 5, *Estimated Construction Noise in the Project Area*, which assumes this combined source level, summarizes predicted noise levels at various distances from an active construction site. These estimations of noise levels take into account distance to receptor attenuation, attenuation from molecular absorption, and anomalous excess attenuation. Construction noise would be most noticeable during the initial months of site-intensive grading. The primary sources of acoustical disturbance would be random incidents, which would last less than one minute, such as dropping large pieces of equipment or the hydraulic movement of machinery lifts.

Table 5
Estimated Construction Noise in the Project Area

Distance Attenuation	
Distance to Receptor (Feet)	**Sound Level at Receptor (dBA)**
50	93
100	87
200	81
400	74
600	70
800	68
1,000	65
1,500	61
The following assumptions were utilized: Basic sound level drop-off rate: 6.0 dB per doubling distance Molecular absorption coefficient: 0.7 dB per 1,000 feet Analogous excess attenuation: 1.0 dB per 1,000 feet Reference sound level: 93 dBA Distance for reference sound level: 50 feet Simultaneous operation of 1 scraper, 1 heavy truck, and 1 backhoe	

Many proposed facilities are located adjacent to urbanized areas that contain sensitive receptors. Sensitive receptors may be located within the vicinity of the proposed SDMP facilities and construction activities may be located adjacent to sensitive receptors, including schools, hospitals, and residential areas. However, construction activities would be performed in accordance with the guidelines set forth in the City Noise Ordinances to minimize construction noise impacts, as specified in Mitigation Measure 21. Speech interference is an indicator of impact on typical daytime and evening activities. A speech interference criterion, in the context of impact duration and time of day, is used to identify substantial increases in noise from temporary construction activities. Noise peaks generated by construction equipment could result in speech interference in adjacent buildings if the noise level in the interior of the building exceeds 45 to 60 dBA. A typical building can reduce noise levels by 20 dBA with the windows closed. This noise reduction could be maintained only on a temporary basis in some cases, since it assumes windows must remain closed at all times. Assuming a 20-dBA reduction with the windows closed, an exterior noise level of 70 dBA (Leq) at receptors would maintain an acceptable interior noise environment of 50 dBA. To further minimize any extraneous construction noise impacts on adjacent sensitive land uses, the developers of the proposed facilities would be required to install noise attenuating buffers near residential areas, place mufflers on equipment engines, and orient stationary sources to direct noise away from sensitive uses; refer to Mitigation Measure 21.

Operational noise associated with the proposed SDMP facilities would mainly consist of stationary noises, as the SDMP facilities are not traffic-generating uses, with the exception of occasional maintenance-related traffic. Thus, significant traffic related noise impacts would not occur. Additionally, all facilities would be constructed according to industry standards and according to the City Noise Ordinance requirements, which would ensure that any operational noise impacts would not be excessive or significant. Excessive construction-related noise levels generally would occur in the daytime hours only, as the City of Tracy Municipal Code prohibits construction or repair work between the hours of 10:00 PM and 7:00 AM. Additionally, implementation of Mitigation Measure 21 (i.e., engine muffling, placement of construction equipment, and strategic stockpiling and staging of construction vehicles), and compliance with the City of Tracy Municipal Code requirements, would reduce construction related noise exposure to less than significant noise levels.

> ***Mitigation Measure 21:*** ***Prior to the issuance of grading permits and to the satisfaction of the City of Tracy, Project Applicants shall be required to implement feasible noise control measures to reduce daytime construction noise levels to meet the daytime speech interference criterion of 70-dBA for projects located within 500 feet of any noise-sensitive receptors (e.g., residences, schools, childcare canters, churches, hospitals, and nursing homes). Such control measures could include any of the following, as appropriate:***
>
> - ***To the extent possible, all mechanical equipment shall be oriented away from the nearest noise sensitive receptors; and***
> - ***All mechanical equipment shall be screened and enclosed to minimize noise.***

- ***Construction contracts shall specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices.***
- ***All residential units located within 1,000 feet of the construction site shall be sent a notice regarding the construction schedule of the proposed project. A sign, legible at a distance of 50 feet shall also be posted at the construction site. All notices and signs shall indicate the dates and duration of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints.***
- ***A "noise disturbance coordinator" shall be established. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and would be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units within one-quarter mile of the construction site and all signs posted at the construction site shall list the telephone number for the disturbance coordinator.***
- ***Construction noise reduction methods such as shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and use of electric air compressors and similar power tools, rather than diesel equipment, shall be used where feasible.***
    - ***During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.***
    - ***Operation of equipment requiring use of back-up beepers shall be avoided near sensitive receptors to the extent feasible during nighttime hours (10:00 PM to 7:00 AM).***
    - ***If impact equipment (e.g., jack hammers, pavement breakers, and rock drills) is used during construction, hydraulically or electric-powered equipment shall be used wherever feasible to avoid the noise associated with compressed-air exhaust from pneumatically powered tools. However, where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed-air exhaust shall be used (a muffler can lower noise levels from the exhaust by up to about 10 dBA).***

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? Determination: Less Than Significant Impact with Mitigation Incorporated.

Refer to Response 4.12 (a), above. Similar to temporary noise impacts, groundborne vibration would occur during the grading and construction, and would expose adjacent uses to increased noise/vibration levels. With the implementation of Mitigation Measure 21 would reduce potential impacts to a level of less than significant.

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

All Facilities
Operational noise associated with the proposed SDMP facilities would mainly consist of stationary noises (including the pumping facilities, which would be enclosed), as the SDMP facilities would not be traffic-generating uses, with the exception of the occasional maintenance-related traffic. This noise is anticipated to be minimal and infrequent. Therefore, less than significant impacts would occur.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? Determination: Less Than Significant Impact with Mitigation Incorporated.

All Facilities
Refer to Response 4.12 (a), above. Less than significant impacts would occur with the implementation of Measure 21 listed above.

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? Determination: Less Than Significant Impact.

All Facilities
The Tracy Municipal Airport (TMA) is a general aviation airport owned by the City and managed by the Parks and Community Services Department. It is located in the southern portion of the City. The Project proposes new storm drainage facilities and improvements to existing storm drainage facilities, and, therefore, would not include development that would expose people to excessive noise levels. Less than significant impacts would occur.

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? Determination: No Impact.

All Facilities
No facilities are proposed within the vicinity of a private airstrip. No impacts would occur in this regard.

XIII. POPULATION AND HOUSING

POPULATION AND HOUSING -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	☐	☐	☑	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑

Would the Project:

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)? Determination: Less than Significant Impact.*

All Facilities
Proposed SDMP facilities would serve existing and planned development consistent with the City *General Plan*. Therefore, a less than significant impact to population and housing would occur.

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

All Facilities
Proposed facilities would be located within vacant land and/or existing rights-of-way, and, therefore, would not displace existing housing. No impacts would occur.

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

All Facilities
Refer to Response 4.13 (b), above. No impacts would occur in this regard.

XIV. PUBLIC SERVICES

PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☑	☐	☐
Police protection?	☐	☑	☐	☐
Schools?	☐	☐		☑
Parks?	☐	☐	☑	☑
Other public facilities?	☐	☐	☑	☑

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:

1) Fire protection? Determination: Less Than Significant Impact with Mitigation Incorporated.

All Facilities

Implementation of the proposed Project could delay Fire Department response times during pipeline construction within roadways. Similarly, Fire Department response time could be impacted due to roadblocks, construction delays, and detours of the various facilities. However, with implementation of detour plans and coordination with the Tracy Fire Department, prior to construction as identified in Mitigation Measure 22, impacts to fire services would less than significant.

Long-term operational impacts include the need for fire protection services of additional facilities. However, these impacts would be minimal and are considered less than significant.

> ***Mitigation Measure 22:*** ***Prior to construction of individual facilities, the City shall coordinate with the Fire Department and other affected fire protection services in surrounding jurisdictions to review construction detour plans. Specifically, the following shall occur:***
>
> - ***Emergency vehicle access to structures and fire hydrants in the project area shall be maintained***
> - ***A prior notice of at least 24 hours in advance of an impact even such as a road closure or disruption of water service shall be given to the appropriate authorities***
> - ***Traffic control measures, such as the use of flagmen, shall be used, if deemed necessary, in order to regulate traffic to ensure that access will be maintained to all structures for emergency response***

2) Police protection? Determination: Less Than Significant Impact with Mitigation Incorporated.

All Facilities

Implementation of the proposed Project could delay Police Department response times during pipeline construction within roadways. Similarly, Police Department response time could be impacted due to roadblocks, construction delays, and detours of the various facilities. However, with implementation of detour plans and coordination with the Tracy Police Department prior to construction as identified in Mitigation Measure 23, impacts to police services would be mitigated to a less than significant level.

Long-term operational impacts include the need for police protection services of additional facilities. However, these impacts would be minimal and are considered less than significant.

> ***Mitigation Measure 23:*** ***Prior to construction of individual facilities, the City shall coordinate with the Tracy Police Department to review construction detour plans. Specifically, the following shall occur:***
>
> - ***A prior notice of at least 24 hours in advance of an impact event such as a road closure or disruption of water service shall be given to the appropriate authorities***
> - ***Prior to construction, the Tracy Police Department and California Highway Patrol shall be notified of all roadway areas, which will be obstructed to allow them to efficiently respond to any emergencies***
> - ***Traffic control measures, such as the use of flagmen, shall be used, if necessary, in order to regulate traffic to ensure that access will be maintained to all structures for emergency response***

3) Schools? Determination: No Impact.

All Facilities
The proposed facilities would not generate students either directly or indirectly and would, therefore, not create significant impacts to school services.

4) Parks? Determination: No Impact.

All Facilities
The proposed facilities would not generate residents either directly or indirectly and would, therefore, not create significant impacts to parks.

5) Other public facilities? Determination: No Impact.

All Facilities
The proposed facilities would not generate residents either directly or indirectly and would, therefore, not create significant impacts to other public facilities.

XV. RECREATION

RECREATION --	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☑
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☑

a) Would the proposed 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? Determination: No Impact.

All Facilities
The proposed facilities would not generate residents either directly or indirectly and would, therefore, not create significant impacts to parks.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse effect on the environment? Determination: No Impact.

All Facilities

The proposed facilities would not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, no impact would occur in this regard.

XVI. TRANSPORTATION/TRAFFIC

TRANSPORTATION/TRAFFIC -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☑	☐
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 and highways?	☐	☐	☑	☐
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?	☐	☐	☐	☑
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible	☐	☐	☐	☑

uses (e.g., farm equipment)?				
e) Result in inadequate emergency access?	☐	☑	☐	☐
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☑

Would the Project:

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? Determination: Less Than Significant Impact.*

All Facilities
Construction and operation of the proposed facilities would generate minimal traffic, and, therefore, would not affect levels of service of intersections, streets, highways, freeways, or alternative transportation modes. Less than significant impacts would occur in this regard.

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? Determination: Less Than Significant Impact.*

All Facilities
Refer to Response 4.16 (a), above. Less than significant impacts would occur.

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? Determination: No Impact.*

All Facilities
The Tracy Municipal Airport (TMA) is a general aviation airport owned by the City and managed by the Parks and Community Services Department. It is located in the southern portion of the City. Due to the nature of the proposed facilities, the Project would not result in a change in air traffic patterns. No impact 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)? Determination: No Impact.*

All Facilities
Due to the nature and scope of the proposed Projects, Project implementation would not have the capacity to increase hazards due to a design feature or incompatible uses. The vast majority of

proposed facilities would be underground pipelines and would not affect roadway operations. Therefore, no impacts would occur.

e) Result in inadequate emergency access? Determination: Less Than Significant Impact with Mitigation Incorporated.

All Facilities
Implementation of the proposed Project could delay emergency response times during pipeline construction within roadways. Similarly, emergency response time could be impacted due to roadblocks, construction delays, and detours of the various facilities. However, with implementation of detour plans and coordination with the Tracy Fire and Police Departments prior to construction as identified in Mitigation Measures 22 and 23 above, impacts associated with inadequate emergency access would less than significant.

f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? Determination: No Impact.

All Facilities
The proposed SDMP is intended to be utilized 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 SOI. The proposed SDMP also includes storm drainage facility upgrades needed to correct existing deficiencies, as well as serve as a reference document for existing storm drainage facilities and their functional characteristics. Therefore, implementation of the SDMP would not conflict with adopted policies, plans, or programs supporting alternative transportation. Recreational uses would be provided within greenbelt parkways, which would include landscaping and aesthetic treatments, as well as the possibility for bike trails and/or walking trails.

XVII. UTILITIES AND SERVICE SYSTEMS

UTILITIES AND SERVICE SYSTEMS B Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☑	☐
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?	☐	☐	☐	☑

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?	☐	☑	☐	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☑
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?	☐	☐	☐	☑
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☑	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☑	☐

Would the Project:

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

All Facilities
Refer to Response 4.9 (a), above. Less than significant impacts would occur.

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? Determination: No Impact.

All Facilities
The does not propose the construction of new water or wastewater facilities nor would it require such facilities. Thus, no impact would occur in this regard.

c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? Determination: Less Than Significant Impact with Mitigation Incorporated.

All Facilities
The Project proposes improvements to existing storm drainage facilities as well as new facilities within the Project area. New facilities proposed would be installed within existing or proposed rights-of-way or drainage easements. Storm drainage capacity would be verified during design as applicable and temporary retention facilities may be utilized until such time as adequate downstream storm drainage facilities are constructed and operational. Some of the new facilities will be located in previously undisturbed areas, and would result in new impervious areas that would generate new storm drainage flows. However, construction of many of the new facilities would occur concurrently with other urban development; thus, installation of those storm drainage facilities would occur in conjunction with the installation of storm drainage facilities for the development. This Initial Study has been prepared to document the potential environmental effects that might result from future storm drainage facilities identified in the proposed SDMP. Mitigation measures are identified throughout this document to minimize impacts associated with implementation of these facilities to a less than significant level.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? Determination: No Impact.

All Facilities
The proposed Project would not require water supplies. No impact would occur.

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? Determination: No Impact.

All Facilities
The proposed Project would not require wastewater treatment. No impact would occur.

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

All Facilities
Construction debris from pipeline trenching and site preparation of the various facilities would generate solid waste that would need to be properly disposed of in the appropriate landfill. The generation of additional construction-related waste would only be temporary and would cease upon completion of the proposed Project. Road detours due to pipeline installation may temporarily require re-routing of solid waste collection vehicles. However, affected roadways would still remain open during construction. Solid waste generation during operation of the proposed facilities is anticipated to be minimal, and would not result in a significant increase in waste for disposal in area landfills. Proposed Projects would be required to be in compliance with adopted programs and federal, state, and local regulations pertaining to solid waste. Therefore, less than significant impacts would occur.

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

All Facilities
Refer to Response 4.17 (g), above. Less than significant impacts would occur.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

MANDATORY FINDINGS OF SIGNIFICANCE --	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to 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?	☐	☑	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☑	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☑	☐	☐

The following findings have been made, regarding the mandatory findings of significance set forth in Section 15065 of the CEQA Guidelines, based on the results of this environmental assessment:

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? Determination: Less Than Significant Impact with Mitigation Incorporated.

All Facilities
As stated in various sections of this Initial Study, the proposed Project has the potential to result in significant impacts on the environment. However, with the implementation of mitigation measures identified throughout this document, impacts would be reduced to a level of less than significant.

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)? Determination: Less Than Significant Impact with Mitigation Incorporated.

All Facilities
Phasing of the various facilities proposed as part of the SDMP would be dependent on development and the need for additional stormwater facilities. It is anticipated that these various facilities would be developed over time. Therefore, it is not anticipated that a cumulative impact would occur that would create significant and unavoidable impacts. Adherence to the mitigation measures identified throughout this document would reduce potential short term and long term impacts to a level of less than significant.

c). Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly? Determination: Less Than Significant Impact with Mitigation Incorporated.

All Facilities
As stated in various sections of this Initial Study, the proposed Project has the potential to result in significant impacts on the environment. However, with the implementation of mitigation measures identified throughout this document, impacts would be reduced to a level of less than significant.

DETERMINATION

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☑ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a significant effect(s) on the environment, but at lease 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, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." 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, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.

Signature: _____ Date: _____

Printed Name: William Dean
Assistant Director of Development and Engineering Services
For: City of Tracy
Development and Engineering Services Department
Planning Division

REFERENCES

The following references were utilized during preparation of this Initial Study/CEQA Guidelines Section 15183 Analysis

California Department of Conservation, California Geological Survey website, www.consrv.ca.gov.

California Environmental Quality Act (CEQA) Guidelines, 2012.

City of Tracy *General Plan EIR*, October 2005.

City of Tracy, *General Plan*, February 2011.

City of Tracy, *General Plan Supplemental EIR*, February 2010.

H.T. Harvey and Associates, *City of Tracy Infrastructure Master Plans Biotic Resources Report*, May 2012.