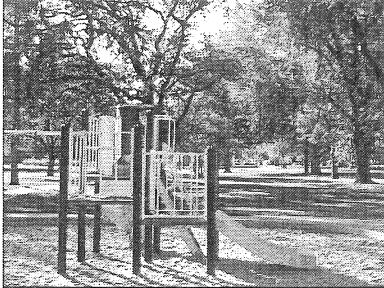


CITY OF TRACY GENERAL PLAN
FINAL SUPPLEMENTAL EIR ADDENDUM

STATE CLEARINGHOUSE NUMBER: 2008092006



City of Tracy February 1, 2011

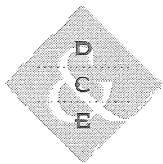


DESIGN, COMMUNITY & ENVIRONMENT

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SUPPLEMENTAL EIR ERRATA

This addendum lists corrections to various errors in the General Plan Supplemental EIR using underline and ~~striketrough~~. Underline text represents language that has been added to the Supplemental EIR; text with ~~striketrough~~ has been deleted from the Supplemental EIR. None of the corrections identified in this document would change the findings of the Supplemental EIR. Consistent with Section 15164 of the CEQA Guidelines, a subsequent EIR is not required because the changes do not involve new significant impacts, increases in the severity of impacts, the feasibility of mitigation measures or alternatives, or revised mitigation measures or alternatives.

This addendum begins with corrections to the Draft Supplemental EIR, followed by corrections to the Final Supplemental EIR.

A. Corrections to the Draft Supplemental EIR

The last two full paragraphs on page 4.4-58 of the Draft Supplemental EIR are hereby amended as follows:

In the case of the Eleventh Street/Corral Hollow Road intersection, there is a constrained right-of-way which may not allow for adequate at-grade physical improvements to improve the level of service to D or better. An urban interchange could provide additional capacity at this location. Construction of such an interchange would negatively impact the adjacent properties and would be inconsistent with the Community Character Element of the General Plan. Specifically, an interchange could take 400 feet of right-of-way, which would affect approximately ten homes, two gas stations, a major hardware retailer, and a Caltrans maintenance yard. Additional right of way would also be required to redesign the circulation pattern at the interchange. In addition, the interchange ramps could block public views of the hills to the west, and create physical and visual barriers between points north and south of the interchange. As an alternative, Policy 2 under Objective CIR-1.3 allows individual locations to fall below the City's level of service standards in instances where the construction of physical improvements would be infeasible, significantly impact adjacent properties or the environment, or would

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conflict with the character of the community. Since this intersection is constrained to the point of not allowing for adequate at-grade improvements due to impacts to adjacent properties and the environment, the resulting level of service would not result in a significant impact.

Further improvements at the Eleventh Street/Lammers Road intersection have also been discussed. ~~The City has~~ There are several options under consideration, including a grade-separated interchange at this location. However, a final determination regarding this intersection improvement is dependent upon Caltrans' plans for a new interchange at I-205 and Lammers Road. Caltrans has not yet provided final approval of the I-205/Lammers Road interchange, so the City cannot make a determination regarding the appropriate improvement for the Eleventh Street/Lammers Road intersection at this time. The Eleventh Street/Lammers Road intersection ~~that~~ will be subject to further study pending approval of the final design ~~to be selected~~ for the I-205/Lammers Road interchange. Policy 3 under Objective CIR-1.3 allows intersections to temporarily fall below the City's level of service standards in instances when the improvements necessary to preserve level of service are in the process of construction or have been designed and funded but not yet constructed. Since the final design of the I-205/Lammers Road interchange is not yet known, it is unknown whether it will preserve the Eleventh Street/Lammers Road intersection level of service. However, due to Caltrans' plans for the I-205/Lammers Road interchange and the unknown final design, the resulting level of service would not result in a significant impact. This intersection will be studied further after Caltrans adopts a final design.

The last paragraph on page 5-3 of the Draft Supplemental EIR is hereby amended as follows:

Although ~~All~~ four alternatives would result in reductions ~~increases~~ in vehicle miles traveled (VMT) and regional traffic compared to the proposed project, they would all result in increases in VMT relative to existing conditions. Therefore, all four alternatives, which would contribute to existing air quality issues in the San Joaquin Valley Air Basin and. ~~Therefore, all four alterna-~~

tives would result in the same significant and unavoidable cumulative air quality impact as the project.

B. Corrections to the Final Supplemental EIR

The last paragraph on page 2-4 of the Final Supplemental EIR is hereby amended as follows (note: edits shown below are to the text as revised in the Final Supplemental EIR):

The proposed General Plan would have 18 significant and unavoidable impacts, as follows. These impacts are discussed further in Draft Supplemental EIR Sections 4.2, 4.3, 4.4, 4.7, 4.10, 4.14, 4.15 and 4.16 and in Chapter 6, which addresses cumulative impacts, as well as in Sections 4.3, 4.7, and 4.10 of the 2006 Draft EIR for the Tracy General Plan.

The first paragraph on page 3-7 of the Final Supplemental EIR is hereby amended as follows (note: edits shown below are to the text as revised in the Final Supplemental EIR):

The proposed 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 also includes a program to implement, monitor, and update the Plan as needed. The proposed Sustainability Action Plan seeks to reduce 2020 Business As Usual (BAU) GHG emissions by ~~a target reduction that is equivalent to a 15 percent of 2006 reduction from~~ baseline (2006) per capita emissions. Per capita GHG emissions in 2006 were 1,350,321 metric tons CO_{2e}, or 11.6 metric tons carbon dioxide equivalent (MTCO_{2e}) CO_{2e} per capita. ~~The target is therefore a reduction of 1.7 metric tons CO_{2e} per capita, or a result~~ This translates to a projected target of 9.9 MTCO_{2e} by metric tons CO_{2e} per person in 2020. Implementation of ~~this~~ the Sustainability Action Plan is projected to reduce GHG emissions in Tracy from 8.3 to 9.0 MTCO_{2e} ~~metric tons CO_{2e}~~ per person in 2020, which exceeds the target.

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The text beginning on page 5-61 and continuing onto page 5-62 of the Final Supplemental EIR and its associated footnote are hereby amended as follows:

Furthermore, building permit history data indicates that since 2005, the number of permits issued has significantly declined, which is consistent with national trends related to the economic decline, suggesting that building permits may be limited by factors other than ~~not been limited by~~ the GMO.¹

¹ Since 2005, the number of building permits issued in Tracy has significantly declined compared to the average of approximately 1,300 building permits over the previous five years. In 2005, 2006, 2007, 2008, and 2009, only 420, 210, 23, 18, and 28 permits were issued, respectively. ~~The GMO allows an average of 600 housing units per year for market rate housing.~~