

Draft
Environmental Impact Report
for the

Northeast Industrial Concept Development Plan

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Prepared for
City of Tracy

Prepared by
Pacific Municipal Consultants

Draft Environmental Impact Report



Northeast Industrial Concept Development Plan

Prepared for:

City of Tracy
520 Tracy Boulevard
Tracy, California 95376
Contact: Mr. Robert Conant
(209) 831-4600

Prepared by:

Pacific Municipal Consultants
10419 Old Placerville Road, Suite 270
Sacramento, California 95827
Contact: Mr. Jeff Pemstein/Al Inouye
(916) 361-8384

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1.0 EXECUTIVE SUMMARY

Section 1.0

Executive Summary

PROJECT OVERVIEW

PROJECT DESCRIPTION

The Tracy Urban Management Plan/General Plan (UMP) designates the 870-acre project site for future Industrial development. The Northeast Industrial Concept Development Plan (Project) proposes 798.9 acres for industrial land as envisioned by the UMP.

In association with the industrial land, the Project proposes a General Plan Amendment to convert 45.5 acres of land from Industrial to Commercial. The largest commercial parcel (25.5 acres) lies in the northwest corner of the Project along Pescadero Avenue. This location provides for a potential factory outlet expansion or other interstate-related commercial use. Complementing this commercial site, two additional 10-acre commercial parcels are located at the Grant Line/Paradise and Pescadero/Paradise intersections. These two sites intend to provide commercial services to the planned industrial development.

Existing or planned roadways comprise the remaining 25.9 acres of the Project site.

PROJECT LOCATION

The Northeast Industrial Concept Development Plan lies outside the northeast boundary of the City of Tracy and is currently under County jurisdiction. Generally, Interstate 205 and a Southern Pacific Railroad line flank the northern and southern boundaries of the site respectively. Correspondingly, the western boundary of the site lies approximately 1,000 feet east of MacArthur Road and the eastern boundary lies approximately 1,500 west of Banta Road.

ALTERNATIVES TO THE PROJECT

The California Environmental Quality Act (CEQA) Guidelines state that alternatives to the proposed project (in this case the Northeast Industrial Concept Development Plan) should describe and analyze a range of reasonable alternatives. This process provides decision makers and the public with a discussion of viable development options, and to document that other options were considered within the application process (CEQA Guidelines Section 15126[d]).

To that effect, this section identifies and examines a range of alternatives to the proposed project. This includes a no commercial or “No Project” alternative (Alternative 1), an industrial and commercial combined alternative (Alternative 2), and a reduced floor area ratio (FAR) alternative (Alternative 3).

ENVIRONMENTAL ANALYSIS

As a second tier environmental document, potential environmental effects of the Northeast Industrial Project have been previously considered at the program level and addressed within the UMP EIR. Several impacts contained within the analysis in this document are identified as

“significant” even though the likelihood of occurrence has been anticipated and documented through the UMP and UMP EIR. The “significant” impacts are therefore mitigated by a combination of the existing UMP and UMP EIR goals, policies, action items and mitigation measures. Where these requirements fail to reduce a particular impact to an acceptable level, this document provides additional mitigation measures.

SUMMARY OF IMPACTS AND MITIGATION MEASURES

The following tables provide a summary of the Project impacts and mitigation measures contained in the technical sections of this document. The tables are arranged in three columns: environmental impacts, recommended mitigation measures, and the level of significance after mitigation. *The information contained in the summary tables represent a condensed version of the impacts listed in the technical sections.* For a complete description of impacts, please consult the appropriate technical section. Mitigation measures from the UMP EIR and this EIR, however, are reproduced as described within the body of this document.

EXECUTIVE SUMMARY

LAND USE		Environmental Impacts	Recommended Mitigation Measures	Significance After Mitigation
Impact 4.1-1	The Project proposes 45.5 acres of Commercial land. This proposed land use is inconsistent with the UMP and represents a significant land use impact.	M 4.1-1 For the portion of the Project site proposed for commercial land uses, the City shall amend the UMP Land Use Designation from Industrial to Commercial concurrent with the consideration of the Concept Development Plan application. (Mitigating Impact 4.4-1).		Less than significant.
Impact 4.1-2	To the south, the configuration of the Project may isolate a 200 foot wide strip of land between the Project and the railroad line. Considering the intent of the UMP for well-planned development, the absence of this portion of land from the Project is considered a significant land use impact.	M 4.1-2 Prior to approval by the City, the applicant shall amend the Project's southern boundary to include the 200 foot wide strip of land described in the above analysis (Mitigating Impact 4.1-2).		Less than significant.
PUBLIC HEALTH AND SAFETY				
Environmental Impacts		Recommended Mitigation Measures		Significance After Mitigation
Impact 4.2-1	Development of the Project could expose individuals to human health hazards associated with existing or prior agricultural operations on-site. This is considered a potentially significant impact.	<ul style="list-style-type: none"> o identification of potential sources of contamination caused by past or current land uses; and o evaluation of non-point sources of hazardous materials, including agricultural chemical residues, fuel storage tanks, septic systems, or chemical storage areas. 	UMP EIR M 53.3 Project applicants shall be required to prepare an environmental assessment for all subdivisions where surface or subsurface contamination may be a concern (Mitigating Impact 4.2-1 and 4.2-2). The assessment shall include but not be limited to:	Less than significant.
Impact 4.2-2	Development of the Project could expose people to human health hazards associated with a known hazardous waste site. This is considered a significant impact.	UMP EIR M 53.1 Project applicants will be required to comply with the San Joaquin County Hazardous Waste Plan. The plan mitigates the potential impacts of known hazardous waste sites on new development (Mitigating Impact 4.2-2).	UMP EIR M 53.1 Listed above.	Less than significant.

GEOLOGY

Environmental Impacts	Recommended Mitigation Measures	Significance After Mitigation
Impact 4.3-1 The Project could expose people and property to ground shaking associated with future seismic events. This is considered a potential significant impact.	UMP EIR M 44.2 Prior to the issuance of an occupancy permit, the applicant shall design all structures according to the Uniform Building Code Seismic Zone 3 (Mitigating Impact 4.3-1, -2, and -4). UMP EIR M 49.2 Any site grading plans shall be reviewed by a registered engineer specializing in geotechnical assessments, to ensure that the soils can support the load (Mitigating Impact 4.3-1, -2, -3, and -4).	Less than significant.
Impact 4.3-2 The Project will propose development within areas identified as having a liquefaction potential from low to moderate. This is considered a potential significant impact.	UMP EIR M 44.2 Listed above. UMP EIR M 49.2 Listed above.	Less than significant.
Impact 4.3-3 The Project will require grading and result in the disruption and displacement of soils. This is considered a potential significant impact.	UMP EIR M 49.2 Listed above. Also, please see mitigation measure 4.6-1.	Less than significant.
Impact 4.3-4 The Project may expose people and property to soil hazards, including the potential for shrink/swell. This is considered a significant impact.	UMP EIR M 44.2 Listed above. UMP EIR M 49.1 Prior to approval of a tentative map, the applicant shall retain a qualified geologist to conduct soil samples throughout the project area to identify expansive soils and those areas shall be identified on a map for the Tracy Public Works Department (Mitigating Impact 4.3-4). UMP EIR M 49.2 Listed above.	Less than significant.
Impact 4.3-5 The Project will result in increased soil erosion associated with Project construction. This is considered a significant impact.	UMP EIR M 10.1 Prior to approval of final facilities design, the City Public Works Department shall review plans for drainage and storm water runoff control systems and their component facilities to ensure that these systems are non-erosive in design (Mitigating Impact 4.3-5).	Less than significant.

	<p>UMP EIR M.10.2 Upon completion of construction, applicants for subsequent projects shall revegetate all exposed soil surfaces within 30 days, or as otherwise approved by the City Department of Public Works, to minimize the potential topsoil erosion and maximize aesthetic appeal. Reasonable alternatives to revegetation may be employed, especially during peak high temperature periods, provided the same goals are accomplished and subject to approval by City Public Works (Mitigating Impact 4.3-5).</p> <p>UMP EIR M.10.3 Projects under review shall be required to submit temporary erosion control plans for construction activities (Mitigating Impact 4.3-5).</p>
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BIOTIC RESOURCES

Environmental Impacts	Recommended Mitigation Measures	Significance After Mitigation
Impact 4.4.1 The possibility exists that kit fox could enter the site during construction and risk injury or take. This is considered a significant impact.	<p>M.4.4.1 The Tracy Community Development Department shall authorize a kit fox pre-construction survey prior to the issuance of grading permits. The survey shall be paid by the Project applicant and involve walking the site at approximately 30-100 foot wide increments searching for potential kit fox den sites. A qualified biologist shall conduct the site survey. If kit fox den sites are discovered, the City shall contact the US Fish and Wildlife Service in consideration of UMP EIR mitigation measures for kit fox (Mitigating Impact 4.4-1).</p> <p>M.4.4.2 The Project applicant shall make a good faith attempt to implement the following construction practices to minimize the potential for injury or death of a kit fox during construction (Mitigating Impact 4.4-1).</p> <ul style="list-style-type: none"> o Limit construction vehicle speeds to 15 mph. o Provide covers or include ramps for all Project-related excavated steep-walled holes or trenches at the end of each day. o Cover the ends of Project-related stored pipes at the end of each work day. o Remove all Project-related food waste at the end of each work day. 	Less than significant.
Impact 4.4.2 The Project has the potential to eliminate foraging habitat for the Swainson's hawk. This is considered a significant cumulative impact.	<p>UMP EIR M.21.9 The City of Tracy shall attempt to formalize the agreement with San Joaquin County and all of its incorporated cities to fully participate in the development and implementation of the San Joaquin County Swainson's hawk conservation plan. Until such time as the plan is implemented, or in the event the plan is not implemented, or the City of Tracy does not participate in the plan,</p>	Less than significant.

Environmental Impacts	Recommended Mitigation Measures	Significance After Mitigation
<p>Impacts to Swainson's hawk and Swainson's hawk habitat shall be mitigated in consultation with CDFG. Current draft mitigation guidelines for the species are reprinted for informational purposes in technical appendix "N" (Mitigating Impact 4.4-2).</p> <p><u>M.4.4-2</u> Prior to approval of a Final Map, the Project applicant will either provide a mitigation fee appropriate and consistent with the I-205 Specific Plan, develop a Habitat Management Plan for the Swainson's hawk in consultation with the CDFG or enter a county-wide HCP if available: (Mitigating Impact 4.4-2).</p>	<p>Less than significant.</p> <p>UMPEIR M.21.8 If Burrowing Owls are found to inhabit a proposed project site, the project applicant shall identify Project-related potential impacts to Burrowing Owls and consult with the CDFG to determine currently accepted avoidance of mitigation criteria. The resulting mitigation plan shall be incorporated, as directed by CDFG, into the development process (Mitigating Impact 4.4-3).</p> <p><u>M.4.4-4</u> The Tracy Community Development Department shall authorize a Burrowing Owls pre-construction survey prior to the issuance of grading permits. The survey shall be paid by the Project applicant and conducted by a qualified ornithologist. If no owls are located during these surveys, no additional action is warranted. However, if breeding owls are located on or adjacent to the site, then an ornithologist shall determine the extent of a construction buffer zone around the active nesting Burrowing Owl. No construction activities shall proceed which would disturb breeding owls. The CDFG shall also be immediately contacted to determine if any additional mitigation measures are necessary (Mitigating Impact 4.4-3).</p>	<p>Less than significant.</p> <p>UMPEIR M.24.2 On-site preservation of the resource is the preferred alternative. Preserving a cultural deposit maintains the artifacts in context and essentially "banks" the sites for the future, at which time more sophisticated research methods and tools may be available. Additionally, preservation of a prehistoric cultural deposit may prevent inadvertent discovery of, or damage to, human burials. Preservation can be accomplished through a number of means such as capping or covering the site with a layer of soil, fencing the site area, and/or incorporation of the resource into a greenbelt or park area (Mitigating Impact 4.5-1).</p>
<p>CULTURAL RESOURCES</p>		

UMP EIR M 24.3	If preservation of the resource is not feasible, additional studies, such as archival research or scientific, controlled excavation of prehistoric cultural resources may be required. The Native American community should be notified of any proposed excavation of prehistoric cultural resources as there is a high probability that burial sites may occur in the TPA (Mitigating Impact 4.5-1).
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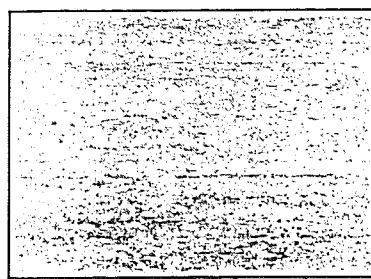
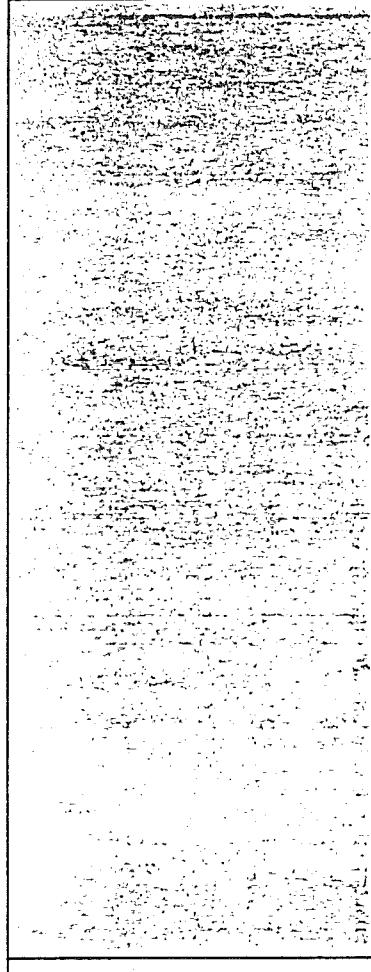
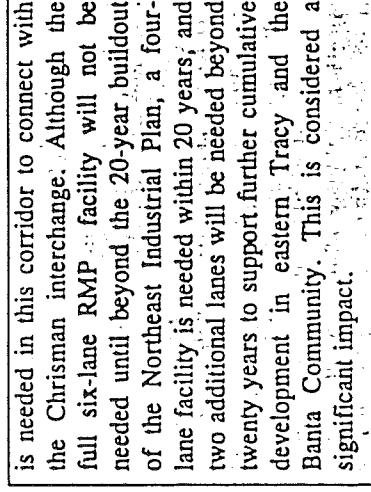
HYDROLOGY AND WATER QUALITY

Environmental Impacts	Recommended Mitigation Measures	Significance Before Mitigation	Significance After Mitigation
Impact 4.6-1 The Project will increase the amounts of storm water runoff, potentially exposing people and property to localized flooding. This is considered a significant impact.	Please see mitigation measure 4.11-5.	Less than significant.	
Impact 4.6-2 During construction, the Project may contribute to a deterioration of surface water quality. This is considered a significant impact.	<p>UMP EIR M 64.1: The City shall monitor water quality regulations for storm water runoff. If changes in the standards occur, more controls on sources of pollutants in storm water or removal of pollutants from storm water may be necessary, either through structural controls or implementation of best management practices (Mitigating Impact 4.6-2).</p> <p>UMP EIR 64.2: The City shall require temporary erosion control measures during new Project construction and shall require the implementation of permanent Best Management Practices in new developments to minimize discharge of urban pollutants into local waterways (Mitigating Impact 4.6-2).</p> <p>M 4.6-1 Subject to review and approval by the Public Works Department, a comprehensive plan to prevent erosion, siltation, and contamination of storm water during construction shall be required for the Project prior to Final Map approval. Such a plan must be prepared and implemented in accordance with permit conditions and requirements of the State Water Resources Control Board. At a minimum, this plan shall include the following (Mitigating Impact 4.6-2):</p> <ul style="list-style-type: none"> o phasing of construction to ensure that grading operations are targeted for the dry months of the year as directed by the City; o methods to reduce erosion in the event of a storm during construction such as the use of sediment traps, barriers, covers, or other methods approved by the City; 	Less than significant.	

	<p>and,</p> <ul style="list-style-type: none"> o a description of temporary mulching, seeding, or other suitable erosion stabilization measures approved by the City to protect exposed areas during construction activities. <p>M4.6.2 Prior to recordation of Final Maps, the applicant shall coordinate with the City for review and approval a plan to provide regular cleaning of streets and parking lots (where applicable) to limit the accumulation of first flush contaminants during construction (Mitigating Impact 4.6-2)</p>
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TRANSPORTATION AND CIRCULATION

Environmental Impacts	Recommended Mitigation Measures	Significance After Mitigation
Impact 4.7-1 The Northeast Industrial Concept Development Plan does not provide right-of-way for an eventual freeway interchange west of Paradise Road, and does not provide compelling information to suggest that the Roadway Master Plan should be altered to eliminate or relocate the interchange. Traffic forecasts indicate that an interchange will be needed in the area to support cumulative 20-year development, including buildup of the Northeast Industrial area. This is considered a significant cumulative impact.	<p>M.4.7-1 The Northeast Industrial Concept Development Plan should be modified as illustrated in Figure 21 (Mitigating Impact 4.7-1, -2, -3). As defined in the City of Tracy Roadway Master Plan and the UMP Finance Plan (pending), developers of the Northeast Industrial area will be responsible for:</p> <ul style="list-style-type: none"> o Right-of-way dedication and construction relating to fronting property owner responsibilities (including curb lanes, bike lanes, curb, sidewalk and landscape buffers) along major arterials and expressways (Grant Line and Chrisman), and contributions to a finance plan to fund construction of arterial and expressway general-use lanes and medians, freeway interchanges, and major rail and canal crossing structures, and o Right-of-way dedication and construction of all needed minor arterials, collectors and industrial streets within the Plan, and o Future roadway alignments shall recognize existing property lines, structures, and other physical features (such as dairy operations) so as to preserve their continued uses (unless otherwise provided for). 	Less than significant.
Impact 4.7-2 The Concept Development Plan does not propose a north/south limited access expressway along the general alignment of Chrisman Road, as delineated in the RMP. A major facility	<p>M.4.7-1 Listed above.</p>	Less than significant.

	<p>is needed in this corridor to connect with the Chrismen interchange. Although the full six-lane RMP facility will not be needed until beyond the 20-year buildout of the Northeast Industrial Plan, a four-lane facility is needed within 20 years, and two additional lanes will be needed beyond twenty years to support further cumulative development in eastern Tracy and the Banta Community. This is considered a significant impact.</p>	<p>M 4.7-3 Listed above.</p>
	<p>M 4.7-1 Listed above.</p> <p>Impact 4.7-3 The Northeast Industrial Concept Development Plan allows for 110 feet of right-of-way along Grant Line road, and proposes that Grant Line be classified an arterial to allow intersecting collector streets as frequently as every 660 feet. This compares with Roadway Master Plan, which prescribes of 134 to 140 feet of ultimate right-of-way and an expressway classification for Grant Line east of Chrismen (allowing collector intersections every one-fourth to one-half miles). Traffic forecasts indicate that Grant Line will require 4 lanes in the 20-year buildout horizon for Northeast Industrial. Beyond the 20-year period, Grant Line will need to be 6 lanes and will have access management consistent with the City's expressway standards. This is considered a significant impact.</p>	<p>M 4.7-2 Contribute, along with other cumulative development, to the following modifications to the interchange: 1) extension of the eastbound on-ramp by a length sufficient to allow trucks safe merge speeds relative to mainline traffic (estimated by Caltrans to be roughly 1000 feet), and 2) construct a loop on-ramp in the northeast quadrant of the interchange to lengthen the ramp and reduce its slope. Mitigating</p>
	<p>Impact 4.7-4 Along with other cumulative development inside and outside Tracy, the project will contribute to an existing truck merge difficulties at the MacArthur on-ramps to I-205. These problems relate to</p>	<p>Less than significant.</p>

<p>the differentials between the speed of trucks on the steep on-ramps and traffic speeds on the mainline freeway. This is considered a significant cumulative impact.</p> <p>Impact 4.7-5 Even with the Mitigation 4.7-2, the signalized intersections within the MacArthur interchange will not provide sufficient capacity to accommodate the full Project traffic impacts. This is considered a significant impact.</p>	<p>M 4.7-3 Widen MacArthur from Pescadero Avenue through the interchange as illustrated in Figure 22 (Mitigating Impact 4.7-5).</p>	<p>M 4.7-4 Preserve right-of-way for an additional interchange between Paradise Road and the Yellow Freight property and for access roads extending south from the interchange to meet existing Christian road at Grant Line Road and north to or beyond Arbor Avenue. Develop a funding plan for the interchange involving the Cities of Tracy and Lathrop. Upon completion of the specified improvements to the MacArthur interchange, begin Caltrans project development studies and engineering for new interchange. Begin construction in time to prevent LOS at MacArthur interchange from deteriorating into E range (Mitigating Impact 4.7-6).</p>	<p>M 4.7-5 As development proceeds, monitor LOS at these six locations, and implement the mitigation measures depicted in Figures 21 and 22 in time to prevent unacceptable conditions (Mitigating Impact 4.7-7).</p> <p>○ MacArthur Drive/Pescadero Avenue ○ MacArthur Drive/Eleventh Street Connector ○ Grant Line Road-Kasson Road/Eleventh Street ○ Christian Road/Pescadero Avenue</p>
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EXECUTIVE SUMMARY

◊ Paradise Road/Grant Line Road																				
◊ MacArthur Drive/Paradise Road	<p>Impact 4.7-8 Under cumulative 2015 conditions, peak hour traffic demands on I-205 will exceed the capacity of the assumed six lane freeway. The project will increase peak-hour peak-direction traffic on I-205 by about 2% to 4%. The merge locations at the eastbound ramps from MacArthur and Chrisman will operate at LOS E in the p.m. peak hour. This LOS is within the CMP standards for I-205 and is better than the projected 2015 operating conditions for the mainline in general (LOS E/F). This is considered a significant cumulative impact.</p>	<p>M 4.7-6 A potential mitigation measure for cumulative post-2015 development in the area, including Gold Rush City and Mountain House, would be to precede with planning of the northern Tracy expressway corridor identified in the City's Roadway Master Plan. In its ultimate form, this expressway would connect on the east with Gold Rush City's Golden Valley Expressway and would extend to Mountain House on the west. Its benefits are not expected to be significant prior to 2015, but planning and right-of-way preservation should precede so that construction can be coordinated beyond 2015 with the Golden Valley Expressway connection from Lathrop. In 2015, the new expressway would reduce p.m. peak traffic volumes by about 500 vehicles (-7%) in the eastbound direction and 250 (-5%) in the westbound direction on I-205 between Tracy Boulevard and MacArthur Drive, more than offsetting the net increases attributable to the Northeast Industrial Plan (Mitigating Impact 4.7-8).</p>																		
AIR QUALITY																				
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	<u>UMPEIR M. 37.3</u> Landscaping shall include water efficient plant species and irrigation to reduce water consumption and provide passive solar benefits (Mitigating Impact 4.8-1 and -2).
	<u>UMPEIR M. 37.4</u> Design guidelines for Project developments shall consider innovative solutions to encourage transit ridership and other alternative transportation modes (Mitigating Impact 4.8-1 and -2).
	<u>UMPEIR M. 37.5</u> Ingress and egress points in new development shall be designed to minimize idling vehicle emissions (Mitigating Impact 4.8-1 and -2).
	<u>UMPEIR M. 37.6</u> Use of alternative fuel vehicles shall be encouraged in vehicle fleets and new facilities shall be designed to set aside space for refueling or electrical recharging of vehicles (Mitigating Impact 4.8-1 and -2).
	<u>UMPEIR M. 39.2</u> In accordance with Goal 4 of the Air Quality Element, Tracy should coordinate with San Joaquin County and the San Joaquin Valley Unified Air Pollution Control District to implement consistent policies. The following policies from the Draft EIR on the San Joaquin County Comprehensive Planning Program (December 1991) should be implemented in Tracy as part of a citywide air quality mitigation plan that includes monitoring and enforcement provisions (Mitigating Impact 4.8-1 and -2):
	The City should promote the use of signal synchronization, one way streets, computerized traffic controls, removal of unnecessary signals, and other engineering techniques to decrease idling time and maximize the speed of traffic on congested surface streets.
	<u>M. 4.8-1</u> Implementation of planned street and highway, transit, and bikeway improvements (as may be specified in the Transportation Impact Assessment) adjacent to the Project site necessary to relieve congestion and reduce idling (Mitigating Impact 4.8-1 and -2).
	<u>M. 4.8-2</u> Use of HVAC equipment with a SEER of 12 or greater (Mitigating Impact 4.8-1 and -2).
	<u>M. 4.8-3</u> Prior to approval of the Final Map, the applicant shall coordinate with the SJVUAPCD and demonstrate to the City the incorporation of UMP EIR air quality

	mitigation measures and others that may be applicable into the design of the Project (Mitigating Impact 4.8-1-2).	Unavoidable significant impact.
Impact 4.8-2 Project-related emissions for CO will exceed regional air quality standards. This is considered a significant and unavoidable cumulative impact.	<p>UMP EIR M 36.8 Listed above.</p> <p>UMP EIR M 36.9 Listed above.</p> <p>UMP EIR M 36.10 Listed above.</p> <p>UMP EIR M 36.11 Listed above.</p> <p>UMP EIR M 37.1 Listed above.</p> <p>UMP EIR M 37.2 Listed above.</p> <p>UMP EIR M 37.3 Listed above.</p> <p>UMP EIR M 37.4 Listed above.</p> <p>UMP EIR M 37.5 Listed above.</p> <p>UMP EIR M 37.6 Listed above.</p> <p>UMP EIR M 39.2 Listed above.</p> <p>M 4.8.1 Listed above.</p> <p>M 4.8.2 Listed above.</p> <p>M 4.8.3 Listed above.</p>	<p>UMP EIR M 36.1 All active portions of construction sites, earthen access roads, and material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust. Watering shall occur at least twice a day with complete coverage, preferably in the late morning and after work is done for the day. Where feasible, reclaimed water shall be used (Mitigating Impact 4.8-3).</p> <p>UMP EIR M 36.2 All clearing, grading, earth moving, or excavation activities shall cease during periods of winds greater than 20 miles per hour average over one hour (Mitigating Impact 4.8-3).</p> <p>UMP EIR M 36.3 All material transported off site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust (Mitigating Impact 4.8-3).</p> <p>UMP EIR M 36.4 The area disturbed by clearing, earth moving, or excavation</p>
Impact 4.8-3 The adverse effects of construction activities cause increased dustfall (PM10) and locally elevated levels of total suspended particulate. This is considered a significant impact.		Less than significant.

<p>activities shall be minimized at all times. This can be accomplished by mowing instead of disking for weed control and seeding and watering inactive portions of the construction site until grass growth is evident (Mitigating Impact 4.8-3).</p> <p>UMP EIR M.36.5 Construction site vehicle speeds shall be limited to 15 miles per hour (Mitigating Impact 4.8-3).</p> <p>UMP EIR M.36.6 If used, petroleum-based dust palliatives shall meet the road oil requirements of the San Joaquin Valley Unified Air Pollution Control District's rule regarding Cutback Asphalt Paving Materials (Mitigating Impact 4.8-3).</p> <p>UMP EIR M.36.7 Streets adjacent to the Project site shall be swept as needed to remove silt which may have accumulated from construction activities (Mitigating Impact 4.8-3).</p> <p>M.4.8.4 Prior to approval of the Final Map, the applicant shall coordinate with the SJVUAPCD and demonstrate to the City the incorporation of UMP EIR methods and others to be applicable to reduce dust emissions during construction (Mitigating Impact 4.8-3).</p>

NOISE

Environmental Impacts	Recommended Mitigation Measures		Significance After Mitigation
<p>Impact 4.9-1 All of the proposed project's industrial land uses will be compatible with the future roadway noise levels, except for the part of the project site located adjacent to I-205. At a distance of 100 feet from the I-205 highway median centerline, the Cumulative Buildout + Project DNL will be 85 dB. This is 10 dB above the City's exterior noise standard of 75 dB recommended for industrial land uses. This is considered a significant impact.</p>	<p>M.4.9-1 Since the noise sensitivity of the industrial use is presently unknown, the City, with the help of an acoustical consultant, could evaluate the acceptability of the noise environment once the type of use is specified. If it is determined that a DNL of 75 dB should be met, then a 12-foot sound wall should be constructed along the northern property line. If this is not feasible, then a building facade setback of 464 feet from the I-205 roadway centerline could be considered as shown in Table 21. (Mitigation Impact 4.9-1).</p>		<p>Less than significant.</p>
<p>Impact 4.9-2 The proposed project's three commercial lots will be exposed to future roadway noise levels in excess of the</p>	<p>M.4.9-2 Since the noise sensitivity of the commercial uses are presently unknown, the City, with the assistance of an acoustical consultant, could evaluate the acceptability of the noise environments when the exact uses are specified. If it is</p>		<p>Less than significant</p>

City's exterior noise standard of 70 dB recommended for commercial land uses. This is considered a significant impact.	determined that a DNL of 70 dB should be met, then the minimum noise barrier heights listed in the last column of Table 20 should be considered. If this is not feasible, setback may be provided to meet the noise requirements as described in Table 21 (Mitigating Impact 4.9-2).
Impact 4.9-3 The existing single-family homes along Grant Line Road are currently exposed to a DNL 71 dB, which exceeds the City's exterior standard by 6 dB. The increased traffic from the project will increase the DNL an additional 3 dB, which would be considered a significant impact.	M 4.9-3 The applicant shall construct a six-foot noise barrier along the roadways to reduce future noise levels at existing residential properties to an acceptable level (Mitigation Impact 4.9-3).
Impact 4.9-4 Depending on the type of industrial operations, hours of operation and distance from existing homes, the noise generated by the proposed industrial uses could significantly impact the outdoor use areas as well as indoor areas of the existing homes. This is considered a significant impact.	M 4.9-4 Since the type of industrial use is currently unknown, the City with the help of an acoustical consultant shall evaluate the potential impact on existing homes when the industrial uses are determined. The City shall direct this study with funding provided by the applicant. Appropriate mitigation measures will be implemented which could include either noise barriers, noise control for fixed equipment, limited hours of operations or deliveries, distance setbacks, building orientation, or access locations depending upon the type and location of the source (Mitigation Impact 4.9-4).

AESTHETICS

Environmental Impacts	Recommended Mitigation Measures	Significance After Mitigation
N/A	N/A	N/A

PUBLIC SERVICES AND FACILITIES

Environmental Impacts	Recommended Mitigation Measures	Significance After Mitigation
FIRE PROTECTION IMPACTS	FIRE PROTECTION	
Impact 4.11-1 The Project will result in additional demands upon the City's fire	UMP EIR M 70.1 Individual development applications within the UMP area shall be reviewed by the City of Tracy for adequate fire prevention measures including: street	Less than significant.

<p>protection staff, equipment, and facilities at the project-level in order to maintain acceptable service levels. This is considered a potentially significant impact.</p>	<p>POLICE IMPACTS</p> <p>Impact 4.11.2 The Project will result in additional demands upon the City's police protection staff, equipment, and facilities at the project-level in order to maintain acceptable service levels. This is considered a potentially significant impact.</p>	<p>POLICE IMPACTS</p> <p>Police impacts are mitigated with goals and policies contained within the UMP. No additional measures are required.</p>	<p>Less than significant.</p>
		<p>GAS AND ELECTRICAL SERVICE IMPACTS</p> <p>Impact 4.11.3 Project development will result in increased demand upon gas and electric facilities at the project-level, as well as cumulative impacts relative to energy usage. This is a significant impact.</p>	<p>GAS AND ELECTRIC SERVICE MITIGATION</p> <p>UMP_EIR_M.28.4 Applicants for future development Projects shall practice energy efficient building design by including such features as: orientation of structures to summer and winter sunlight to absorb winter solar heat and reflect or avoid summer solar heat, thermal insulation of the wall and attic which meets or exceeds local standards, weather stripping of windows and doors to decreases heat loss, solar assisted domestic hot water and pool heating, tinted or solar reflective double glazing, overhangs on southern elevations, and vegetation on western elevations to provide shading from summer sun (Mitigating Impact 4.11-3).</p> <p>UMP_EIR_M.37.1 The use of energy efficient street lighting and parking lot lighting shall be considered throughout the TPA to reduce emissions at the power plant (Mitigating Impact 4.11-3).</p> <p>UMP_EIR_M.37.2 Low polluting and high efficiency appliances shall be encouraged for development plans whenever possible (Mitigating Impact 4.11-3).</p> <p>UMP_EIR_M.69.1 As a condition of approval, development applicants shall meet with PG&E to determine optimum energy conservation measures which are still economically feasible that can be implemented with the project (Mitigating Impact 4.11-3).</p> <p>UMP_EIR_M.69.2 The City of Tracy should work cooperatively in the near-term with PG&E to identify areas suitable for electric and gas facilities needed to</p>

	<p>accommodate the growth proposed in the UMP (Mitigating Impact 4.11-3).</p> <p>M 4.11-1 The project applicant shall implement the measures provided within the UMP and UMP EIR to the City's satisfaction prior to Tentative Map approval (Mitigating Impact 4.11-3).</p>	Less than significant.
MUNICIPAL WATER IMPACTS	<p>MUNICIPAL WATER MITIGATION</p> <p>UMP EIR M 60.1 The City shall require maximum use of water conservation measures such as low flow shower-heads, drought tolerant landscaping, and minimal flush toilets in all new development (Mitigating Impact 4.11-4).</p> <p>UMP EIR M 60.3 The City shall review all development on a Project by Project basis to ensure that water facilities are adequate to meet Project water service demands (Mitigating Impact 4.11-4).</p> <p>M 4.11-2 Prior to the approval of the first Site Plan, Parcel and/or Tentative Map for the Northeast Industrial project area, the applicant(s) will be required to demonstrate compliance with the approved Water Master Plan or to provide an alternative plan to provide facilities acceptable to the City. Prior to the approval of each Site Plan Parcel and Tentative Map, the City shall review the Project application to ensure that existing and/or proposed facilities are adequate to meet project service demands, and are consistent with the City's Master Plan or an alternative acceptable to the City. In order to provide adequate facilities to serve individual developments within the Project area, each applicant shall participate in any applicable City-wide or area program, or establish the appropriate funding toward these facilities prior to the recordation of the corresponding Final Map (Mitigating Impact 4.11-4).</p> <p>M 4.11-3 In order to provide adequate water supplies to the Project, the Project applicants shall participate in any applicable City-wide program to secure the necessary water rights (Mitigating Impact 4.11-4).</p>	
WASTEWATER IMPACTS	<p>WASTEWATER MITIGATION</p> <p>UMP EIR M 56.1 The City shall incorporate wastewater system improvements such as those contained within <i>Infrastructure Analysis Report for the Urban Management Land Use Plan</i>, Kennedy/Jenks Consultants, December 1992, into the City's Sewer Master Plan. The sizes, capacities and locations of required waste water facilities should be verified through preparation of the Master Plan and an adequate analysis of the potential impacts</p>	Less than significant.

<p>to wastewater facilities at this time. This is considered a potentially significant impact.</p> <p>Specific Plans (Mitigating Impact 4.11-5).</p>	<p>UMP EIR M.57.1 The City shall upgrade the existing waste water treatment facility or find an alternative method of effluent discharge if it becomes necessary in order to meet the water quality standards established within its NPDES permit (Mitigating Impact 4.11-5).</p> <p>M.4.11-4 Prior to the approval of the first Site Plan, Parcel and or Tentative Map for the Northeast Industrial project area, the applicant(s) will be required to demonstrate compliance with the approved Wastewater Master Plan or to provide an alternative plan to provide facilities acceptable to the City. Prior to the approval of each Site Plan, Parcel and Tentative Map, the City shall review the Project application to ensure that existing and/or proposed facilities are adequate to meet project service demands, and are consistent with the City's Master Plan or an alternative acceptable to the City. In order to provide adequate facilities to serve individual developments within the Project area, each applicant shall participate in any applicable City-wide or area program, or establish the appropriate funding toward these facilities prior to the recordation of the corresponding Final Map (Mitigating Impact 4.11-5).</p>	<p>Less than significant.</p>
<p>STORM DRAINAGE IMPACTS</p> <p>Impact 4.11-6 The project will result in an increase in impervious surfaces, which will in turn increase the volume of water added to the City's storm drainage system. This is a significant impact of project implementation.</p>	<p>STORM DRAINAGE MITIGATION</p> <p>M.4.11-5 Prior to the approval of the first Site Plan, Parcel and or Tentative Map for the Northeast Industrial project area, the applicant(s) will be required to demonstrate compliance with the approved Storm Drainage Master Plan or to provide an alternative plan to provide facilities acceptable to the City. Prior to the approval of each Site Plan, Parcel and Tentative Map, the City shall review the Project application to ensure that existing and/or proposed facilities are adequate to meet project service demands, and are consistent with the City's Master Plan or an alternative acceptable to the City. In order to provide adequate facilities to serve individual developments within the Project area, each applicant shall participate in any applicable City-wide or area program, or establish the appropriate funding toward these facilities prior to the recordation of the corresponding Final Map (Mitigating Impact 4.11-6 and 7).</p>	<p>Less than significant.</p>
<p>Impact 4.11-7 The project as presented does not provide sufficient information to determine whether adequate storm drainage facilities exist to accommodate the potential</p>	<p>M.4.11-5 Listed above.</p>	<p>Less than significant.</p>

Environmental Impacts	Mitigation Measures	Significance After Mitigation
WASTE IMPACTS Impact 4.11-8 The project will generate additional solid waste, which will require disposal in area landfills. Although landfill capacity is currently adequate to accommodate the project, the project represents a contribution to a significant impact to long term landfill capacity.	SOLID WASTE MITIGATION UMP_EIR_M_66.1 The City of Tracy shall ensure that the solid waste needs resulting from build out of the UMP are reflected in the SRRE (Mitigating Impact 4.11-8). M.4.11-6 Approval of the Project shall be conditioned on the ability of regional or City solid waste facilities to accommodate waste generated by the Project (Mitigating Impact 4.11-8). M.4.11-7 Prior to approval of a Tentative Map, the Project shall incorporate and participate in the City-wide efforts for recycle and solid waste reduction pursuant to AB 939 (Mitigating Impact 4.11-8).	Less than significant
TELEPHONE SERVICES IMPACTS Impact 4.11-9 The Project will require new communication facilities to service the site. This is a significant impact.	TELEPHONE AND COMMUNICATION SYSTEMS MITIGATION M.4.11-8 Development of the Project shall be contingent upon the availability of the necessary communications services and infrastructure, and the ability of service providers to accommodate development of the site without service interruptions to existing customers. The Project applicant shall demonstrate to the City that they have coordinated with the affected providers for delivery of communications and telephone systems (Mitigating Impact 4.11-9).	Less than significant
SOCIOECONOMICS		
Environmental Impacts	Recommended Mitigation Measures	Significance After Mitigation
 Impact 4.12-1 Although the on-site residential units may eventually be replaced with future industrial development, the Project may significant affect existing residential housing units within the footprint of the site. This is considered a significant impact.	UMP_EIR_M_12.1 Tracy shall, either as a part of the development review process or as a separate ordinance, require new developments to provide tree shading or other landscape screening of light and glare producing structures or improvements with the exception of permitted signage. Development plans should be reviewed to ensure that trees shade 40 percent of parking areas, that nonreflective building materials are used for all non-signage related structures, and that landscaping screens residential and other sensitive uses from the negative effects of glare producing uses such as streets and industrial and commercial areas. Commercial and Industrial projects shall also be reviewed to implement a 5 foot perimeter landscaping area adjacent to property lines	Less than significant.

(Mitigating Impact 4.12-1).

M. 4.12-1 Prior to the approval of Site Plans, Parcel and or Tentative Maps for industrial or commercial properties adjacent to existing residential development, the applicant shall prepare and submit to the Tracy Community Development Department for review and approval a detailed plan to adequately buffer existing residential homes from future industrial or commercial development. This plan shall detail the setback requirements, specific landscaping information (plant species, spacing), noise buffers (please see M. 4.9-4), and lighting restrictions and identify the appropriate implementation schedule as acceptable to the City (Mitigating Impact 4.12-1).

2.0 INTRODUCTION

Section 2.0

Introduction

LEGAL BASIS AND PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

In 1970, the California Legislature enacted the California Environmental Quality Act (CEQA). The statutes that comprise CEQA are set forth in the California Public Resources Code, Section 21000 *et seq.* To assist in implementing these statutes, the State of California has issued regulations known as the 1995 State CEQA Guidelines. Under CEQA, all state and local agencies are required to consider the environmental impacts of any project they approve or propose to implement. The principle mechanism for such consideration is the Environmental Impact Report (EIR).

As an informational document, the purpose of an EIR is to inform decision-makers and the public of the significant environmental effects of a proposed project or action. Additionally, an EIR identifies possible means to minimize the significant effects and describes reasonable alternatives to the project.

A public agency reviewing a project is responsible for considering the information in the EIR and avoiding or minimizing environmental effects where feasible. In discharging this duty, the public agency has an obligation to balance a variety of public objectives, including economic, environmental, and social factors (CEQA Guidelines Section 15021).

In accordance with Sections 15050 to 15053 of the CEQA Guidelines, the City of Tracy Community Development Department is the lead agency responsible for the preparation of this EIR.

ENVIRONMENTAL REVIEW PROCESS

CEQA provides the lead agency ample opportunity to receive commentary from the public and other agencies on the content, scope, and adequacy of an EIR. These opportunities include, but are not limited to, the Notice of Preparation (NOP) public review period, the 45-day Draft EIR public review period, and the public hearings for the Draft and Final EIR. In accordance with these opportunities, the following actions were taken during the preparation of the EIR to contact responsible and affected agencies, organizations, and persons who may have an interest in the project.

The NOP was circulated for 30 days, beginning on October 20, 1995, and ending on November 20, 1995. The NOP and all letters received in response to the NOP are contained in the Appendices associated with this document. Information, data, and public concerns identified through these comments are incorporated in the body of the EIR's analysis.

The Draft EIR is being circulated for 45-days for public review and comment. Public comment on the Draft EIR will be accepted both in written and verbal form at public hearings. All comments or questions regarding the Draft EIR should be addressed to:

Mr. Robert Conant, Senior Planner
City of Tracy
520 Tracy Boulevard
Tracy, California 95376

As specified by CEQA, responses are only required concerning comments specific to the environmental issues contained within the Draft EIR. Every attempt, however, will be made to respond to comments pertaining to general issues regarding the Project. For agencies or interested parties anticipating to submit written comments, please see Appendix 1.

Following the public review period, a Final EIR will be prepared. The Final EIR will provide responses to written comments received during the public review period and to oral comments made at the public hearing. The Final EIR will be available for review prior to its consideration for specific approvals by the Planning Commission and City Council. The Planning Commission and City Council will review and consider the Final EIR prior to their decision to approve, revise, or reject the proposed project.

ENVIRONMENTAL IMPACT REPORT CERTIFICATION AND PROJECT APPROVAL PROCESS

In accordance with Section 15090(b), the environmental certification and project approval process includes several related actions by the "decision-making body of the lead agency" (Tracy City Council). As described below, these actions include the certification of the Final EIR, statement of written findings, project approval, and statements of overriding considerations (if necessary).

CERTIFICATION OF THE FINAL ENVIRONMENTAL IMPACT REPORT

In accordance with CEQA Guidelines 15090, the Council must determine that the EIR shows a good faith effort at full disclosure of environmental information. Also, the Council must determine that the EIR provides a sufficient analysis of environmental considerations. The following information is contained in Section 15090 of the CEQA Guidelines.

The Lead Agency shall certify that:

- (a) *The Final EIR has been completed in compliance with CEQA; and,*
- (b) *The Final EIR was presented to the decision-making body of the Lead Agency and that the decision-making body reviewed and considered the information contained in the Final EIR prior to approving the project.*

STATEMENT OF WRITTEN FINDINGS

CEQA Guideline Section 15091(a) states that no public agency shall approve or carry out a project that creates significant impacts unless the public agency makes written findings for each

identified significant impact. In association with the findings, the Guidelines require a brief explanation of the rationale for each finding. The Guidelines indicate that the statement of written findings shall include one of the following items.

1. *Changes or alterations (mitigation) have been required in, or incorporated into, the project which avoids or substantially lessens the significant environmental effects as identified in the final EIR.*
2. *Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been or can and should be adopted by such other agency.*
3. *Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the final EIR.*

PROJECT APPROVAL

The following information is contained in Section 15092 of the CEQA Guidelines.

- (a) *After considering the Final EIR and in conjunction with making findings under Section 15091, the Lead Agency may decide whether or how to approve or carry out the project.*
- (b) *A public agency shall not decide to approve or carry out a project for which an EIR was prepared unless either:*
 - (1) *The project as approved will not have a significant effect on the environment, or*
 - (2) *The agency has:*
 - (A) *Eliminated or substantially lessened all significant effects on the environment where feasible as shown in findings under Section 15091, and*
 - (B) *Determined that any remaining significant effects on the environment found to be unavoidable under Section 15091 are acceptable due to overriding concerns as described in Section 15093.*
- (c) *With respect to a project which includes housing development, the public agency shall not reduce the proposed number of housing units as a mitigation measure if it determines that there is another feasible specific mitigation available that will provide a comparable level of mitigation.*

STATEMENT OF OVERRIDING CONSIDERATIONS

The following information is contained in Section 15093 of the CEQA Guidelines.

- (a) *CEQA requires the decision-maker to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the*

project. If the benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable.'

- (b) *Where the decision of the public agency allows the occurrence of significant effects which are identified in the final EIR but are not at least substantially mitigated, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. This statement may be necessary if the agency also makes a finding under Section 15091(a)(2) or (a)(3).*
- (c) *If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the Notice of Determination.*

MITIGATION MONITORING

When a public agency makes findings based on an EIR, CEQA requires that agency to adopt a reporting or mitigation monitoring plan. The reporting or monitoring plan must be designed to ensure compliance during project implementation and provide disclosure to the public (California Resource Code 21081.6).

The draft Mitigation Monitoring Plan (MMP) for this project will be prepared under a separate cover. Following certification of the Final EIR, the MMP will be modified to be consistent with the City Council's final action on the project.

RELATIONSHIP TO THE TRACY URBAN MANAGEMENT PLAN

In July of 1993, the City of Tracy adopted the UMP. The UMP was built on a vision established by the Tracy UMP/GP steering committee and a Citizen's Advisory Committee for the purpose of directing and controlling future development. As described in detail in the UMP, the goals, policies, and actions represent the policy core of the plan. Fundamentally, this policy core is reflected in the Land Use Map of the Tracy UMP. The map is intended to be a comprehensive, graphic representation of many of the goals and policies of that plan.

Ultimate implementation of the UMP would be carried out by approval of parcel-specific land use maps that are consistent with the intent of the UMP. Implementation of the plan, however, is a dynamic process that recognizes that as community goals change, it may become necessary to amend the UMP to further the community's interest.

The 870-acre Northeast Industrial Project reflects this dynamic implementation process. The Project site consists of 798.9 acres proposed for industrial development as envisioned by the UMP. However, development of the remaining 45.5 acres will require an amendment of the Urban Management Plan (General Plan), modifying a portion of the site's land use designation from industrial to commercial (25.9 acres for roadways).

RELATIONSHIP TO THE TRACY URBAN MANAGEMENT PLAN ENVIRONMENTAL IMPACT REPORT

The UMP EIR (SCH No. 91092060) was certified in July 1993. This document comprehensively examined the potential environmental impacts that will occur as a result of build-out of the 72,775-acre Tracy Planning Area. For those significant environmental impacts for which no mitigation measures are available, the City has adopted a Statement of Overriding Consideration (Resolution #93-226).

As a second tier environmental document, potential environmental effects of the Northeast Industrial Project have been previously considered at the program level and addressed within the UMP EIR. Where necessary, additional mitigation measures have been developed to address any potential significant impacts specific to the Project that have not been considered at the program level by the UMP EIR.

INCORPORATION BY REFERENCE

The UMP and UMP EIR are incorporated herein by reference in their entirety. However, UMP goals, policies and action items, and UMP EIR mitigation measures have been extracted and incorporated (where appropriate) into the technical sections of this report. The Statement of Overriding Considerations for the UMP EIR is also incorporated herein by reference and included in the Technical Appendices.

During regular business hours, these prior environmental documents are available for review at the City of Tracy Community Development Department. The complete text of other key studies used in the preparation of the EIR are included in the Technical Appendices of this document.

ORGANIZATION OF THE NORTHEAST INDUSTRIAL ENVIRONMENTAL IMPACT REPORT

Section 15122 through 15132 of the CEQA Guidelines describe the content requirements for Environmental Impact Reports. An EIR must include a description of the environmental setting, an environmental impact analysis, mitigation measures, and other mandated sections. The environmental issues addressed in the EIR were established by the City through site-specific review by City staff, field reconnaissance by a team of environmental professionals, prior environmental documents, and comments received during the Notice of Preparation public review period.

The Northeast Industrial Environmental Impact Report is organized in the following manner.

◊ EXECUTIVE SUMMARY

This section contains a brief overview of the Project description, alternatives, and contains a series of tables summarizing Project impacts, mitigation measures, and the level of significance after mitigation.

◊ INTRODUCTION

This section outlines the legal basis and organization of the EIR and describes the relationship between the Project and the UMP and UMP EIR.

◊ PROJECT DESCRIPTION

This section provides a detailed description of the Northeast Industrial Project. Information includes: background data, site location, property ownership, current use of the site, description of the proposed development, Project objectives, and tasks necessary for Project approval.

◊ ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

This section contains specific analysis of environmental issues associated with the Project. Each sub-section contains a discussion of the existing setting, impact analysis, proposed mitigation measures, and the level of significance after mitigation.

This document contains standards of significance derived from the City's Initial Study Checklist and from the CEQA Guidelines. Impacts are considered significant if one or more of these standards are compromised. Section 15382 of the CEQA Guidelines contains a definition of the term "significant impact."

◊ ALTERNATIVES TO THE PROJECT

This section addresses the Project alternatives and the associated environmental effects. The qualitative analysis compares the Project with the proposed alternatives.

◊ LONG TERM IMPLICATIONS OF THE PROJECT

This section provides a discussion of short and long term uses and irreversible environmental changes. Correspondingly, this section provides a summary of growth inducing, unavoidable, and cumulative impacts.

◊ REPORT PREPARERS AND REFERENCES

This section contains a complete listing of the individuals, organizations, and reference materials involved in the preparation of this document.

3.0 PROJECT DESCRIPTION

Section 3.0

Project Description

REGIONAL SETTING

The City of Tracy is located in San Joaquin County. From the edge of the San Joaquin River, the San Joaquin Valley rises gradually in elevation toward the west and the southwest with most of the area between zero and one hundred feet above sea level. The valley is relatively flat and featureless in most places but is traversed by rivers and smaller streams. The region has been extensively leveled and graded for agricultural cultivation.

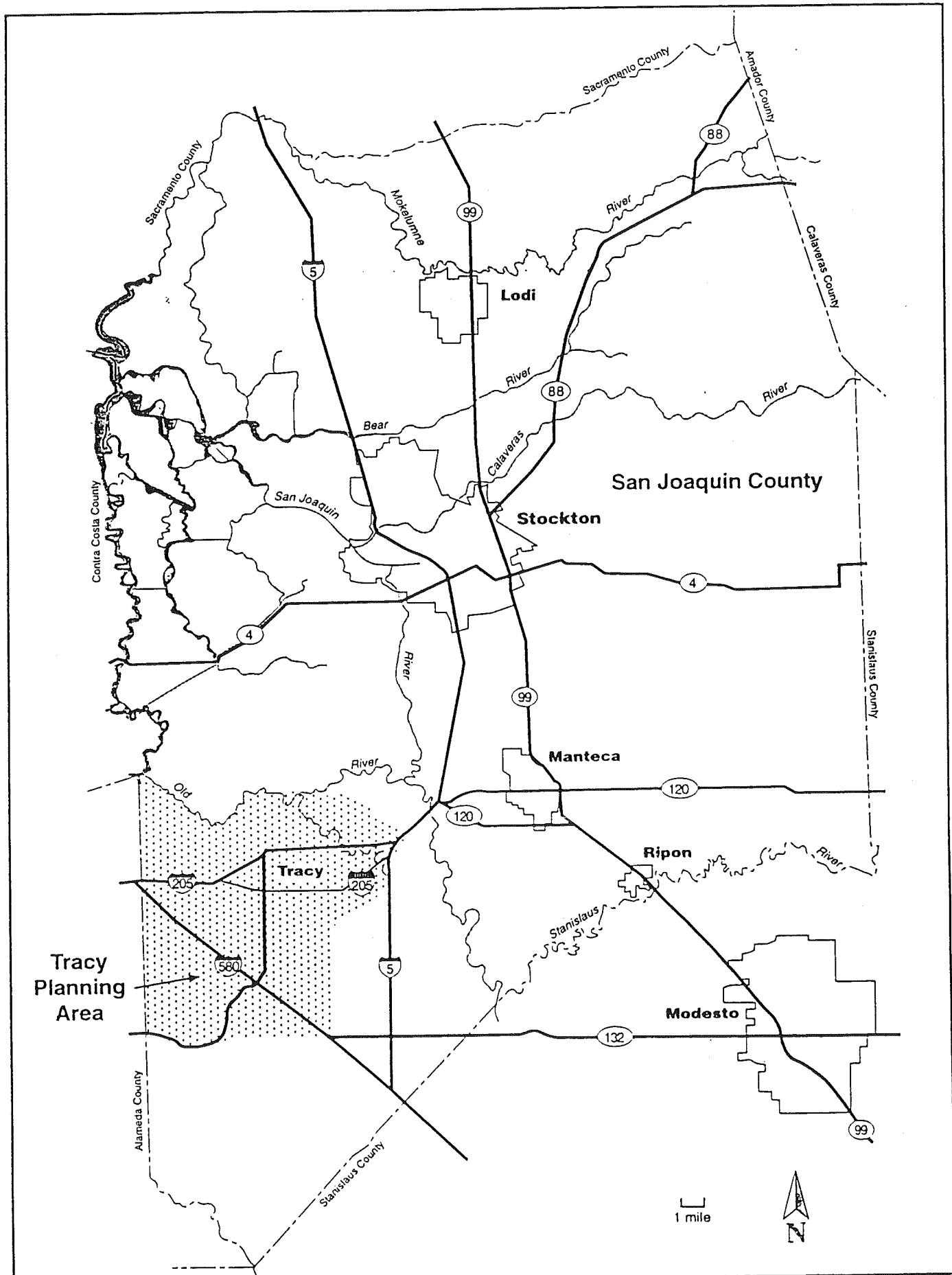
As identified by the UMP, the Tracy Planning Area (TPA) encompasses all territory within and land surrounding the City of Tracy that is related to Tracy's land use planning efforts. The TPA includes approximately 9,700 acres of the City and approximately 63,000 acres of adjacent land located within San Joaquin County. As shown in Figure 1, the TPA is bounded by the San Joaquin County line on the west, Old River to the north, the Union Pacific Railroad and Chrisman Road to the east, and portions of Corral Hollow Road on the south. Except for a few urban areas, the majority of existing development in the TPA is concentrated within the Tracy City limits. Population within the TPA is projected to increase from 41,405 (1990) to 133,891 by the year 2010.

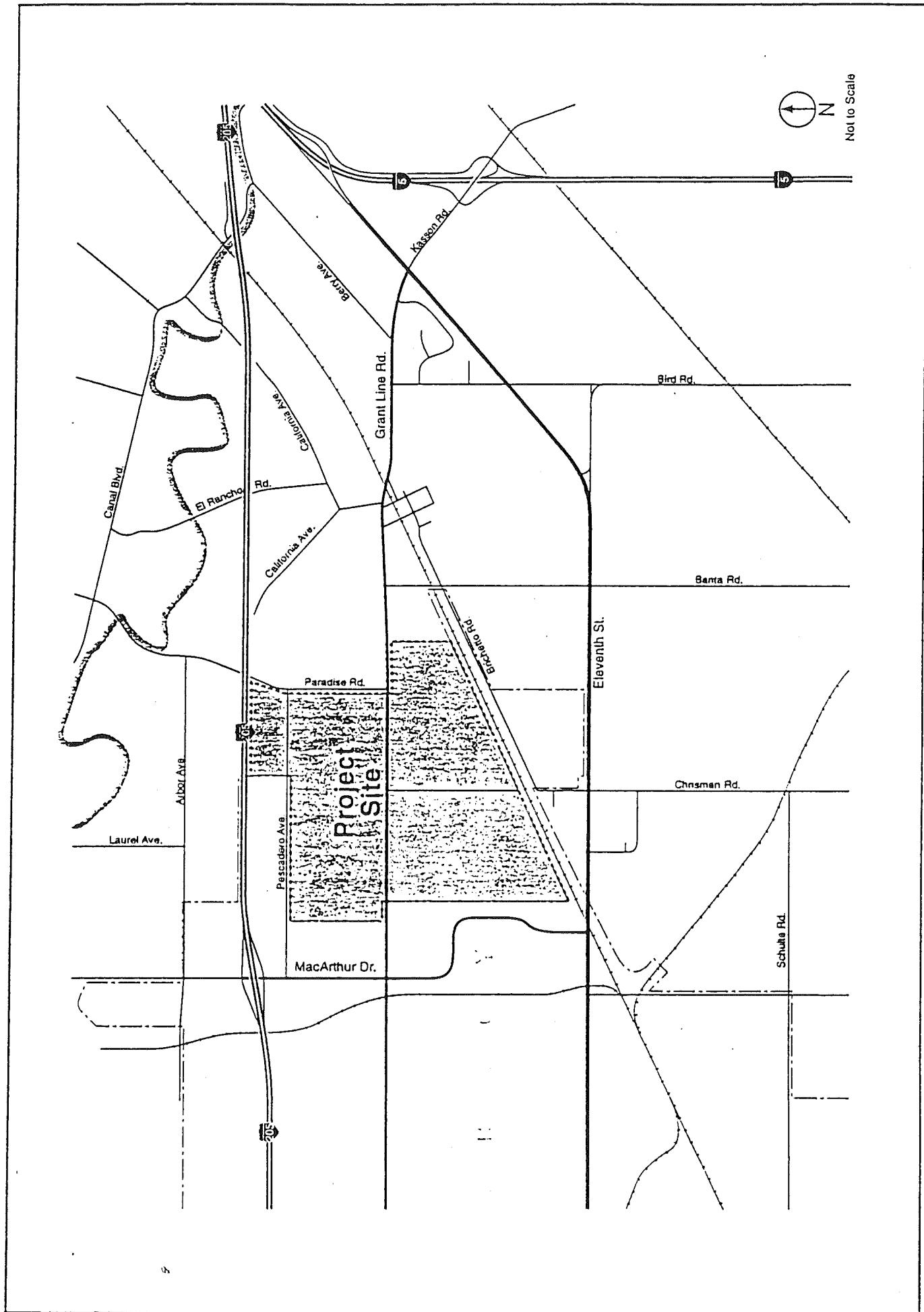
The City of Tracy was incorporated in 1910 and developed around the junction of three major railroad lines. The original City plan was formulated in 1883 and was laid out along symmetrical arc shaped streets on either side of the railroad junction. The City is situated along a segment of Business 205 and is located just west of Interstate 5. The City of Stockton is located approximately 25 miles to the northeast and the City of Oakland is located approximately 33 miles to the west. Tracy contains an approximate population of 44,500 people (1995).

PROJECT SETTING

As shown in Figure 2, the Project lies outside the northeast boundary of the City of Tracy. The site is bordered by Pescadero Avenue and Interstate 205 to the north and the Southern Pacific Railroad line to the south. The western boundary of the site lies approximately 1,000 feet east of MacArthur Road and the eastern boundary lies approximately 1,500 feet west of Banta Road.

Elevation for the Project site ranges from forty-five feet to twenty feet at the southern and northern edge of the property respectively. Urban infrastructure on-site includes several roadways including Grant Line Road, Chrisman Road, Pescadero Avenue, Paradise Road, a roadway stub extending from MacArthur Road, and several West Side Irrigation Easements along the southern portion of the Project. Existing water lines, sewer lines, and storm drains lie within a portion of Pescadero Avenue and Grant Line Road. Existing land uses within the site include several residential homes, agriculture row crops, and several dairy operations.





As shown in Figure 3, property along MacArthur Drive directly west of the site include vacant industrial land and existing industrial businesses, such as the U.S. Cold Storage facility and United Grocers. The land to the north includes factory outlet stores, the Yellow Freight Company, and the Interstate 205 corridor. Agricultural uses are found on lands to the east. The Southern Pacific Railroad line bounds the southern border of the Project. However, a 200-foot wide strip of land lies between a portion of the Project's southern boundary and the railroad line. There are no existing or planned rail crossings penetrating the southern property line. Agricultural and industrial uses are located south of the rail line.

As described in the table below, the site includes thirty-two separate parcels with twenty-seven different land owners. Parcels range in size from 0.50 to 168.10 acres.

TABLE 1
LAND OWNERSHIP INFORMATION

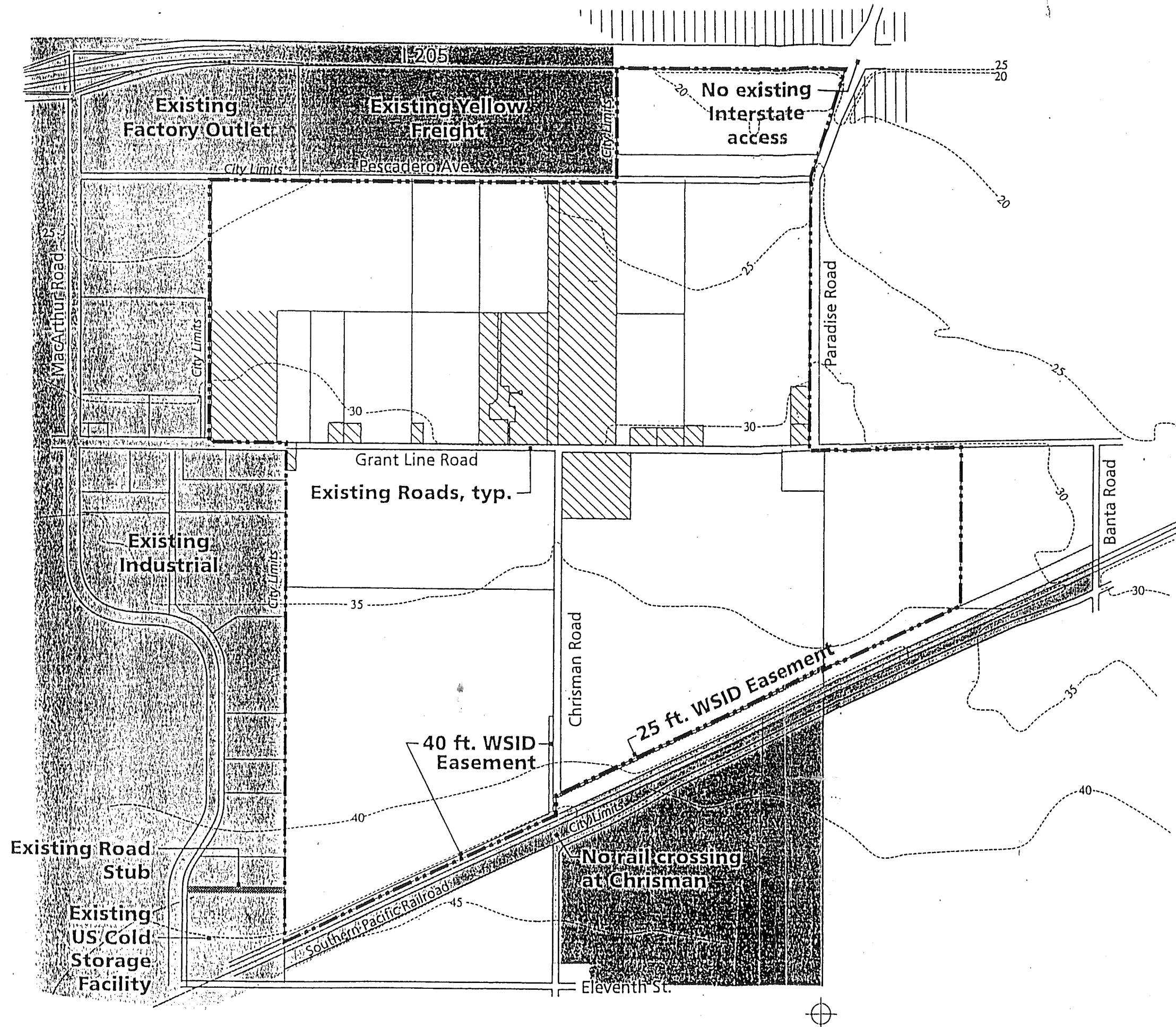
Assessor Parcel No.	Property Owner	Acreage
213-060-12	Silva Brothers	42.42
213-060-13	Dorothy Haley	9.78
213-070-57	Velma Pimental et al	77.05
213-070-05	Velma Pimental et al	19.24
213-070-06	August Marty	19.46
213-070-48	Silva et al	5.34
213-070-49	Maria Silva et al	33.86
213-070-08	Maria Silva et al	19.55
213-070-43	Prima Associates	72.04
213-070-22	Velma Pimental	9.79
213-070-28	Helene Mattson	9.10
213-070-29	Helene Mattson	0.69
213-070-20	F. Silva	18.88
213-070-19	Stanley Robertson	0.73
213-070-18	Wendell Ender	0.52
213-070-40	Pimental	18.99
213-070-41	August Martin	6.32
213-070-17	August Martin	2.27
213-070-39	August Martin	11.41
213-070-52	Maria Silva	1.04
213-070-53	Manuel Silva	1.04
213-070-51	Maria Silva et al	17.55
213-070-13	Frank Ender	0.87
213-070-44	William Ender	0.90
213-070-45	Marjorie Ender	1.62
250-020-15	Robert Costa	0.50
250-020-14	Dina Rocha et al	82.50
250-020-13	Oliveria Farms	168.10
250-030-10	Frank Silva	10.00
250-030-11	Dover Associates	152.53
250-030-02	Francis Blincoe Jr.	4.24
250-030-03	Tony Costa	52.00

Northeast Industrial

EXISTING SITE CONDITIONS

LEGEND

- FEMA 100 Year Flood Zone
- Existing Dairies and Homes
- Tracy City Limits



November 21, 1995

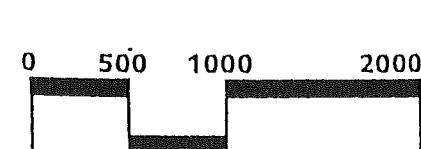


Figure 3
Existing Land Use

PROJECT CHARACTERISTICS
PROPOSED LAND USE

The 870-acre site will consist primarily of industrial land as envisioned by the UMP. A General Plan amendment, however, is required for the three parcels of commercial land proposed at the major intersections along Pescadero Avenue, Paradise Road, and Grant Line Road. Figure 4 and Table 2 below illustrate the Project's proposed land use designations. A complete copy of the applicant's Concept Development Plan is contained in the Technical Appendices.

TABLE 2
PROPOSED LAND USE DESIGNATIONS

Land Use	Gross Acres	FAR	Square Feet
Light Industrial	798.9	0.50	17,400,000
General Commercial	45.5	0.35	694,000
Roads	25.9		
Total	870.3		

Industrial land uses are proposed for 798.9 acres of the Project site. With a Floor Area Ratio (FAR) of 0.50, approximately 17.4 million square feet of industrial, warehouse and manufacturing facilities would be provided. A variety of parcel sizes are foreseeable, ranging from 20 to 50 acres, depending upon the type of industrial user attracted to the area. For this reason, the applicant has indicated that the Northeast Industrial Concept Development Plan does not reflect an exact parcelization plan.

As indicated above, the Project will require a General Plan amendment to convert 45.5 acres of UMP designated Industrial land to Commercial. The applicant indicated that these commercial sites are intended to expand upon the existing commercial uses adjacent to the I-205/MacArthur Drive interchange, take advantage of the freeway-oriented traffic circulation of the site, and serve the local industrial community.

The largest commercial parcel (25.5 acres) is located in the northwest corner of the project along Pescadero Avenue. As described by the applicant, this parcel provides for potential factory outlet expansion or other interstate-related commercial uses. Two 10-acre commercial parcels are also located at the Grant Line/Paradise intersection and the Pescadero/Paradise interchange. These parcels are intended to provide commercial and retail services to the planned industrial community.

Circulation and Transportation Systems

The Tracy Roadway Master Plan identifies a grid of expressways and arterials to access the Project site including MacArthur Drive and Grant Line Road. The MacArthur Drive freeway interchange will provide project access to I-205. This interchange will be improved to serve full buildout of the UMP.

Northeast Industrial

LAND USE PLAN

LEGEND

- Commercial (C)
- Industrial (I)
- Existing Dairies and Homes

DEVELOPMENT SUMMARY

Land Use	Gross acres	FAR	Square feet
Commercial (C)	45.5	0.35	694,000
Industrial (I)	798.9	0.50	17,400,000
Proposed Roads	15.8	--	--
Existing Road Expansion	10.1	--	--
TOTAL:	870.3		18,094,000

Oct. 10, 1995

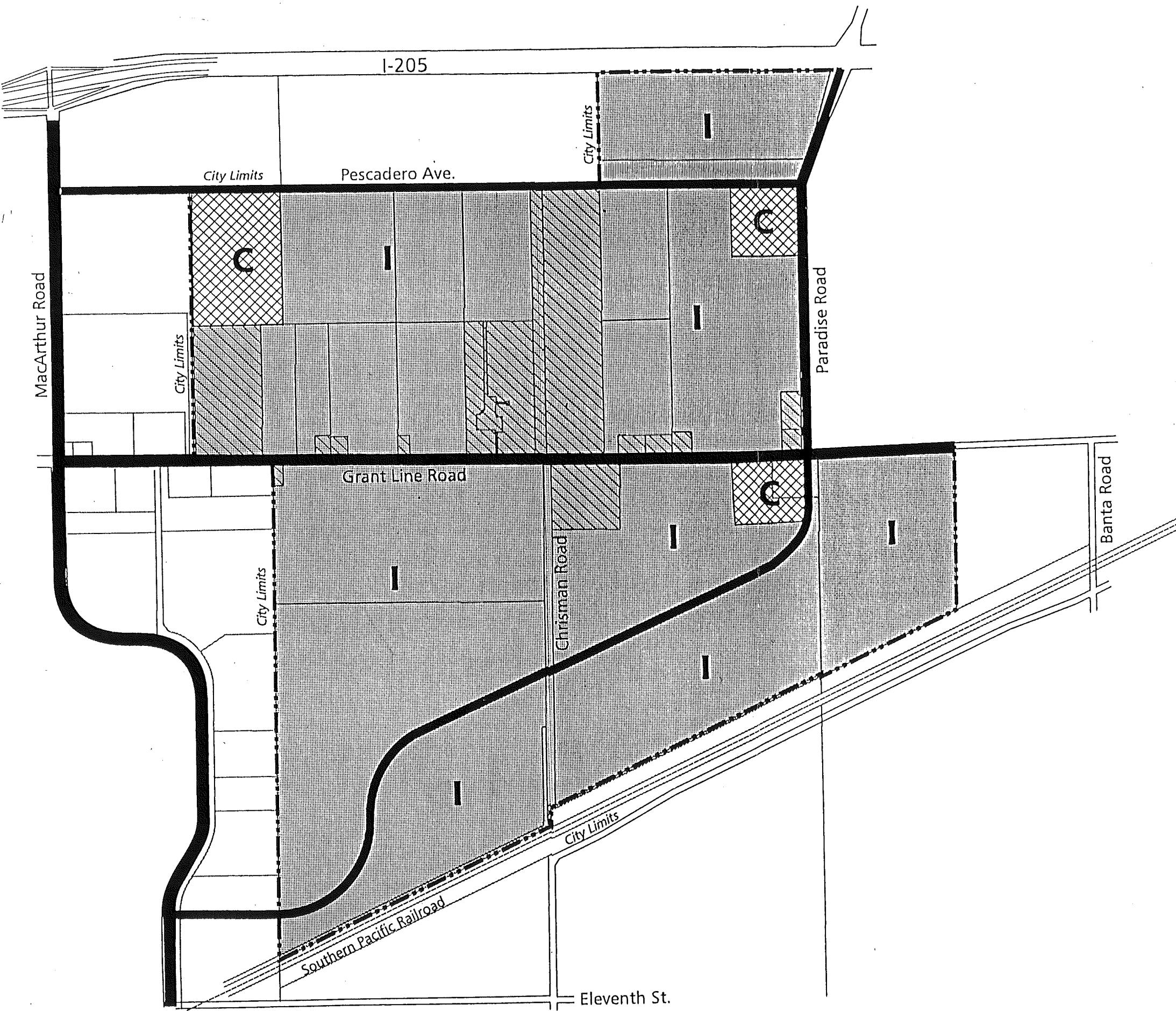
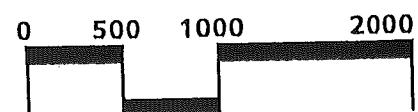
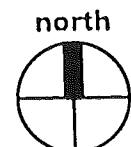


Figure 4
Proposed Land Use Plan

The proposed roads and land use plan accommodates the eventual creation of an east-side expressway along Chrisman Road, connecting to an improved Paradise freeway interchange. While the Tracy Roadway Master Plan shows a new freeway interchange at Chrisman Road, the applicant has indicated that the existing agricultural uses (the dairy operations) in the path of the connecting road may preclude this option in the short-term.

Pescadero and Paradise Roads will provide a portion of the right-of-way for the four-lane industrial loop road that will access the interior of the planning area. This industrial loop road will allow internal project circulation. Chrisman Road will remain in the current location as a local industrial street, as needed to provide parcel access. The loop road intersection at MacArthur will utilize an existing road stub. Additional internal industrial roads may be required to access parcels, depending upon the eventual lotting of the planning area. These roads are planned as fully landscaped parkways consistent with the Tracy Roadway Master Plan and Parks and Parkways Master Plan.

A number of parcels front the Southern Pacific Railroad right-of-way to the south of the planning area. Railroad spurs accessing the rail line may be provided for rail-dependent industries.

Water Supply and Distribution

The Project will be annexed to the City of Tracy's water service area. At present, the western portion of the site is served by existing water lines along Pescadero Avenue as far as the Yellow Freight property, and several hundred feet along Grant Line Road. A combination of grid lines and network of local distribution lines will be provided throughout the site.

Currently, the City uses a blend of treated surface water and untreated groundwater. The City of Tracy Water Master Plan currently proposes using surface water sources exclusively to meet future water supply demands. The City plans to increase its water treatment capacity to both meet the increased demand associated with the projected population growth and to allow additional surface water supplies to be used in lieu of the current groundwater supply.

Wastewater Collection and Disposal

Sewer lines presently serving the Project site correspond generally to the existing water lines. Sewer lines run along Pescadero Avenue as far as the Yellow Freight property, and several hundred feet along Grant Line Road. Local wastewater collection lines will be provided throughout the site, connecting to the existing system, running into the Eastside Sewer Trunk Line. The existing sewer pump station on MacArthur and I-205 will be modified to serve the increased flows.

Storm Drainage

The Northeast Industrial Concept Development Plan site provides storm drainage facilities include open channel trunk lines and storm drain lines. Storm drain pipes will direct flow to the existing or future open channel system. The open channels will be landscaped consistent with City standards.

One open channel will be constructed roughly parallel to Grant Line Road, between Grant Line Road and Pescadero Avenue, and will run into the existing Eastside Channel, which roughly parallels MacArthur Drive.

Another open channel will be constructed roughly parallel to Pescadero Avenue or I-205, just south of the freeway, and will flow either west to the existing Eastside Channel System or east to the future drainage facilities planned for the Banta Community Area. The applicant has proposed that runoff will be retained in storm water basins in the interim, until the eastern drainage facilities are constructed.

Police and Fire Protection

Police and Fire services to the project will be provided by the City of Tracy Police and Fire Departments.

Other Utilities

Pacific Gas and Electric (PG&E) will provide electricity and natural gas to the planning area. Pacific Bell will provide local telephone service to the planning area.

GUIDELINES

The Concept Development Plan includes guidelines and development standards to control site planning and architecture. These guidelines are included in the Technical Appendices and address the topics listed below.

- ◊ Streetscapes (including recommended trees and street lighting)
- ◊ Building FAR and Heights
- ◊ Building Setbacks
- ◊ Parking and On-site Vehicle Circulation
- ◊ Loading and Unloading Spaces
- ◊ Driveway Standards
- ◊ Freeway Interface
- ◊ Building Architecture
- ◊ Signs

- ◊ Landscaping
- ◊ Screening and Storage
- ◊ Environmental Performance Standards (including Use Restrictions and Hazardous Wastes and Water Pollutants)
- ◊ Mineral Extraction
- ◊ Dairy Uses
- ◊ Permitted and Conditional Uses

PROJECT OBJECTIVES

The primary objective of the Northeast Industrial Concept Development Plan is the implementation of the UMP land use plan and adherence to several goals and policies promoting local economic development. As established by both the property owners and the City, the objectives of the project are:

- ◊ To develop the Northeast Industrial Concept Development Plan site as a high-quality industrial and commercial site of significant benefit to the City of Tracy and the nearby region.
- ◊ To develop a well-planned site that will attract businesses to Tracy, providing local employment opportunities.
- ◊ To develop the Northeast Industrial Concept Development Plan site for primarily mixed industrial uses including rail dependent industries.
- ◊ To minimize project-related impacts to Tracy's transportation network.
- ◊ To provide a flexible phasing program that allows market forces to dictate reasonable growth increments, while ensuring that agricultural properties are allowed to remain until ready to develop.
- ◊ To create a project consistent with the goals of the UMP.
- ◊ To integrate the Northeast Industrial Concept Development site into the development pattern of the City of Tracy.
- ◊ To integrate mitigation for environmental impacts into the design of the project.

REQUIRED TASKS FOR APPROVAL

In accordance with the provisions of the Tracy Municipal Code and the objectives of the UMP, the applicant must accomplish the following processing tasks in order to meet the objectives above:

Task 1: The applicant will be required to prepare a General Plan Amendment modifying the UMP Land Use designations for a portion of the site to Commercial, and pre-zone the site Planned Unit Development (PUD);

Task 2: Following approval of the Concept Development Plan, the General Plan Amendment, and receipt of the PUD pre-zoning, the lands in the Northeast Industrial Area will be annexed to the City of Tracy and formally zoned PUD.

Task 3: Each applicant will be required to prepare a Tentative Map, Improvement Plans, and Final Map for review and approval by the City. Also prior to approval of a Final Map, applicants will be required to consult with the U.S. Fish and Wildlife Service and the California Department of Fish and Game regarding habitat mitigation as described in the Biotic Section of this document.

Task 4: Applicants will be required to record a Final Map and agreements for construction of improvements as required by the City.

4.0 SETTING, IMPACTS, AND MITIGATION

SECTION 4.1

LAND USE

Section 4.1

Land Use

The Land Use Section of this EIR identifies the existing setting, evaluates if the Project alters or conflicts with the existing or planned uses of the area, determines if the Project disrupts or divides an established community, and indicates if the Project interferes with existing agricultural operations. The impacts identified are mitigated by a combination of the existing applicable goals, policies, action items, and mitigation measures of the UMP and UMP EIR respectively. Where these requirements fail to reduce a particular impact to an acceptable level, this section provides additional mitigation measures.

This section of the EIR incorporates information contained in the UMP and UMP EIR. The information has been reviewed for adequacy and updated as necessary.

EXISTING SETTING

LOCATION

As shown in Figure 5, the 870-acre Project lies outside the northeastern edge of the City of Tracy. The site is bordered by Pescadero Avenue and Interstate 205 to the north and the Southern Pacific Railroad line to the south. The western boundary of the site lies approximately 1,000 feet east of MacArthur Road and the eastern boundary lies approximately 1,500 feet west of Banta Road.

EXISTING LAND USES

As shown in Figure 6, land uses within the site include several residential homes, row crops, and several dairy operations.

Urban infrastructure on-site includes Grant Line Road, Chrisman Road, Pescadero Avenue, Paradise Road, a roadway stub extending from MacArthur Road, and several West Side Irrigation Easements along the southern portion of the Project. Existing water lines, sewer lines, and storm drain facilities lie within a portion of Pescadero Avenue and Grant Line Road.

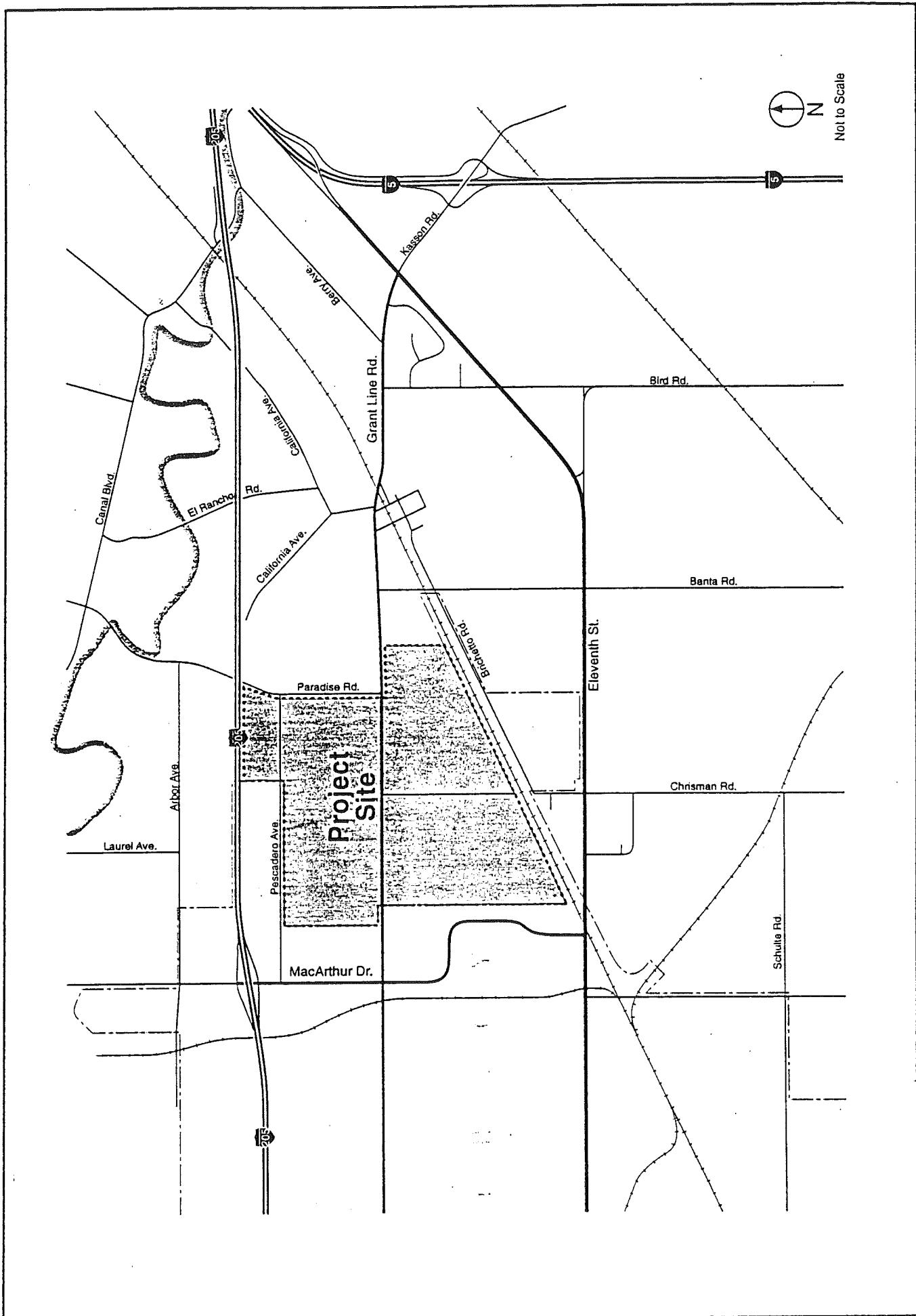
LAND USE STRATEGIES AND DESIGNATIONS

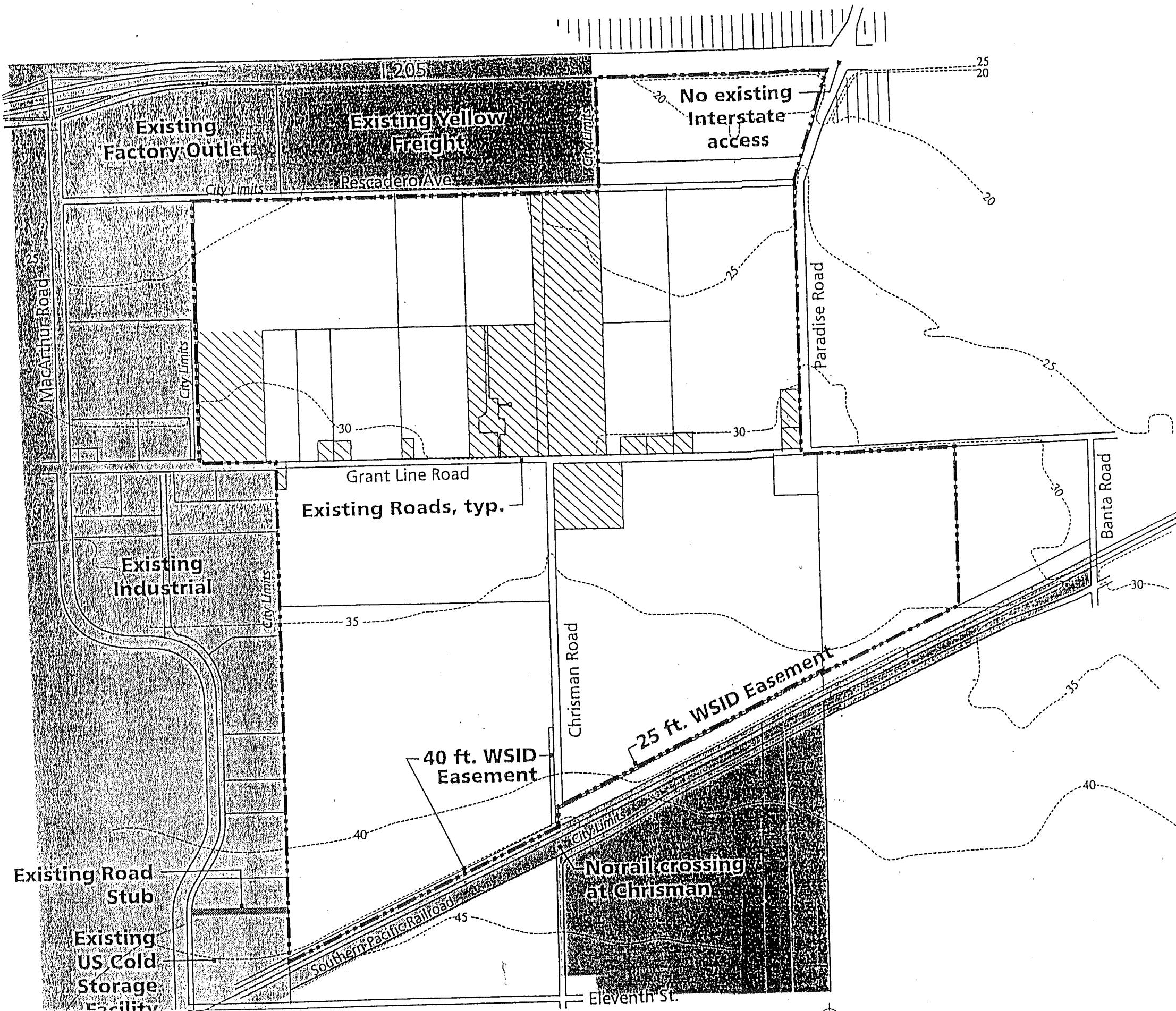
The UMP contains two land use development strategies for directing and controlling urban growth. The first is the expansion of the existing urbanized area (concentric development) and the second involves the development of new urban centers. As defined by the UMP, the Project site lies within the Concentric Development area.

Although the Project lies outside the City limits and is designated by the San Joaquin General Plan for Industrial and General Agriculture land uses, the UMP designated the entire site for future Industrial land. This designation allows uses ranging from heavy industrial to warehousing and technical support offices. Although the UMP Industrial Land Use designation allows a broad range of activities, the Project excludes heavy industrial uses by

Figure 5
Vicinity Map

PMC Pacific Municipal Consultant's





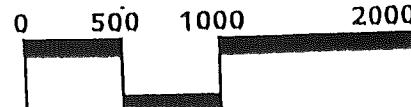
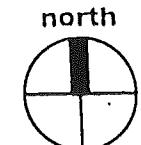
Northeast Industrial

EXISTING SITE CONDITIONS

LEGEND

-  FEMA 100 Year Flood Zone
-  Existing Dairies and Homes
-  Tracy City Limits

November 21, 1995



prezoning the Industrial portion of the site as Light Industrial PUD. Under the Industrial Land Use designation, development intensity allows for a maximum floor area ratio of 0.50 per gross acre.

SURROUNDING LAND USES AND UMP DESIGNATIONS

The surrounding land includes the following existing and UMP land use designations as described by Figures 6 and 7 and Table 3 below.

TABLE 3
SURROUNDING LAND USE DESIGNATIONS

Surrounding Land	Existing Uses	UMP Land Use Designations	County General Plan Land Use Designations
North	Pescadero Avenue, Factory Outlets, Yellow Freight, and the I-205 corridor	Commercial and Industrial (Agricultural land located north of I-205)	General Agriculture (for the land north of I-205)
West	Cold Storage Facility, industrial businesses, vacant industrial land	Industrial	N/A (area within City Limits)
South	Southern Pacific railroad corridor, Brichetto Road, industrial and agricultural land	Industrial, Commercial, Public Facilities, and Medium Density Residential	Industrial, Commercial and General Agriculture
East	Agricultural land	Industrial	General Agriculture

As summarized above and in Figure 6, the project site is bordered to the north by I-205, Pescadero Avenue, Factory Outlet stores, and the Yellow Freight Company facilities. Properties north and adjacent to the project site are designated Commercial and Industrial by the UMP and located within both the I-205 Specific Plan and Industrial Area Specific Plan. Land located north of I-205 is designated by the UMP for Agriculture.

To the west, the land is designated for Industrial use by the UMP and lies within the Industrial Area Specific Plan. Most of this area is currently developed with industrial uses including the U.S. Cold Storage Facility.

To the south, the site is bordered by a Southern Pacific Railroad line and a 200-foot wide strip of land located between the Project's southern boundary and the railroad line. The land located south of the railroad right-of-way is currently in agricultural production. The triangular shaped area bordered by railroad line, Eleventh Street, and MacArthur Road, however, contains existing industrial uses. East of Chrisman Road, the remaining properties to the south are designated by the UMP for future Commercial, Public Facilities, and Medium Density Residential development. This area is currently located outside to City and is designated by the San Joaquin County General Plan for future Industrial, Commercial, and General Agriculture.

Northeast Industrial

UMP LAND USES

LEGEND

-  Commercial
-  Industrial
-  Public Facilities
-  Medium Density Residential

Oct. 10, 1995

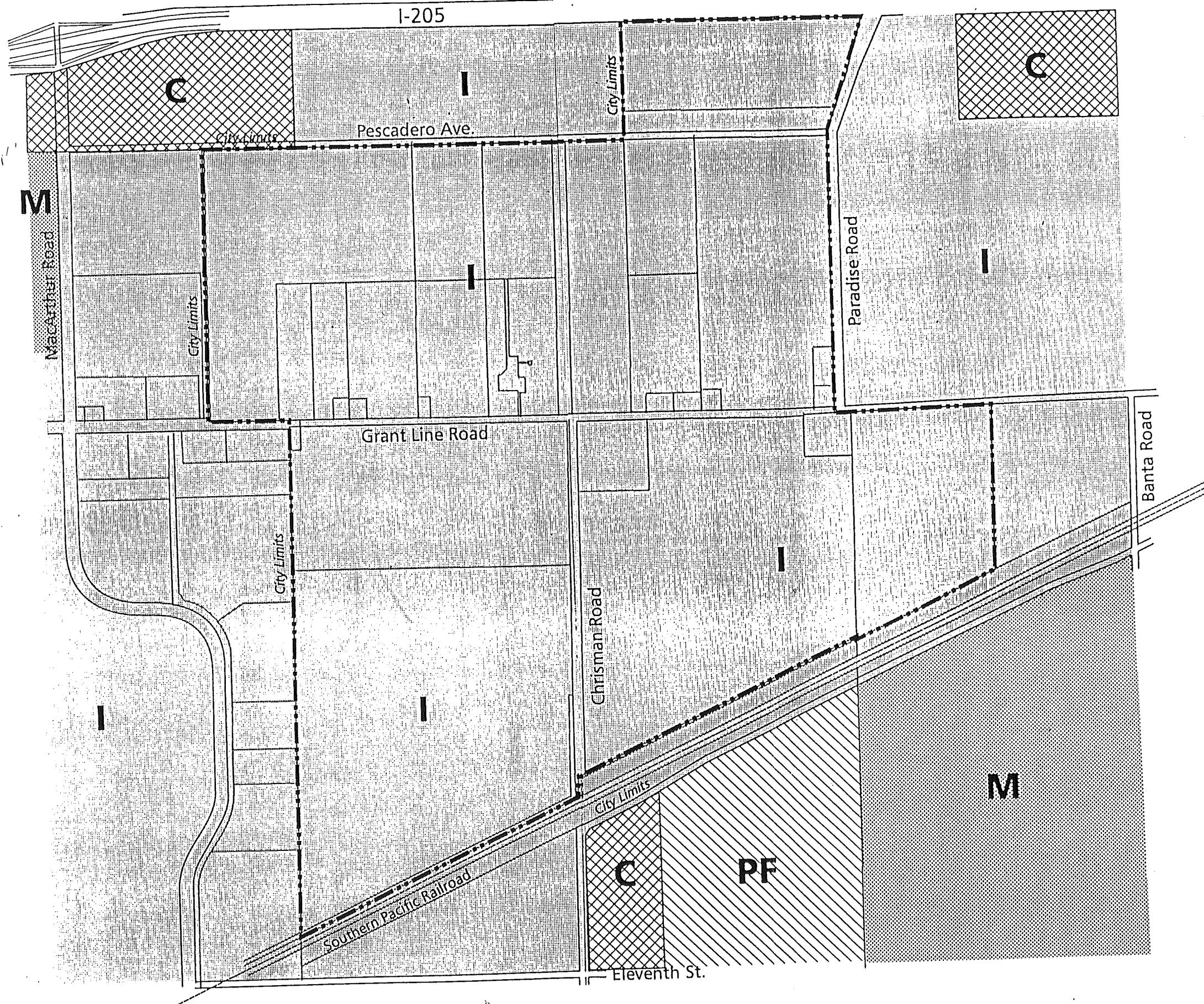
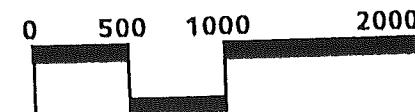
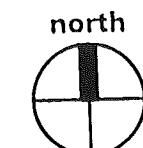


Figure 7
UMP Land Use Designations

The land situated to the east of the project site is designated by the UMP for future Industrial development. Currently, this land is in agricultural use. This area is located outside the City, and is currently designated General Agriculture by the San Joaquin County General Plan.

Industrial Area Specific Plan

Although none of the project site is located within the adopted Industrial Area Specific Plan, this Plan guides development directly west of the Project site. The Industrial Area Specific Plan controls future industrial development by planning for the location and intensity of urban growth. As indicated by the applicant, the proposed Northeast Industrial Project more closely reflects marketable land use characteristics for Industrial and Commercial properties. Table 4 below compares selected standards between the Project and the Industrial Area Specific Plan.

TABLE 4
COMPARISON OF SELECTED STANDARDS BETWEEN THE
PROJECT AND THE INDUSTRIAL AREA SPECIFIC PLAN

Northeast Industrial Project (proposed)			Industrial Area Specific Plan			
	General Comm.	Office	Light Industrial	Office	Light Man.	Warehouse Distribution
Floor Area Ratio	0.35	0.35	0.50	0.60	0.45	0.50
Maximum Building Height	40'	40'	40'	40' (100' with CUP)	40' (100' with CUP)	40' (100' with CUP)
Building Setbacks from Street	25'	25'	25'	25'	25'	25'
Building Setbacks from rear or sideyard	15'	15'	15'	25'	25'	25'
Parking setback from any property line	10'	10'	15'	15'	15'	15'
Parking Setback from Structure face	10'	15'	15'	10'	10'	10'

I-205 Corridor Specific Plan

The adopted I-205 Corridor Specific Plan encompasses approximately 714 acres of land in two distinct areas of the City. The Grant Line Planning Area is located at the intersection of Grant Line Road and I-205 (west of the Project site). In relationship to the first area, the MacArthur Planning Area is located adjacent to the Project site, between Pescadero Avenue and Arbor Avenue along MacArthur Drive. As indicated by the applicant, the proposed Northeast Industrial Project more closely reflects marketable land use characteristics for Industrial and Commercial properties. The table below compares selected standards between the Project and the I-205 Corridor Specific Plan.

TABLE 5
COMPARISON OF SELECTED STANDARDS BETWEEN THE
PROJECT AND THE I-205 CORRIDOR SPECIFIC PLAN

Northeast Industrial Project (proposed)			I-205 Specific Plan				
	General Comm.	Office	Light Industrial	Retail	Office	Light Man.	Warehouse Distribution
Floor Area Ratio	0.35	0.35	0.50	0.25-0.35	0.35	0.45	0.50
Maximum Building Height	40'	40'	40'	40-55'	25-55'	40'	40'
Building Setbacks from Street	25'	25'	25'	25'	25'	25'	25'
Building Setbacks from rear or sideyard	15'	15'	15'	25'	25'	25'	25'
Parking setback from any property line	10'	10'	15'	15'	15'	15'	15'
Parking Setback from Structure face	10'	15'	15'	5'	15'	5'	5'

Williamson Act Lands

In 1965, the California State legislature passed the State Land Conservation Act, also known as the Williamson Act. Under the Act and as described in the UMP EIR, landowners may agree to limit the use of the land to agriculture. In turn, the county agrees to tax the land at a lower rate based on its agricultural use rather than its real estate market value. As partial compensation, the State pays a subvention to cities and counties.

Williamson Act contracts are entirely voluntary and are annually self-renewing. In order to withdraw from a contract, the property owner must notify the county with a Notice of Non-Renewal. Withdrawal involves a ten-year period of tax adjustments based on full market value before land can be removed from the preserve program. Contracts may also be canceled by the property owner with public agency approval and the payment of financial penalties.

As described in the UMP EIR, several parcels within the Project site are under Williamson Act contracts. Since the completion of the UMP EIR, however, all Williamson Act contracts within the Project site have been canceled (San Joaquin County Assessors Office, Messers. John Mitchell and Ken Rowe, January 18, 1996).

STANDARDS OF SIGNIFICANCE

The following Standards of Significance have been compiled from the City's Initial Study Checklist and from Appendix G of the California Environmental Quality Act Guidelines. For the purpose of the EIR, an impact is considered significant if one or more of the following conditions occur from implementation of the Project.

- ◊ *Substantially alter or conflict with the existing or planned use of an area.*
- ◊ *Substantially disrupt or divide the physical arrangement of an established community.*
- ◊ *Substantially interfere with agricultural production.*

In addition to the standards of significance listed above, impacts are considered significant if implementation of the Project will conflict substantially with the goals and policies of the UMP.

IMPACT ANALYSIS

ALTER OR CONFLICT WITH EXISTING OR PLANNED USES

Existing Uses

Currently, the site contains several single-family residential structures, dairy farms, and row crops. The Project plans for future industrial and commercial development as generally envisioned by the UMP and is expected to result in a less-than-significant impact to existing uses. Impacts to residential homes are discussed in the Socioeconomics Section of this document while impacts to the dairy farms and row crops are discussed below under the heading "Interfere with Agricultural Production."

Consistency with the Location of Urban Growth

The Northeast Industrial Concept Development Plan represents a development proposal that will direct urban growth as envisioned by the City's UMP concentric land use strategy. By adhering to the concentric development strategy, the Project will result in a beneficial land use impact.

Consistency with the UMP Land Use Designation -- Industrial

As described in detail in the Project Description Section of this document, the 870-acre Project proposes 789.9 acres for industrial development. The majority of the Project site contains Industrial land as envisioned by the UMP. By proposing development consistent with the UMP, the Project will result in a beneficial land use impact.

*Consistency with the UMP Land Use Designation -- Commercial***Impact 4.1-1**

The Project proposes 45.5 acres of Commercial land. This proposed land use is inconsistent with the UMP and represents a significant land use impact.

The Project proposes 45.5 acres of Commercial land. This land is inconsistent with the Industrial UMP land use designation. Commercial uses, as described by the UMP provide for a relatively wide range of uses including neighborhood, general and regional commercial facilities; office uses are also allowed within this land use classification. In comparison, industrial uses may include: heavy industrial, light industrial, fabrication, assemble, warehouses, office complexes, and other support facilities.

To accommodate the commercial portion of the development, the Project will require a General Plan amendment. As proposed by the applicant, the provision of commercial uses throughout the Project can provide for support facilities to future industrial uses and promote a balance of land uses. While the UMP does not reflect a commercial component in support of the industrial uses in this part of the City, promoting a balance of uses can create a cohesive and compatible Project. Although a General Plan amendment is an acceptable method to modify the UMP, this requirement represents a significant land use impact.

Adjacent Land -- North

Existing uses to the north include commercial facilities (Factory Outlets), industrial facilities (Yellow Freight), and the I-205 corridor. North of the I-205 corridor, the land consists of row crops. The UMP designates the land directly north of the Project as Commercial and Industrial, however, land north of I-205 maintains an Agriculture UMP designation.

In terms of surrounding land use compatibility, the proposed industrial Project is compatible with the adjacent commercial, industrial, and I-205 corridor north of the site. This represents a less-than-significant impact.

Adjacent Land -- East

The land to the east of the Project is agriculture, consisting of row crops. However, this land is designated by the UMP for Industrial Use. The Project proposes development in general conformance with the UMP land use designations and does not create any additional impacts

not identified in the UMP EIR. As such, impacts to adjacent lands to the east are considered less-than-significant.

Adjacent Land -- South

Impact 4.1-2

To the south, the configuration of the Project may isolate a 200 foot wide strip of land between the Project and the railroad line. Considering the intent of the UMP for well-planned development, the absence of this portion of land from the Project is considered a significant land use impact.

A Southern Pacific Railroad line lies directly south or in close proximity to the Project's southern boundary. A portion of the Project's southern boundary, however, lies adjacent to a 200-foot wide strip of land separating the Project's southern boundary from the railroad line.

As envisioned, Project implementation excludes consideration of the future use of this strip of land. For planning purposes, the exclusion of this strip of land may inhibit the Project's ability to acquire railroad access though the southern portion of the Project. Also, exclusion of this land may prevent the consideration of Project specific improvements or requirements that may be desirable adjacent to the railroad line. In addition, the exclusion of this narrow strip from the Project may result in this land becoming unusable for future urban development. Considering the intent of the UMP for well-planned developments (Land Use Policy 4.2), the exclusion of this 200 foot wide property from the Project represents a significant land use impact.

Existing uses to the south of the railroad line include a roadway corridor, existing industrial development, and row crops. The UMP designates the lands south of the Project for future Industrial, Commercial, Public Facilities, and, Medium Density Residential development.

The proposed industrial project is compatible with the existing industrial development and proposed Public Facilities south of the site and is not expected to create any significant impacts. Similarly, the width of the Southern Pacific Rail line, the roadway corridor, and setbacks required for any future residential uses south of the rail line minimizes any potential impacts between the proposed industrial project and future residential uses. This represents a less-than-significant impact.

Adjacent Land -- West

Existing uses to the west include industrial facilities and vacant UMP designated Industrial land. As described in the existing setting section above, the proposed industrial Project is compatible with the existing and proposed industrial development west of the site. This represents a less-than-significant impact.

PHYSICAL ARRANGEMENT OF AN ESTABLISHED COMMUNITY

The Project involves the conversion of predominately undeveloped land to industrial uses. The site does not contain nor will it disrupt or divide the physical arrangement of an established community. Therefore, impacts to the physical arrangement of an established community are considered less than significant. The Project site does contain several residential homes; impacts to the individual homes, however, are discussed in the Socioeconomic Section of this document.

INTERFERE WITH AGRICULTURAL PRODUCTION*Conversion of Agricultural Land*

The conversion of agricultural land on this site has been acknowledged by the UMP and recognized as necessary by the adoption of the Statement of Overriding Considerations (Resolution No. 93-226). Although the UMP EIR analyzed the land use impacts of the Project site as industrial, the commercial portion of the Project will not create any additional significant impacts associated with the conversion of agricultural land. In terms of new impacts relating to the conversion of agricultural land, the Project will result in a less than significant impact.

Continuing Agricultural Operations -- On-site

A substantial portion of the project site is currently in agricultural production (row crops and dairy uses). However, the recently adopted Right-to-Farm Ordinance (December 1994) is designed to protect existing agricultural operations and reduce impacts associated along the urban and agricultural interface. Correspondingly, the Project's Design Guidelines requires development applications to provide information demonstrating provisions of adequate buffers between proposed development and adjacent existing dairy uses. Therefore, development of the Project is anticipated to have a less than significant impact toward continuing agricultural operations.

Continuing Agricultural Operations -- Off-site

Agricultural land is currently situated along portions of the northern, eastern, and southern boundaries of the Project. The Project proposes development in general conformance with the UMP and does not create any additional impacts not identified in the UMP EIR. In addition, the City of Tracy recently adopted a Right-to-Farm Ordinance (December 1994) designed to protect existing agricultural operations and reduce impacts associated along the urban and agricultural interface. As the Project will not result in a nuisance situation or constrain existing agricultural operations, impacts along the industrial and agricultural interfaces are considered less than significant.

MITIGATION

Impacts contained within the analysis above may be identified as "significant," even though the likelihood of occurrence has been anticipated and documented through the UMP and UMP EIR.

The impacts identified are therefore mitigated by a combination of the existing applicable goals, policies, action items, and mitigation measures of the UMP and UMP EIR respectively. Where the UMP or the UMP EIR fail to reduce a particular impact to an acceptable level, this section provides additional mitigation measures.

EXISTING APPLICABLE GOALS, POLICIES, AND ACTION ITEMS OF THE UMP

The UMP does not contain any applicable mitigating goals, policies, or action items.

EXISTING APPLICABLE MITIGATION MEASURES OF THE UMP EIR

No applicable mitigation measures.

PROJECT SPECIFIC MITIGATION MEASURES

- M 4.1-1** For the portion of the Project site proposed for commercial land uses, the City shall amend the UMP Land Use Designation from Industrial to Commercial concurrent with the consideration of the Concept Development Plan application. (Mitigating Impact 4.4-1).

- M 4.1-2** Prior to approval by the City, the applicant shall agree to amend the Project's southern boundary to include the 200 foot wide strip of land described in the above analysis (Mitigating Impact 4.1-2).

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The analysis above identifies several potentially land use significant impacts that could result from implementation of the Project. The UMP, UMP EIR, and this EIR contain adequate measures to mitigate Project specific impacts to a less than significant level.

The environmental impact analysis conducted in association with the UMP has recognized that future development and build-out in the TPA will result in cumulative and unavoidable impacts in the areas of agricultural and soils, traffic and circulation, air quality, noise, land use, and aesthetic resources. In conjunction with this conclusion, the City has adopted a Statement of Overriding Considerations for these impacts (Resolution #93-226) which is incorporated by reference and contained in the Appendices.

SECTION 4.2

PUBLIC HEALTH AND SAFETY

Section 4.2

Public Health and Safety

The Public Health and Safety Section of this EIR identifies conditions which currently exist that may either pose a risk to the health and safety of the community or may impact the ability of an emergency response agency to adequately provide emergency services. The impacts identified in this section are mitigated by a combination of the existing applicable goals, policies, action items, and mitigation measures of the UMP and UMP EIR, respectively. Where these requirements fail to reduce a particular impact to an acceptable level, this section provides additional mitigation measures.

This section of the EIR incorporates information contained in the UMP and UMP EIR and has been reviewed for adequacy and updated as necessary.

EXISTING SETTING

HAZARDOUS MATERIALS ON-SITE

The Project site currently includes and lies adjacent to agricultural uses. Agricultural practices may include chemicals for fertilizing, the application of pesticides, or require hazardous materials for the operation and maintenance of farm machinery.

In addition to agricultural practices, the UMP EIR identifies one hazardous site located within the Project site at 21000 S. Paradise Road (Haley Flying Services). As described in the UMP EIR, a Preliminary Site Assessment was conducted on November 29, 1988, and determined that the property does not present a potential hazard. As indicated in the UMP EIR, however, the property may require future cleanup. Contamination includes surface impoundment(s) storage, drum storage, and underground tank(s). Types of hazardous waste include pesticide rinse water, pesticide products, empty pesticide containers and contaminated soil.

HAZARDOUS MATERIALS OFF-SITE

The UMP EIR does not identify any hazardous material sites or hazardous handlers and generators within 2,000 feet of the Project boundaries, although several sites including the PG&E Gas Plant and the Fortifiber Corp site are located west of the Project site.

INDUSTRIAL HAZARDS

The UMP EIR identifies three operating natural gas wells within or in the vicinity of the Project site. Correspondingly, existing industrial businesses and vacant industrial land is located on all sides of the Project site. Under the UMP Industrial designation, facilities such as warehouses, distribution centers, manufacturing plants, and food processing plants could locate on industrial designated land. Industrial uses may employ the use of materials or machinery that could potentially result in an explosion or the release of hazardous substances in the event of an accident or upset condition.

New and existing businesses that store a total volume of 55 gallons, 200 cubic feet, or total weight of 500 pounds of hazardous substances are subject to emergency planning requirements as administered by the San Joaquin County-Office of Emergency Services. This emergency information is designed to assist emergency response personnel, including the police and fire departments. The City is also preparing a Drilling Ordinance (proposed) to provide guidelines and standards for natural gas operations.

GROUND TRANSPORTATION ROUTES

As shown in the UMP EIR, a six-inch Chevron pipeline bisects the site traveling between and parallel to I-205 and Grant Line Road. Correspondingly, I-205 and a portion of Grant Line Road have been designated as explosive routes. A Southern Pacific Railroad line also borders most of the Project's southern boundary. Railroads may transport hazardous materials and fall under the jurisdiction of the California Public Utilities Commission and the Federal Railway Administration.

EMERGENCY RESPONSE PLANS

Emergencies that affect a wide geographic area, several different public agencies, or a large number of people present the most complicated response problems. The more demand an emergency places on "vital facilities" such as hospitals, police, fire, emergency response centers, and communications centers, the more difficult it is to achieve a coordinated and orderly response. The Tracy Emergency Plan, as discussed in the UMP EIR, is a comprehensive disaster preparedness program concerned primarily with the threat of disaster as a result of natural or manmade hazards. The basic purpose of the Emergency Plan is to provide a basis for assisting the conduct and coordination of emergency operations.

STANDARDS OF SIGNIFICANCE

The following Standards of Significance have been compiled from the City's Initial Study Checklist and from Appendix G of the California Environmental Quality Act Guidelines. For the purpose of the EIR, an impact is considered significant if one or more of the following conditions occur from implementation of the Project.

- ◊ *Result in a significant exposure of people to potential health hazards.*
- ◊ *Involve the use, production, or disposal of hazardous materials.*
- ◊ *Result in a significant interference of an emergency plan.*

In addition to the standards of significance listed above, impacts are considered significant if implementation of the Project will conflict substantially with the goals and policies of the UMP.

IMPACT ANALYSIS

EXPOSURE OF PEOPLE TO POTENTIAL HEALTH HAZARDS

Hazardous Materials On-Site

Impact 4.2-1 Development of the Project could expose individuals to health hazards associated with existing or prior agricultural operations on-site. This is considered a potentially significant impact.

The Project will locate people on property previously used and in proximity to existing agricultural production. Although the application of chemicals to land within and adjacent to the Project are controlled and restricted by the San Joaquin County Agricultural Commissioner, past agricultural practices on site may have included the use or storage of chemicals that are still present. Although the extent of agricultural-related residue remaining on the property is unknown, it is considered a potentially significant impact.

Impact 4.2-2 Development of the Project could expose people to health hazards associated with a known hazardous waste site. This is considered a significant impact.

Considering the information contained within the UMP EIR, one hazardous site lies within the Project boundaries at 21000 S. Paradise Road (Haley Flying Services). As described within the UMP EIR, a Preliminary Site Assessment determined that the site does not present a potential hazard. Future development on or near the property, however, may require cleanup. This site may represent a risk for individuals within the Project area and represents a potential significant impact.

Hazardous Materials Off-Site

Based on the information contained within the UMP EIR, The Project is not within 2,000 feet of any known hazardous site. This represents a less than significant impact.

Industrial Hazards -- Adjacent Land

As discussed above, any business that stores a total volume of 55 gallons, 200 cubic feet, or total weight of 500 pounds of hazardous substances, is subject to emergency planning requirements as administered by the County Office of Emergency Services and must file and implement a hazardous material plan. As such, the risk is considered less than significant.

Ground Transportation Routes

Development of the Project may also result in the exposure of individuals to hazards associated with accidental spills or explosions in the event of an upset to material being transferred along pipelines, rails, or truck corridors. The Project proposes development in general conformance

with the UMP and does not create any additional impacts not identified in the UMP EIR. As such, impacts are considered less-than-significant.

INVOLVE THE USE, PRODUCTION, OR DISPOSAL OF HAZARDOUS MATERIALS

The Project will result in the implementation of a planned industrial development. As discussed above, any business that stores a total volume of 55 gallons, 200 cubic feet, or total weight of 500 pounds of hazardous substances, is subject to emergency planning requirements as administered by the County Office of Emergency Services and must file and implement a hazardous material plan.

In addition to the County requirements, the Project proposes environmental performance standards for regulating all future industrial uses. The standards, included within the Conceptual Development Plan application, contain the following use restrictions and hazardous waste requirements:

Use Restrictions:

No use shall be permitted to exist or operate on any lot which

- 1. Emits dust, sweepings, dirt, cinders, fumes, odors, radiation, gasses and vapors, or discharges liquid or solid waste or other harmful matter into the atmosphere or any body of water which may, according to the appropriate agency, adversely affect the health and safety of persons within the area, or the health and safety of persons in adjacent areas, or the use or adjacent properties.*
- 2. Discharges waste or any harmful substance as defined by the Municipal Code, into any public sewer or storm drainage system.*
- 3. Produces intense glare or heat, unless such use is performed only within an enclosed or screened area, and then only in such manner that glare or heat emitted will not be discernible from any exterior lot line.*
- 4. Creates a sound pressure level in violation of any regulation of any public body having jurisdiction. This requirement shall also be applied to the disposal of trash and waste materials.*
- 5. Creates a ground vibration that is perceptible, without instruments, at any point along any of the exterior lot lines.*

Hazardous Waste and Water Pollutants:

- 1. An on-site reconnaissance for hazardous wastes must be conducted for each parcel within the study area and the resulting report submitted with the application for the first proposed Tentative Map. If hazardous wastes are identified they must be dealt with to the satisfaction of the Tracy Municipal Code, before the application may be approved.*

2. *All new industries locating with the area will be required to obtain a Discharge Permit from the Director of Utilities (Public Works) prior to occupancy. This permit shall establish the amount and quality of wastes allowed to be discharged into the City's sanitary sewer.*
3. *The quality of wastewater entering the city sewage system from proposed uses shall be measured by the Biochemical Oxygen Demand (BOD) and the Total Suspended Solids (TSS) levels referenced in the local Water Quality Control Board 208 Plan. Users that are not expected to comply with these standards will be required to provide on-site pretreatment facilities.*
4. *The storage and distribution of hazardous materials shall be subject to the rules of the San Joaquin County Health District.*
5. *Industries regularly using significant quantities of hazardous chemicals as defined by State Law in the course of their operations shall be required to obtain a Conditional Use Permit.*

Considering the requirements built into the project and the existing restrictions in place at the local, State and Federal level, the risk involving the use, production, or disposal of hazardous materials is considered less than significant.

INTERFERENCE WITH AN EMERGENCY PLAN

The Project will result in the implementation of a planned industrial development. It is not anticipated to inhibit emergency response plans or impact critical facilities or services such as hospitals, police, fire, emergency response centers, and communications centers. Therefore, this impact is considered less than significant.

MITIGATION MEASURES

Impacts contained within the analysis above may be identified as "significant," even though the likelihood of occurrence has been anticipated and documented through the UMP and UMP EIR. The impacts identified are therefore mitigated by a combination of the existing applicable goals, policies, action items, and mitigation measures of the UMP and UMP EIR respectively. Where the UMP or the UMP EIR fail to reduce a particular impact to an acceptable level, this section provides additional mitigation measures.

EXISTING APPLICABLE GOALS, POLICIES, AND ACTION ITEMS OF THE UMP

The UMP does not contain any applicable mitigating goals, policies, or action items.

EXISTING APPLICABLE MITIGATION MEASURES OF THE UMP EIR

M 53.1 Project applicants will be required to comply with the San Joaquin County Hazardous Waste Plan. The plan mitigates the potential impacts

of known hazardous waste sites on new development (Mitigating Impact 4.2-2).

M 53.3 Project applicants shall be required to prepare an environmental assessment for all subdivisions where surface or subsurface contamination may be a concern (Mitigating Impact 4.2-1 and 4.2-2). The assessment shall include but not be limited to:

- ◊ identification of potential sources of contamination caused by past or current land uses; and
- ◊ evaluation of non-point sources of hazardous materials, including agricultural chemical residues, fuel storage tanks, septic systems, or chemical storage areas.

PROJECT SPECIFIC MITIGATION MEASURES

No additional mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The analysis above identifies a series of potentially significant impacts to human health and safety that could result from implementation of the Project. The UMP EIR contains adequate measures to mitigate Project specific impacts to a less than significant level.

SECTION 4.3

GEOLOGY

Section 4.3

Geology

The Geology Section of this EIR identifies potential geologic hazards, the presence of mineral resources, and soils. The impacts identified are mitigated by a combination of the existing applicable goals, policies, action items, and mitigation measures of the UMP and UMP EIR respectively. Where these requirements fail to reduce a particular impact to an acceptable level, this section provides additional mitigation measures.

This section of the EIR incorporates information contained in the UMP and UMP EIR and has been reviewed for adequacy and updated as necessary.

EXISTING SETTING

SEISMIC

As described in the UMP EIR, the Project site lies within the Coastal Range Sierra Block (CRSB) geological region. The San Andreas, Calaveras, Hayward, Green Valley, and Tracy-Stockton faults lie within this zone. These faults have historically been the source of earthquakes felt in Tracy. Major earthquakes that have occurred in this zone include the 1883 Winters-Vacaville earthquake (Magnitude 6 on the Richter Scale), and the 1986 Coalinga earthquake (Magnitude 6.7). The active¹ Carnegie Corral Hollow Fault lies approximately six miles to the southwest of the Project and the potentially active² Midway Fault and Black Butte Fault also lie in proximity to the site.

According to the UMP EIR, the Tracy area has a low-to-moderate seismic history. No recorded earthquakes, however, have had a measurable magnitude in Tracy greater than 3.9 on the Richter Scale.

Subsequent to the completion of the UMP and UMP EIR, the Department of Conservation Division of Mines and Geology compiled a bibliography of geology and seismology reports and maps reassessing the seismic exposure of the Tracy region. This reassessment identifies the thirty-kilometer (km) Coast Range-Central Valley blind-thrust fault zone along the western edge of the Valley. This area represents an active seismogenic zone capable of generating moderately large earthquakes in the Tracy region. The characteristic earthquake magnitude for the 30-km long fault segment centered on Tracy involves a potential Moment Magnitude MW 6.7 corresponding with a close epicentral distance of seven to eight km. This new information, however, does not exceed the estimated maximum earthquake potential for the City as described in the UMP EIR.

¹ Faults that have been active within the last 11,000 years.

² Faults that have been active within the last 3 million years.

MINERAL RESOURCES

The primary mineral resources in San Joaquin County are sand, gravel, and natural gas. According to the San Joaquin County Comprehensive Planning Program (DEIR 1991), an evaluation of the quality and quantity of aggregate resources in the County has been conducted by the California Division of Mines and Geology. Aggregate deposits considered to be composed of marketable material were identified in alluvial fan deposits south of Tracy, along the channel and floodplain deposits of the Mokelumne River, and along the San Joaquin River near Lathrop. Natural gas sources are also located in several fields throughout the county.

As described in the UMP EIR, the Project site has been classified as Mineral Zone 1 (MRZ 1). A MRZ 1 is defined as an area where adequate information indicates that no significant mineral deposits are present or likely to be present. The Project, however, lies within a natural gas field containing three operating natural gas wells.

SOILS

The soils of the upland valley area of Tracy consist of alluvium produced through the erosion of rocks in the surrounding mountains and foothills and transported to the valley floor by rivers and streams.

The UMP EIR identifies three different rating systems used to quantify the quality of land for supporting agriculture. These classifications include Soil Conservation Service Designations, Land Capability Classifications, and the Storie Index. For soils to be classified as "prime," the City currently uses the Storie Index System (SIS) and the Land Capability Classification System (LCC). Prime soils represent lands which have the best combination of features for the production of agricultural crops. As described in the UMP EIR, the Project site consists of Capay clay and Stomar clay loam.

Capay clay is classified at 44 and IV and Stomar clay loam is classified at 68 and IV using the SIS and LCC respectively. In San Joaquin County, soil with a SIS rating between 80 to 100 and LCC rating of I and II is considered prime farmland soils. Accordingly, the project site does not contain prime soils. The conversion of agricultural land, however, is addressed in the Land Use Section of this document.

STANDARDS OF SIGNIFICANCE

The following Standards of Significance have been compiled from the City's Initial Study Checklist and from Appendix G of the California Environmental Quality Act Guidelines. For the purpose of the EIR, an impact is considered significant if one or more of the following conditions occur from implementation of the Project.

- ◊ *Result in the exposure of people or property to seismic or other geologic hazards.*
- ◊ *Require or restrict access to significant mineral resources.*

- ◊ *Result in significant disruptions, displacements, compaction, and over-covering of the soil.*
- ◊ *Result in the creation of unstable conditions, require changes in geological substructures, or changes to unique physical features.*
- ◊ *Result in significant changes in sedimentation, deposition, or erosion.*

In addition to the standards of significance listed above, impacts are considered significant if implementation of the Project will conflict substantially with the goals and policies of the UMP.

IMPACT ANALYSIS

EXPOSURE OF PEOPLE OR PROPERTY TO SEISMIC HAZARDS

Ground shaking

Impact 4.3-1

The Project could expose people and property to ground shaking associated with future seismic events. This is considered a potential significant impact.

Ground shaking is a geologic hazard associated with the site, directly related to earthquake activity. However, no major earthquakes have occurred within the Tracy area with a magnitude greater than 3.9 on the Richter Scale. The maximum magnitude seismic event in the Tracy area as indicated by the UMP EIR could be expected to be 7.0 on the Richter Scale. A ground shaking event of this magnitude would place people and property at risk and is considered a potential significant impact.

Liquefaction

Impact 4.3-2

The Project will propose development within areas identified as having a liquefaction potential from low to moderate. This is considered a potential significant impact.

Seismic liquefaction is a phenomenon whereby loose, saturated granular deposits lose a significant portion of their shear strength due to excess pore water pressure buildup resulting from cyclic loading during an earthquake. Liquefaction typically occurs where the groundwater table is within fifty feet of the surface. Liquefaction can result in loss of foundation support, ground failures due to lateral spreading, and settlement of affected soils after an earthquake when excess pore water pressures are dissipated. The requisite condition for liquefaction is the presence of loose, cohesionless, fine grained granular soils below the water table. According to the UMP EIR, the Project site is located within an area identified with a low to moderate liquefaction potential and is considered a potential significant impact.

Seismic Settlement

Where the groundwater table is deep, seismic settlement may occur instead of liquefaction. Seismic settlement is the compaction or densification of sub-soils as a result of seismically

induced ground shaking. Loose sandy and/or silty soils are typically most susceptible to this phenomenon. Thickness and density of soil, as well as the severity of ground shaking, are variables that affect the degree of settlement at a given site. As identified by the UMP EIR, there is relatively no danger of seismic settlement within the TPA, except within the ephemeral stream channels near I-580. Since the Project site does not contain these physical features, impacts are considered less than significant.

REQUIRE OR RESTRICT ACCESS TO SIGNIFICANT MINERAL RESOURCES

Use of Mineral Resources

During the construction phase of the Project, development will result in the consumption of mineral resources. Resources such as lumber, metals, aggregate, and fossil fuels will be expended in construction of buildings and associated public infrastructure. Following construction of the Project, future resources will be required for the operations and maintenance of private and public facilities.

While the Project is anticipated to result in the consumption of mineral resources during the construction, operations, and maintenance phase of the Project, environmental impacts associated with urban development of the site have been previously accounted for in the UMP and accompanying EIR. According to the UMP, the Project is anticipated to accommodate industrial use. Natural resource impacts associated with the full build-out of the TPA have also been analyzed in respective technical sections in the UMP EIR. Although the General Plan Amendment associated with this Project will modify a portion of the land use designation from Industrial to Commercial, impacts relating to the use of natural resources are anticipated to be less than significant.

Restricted Access to Mineral Resources

The State Division of Mines and Geology Special Report No. 160 delineates specific mineral resource sectors within the City of Tracy. These sectors comprise all significant mineral resource areas where mining is not restricted by other land uses, such as urban development or resource conservation. The City of Tracy has an agreement with the Division of Mines and Geology that the area north of Linne Road would allow for urban development, while the area south of Linne Road would be protected for aggregate mining.

Since the Project site is located north of Linne Road and the UMP has designated the site for urban development, the Project will not create any new significant impacts associated with the loss (depletion) of mineral resources. Correspondingly, the Project is not anticipated to restrict the extraction of natural gas from the area. The Concept Development Plan application for the Project contains guidelines for mineral extraction and allows mineral and hydrocarbon extraction with a conditional use permit. Impacts therefore are considered less than significant.

DISRUPTIONS, DISPLACEMENTS, COMPACTION, AND OVER-COVERING OF THE SOIL

Impact 4.3-3

The Project will require grading and result in the disruption and displacement of soils. This is considered a potential significant impact.

The Project will result in the disruption, displacement, compaction, and over-covering of soils necessary for the construction of structures and associated urban infrastructure. This is considered a potential significant impact.

CREATE UNSTABLE CONDITIONS AND CHANGE THE GEOLOGICAL SUBSTRUCTURE OR UNIQUE PHYSICAL FEATURES

*Shrink-Swell Potential***Impact 4.3-4**

The Project may expose people and property to soil hazards, including the potential for shrink/swell. This is considered a significant impact.

The Project may result in the placement of structures on expansive soils. Structures placed on expansive soils are subject to the effects of shrink/swell, where water absorbed into the clay components may result in damage to substructures, foundations and roadways as foundations rise each wet season and fall each dry season. According to an analysis conducted for the City of Tracy UMP EIR, the project area lies within a region of moderate to high expansive soils. These construction limitations could result in damage to building foundations and roadways and are considered a significant impact.

Landslides and Unstable Earth

The subject site is essentially flat agricultural land proposed for industrial development. The site will not require extensive grading or excavation and therefore will not substantially cut or fill slopes, create unstable earth conditions, change the geologic substructure, or change any unique physical features. Impacts are considered less than significant.

Collapsible Soils

Collapsible soils, due to their porous structure and weak cohesion, may collapse upon saturation or loading. As identified in the UMP EIR, collapsible soils are identified in the south central portion of the TPA adjacent to I-580. The UMP EIR does not identify collapsible soils within the Project site and impacts are therefore considered less than significant.

Subsidence

Subsidence is a general lowering of the ground surface over a large area. Area subsidence can be caused by many factors, including removal of fluids such as oil, gas, or water from beneath the ground surface. Subsidence has not been documented in the TPA and is considered a less than significant impact.

Compressible Soils

Compressible soils can lose strength and consolidate under surface loading. As described in the UMP EIR, compressible soils can be found in the rivers and slough areas of the TPA. Since the Project site does not contain these features, the impact is considered to be less-than-significant.

CHANGES IN SEDIMENTATION, DEPOSITION, OR EROSION

Impact 4.3-5 **The Project will result in increased soil erosion associated with Project construction. This is considered a significant impact.**

As construction occurs within the Project area, exposed earth surfaces could be susceptible to both wind and water erosion creating problems associated with drainage, water quality, and air quality. This is considered a significant impact.

MITIGATION MEASURES

Impacts contained within the analysis above may be identified as “significant,” even though the likelihood of occurrence has been anticipated and documented through the UMP and UMP EIR. The impacts identified are therefore mitigated by a combination of the existing applicable goals, policies, action items, and mitigation measures of the UMP and UMP EIR respectively. Where the UMP or the UMP EIR fail to reduce a particular impact to an acceptable level, this section provides additional mitigation measures.

EXISTING APPLICABLE GOALS, POLICIES, AND ACTION ITEMS FROM THE UMP

SA 1.4.1 In areas of potential geologic hazards require site specific geologic and soils studies as part of approval process for all new development. This analysis must identify on-site geologic hazards, determine risk potential and provide mitigation measures for all pertinent geologic hazards (Mitigating Impact 4.3-1, -2, and -4).

SA 1.4.3 Require that underground utilities, particularly water and natural gas mains, be designed to withstand seismic forces (Mitigating Impact 4.3-1, -2, and -4).

EXISTING APPLICABLE MITIGATION MEASURES FROM THE UMP EIR

M 10.1 Prior to approval of final facilities design, the City Public Works Department shall review plans for drainage and storm water runoff control systems and their component facilities to ensure that these systems are non-erosive in design (Mitigating Impact 4.3-5).

M 10.2 Upon completion of construction, applicants for subsequent projects shall revegetate all exposed soil surfaces within 30 days, or as otherwise

approved by the City Department of Public Works, to minimize the potential topsoil erosion and maximize aesthetic appeal. Reasonable alternatives to revegetation may be employed, especially during peak high temperature periods, provided the same goals are accomplished and subject to approval by City Public Works (Mitigating Impact 4.3-5).

M 10.3 Projects under review shall be required to submit temporary erosion control plans for construction activities (Mitigating Impact 4.3-5).

M 44.2 Prior to the issuance of an occupancy permit, the applicant shall design all structures according to the Uniform Building Code Seismic Zone 3 (Mitigating Impact 4.3-1, -2, and -4).

M 49.1 Prior to approval of a tentative map, the applicant shall retain a qualified geologist to conduct soil samples throughout the project area to identify expansive soils and those areas shall be identified on a map for the Tracy Public Works Department (Mitigating Impact 4.3-4).

M 49.2 Any site grading plans shall be reviewed by a registered engineer specializing in geotechnical assessments, to ensure that the soils can support the load (Mitigating Impact 4.3-1, -2, -3, and -4).

PROJECT SPECIFIC MITIGATION MEASURES

Mitigation measure 4.6-1 in the Hydrology and Water Quality Section also mitigates Impact 4.3-3.

No additional mitigation measures are required.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

This analysis identifies a series of potentially significant impacts to geology that could result from implementation of the Project. The UMP, UMP EIR, and this EIR contain adequate measures to mitigate impacts to a less than significant level.

SECTION 4.4

BIOTIC RESOURCES

Section 4.4

Biotic Resources

This section provides a description of the biotic resources present within the project site including endangered, threatened or rare animal and plant species and their habitats, species of special concern, and wetlands. This section is based upon the results of a biological field survey and report prepared by Dr. Samuel McGinnis in January 1996, a review of existing documentation, and correspondence from affected agencies. The full text of this report is contained within the Technical Appendices of the EIR.

The Project impacts identified within this section are mitigated by a combination of existing UMP and UMP EIR goals, policies, action items and mitigation. Where these requirements fail to reduce a particular impact to an acceptable level, this section provides additional mitigation measures.

EXISTING SETTING

EXISTING BIOTIC COMMUNITIES: VEGETATION AND WILDLIFE

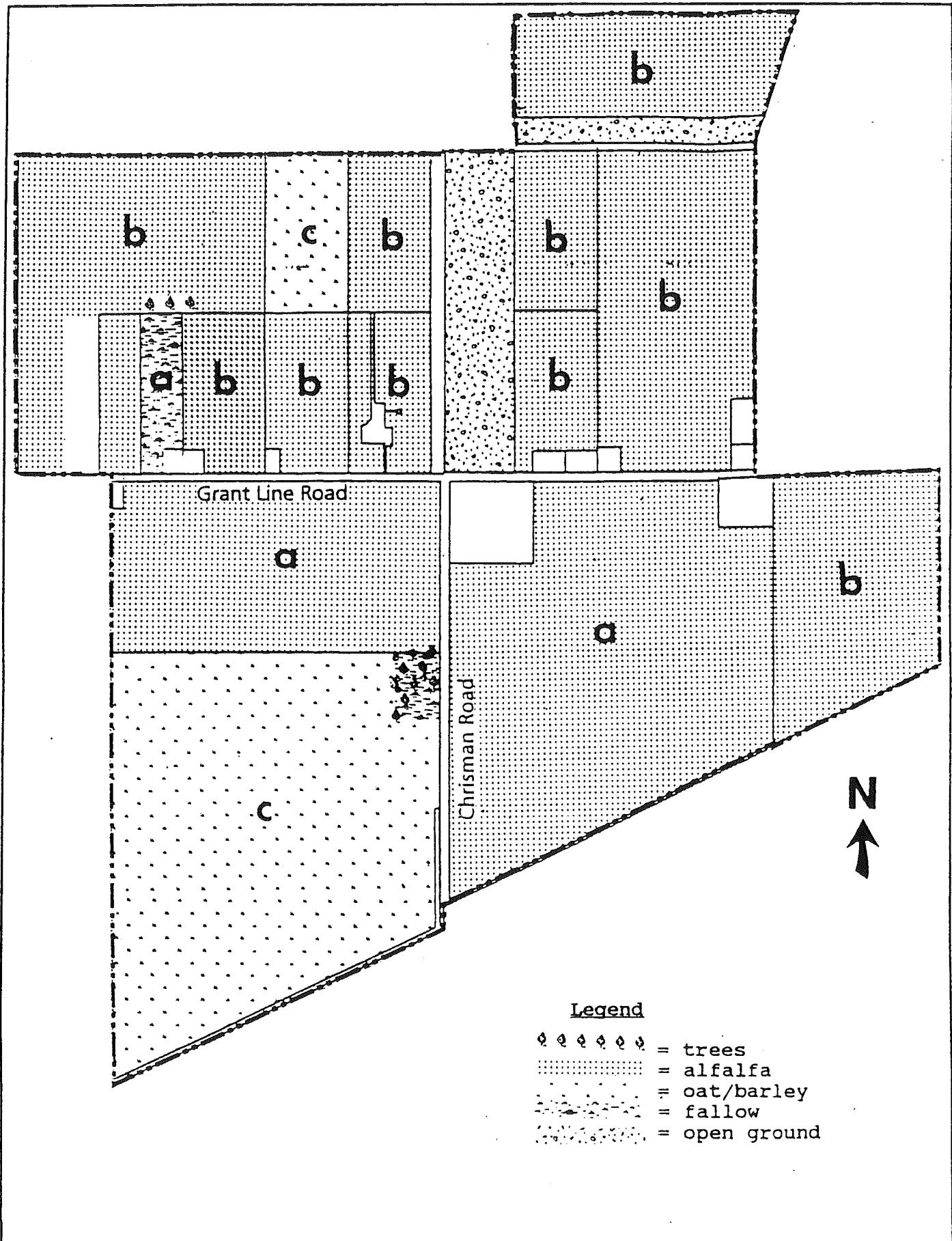
Vegetation

As shown in Figure 8, the dominant crop on the Project site is alfalfa, with nearly 600 acres of the site currently supporting this 4-5 year crop. Another 187 acres has recently been planted with winter-growing oat and barley stands, while 44 acres remains as open, tilled ground. One small parcel in the northwest portion of the site has been fallow state for several years and currently supports a dense stand of introduced grasses and pioneer forbs, most of which are classified as weeds. These include wild oat (*Avena barbata*), foxtail barley (*Hordeum leporinum*), rip-gut brome (*Bromus diandrus*), filaree (*Erodium vasy*), curley dock (*Rumex crispus*), Italian thistle (*Carduus pycnocephalus*), black mustard (*Brassica nigra*), and tumbling pigweed (*Amaranthus graecizans*). These plants, plus additional spring-germinating species, form a weed complex that continuously invades edge areas of crop fields on the site. These are then sporadically tilled, sprayed with herbicides, or burned.

A few saplings of willow (*Salix sp.*) and Fremont cottonwood (*Populus fremontii*) plus several large specimens of the latter occur sporadically on the site. The most significant concentration of such trees occurs on an old, abandoned farmstead along the western edge of Chrisman Road. An additional large cottonwood plus several walnut trees are situated at the north end of the fallow field parcel in the northwest portion of the site. All other trees and shrubs on the Project site are non-native species which have been planted as part of the landscaping plans for the various ranchettes within the project site.

Wildlife

The Project site's wildlife is dominated primarily by agriculturally-oriented species, especially those which find foraging opportunities after the harvest of alfalfa and annual oat hay crops during soil tillage. These include numerous American crow (*Corvus brachyrhynchos*), the



ring-billed gull (*Larus delawarensis*), Brewer's blackbird (*Euphagus cyanocephalus*), rock dove (*Columba livia*), yellow-billed magpie (*Picanutalli*), and water pipit (*Anthus spinolletta*).

In addition to these grain and insect eating species, several rodent-foraging birds were observed on the site during early January, 1996. These included the red-tailed hawk (*Buteo jamaicensis*), the white-tailed kite (*Elanus caeruleus*), and the great egret (*Casmerodius albus*). The latter is actually a very successful rodent catcher and thus quite abundant in San Joaquin County agricultural areas. Alfalfa is the primary crop which promotes high rodent populations. These are usually based on one species, the California meadow vole (*Microtis californicus*), which builds up very high numbers during its 3-4 year population cycle. Besides affording high quality forage and moderately good cover, an alfalfa crop is normally in place for about four years which permits these population dynamics to take place during the life of any given stand. Several of the current alfalfa stands exhibit the burrow systems of this species, especially in the berm areas.

The only other burrow systems observed on the project site were those of the Botta's pocket gopher (*Thomomys bottae*) and the California ground squirrel (*Spermophilus becheyi*). The former were quite numerous around the edges of most alfalfa stands. Very few ground squirrel burrows, however, were seen in the site. This species has been controlled primarily through the use of poison grain stations.

The only reptile observed on the site was the northwestern fence lizard (*Sceloporus o. occidentalis*), which was recovered from beneath several discarded boards in a fallow field. The absence of any permanent standing water on the site precludes the presence of most amphibians and nearly all fish species. Several shallow man-made ditches and one small irrigation pond basin hold water periodically throughout the year, depending on the intensity of the winter rain season and the local irrigation schedule. No wetlands or vernal pools are known to exist on site. When one or more of these are full during the spring months, they most likely support breeding of the Pacific tree frog (*Hyla regilla*), which was heard calling on the site in early January, 1996. It is also possible that mosquito fish may be introduced into such sites during the summer months.

ENDANGERED, THREATENED AND OTHER SPECIAL STATUS SPECIES

Species listed as endangered or threatened are protected either by the Federal Endangered Species Act and designated within this section as FE or FT, or by California's Endangered Species Act and designated CE or CT. In addition there are a number of animal species which, though not presently protected by law, are being considered for such protection. At the federal level these are Candidate 1 (FC1) species (a group for which there is sufficient data to support an endangered or threatened listing) and Candidate 2 (FC2) species (those for which such data is still being collected). In California there is also a relatively large list of state species of special concern (CSC) which are being closely watched and evaluated for possible inclusion on the state's endangered or threatened species lists.

In addition to the state and federal endangered and threatened species designation for plants, the California Native Plant Society (CNPS) also uses four biannually published lists to denote several degrees of sensitivity. The first (CNPS1) denotes those protected species which are rare, threatened or endangered both in California and elsewhere. The second (CNPS2) are those considered rare, threatened or endangered only in California since they are more numerous elsewhere. A third grouping (CNPS3) identifies those for which more information is needed, and a fourth category (CNPS4) is a "watch list" of species with limited distribution which may become less abundant in the future.

The following table includes special status species which have geographic ranges that include or come close to the Project site. This list represents species which may possibly occur in the vicinity of the Project site based on historical information, but are may not necessarily inhabit the site. The listing was compiled from the California Natural Diversity Base, the Resources Agency's *1992 Annual Report on the Status of California's State Listed Threatened and Endangered Plants and Wildlife*, and from the California Native Plant Society's 1992 published listings.

TABLE 6
SPECIES LISTING PLANTS

Common Name	Scientific Name	Status
Delta button celery	Eryngium racemos	FC2,CE
Slough thistle	Cirsium crassicaule	FC2,CNPS1
Valley oak	Quercus lobata	CNPS4

TABLE 6 (CONTINUED)
ANIMALS

Common Name	Scientific Name	Status
San Joaquin kit fox	<i>Vulpes macrotis mutica</i>	FE, CT
Swainson's Hawk	<i>Buteo swainsoni</i>	CT
Valley elderberry longhorn beetle	<i>Desmocerus californicus dimorphus</i>	FT
California tiger salamander	<i>Ambystoma californiense</i>	FC1, CSC
California Red-legged frog	<i>Rana aurora draytonii</i>	FC2, CSC
Coast horned lizard	<i>Phrynosoma coronatum</i>	CSC
Townsend's western big-eared bat	<i>Plecotus t. townsendii</i>	FC2, CSC
Valley elderberry longhorn beetle	<i>Desmocerus californicus dimorphus</i>	FT
Burrowing owl	<i>Athene cunicularia</i>	CSC
Cooper's hawk	<i>Accipiter cooperii</i>	CSC
Sharp-shinned hawk	<i>Accipiter striatus</i>	CSC
Northern harrier	<i>Circus cyaneus</i>	CSC
Tricolored blackbird	<i>Agelaius tricolor</i>	CSC
Northwestern pond turtle	<i>Clemmys m. marmorata</i>	CSC

Sensitive Plant Species

No specimens of the three sensitive plant species whose range includes the project site area were observed, these include Delta button celery, Slough thistle and Valley oak. On nearly all of agricultural land in this area, native grass, forb, shrub and tree species have been completely replaced with agricultural plant varieties and introduced weeds.

Sensitive Animal Species

Three special status animal species have been the subject of analysis in the south Tracy area. These species include the San Joaquin kit fox, Burrowing Owl, and the Swainson's hawk. The status of these species and their significance in the Tracy area are outlined below and in the Biological Resources Section of the UMP EIR. No special status species are known to occur on or in proximity to the Project site.

San Joaquin Kit Fox

The San Joaquin kit fox once inhabited most of the alkali sink plant community of the San Joaquin Valley and adjacent valley systems. It also occupied the lower reaches of many of the surrounding foothill grassland areas. However, intensive agriculture and livestock grazing coupled with California ground squirrel eradication via poisoning have greatly reduced the usable habitat for this canid during the past half century, and hence its present protected status.

The Northeast Industrial project site is situated just outside the northeastern border of the geographic range of the San Joaquin kit fox as documented by the 1990 U.S. Fish and Wildlife Service distribution map for this species.

The results of all three survey methods employed in this two part survey were negative with respect to a direct or indirect observation of San Joaquin kit fox presence. In addition, six other such surveys conducted in the west and south Tracy areas during the past two years also produced negative results with respect to San Joaquin kit fox on any of the proposed project sites. Given this store of current data showing no San Joaquin kit fox presence within the immediate Tracy area, only the den search portion of the USFWS 1993 survey protocol was performed at the current project site. This search yielded no large burrow of any sort on the property. There are some potential carnivore retreat sites within and under the old out buildings on the deserted farmstead on Chrisman Road. However, no scat within the size range of the San Joaquin kit fox was discovered there. In addition, no distinct tracks of the animal were seen on the numerous mud surface areas on the site.

Given the negative San Joaquin kit fox survey results on the Northeast Industrial site, and in the greater Tracy city area, it is apparent that the San Joaquin kit fox is not a resident of this area. As to the possibility that the project site may be occasionally used as a travel route and temporary denning site for the San Joaquin kit fox when traveling from one point in its home range to another, several factors join to discourage such a theory. One is the land use in the surrounding area. A San Joaquin kit fox traveling to and through the project site from habitat sites west of Tracy would have to pass through residential, commercial, and industrial regions of the city before reaching this area.

Travel through the site from north to south would entail the crossing of several movement barriers including the heavily traveled I-205 corridor. Conversely, travel to the site from the southwest would entail the crossing of both I-5 and Business I-205 with intervening crop land.

One final point which should be considered in this evaluation is the geographic position of the project site. As already mentioned in the environmental setting section, it is located just outside of the current range of the San Joaquin kit fox as defined by the USFWS's 1990 range map for this subspecies. As described in the biological report, a detailed picture of this situation is seen in a range map by Bell, 1994, for the area west of Tracy in which all San Joaquin kit fox sightings for the past three decades are plotted. This shows that the project site is over three miles east and north of the most easterly sightings of this endangered

species. To date a home range study of the San Joaquin kit fox in the northern extent of its range has not been done. However, if we apply finding of an average home range of 1.7 square miles for the San Joaquin kit fox in Kern County to this area (Zoellick, et al, 1987), the implication would be that even if there presently were kit foxes at these eastern sighting points, their annual home range wanderings would not take them onto or even near the project site.

All of these findings strongly support the conclusion that the San Joaquin kit fox does not utilize the project site, either as a foraging/denning area or a movement corridor.

Swainson's Hawk

The Swainson's hawk migrates to the San Joaquin Valley each April from its wintering grounds in South America to nest and raise its young. The preferred nesting site is in large riparian trees near or adjacent to good rodent foraging areas. Because of the near total conversion of lands to agriculture, the Central Valley now consists of acreage planted in crops which promote large rodent populations. By far the most important of these crops is alfalfa. Alfalfa is highly nutritious to agricultural rodent species such as the California meadow mouse and the Botta's pocket gopher. In addition, alfalfa's longevity of 3 to 5 years permits the development of large populations of such prey species.

Because the biological field survey for the Project site was conducted during mid-winter, Swainson's hawks were not observed on the Project site. However, a far more common species, the red-tailed hawk, was observed perched near a stand of alfalfa in the central western portion of the site on two separate occasions. Red-tailed hawk presence is normally a reliable indicator of good rodent abundance, and therefore also a good indicator of hawk feeding habitat. Based on this assumption, an additional survey was conducted to obtain an estimate of the Project site's worth as Swainson's hawk feeding habitat.

The second field investigation included walking transects along irrigation berm areas for San Joaquin kit fox dens, and for the burrows of the California meadow mouse and Botta's pocket gopher. Crop areas were then rated as to their present worth as potential foraging sites for hawks. Only two stands of alfalfa and a small fallow field area received an "A" rating which is considered a good rodent crop with at least one rodent burrow system every five meters of berm or levee surveyed. The two alfalfa stands appeared to be at least three years old as determined by the amount of old growth stubble at the base of the plants, the spacing of each plant, and the degree of weed invasion. In addition, great egrets and a white-tailed kit were observed on two separate occasions near these alfalfa stands. Both of these species are active foragers on rodents in Central Valley agricultural fields, and their presence normally indicates an abundant prey supply.

In addition to the above observations which support the conclusion that buteo hawk foraging possibly takes place on parts of the project site, a red-tailed hawk was sighted in a large tree on the deserted Chrisman Road farmstead. Such trees adjacent to good rodent areas make it

possible for hawks to maintain constant surveillance without having to continuously soar over a site. It is possible that a Swainson's hawk may also utilize one or more of these trees as a foraging perch during its stay in the area. However, it is most unlikely that the old farmstead trees are used for nesting because of the disturbance by agricultural activities during the spring-summer season. This idea is supported by the absence of any large buteo-size nests in these trees.

At present 33% of the crop acreage on the project site supports a small rodent population which appears large enough to attract foraging raptors, including the Swainson's hawk. Of the remaining 67% of crop land, the majority of those acres may exhibit large rodent populations at some later date, at which time the current rodent producing areas will have declined. Additionally, the one small stand of large trees on the project site may provide foraging perches and/or roosting sites for the Swainson's hawk during the months when it is in this area. Lastly, the project site is located a little over one mile from a documented Swainson's hawk nesting site along the Old River segment of the San Joaquin River.

Burrowing Owl

The Burrowing Owl is a small, terrestrial owl that occurs in annual and perennial grasslands, deserts and scrublands with low-growing vegetation. Suitable owl habitat may also include trees and shrubs if the canopy does not cover more than 30 percent of the ground surface. Burrows that provide protection, shelter and nests for Burrowing Owls represent an essential component of this species' habitat. Burrowing Owls typically use burrows made by other mammals such as California ground squirrels, however, these birds are adaptable and can use man-made structures such as cement culverts, piles of cement, asphalt or wood, and openings between cement or asphalt paving.

Burrowing Owls may use a given site for breeding, wintering, foraging or migration stopovers. Occupancy of suitable Burrowing Owl habitat is usually verified by observations of one or more Burrowing owls on a given site, or presence of Burrowing Owl cast pellets (or other prey remains), eggshell fragments, or excrement in or near a burrow entrance. None of the on-site ground squirrel burrow entrances inspected during the walking transect exhibited signs of Burrowing Owl use, and no specimens were observed on or near the site. In addition, no other special status avian species were seen on the site, and the various habitats which promote those which could occur in this area, such as cattail marsh and riparian forest, are not present.

Amphibian, Reptile and Invertebrate Species

Due to the timing of this survey, the status of the spring and summer active California red-legged frog or western pond turtle in the irrigation ditches on the site could not be determined. However, given the sporadic nature of the draining and filling of these habitats plus the high load of agricultural herbicides and fertilizers in the irrigation run-off water which they transport, it is unlikely that these species exist on-site.

One other species which could not be adequately surveyed for the duration of the study was the western spadefoot toad. This species spawns in creek pools and seasonal ponds in mid-spring, with tadpoles metamorphosing and retreating to underground aestivation sites by early summer. The long agriculture history of the Tracy region has most likely eliminated this amphibian from most farm parcels through deep tillage of its subterranean retreat sites.

Dip net sampling of the Project site's small water impoundments which currently exist in irrigation channels did not reveal any adult tiger salamanders or their eggs. The cool weather conditions of the January survey were also not conducive to lizard, including the coast horned lizard. The long history of deep soil tillage on-site may have long since eliminated this burrowing species from this area.

Plankton net sampling for federally protected vernal pool crustaceans (Conservancy fairy shrimp, longhorn fairy shrimp, vernal pool tadpole shrimp and fairy shrimps) in the irrigation ditches failed to produce any of these species. In addition, no vernal pools were observed within the fallow segments of the site.

The plant survey failed to locate any specimens of elderberry (Genus *Sambucus*). The valley elderberry long-horned beetle lays its eggs only within the pithy stems of this plant genus, and thus its status on a site determines that of the threatened insect also.

STANDARDS OF SIGNIFICANCE

The following Standards of Significance have been compiled from the City's Initial Study Checklist and from Appendix G of the California Environmental Quality Act Guidelines. For the purpose of the EIR, an impact is considered significant if one or more of the following conditions occur from implementation of the Project.

- ◊ *Result in a significant change to the habitat, diversity or number of plant species, including unique, rare, or endangered plants.*
- ◊ *Result in a significant change to the habitat, diversity or number of animal species, including unique, rare or endangered animals.*

In addition to the standards of significance listed above, impacts are considered significant if implementation of the Project will conflict substantially with the goals and policies of the UMP.

IMPACT ANALYSIS

DISTURBANCE OF SIGNIFICANT NATURAL VEGETATION TYPES

Impact on Plant Species

The Project site consists of predominately agricultural plant varieties and introduced weeds. Development of the site will result in the planting of domesticated plant species that will be

used in the landscaping of industrial and commercial areas. New plants will likely be those indicative of urban areas, including both native and non-native trees, shrubs and grasses. Plantings undertaken by the applicant will be subject to standards specified by the City of Tracy. The Project site is composed entirely of crop fields, farmsteads and several ranchettes and is not considered likely to support any endangered plant species. Impacts of Project development on plant species are therefore considered less than significant.

DISTURBANCE OR DEGRADATION OF WATERWAYS OR WETLANDS

The Project site does not contain any wetlands or vernal pools. Net sampling of on-site irrigation ditches did not result in the identification of any federally protected vernal pool crustaceans including the Conservancy fairy shrimp, longhorn fairy shrimp, vernal pool tadpole shrimp and fairy shrimp. Impacts to waterways or wetlands are therefore considered less-than-significant.

DISTURBANCE TO SPECIAL STATUS SPECIES OR HABITAT

Animal Species

The Project site will result in the loss of fallow and productive agricultural land that may serve as forage habitat for certain animal species. The loss of such habitat will be replaced with habitat associated with industrial development. Although the Project will create new foraging and breeding habitat on-site for existing species adaptable to urban development, no new species are anticipated to be introduced into the area. Impacts to animal species, except for the species listed below, are considered less-than-significant.

San Joaquin kit fox

Impact 4.4-1

The possibility exists that kit fox could enter the site during construction and risk injury or take. This is considered a significant impact.

As described in the UMP EIR, denning and foraging habitat for the San Joaquin kit fox occurs primarily in the moderately hilly grassland areas in the southeastern portion of the TPA. Kit fox populations have suffered substantial declines over the last 50 years primarily as a result of conversion of native valley floor habitats to agricultural and urban uses. Other factors contributing to kit fox population declines include secondary pesticide poisoning and competition for food and cover resources. The recent proliferation of the non-native red fox has placed significant competitive pressure on kit fox populations and is considered a factor in population declines.

Kit foxes and other large mammals typically establish home ranges in the best available habitat. A home range is considered an area traversed by the individual in its normal activities of food gathering, mating and caring for young. Areas outside the home range are occasionally explored, and if good hunting areas are discovered, the home range may shift to incorporate these new areas. If the new area is already occupied by a competitor, few prey are

found, or the habitat is not appropriate, the animal typically returns to the established home range.

Several extensive recent surveys in the south and west Tracy areas have been unable to detect the kit fox east of the Delta-Mendota Canal. However in 1991, there was a reported finding of a kit fox track in South Tracy and two reported sightings (unverified) at the Tracy Airport.

Considering the habitat on the Project site is at best marginal, kit foxes occasionally move outside their typical home range, and that extensive recent surveys in the area did not detect kit foxes or their presence on or immediately adjacent to the site, the loss of habitat within the Project site should not be considered as a "take" under the definitions of the Endangered Species Acts (Federal and State). Correspondingly the loss of these habitats would constitute a less-than-significant effect as defined by CEQA, and should require no kit-fox specific mitigation.

However, there is a remote possibility that a kit fox, while moving outside of its home range, could enter the site during construction and risk injury or death. This is considered a significant impact on the San Joaquin kit fox.

Swainson's hawk

Impact 4.4-2

The Project has the potential to eliminate foraging habitat for the Swainson's hawk. This is considered a significant cumulative impact.

The extent to which Swainson's hawks use the project site during harvesting is unknown and the Project site provides no nesting habitat, however it may support suitable short-term foraging habitat. At present 33% of the crop acreage on the project site supports a small rodent population which appears large enough to attract foraging raptors, including the Swainson's hawk. Of the remaining 67% of crop land, the majority of those acres may exhibit large rodent populations at some later date, at which time the current rodent producing areas will have declined. Additionally, the one small stand of large trees on the project site may provide foraging perches and/or roosting sites for the Swainson's hawk during the months when it is in this area. The project site is also located a little over one mile from a documented Swainson's hawk nesting site along the Old River segment of the San Joaquin River. Development of the Project may therefore contribute to the cumulative losses of Swainson's hawk foraging habitat and is considered a significant cumulative impact.

Burrowing Owl

Impact 4.4-3

The Project has the potential to disturb the nesting of the Borrowing Owl. This is considered a significant impact.

No Burrowing Owls have been reported on site, but they are known to occur in the region. Suitable habitat (e.g., available ground squirrel burrows) exists on site and development may disrupt breeding owls. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered a "taking" by the CDFG. Therefore, the disturbance of potential Burrowing Owl nesting habitat constitutes a significant impact.

MITIGATION

Several impacts contained within the analysis above are identified as "significant" even though the likelihood of occurrence has been anticipated and documented through the UMP and UMP EIR. The "significant" impacts are therefore mitigated by a combination of the existing UMP and UMP EIR goals, policies, action items and mitigation measures. Where the UMP or the UMP EIR fail to reduce a particular impact to an acceptable level, this section provides additional mitigation measures.

EXISTING APPLICABLE GOALS, POLICIES AND ACTION ITEMS OF THE UMP

There are no significant goals, policies or action items in the UMP specifically mitigating potential significant biological impacts.

EXISTING APPLICABLE MITIGATION MEASURES OF THE UMP EIR

M 21.8 If Burrowing Owls are found to inhabit a proposed project site, the project applicant shall identify Project-related potential impacts to Burrowing Owls and consult with the CDFG to determine currently accepted avoidance or mitigation criteria. The resulting mitigation plan shall be incorporated, as directed by CDFG, into the development process (Mitigating Impact 4.4-3).

M 21.9 The City of Tracy shall attempt to formalize the agreement with San Joaquin County and all of its incorporated cities to fully participate in the development and implementation of the San Joaquin County Swainson's hawk conservation plan. Until such time as the plan is implemented, or in the event the plan is not implemented, or the City of Tracy does not participate in the plan, impacts to Swainson's hawk and Swainson's hawk habitat shall be mitigated in consultation with CDFG. Current draft mitigation guidelines for the species are reprinted for informational purposes in technical appendix "N" (Mitigating Impact 4.4-2).

PROJECT SPECIFIC MITIGATION MEASURES

M 4.4-1 The Tracy Community Development Department shall authorize a kit fox pre-construction survey prior to the issuance of grading permits. The survey shall be paid by the Project applicant and involve walking the site at approximately 30-100 foot wide increments searching for potential kit

fox den sites. A qualified biologist shall conduct the site survey. If kit fox den sites are discovered, the City shall contact the US Fish and Wildlife Service in consideration of UMP EIR mitigation measures for kit fox (Mitigating Impact 4.4-1).

M 4.4-2 The Project applicant shall make a good faith attempt to implement the following construction practices to minimize the potential for injury or death of a kit fox during construction (Mitigating Impact 4.4-1).

- ◊ Limit construction vehicle speeds to 15 mph.
- ◊ Provide covers or include ramps for all Project-related excavated steep-walled holes or trenches at the end of each day.
- ◊ Cover the ends of Project-related stored pipes at the end of each work day.
- ◊ Remove all Project-related food waste at the end of each work day.

M.M. 4.4-3 Prior to approval of a Final Map, the Project applicant will either provide a mitigation fee appropriate and consistent with the I-205 Specific Plan, develop a Habitat Management Plan for the Swainson's hawk in consultation with the CDFG, or enter a county-wide HCP if available. (Mitigating Impact 4.4-2).

M.M. 4.4-4 The Tracy Community Development Department shall authorize a Burrowing Owls pre-construction survey prior to the issuance of grading permits. The survey shall be paid by the Project applicant and conducted by a qualified ornithologist. If no owls are located during these surveys, no additional action is warranted. However, if breeding owls are located on or adjacent to the site, then an ornithologist shall determine the extent of a construction buffer zone around the active nesting Burrowing Owl. No construction activities shall proceed which would disturb breeding owls. The CDFG shall also be immediately contacted to determine if any additional mitigation measures are necessary (Mitigating Impact 4.4-3).

LEVEL OF SIGNIFICANCE AFTER MITIGATION

The above analysis identifies a series of potentially significant impacts to biotic resources which may result from implementation of the Project. The UMP, UMP EIR and this EIR contain adequate measures to mitigate Project specific impacts to a less-than-significant level.

SECTION 4.5

CULTURAL RESOURCES

Section 4.5

Cultural Resources

This section provides a description of the cultural resources associated with the project site including a discussion of historical structures, potential of the site for past cultural uses, and past archaeological finds. This section is based upon the results of a cultural resource field survey and report prepared by Foothill Archaeological Services and a review of existing documents. The full text of this report is contained within the Technical Appendices of the EIR.

The Project impacts identified within this section are mitigated by a combination of existing UMP and UMP EIR goals, policies, action items and mitigation measures. Where these requirements fail to reduce a particular impact to an acceptable level, this section provides additional mitigation measures.

EXISTING SETTING

ETHNOGRAPHIC BACKGROUND

Historically, the Tracy area was occupied by the Northern Valley Yokuts at the time of American contact. As described in the UMP EIR and cultural report, the range of this tribe extended from the Calaveras River to the southern extent of the San Joaquin River. Little is known of these people who completely disappeared prior to 1850.

HISTORICAL SETTING

The Northeast Industrial property is associated with the communities of Tracy and Banta. The UMP EIR and the cultural report contain a discussion of the historical importance of each community.

In addition to the history of Tracy and Banta, two routes within the project area are of historical interest. The first is Grant Line Road. It connected Mountain House to San Joaquin City, providing an important transportation link between the San Francisco bay and San Joaquin valley. The name "Grant Line Road" is derived from its alignment with the southern boundary of the El Pescadero Land Grant. Chrisman Road is the second historical route in the project area. It takes its name from John Chrisman, an early pioneer who joined an immigrant wagon train in Mt. Carroll, Illinois for California in the spring of 1859. Chrisman was involved in various enterprises in Knights Ferry and San Jose, but he settled near Tracy in 1869.

ARCHAEOLOGICAL RECORDS SEARCH

A complete record search for the project area was performed by the Central California Information Center. All official site maps and archives were consulted as were the standard published references -- National Register of Historic Places (Directory of Determinations of Eligibility, California Office of Historic Preservation, Volumes I and II, 1990; and Office of Historic Preservation Computer Listing 1990 and updates), California Inventory of Historic

Resources (1976), California Historical Landmarks (1990), California Points of Historical Interest (listing May 1992 and updates), CALTRANS Local Bridge Survey (1989), and the Survey of Surveys (1989), as well as other pertinent historic data at the Central California Information Center for San Joaquin County.

The record search revealed that several archaeological studies with negative results had been carried out in the vicinity of the Northeast Industrial project – Baker and Smith (1989), Price (1992), Peak (1980), Smith (1977) and Owens (1991). One study had touched lands within the project area (True et al 1981) but with negative results. Probably owing to extensive agriculture, very few prehistoric archaeological sites have been recorded in the vicinity of Tracy.

In 1937, one of the most significant archaeological discoveries in the region was made at the site of the Holly Sugar Mills farm. Workmen were leveling a large mound of about seven acres in front of the mill (about one mile from the Northeast Industrial property) when a large archaeological deposit was uncovered. Local relic collectors dug into the site and revealed a wealth of stone tools, shell beads and ornaments, quartz crystals and charm stones, and mortars and pestles. No scientific recording was done of the site, however, and its age and contents can only be approximated (Hawkins 1983:8-9).

The record search did reveal one known site, CA-SJO-140, has been recorded in the vicinity. It is situated on the 10 foot contour, on Tom Paine Slough, approximately one mile north of Banta. The site is reported to contain bone and shell artifacts. A few artifacts from the Barr collection at UC Berkeley reportedly come from this site.

HISTORICAL RECORDS SEARCH

Several historic buildings in Tracy have been placed on the National Register of Historic Places. Also, the Corral Hollow railroad line and a horse drawn seed drill has been documented in recent studies. Owens' thorough compilation of historical resources in the Sacramento-San Joaquin delta lists no known historical sites in the project area (1991:108). The Westside Pioneer Association has preserved many early photographs and recollections of Tracy's early years. No formal information, however, is on file concerning the Northeast Industrial project area.

FIELD SURVEY

No artifacts or features related to the prehistoric period were identified. Correspondingly, the field survey revealed no known sacred or religious uses that have previously been associated with the Project site or the surrounding properties. However, three ranch complexes were noted that appear to exceed the 45 year age limit defining them as "historic resources." They are:

- ◊ NEI -- 1 is a small ranch complex on the west side of Chrisman Road, south of its intersection with Grant Line Road. The site consists of a simple one-story wood framed

residence, a three-story tank house, and a barn. The date of these structures is unknown. Large cottonwood trees surround the structures. These buildings do not appear on the 1879 Map in Thompson and West, but do appear on the 1916 USGS Quadrangle as well as a 1950 aerial photo of the area. The ranch may have been known as the "Vieira or Vierra Ranch." It is said to have been owned by a Portuguese family who may have had a dairy there. The site is extremely run down and cluttered with debris. No permanent residents were noted.

- ◊ NEI -- 2 is a small dairy and ranch complex at 8291 Grant Line Road in Tracy. A rectangular block dairy building, finished on the south end identifies it as "Pimentel's Dairy." A small residence and two-story tank house also can be seen. A series of barns, storage structures and facilities are in the rear. This is a functioning dairy with buildings and equipment in good repair. Its age is undetermined, but it does not appear on the 1879 map. It does show on the 1950 aerial photo. It is one of many small dairies that used to be seen in the Tracy area.
- ◊ NEI -- 3 is a small ranch complex located at 6811 and 6821 Grant Line Road, Tracy. This is known as the Ender Ranch, and it originally was a dairy. There are three residences on the property, with a small wood framed one story house being the original one. It is located on the NW corner of Paradise Road and Grant Line Road. Other structures include a barn with block foundation and tongue-and-groove redwood siding. It has a sheet metal roof with a raised peak. Two shed structures are attached to this main barn on the west side. A series of other barns, sheds and equipment shelters can be seen. Two other residences appear more modern. Again, this complex does not appear on the Thompson and West map of 1879, but is prominent in the 1950 aerial photo. Its exact date was not determined in this study. This is a working ranch with considerable trucking activity for cattle operations.

STANDARDS OF SIGNIFICANCE

The following Standards of Significance have been compiled from the City's Initial Study Checklist and from Appendix G of the California Environmental Quality Act Guidelines. For the purpose of the EIR, an impact is considered significant if one or more of the following conditions occur from implementation of the Project. A detailed description of the State and Federal guidelines for determining significance is contained in the cultural resources report.

- ◊ *Require the alteration or the destruction of a prehistoric or historic archaeological site, historic building, structure, or object.*
- ◊ *Require a physical change which will affect unique ethnic cultural values or restrict existing religious or sacred uses.*

In addition to the standards of significance listed above, impacts are considered significant if implementation of the Project will conflict substantially with the goals, policies, and action items of the UMP.

IMPACT ANALYSIS

THE ALTERATION OR THE DESTRUCTION OF A PREHISTORIC OR HISTORIC ARCHAEOLOGICAL SITE, HISTORIC BUILDING, STRUCTURE, OR OBJECT.

Archaeological Sites

Impact 4.5-1 **Although no evidence of archaeological significance has been found at the site, the potential still exists for the discovery of buried deposits or features of an archaeological past. This is considered a significant impact.**

The Project site has been used for agricultural and urban uses for many years with the natural topography subsequently modified. However it should be noted that while no evidence of archaeological significance has been found at the site, the potential still exists for the discovery of buried deposits or features of an archaeological past. This is considered a significant impact to cultural resources.

Historical Structures

According to the State and Federal criteria described in detail in the cultural report and the standards of significance identified above, the sites NEI -- 1, NEI -- 2, and NEI -- 3 are not eligible for listing on the California Register or National Register of Historic Places.

The three ranches/dairies lack the integrity to provide new information about ranching or dairying in this section of California. The first site is in extremely poor condition with the structures facing imminent collapse while the other two sites are working complexes with a mixture of old and new structures. The sites are small in scale, typical of the many enterprises surrounding Tracy and reveal no artifacts, structures or equipment that would provide additional information about the past. Impacts to historical structures are considered less than significant.

A PHYSICAL CHANGE WHICH WILL AFFECT UNIQUE ETHNIC CULTURAL VALUES OR RESTRICT EXISTING RELIGIOUS OR SACRED USES.

The Project site contains several existing residential structures and dairy farms. Considering the record search and field survey, no evidence exists that the Project will have the potential to cause a physical change that will affect unique ethnic cultural values or restrict existing religious or sacred uses. Impacts are therefore considered less than significant.

MITIGATION MEASURES

Impacts contained within the analysis above may be identified as "significant," even though the likelihood of occurrence has been anticipated and documented through the UMP and UMP EIR. The impacts identified are therefore mitigated by a combination of the existing applicable goals, policies, action items, and mitigation measures of the UMP and UMP EIR respectively. Where the UMP or the UMP EIR fail to reduce a particular impact to an acceptable level, this section provides additional mitigation measures.

EXISTING APPLICABLE GOALS, POLICIES, AND ACTION ITEMS OF THE UMP

- CO 6 Preservation of Historic and Prehistoric Cultural Resources within the Tracy Urban Management Planning Area (Mitigating Impact 4.5-1).
- CO 6.2 Preserve known archeological resources and seek to identify additional archeological sites within the Tracy Urban Management Planning area (Mitigating Impact 4.5-1).
- CO 6.2.2 If evidence of archaeological artifacts are discovered during construction all operations within the project site shall halt until a qualified archaeologist determines that extent of significance at the site (Mitigating Impact 4.5-1).

EXISTING APPLICABLE MITIGATION MEASURES OF THE UMP EIR

- M 24.2 On-site preservation of the resource is the preferred alternative. Preserving a cultural deposit maintains the artifacts in context and essentially "banks" the sites for the future, at which time more sophisticated research methods and tools may be available. Additionally, preservation of a prehistoric cultural deposit may prevent inadvertent discovery of, or damage to, human burials. Preservation can be accomplished through a number of means such as capping or covering the site with a layer of soil, fencing the site area, and/or incorporation of the resource into a greenbelt or park area (Mitigating Impact 4.5-1).
- M 24.3 If preservation of the resource is not feasible, additional studies, such as archival research or scientific, controlled excavation of prehistoric cultural resources may be required. The Native American community should be notified of any proposed excavation of prehistoric cultural resources as there is a high probability that burial sites may occur in the TPA (Mitigating Impact 4.5-1).

PROJECT SPECIFIC MITIGATION MEASURES

No additional mitigation measures are required for the Project.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

This analysis identifies a potentially significant impact to cultural resources that could result from implementation of the Project. The UMP and the UMP EIR contain adequate measures to mitigate the Project specific impact to a less-than-significant level.

SECTION 4.6
HYDROLOGY AND WATER QUALITY

Section 4.6

Hydrology and Water Quality

The Hydrology Section of this EIR contains a discussion of the surface hydrology and ground water resources. Storm drainage facilities and water supplies are also discussed in detail in the Public Services and Utilities Section. The impacts identified in this section are mitigated by a combination of the existing applicable goals, policies, action items, and mitigation measures of the UMP and UMP EIR respectively. Where these requirements fail to reduce a particular impact to an acceptable level, this section provides additional mitigation measures.

This section of the EIR incorporates information contained in the UMP and UMP EIR. The information has been reviewed for adequacy and updated as necessary.

EXISTING SETTING

SURFACE HYDROLOGY

Tracy is located within the San Joaquin River drainage system and within an area that typically receives lower amounts of rainfall relative to other locations in the region. Typical annual precipitation in the Tracy area is nine inches per year. Due to the Mediterranean type climate of the area, most rainfall is experienced in the late fall through early spring, with little precipitation occurring in the summer months.

Storm runoff from the Tracy area generally drains to the north, primarily as surface sheet flow. Prior to development within and around the City, this flow was relatively unrestricted. The construction of rail lines, roads, irrigation canals, and other structures has subsequently altered the natural pattern of drainage in the region.

Historically, several entities including the City, private land owners, and special districts have constructed drainage facilities in the region. These drainage facilities, however, were not integrated and provided a piecemeal approach to flood protection. In 1982 a Storm Drainage Master Plan was developed to accommodate drainage from existing and future development areas. Subsequently, the City has recently completed the 1994 Storm Drainage Master Plan.

According to the 1994 Storm Drainage Master Plan, the Project site is located within the Eastside Channel System. The Eastside Channel system is proposed to serve industrial, commercial, and residential areas within the eastern portion of the existing urbanized area for the City of Tracy. The primary component of the Eastside Channel System is comprised of a combination of landscaped channel parkway segments and excavated channel segments. The alignment for the Eastside Channel is generally located contiguous with or in the vicinity of the alignment of MacArthur Drive, extending northward from a location roughly 3,000 feet south of 11th Street to eventually discharge into Old River north of I-205.

No streams or creeks occur within the Project site due to the relatively flat and level

topography of the surrounding area, and the relatively low amounts of rainfall in the region. The West Side Irrigation District, however, owns and operates two man-made canals located in the southern portion of the Project site.

FLOOD HAZARDS

The Project site is not within any designated Federal Emergency Management Agency (FEMA) 100-year floodzone. Much of the City and surrounding areas are, however, periodically subject to localized flooding during intense storm events. Water absorption at the site is currently unrestricted due to the absence of substantial structures or pavement and the porous nature of the soils.

SURFACE WATER QUALITY

Water quality data for surface drainage from the Project site and the Tracy area is not currently available. Constituents of this runoff, however, would be expected to contain traces of contaminants which are typically associated with agricultural uses.

GROUNDWATER RESOURCES

The regional aquifer is subject to mixing with seepage primarily from the San Joaquin River System. As identified in the UMP EIR, rainfall and runoff percolate into the groundwater basin through gravel deposits beneath stream channels and farmlands south of town. Corral Hollow Creek and its adjacent floodplain comprise the most substantial area within the TPA for local groundwater recharge.

The groundwater basin is quite extensive and has historically augmented the surface water supply of the City. According to the 1994 Water Master Plan, the City's groundwater contains levels of total dissolved solids and sulfates. Correspondingly, the UMP EIR has indicated that potential over-drafting of the underground aquifer could further decrease the quality of groundwater by allowing saltwater intrusion from the Delta. Additionally, isolated occurrences of industrial pollutants have been detected in groundwater samples taken from within the TPA.

As indicated by the Water Master Plan, the quality of Tracy groundwater supplies led the City to construct the existing water treatment plant and to draw high quality water from the Delta Mendota Canal. The City operates ten production wells that draw water from the lower zone of a regional groundwater basin in West San Joaquin Valley. The 1994 Water Master Plan indicates that the maximum recommended groundwater extraction rate for this lower-zone aquifer in the Tracy area is approximately 6,000 acre-foot per year. Reliance on ground water to serve the daily needs of the City, however, is planned to be reduced as surface water supplies become available.

STANDARDS OF SIGNIFICANCE

The following Standards of Significance have been compiled from the City's Initial Study Checklist and from Appendix G of the California Environmental Quality Act Guidelines. For the purpose of the EIR, an impact is considered significant if one or more of the following conditions occur from implementation of the Project.

- ◊ *Result in significant changes to the absorption rates, drainage patterns, the rate and amount of surface runoff, and the exposure of people and property to water-related hazards.*
- ◊ *Result in significant changes to the amount or quality of surface water in any water body.*
- ◊ *Result in significant changes to ground water resources.*

In addition to the standards of significance listed above, impacts are considered significant if implementation of the Project will conflict substantially with the goals and policies of the UMP.

IMPACT ANALYSIS

CHANGE THE ABSORPTION RATES, DRAINAGE PATTERNS, THE RATE AND AMOUNT OF SURFACE RUNOFF, AND THE EXPOSURE OF PEOPLE AND PROPERTY TO WATER-RELATED HAZARDS

Impact 4.6-1

The Project will increase the amounts of storm water runoff, potentially exposing people and property to localized flooding. This is considered a significant impact.

Although the Project will not result in changes to any surface water bodies, the construction of roadways and structures associated with the Project will increase the amount of impervious area relative to existing conditions. This will alter the drainage patterns and increase the amount of storm water runoff on and off site and could result in the exposure of people and property to localized flooding. Through the City's Storm Drainage Master Plan, adequate facilities have been defined to protect against future flooding hazards. These improvements will be incorporated and implemented by the proposed project. Until these improvements have been incorporated into the Project, localized flooding remains a potential significant impact.

CHANGE THE AMOUNT OR QUALITY OF SURFACE WATER IN ANY WATER BODY

Impacts 4.6-2

During construction, the Project may contribute to a deterioration of surface water quality. This is considered a significant impact.

During construction activities, soil is exposed and more susceptible to water erosion and has the potential to increase the turbidity of the Old River through the introduction of suspended solids. These sediments may also behave as carriers for other pollutants such as organic

components, metals, phosphates, and other toxic material. This is considered a significant impact.

As the Project site develops, the pavement and controlled runoff from impervious surfaces may also contribute to an increase in surface water pollution. This may be particularly true as precipitation during wet weather combines with accumulate pollutants resulting in high pollution concentrations in the “first-flush” weather runoff. According to the UMP EIR, treatment of storm drainage in the City is not required. As the area continues to urbanize and generate higher levels of pollution, however, runoff treatment may be required.

CHANGE GROUND WATER RESOURCES

Water absorption at the site is currently unrestricted due to the absence of substantial structures or pavement and porous soils. The absorption capability of the site will be diminished as the property is modified to urban residential use. Groundwater recharge, however, occurs mostly in the upland valley areas of the County adjacent to rivers and larger streams. In the TPA, Corral Hollow Creek and its adjacent flood plains contain the most substantial groundwater recharge areas. As such, the Project is expected to have a less-than significant impact of the groundwater recharge capabilities of the region. The Project will create additional demand on water resources; water supplies (including groundwater), are discussed in the Public Services and Utilities Section of this document.

MITIGATION MEASURES

Impacts contained within the analysis above may be identified as “significant,” even though the likelihood of occurrence has been anticipated and documented through the UMP and UMP EIR. The impacts identified are therefore mitigated by a combination of the existing applicable goals, policies, action items, and mitigation measures of the UMP and UMP EIR respectively. Where the UMP or the UMP EIR fail to reduce a particular impact to an acceptable level, this section provides additional mitigation measures.

EXISTING APPLICABLE GOALS, POLICIES, AND ACTION ITEMS OF THE UMP

- PF 1.11 Provide effective storm drainage facilities for planned development in accordance with existing design standards (Mitigating Impact 4.6-1).
- PF 1.11.2 Require designs of new storm drainage facilities to meet the requirements of the existing Storm Drainage Master Plan and Storm Drainage Design Guidelines to Residential Areas. Provide conveyance capacity sufficient to contain 100-year flood flows in the right of ways of major public streets and 10-year flood flows within the top of street curbs (Mitigating Impact 4.6-1).

EXISTING APPLICABLE MITIGATION MEASURES OF THE UMP EIR

M 64.1 The City shall monitor water quality regulations for storm water runoff. If changes in the standards occur, more controls on sources of pollutants in storm water or removal of pollutants from storm water may be necessary, either through structural controls or implementation of best management practices (Mitigating Impact 4.6-2).

M 64.2 The City shall require temporary erosion control measures during new Project construction and shall require the implementation of permanent Best Management Practices in new developments to minimize discharge of urban pollutants into local waterways (Mitigating Impact 4.6-2).

PROJECT SPECIFIC MITIGATION MEASURES

Mitigation measures 4.11-5 in the Public Services and Facilities Section of this report shall address storm drainage systems mitigating localized flooding (Mitigating Impact 4.6-1).

M 4.6-1 Subject to review and approval by the Public Works Department, a comprehensive plan to prevent erosion, siltation, and contamination of storm water during construction shall be required for the Project prior to Final Map approval. Such a plan must be prepared and implemented in accordance with permit conditions and requirements of the State Water Resources Control Board. At a minimum, this plan shall include the following (Mitigating Impact 4.6-2):

- ◊ phasing of construction to ensure that grading operations are targeted for the dry months of the year as directed by the City;
- ◊ methods to reduce erosion in the event of a storm during construction such as the use of sediment traps, barriers, covers, or other methods approved by the City; and,
- ◊ a description of temporary mulching, seeding, or other suitable erosion stabilization measures approved by the City to protect exposed areas during construction activities.

M 4.6-2 Prior to recordation of Final Maps, the applicant shall coordinate with the City for review and approval a plan to provide regular cleaning of streets and parking lots (where applicable) to limit the accumulation of "first flush" contaminants during construction (Mitigating Impact 4.6-2).

LEVEL OF SIGNIFICANCE AFTER MITIGATION

This analysis identifies several potentially significant impacts to hydrology that could result from implementation of the Project. The UMP, UMP EIR, and this EIR contain adequate measures to mitigate Project specific impacts to a less-than-significant level.

SECTION 4.7

TRANSPORTATION AND CIRCULATION

Section 4.7

Transportation and Circulation

The Transportation and Circulation Section of this EIR analyzes the impacts of the project in a manner consistent with the Tracy Roadway Master Plan (RMP). The RMP defines a system of streets, interchanges, railroad, and canal crossings needed to serve the City's UMP. The objective of the RMP is to serve the long-range development potentials of the UMP consistent with its policies on roadway classifications, street design and safety standards, and acceptable traffic Levels of Service. The RMP is flexible in that it provides for a development responsive phasing plan that determines the Master Plan facilities to be constructed first as part of the City's review and environmental process. Mitigation measures for development applications include facilities needed as a direct consequence of the project and facilities needed to mitigate the project's contribution to cumulative impacts.

This section of the EIR incorporates information from the Traffic Study conducted by Fehr and Peers Associates for the Northeast Industrial Concept Development Plan. A complete copy of the Traffic Study is contained under separate cover in the Technical Appendices.

EXISTING SETTING

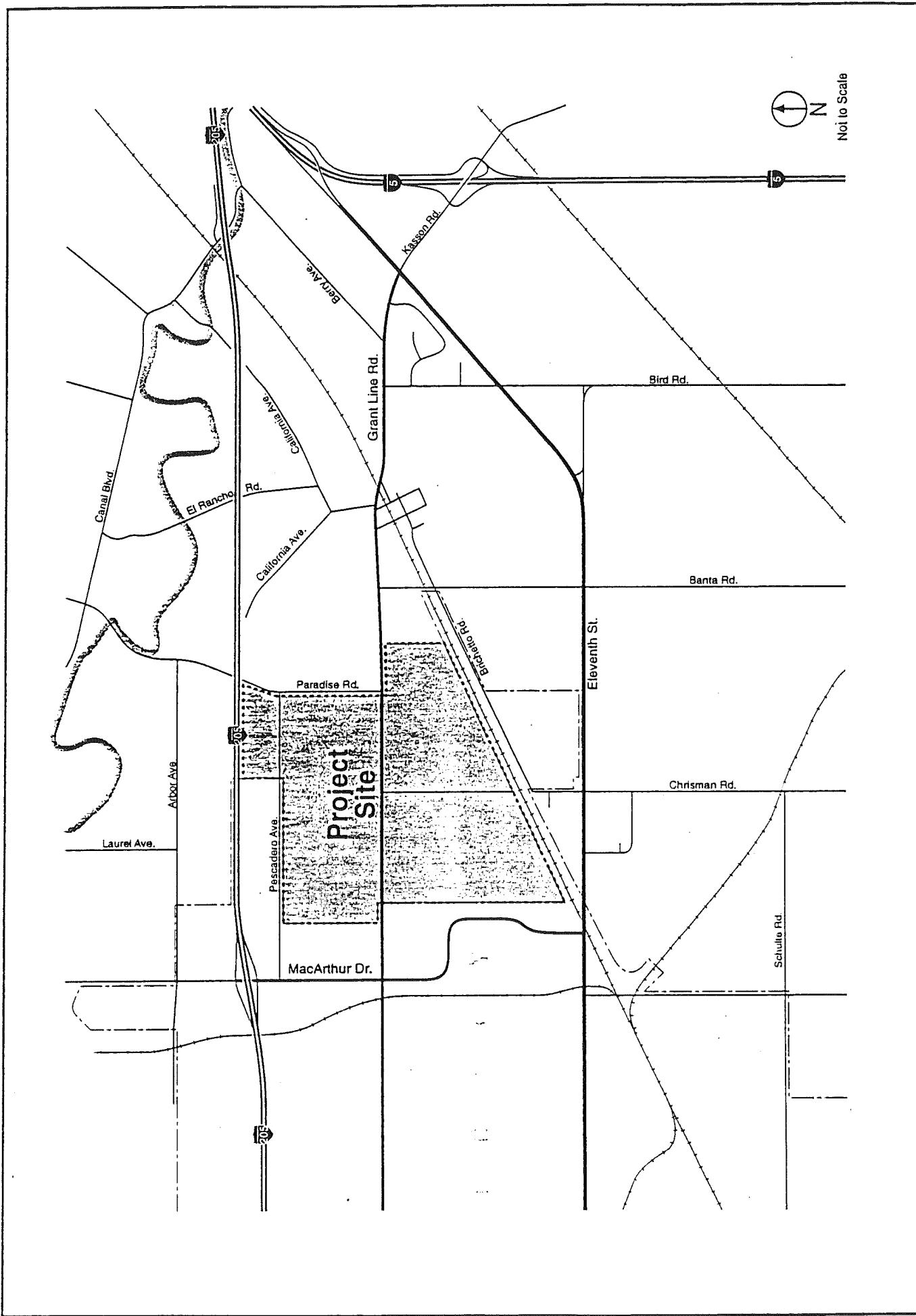
The Northeast Industrial PUD site is located directly east of the incorporated City of Tracy limits between Interstate 205 to the north and the Southern Pacific railroad tracks to the south. Paradise Road abuts the eastern edge of the property. Figure 9 depicts the project site and the existing roadway system in the vicinity of the project.

The roadways serving the project site include: Interstate 205, Grant Line Road, Eleventh Street (Business 205), MacArthur Drive, Chrisman Road, Paradise Road, and Pescadero Avenue.

Existing (1993) traffic on I-205 between MacArthur Road and I-5 is approximately 65,000 vehicles per day, with 3,800 vehicles traveling in the peak (eastbound) direction during the p.m. peak hour and 2,590 traveling in the peak (westbound) direction during the a.m. peak hour.

The level of service is a measure of the congestion of a facility; it ranges from A (free-flow conditions) to F (volume greater than capacity). The level of service for intersections is determined using the Transportation Research Board Circular 212 Planning technique. The technique has been modified to measure service levels over the average of the peak hour rather than the peak 15 minutes, a method the City has recently adopted. The level of service standard for the City of Tracy is LOS C, except for intersections located within 1/4 mile of a freeway, where the standard is LOS D. On I-205, the San Joaquin County Congestion Management Plan specifies LOS E as the acceptable level of service.

Figure 9
Project Site and Existing Roadway Network



The existing Level of Service in this segment of I-205 is LOS D or better except during the p.m. peak hour, when it degrades to LOS E in the eastbound direction. Existing volumes on the other surface streets are currently low, with corresponding Levels of Service that are well within the acceptable range at all study intersection locations.

FUTURE CONDITIONS WITHOUT PROJECT

Cumulative Development

TABLE 7
DEVELOPMENT ASSUMPTIONS FOR THE NORTHEAST TRAFFIC STUDY

Projects	Population	Employment	Remaining to be built		
			Residential (DU)	Commercial (acres)	Industrial (acres)
Phase 1:					
•Existing Development (pre-1989)	35,700	12,300	0	0	0
•RSP	16,900	800	0	0	0
•ISP (less B of A)	0	10,300	0	0	310
•I-205 SP	4,400	4,400	1,038	186	131
•"Pipeline" Infill	3,200	0	565	0	0
•Long-Term Infill	1,500	3,900	516	105	210
TOTAL PHASE 1	61,700	31,700	2,119	291	651
Core Contiguous:					
•Plan C	18,900	400	6,408	17	0
•B of A Property	2,100	0	707	0	0
•Elissagaray	2,300	0	787	0	0
TOTAL CORE CONTIGUOUS	23,300	400	7,902	17	0
Patterson	0	3,700	0	41	171
South Schulte	16,900	2,800	5,820	25	122
Tracy Hills	15,900	10,400	5,468	218	502
North Schulte, Lammers, Banta	0	0	--	--	--
Northeast Industrial	0	9,100	0	46	799
TOTAL TRACY	117,800	58,100	21,309	637	2,244
Mountain House	43,600	8,700	--	--	--
GRAND TOTAL*	161,400	66,800	--	--	--

The cumulative scenario (Table 7 above), used as a baseline for the Northeast Industrial PUD traffic analysis, was developed assuming the buildup of all reasonably foreseeable projects within the Tracy Urban Management Plan (UMP). This includes all approved projects and all

projects that have submitted development applications to the City of Tracy. The amount of development assumed is illustrated on Figure 10 and detailed on Table 7 above. Traffic assumptions also include twenty years of development potential at Gold Rush City and other Lathrop development areas.

This cumulative scenario includes the buildup of Tracy's three approved specific plans [Residential Specific Plan (RSP), Industrial Specific Plan (ISP), I-205 Specific Plan (I-205 SP)]. It also includes the buildup of all infill parcels within the 1990 City Limits, including the industrial area located north of I-205. As a group, this development is referred to as "Phase 1".

In addition, the cumulative scenario for Northeast Industrial assumes the buildup of six projects (referred to cumulatively as "Plan C") with recently approved development plans and environmental documents: the West Tracy Plan, Corral Hollow West, Cheng Property, Souza/Citation, Eastlake, and Glenbriar. It also includes four projects currently undergoing environmental review: Tracy Hills Specific Plan, South Schulte Specific Plan, Elissagary Estates, and the Bank of America Project.

Taken as a group, the above projects represent approximately twenty years of development absorption potential. Using the average annual absorption rates from the Urban Management Plan, the buildup of all projects in this cumulative scenario would occur around the year 2015 (see Table 7 above). This figure was obtained as a midpoint between the absorption horizon for residential units (year 2012), commercial development (2017) and industrial development (2018). The remaining Community Areas identified within the Urban Management Plan, including the North Schulte, Lammers, and Banta Communities, have not yet submitted development applications to the City and were not included in the cumulative analysis. In the UMP Patterson Community, development was assumed to include all currently projected developments within the Patterson Pass Business Park Special Purpose Plan, amounting to about 470 acres of industrial use.

Two major planned developments immediately outside of the UMP area were also included in the cumulative scenario. First, Mountain House was assumed to have reached a level of development as projected by the San Joaquin Council of Governments (SJCOC) by market-constrained 20-year forecasts. This includes virtual buildup of Mountain House residential units (population of 43,600) and employment of 8,700.

Second, the cumulative analysis also accounts for twenty years of potential future development on the Steward Tract, in the City of Lathrop, just northeast of the Tracy UMP area. This project, known as Gold Rush City, is a complex of region-serving recreation-oriented commercial and residential uses, with supporting public facilities and services. The central feature of the complex is a theme park reflecting the State's historic Gold Rush era of the mid 1800's. Trip generation and distribution for Gold Rush City was obtained directly from the City of Lathrop traffic model, the basis of the project EIR.

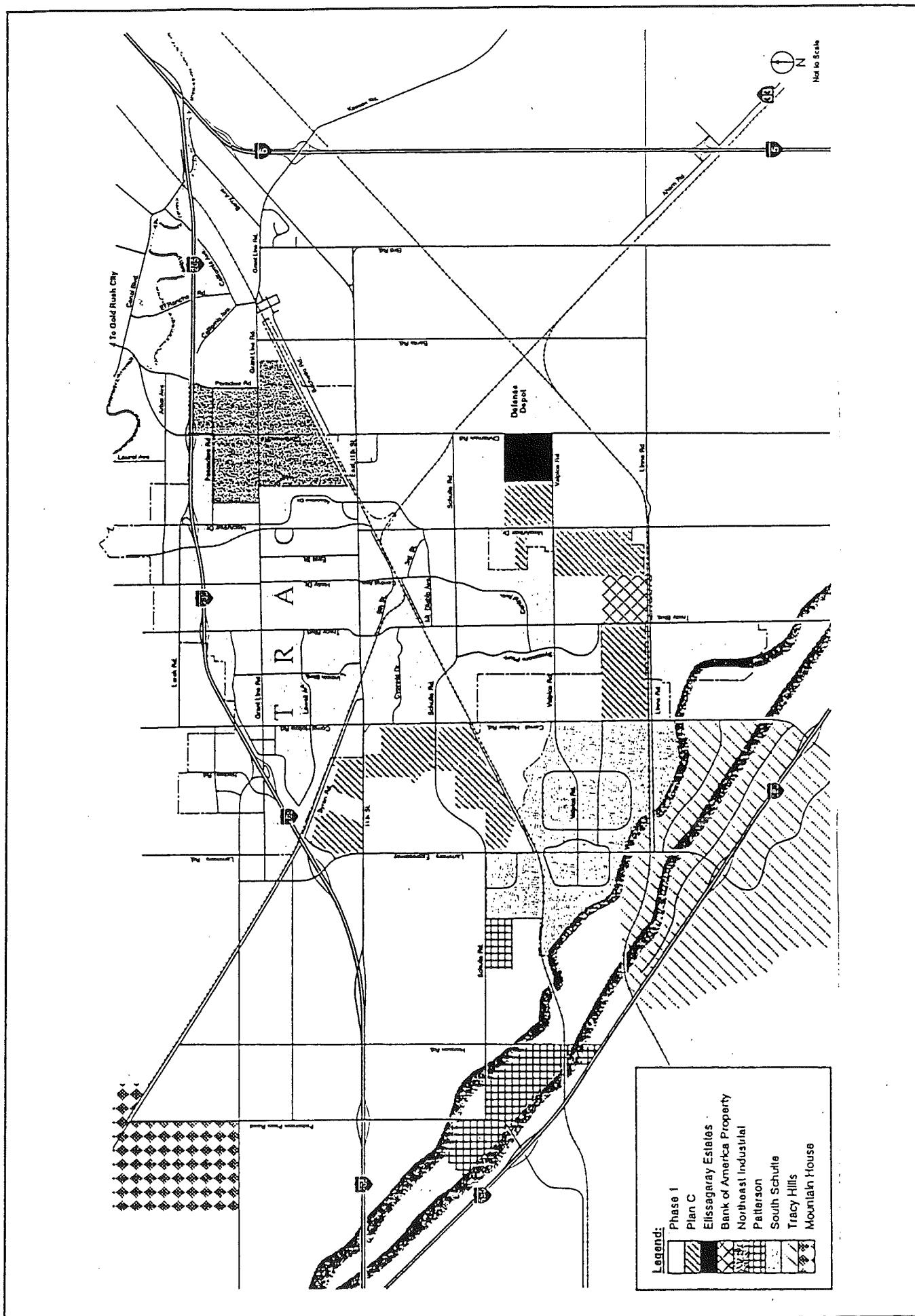


Figure 10
Development Assumptions for 2015

TABLE 8
TRAFFIC BETWEEN GOLD RUSH CITY AND THE
TRACY STUDY AREA (2015)

Internal Traffic	P.M. Peak	Daily
To Tracy	780	7,900
From Tracy	800	7,900
TOTAL:	1,580	15,800

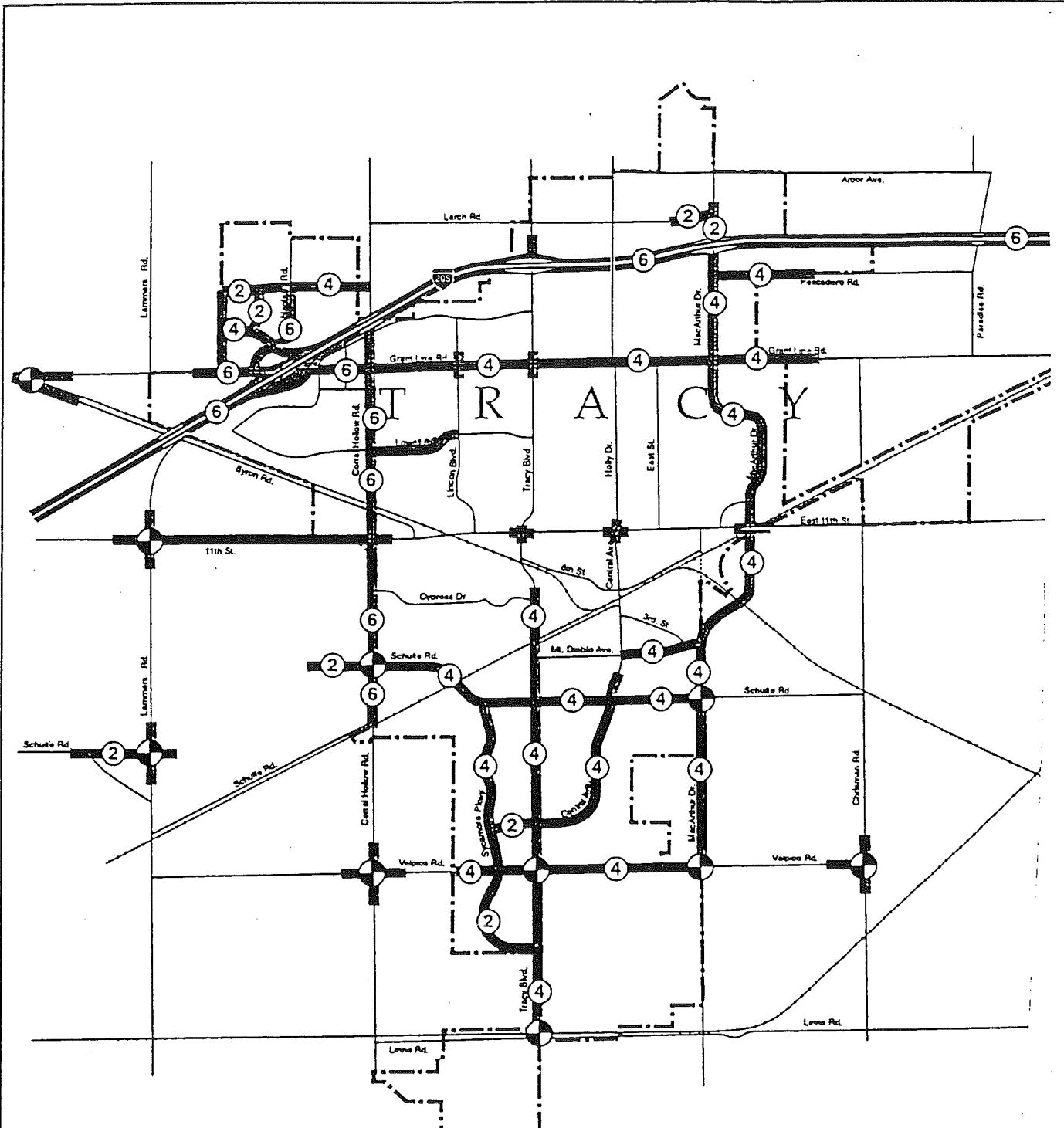
External Traffic Through Tracy	P.M. Peak	Daily
From Gold Rush City	360	3,900
To Gold Rush City	430	3,900
TOTAL:	790	7,800
GRAND TOTAL:	2,370	23,600

FUTURE ROADWAY NETWORK

The currently planned roadway improvements in northeast and central Tracy are illustrated in Figure 11. This includes all facilities currently included in the Capital Improvements Programs for the RSP, ISP and I-205 SP, as well as improvements determined to be needed to support Tracy's Phase 1 and Plan C development areas.

At the citywide level, some major roadway improvements were assumed to be in place to support the development included in the cumulative scenario. To support buildup of Tracy Hills and South Schulte, Lammers Road was assumed to be widened to a six-lane expressway and to connect to I-205 and I-580 with two new freeway interchanges. In addition, the following extensions were assumed to be in place by 2015: Schulte Road between Lammers and Corral Hollow, Linne Road between Lammers and Corral Hollow, Street B from the Tracy Mall to Byron Road. These facilities are included in the twenty-year portion of the Tracy Roadway Master Plan.

Figure 12 presents the roadway network that was assumed around the project site. The facilities and number of lanes presented are consistent with the 20-year Concentric Development Scenario within the Tracy Roadway Master Plan, the scenario most similar to the cumulative development assumptions used in this EIR. The figure does not show internal collectors and industrial streets within the Northeast Industrial area, which are described in the following section.



Legend:

- 1990 City Limits
- Roadway Extension and Widening
- ⑥ Number of Lanes (Future)
- New Signal

Includes RSP, ISP, I-205 SP, infill and Plan "C" improvements.



Not to Scale

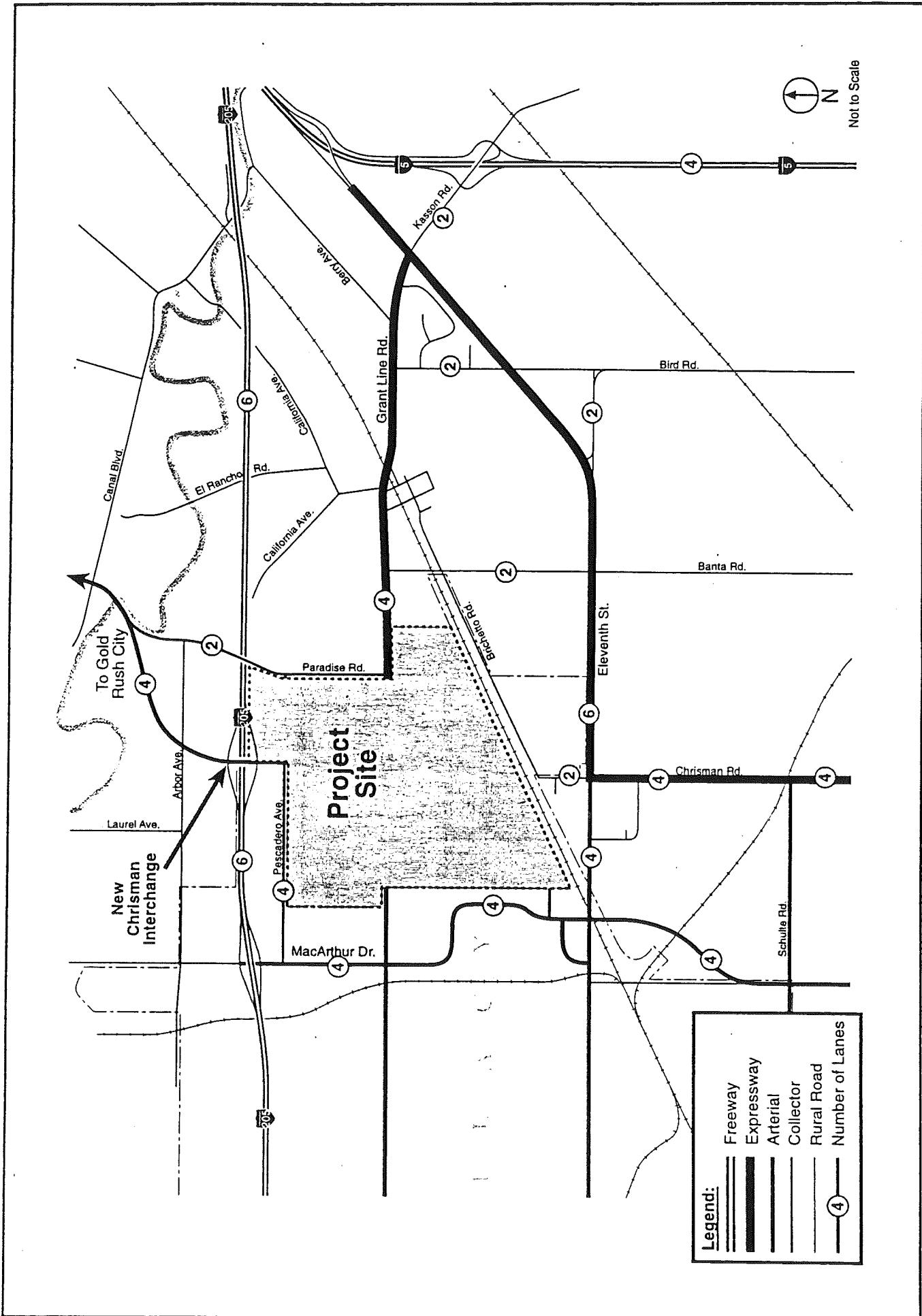


Figure 12
Roadway Network Assumptions

The cumulative traffic analysis also assumes that, north of I-205, an upgraded four-lane Paradise Road would connect Northeast Tracy with Gold Rush City. The upgraded Paradise Road would connect directly with the planned Chrisman interchange, to provide freeway access for traffic to and from Gold Rush City. The upgraded Paradise Road would also connect with the existing Paradise overcrossing, which would be maintained as a two-lane facility. Golden Valley Parkway, a planned four-lane expressway that will run north of I-205 and west of I-5 (shown in the Gold Rush City EIR 2025 scenario, but not in 2005 nor 2017) was assumed not to be in place in the 2015 study year.

The Gold Rush City Specific Plan and EIR and the Tracy Roadway Master Plan (RMP) both identify the future need for a new freeway interchange on I-205 in the vicinity of Paradise Road. The location of the interchange has been defined as either at or just west of the existing Paradise over-crossing and east of the Yellow Freight property. The EIR on Gold Rush City and Stewart Tract properties identify the need for an additional interchange on I-205 to support the development between 2005 and 2017, although the Gold Rush properties themselves are not projected to reach full buildout until about 2025. The EIR indicates the interchange location at Paradise, although it cites no justification for this site and contains no supporting discussion concerning its selection over other potential nearby locations.

The RMP recommends placing the new interchange about one-quarter to one-third mile west of Paradise, at an extension of the Chrisman expressway, for the following reasons:

- ◊ Averting need to demolish existing Paradise over-crossing in order to replace it with an modern-design interchange crossing
- ◊ Preserving Paradise as a freeway crossing, potentially reducing required bridge width and cost of new interchange
- ◊ Reducing length and cost of Chrisman expressway (about one-third mile)
- ◊ Providing sufficient distances to meet urban spacing requirement relative to MacArthur interchange and sufficient distance east to the I-205/ I-5 interchange to potentially accommodate an additional local interchange east of Paradise and still meet spacing requirements for freeway-to-freeway interchanges.

With respect to timing, the RMP identifies the Chrisman interchange not only a long-range need (35-year-plus) but also, under certain potential urbanization scenarios, as a 20-year need. Of the four example 20-year development patterns considered in the RMP, the Chrisman interchange was needed in two: the Concentric and Banta scenarios.

The Gold Rush City Specific Plan and EIR and supporting technical analysis identified the Chrisman/ Paradise interchange as needed between 2005 and 2017.

The 2015 impact analysis assumes that I-205 is widened to six lanes by that time.

STANDARDS OF SIGNIFICANCE

The following Standards of Significance have been compiled from the City's Initial Study Checklist and from Appendix G of the California Environmental Quality Act Guidelines. For the purpose of the EIR, an impact is considered significant if one or more of the following conditions occur from implementation of the Project.

- ◊ *Substantially impact the existing transportation system or parking facilities.*
- ◊ *Result in substantial traffic hazards to motor vehicles, bicyclists, or pedestrians.*

The technical approach to evaluate the impacts of the project is designed to be consistent with CEQA tiering of environmental impact reports. This EIR evaluates project site impacts and determines project specific mitigation measures under the jurisdiction-wide cumulative impacts and jurisdiction-wide mitigation measures (policies and programs) defined in the UMP EIR. The traffic study contains a detailed description of the standard used for determining significance.

IMPACT ANALYSIS

PROPOSED LAND USES

Northeast Industrial is a large planned industrial park located on 870.3 gross acres on the east side of the City of Tracy (see Figure 9). The project consists mostly of industrial use but also includes three parcels of commercial development, totaling about 45.5 acres. Table 9 presents the total land use for the project and the corresponding square footage and employment totals that were used to estimate its trip generation. When accounting for both industrial and commercial use, the project totals 9,141 employees.

TABLE 9
LAND USE AND EMPLOYMENT

	Gross Acres	Conversion Factor	Employees
Commercial	45.5	@ 0.35 FAR = 694 KSF @ 1.04 employees/KSF:	722
Industrial	123 676	@ 8 employees/acre: @ 11 employees/acre:	984 7,436
TOTAL*	845		9,142

*The total above excludes the existing or proposed roadways (25.9 acres).

The employment densities assumed for the industrial properties (8 and 11 employees/acre) reflect the recent experience with industrial uses in the area. Uses attracted to the area in the recent past consist primarily of distribution, warehousing and heavy industrial use. The average employment densities for existing industrial development in the area, including

Safeway distribution center, Owens Brockway, HJ Heinz, American Pipe, Leprino Foods, Orchard Supply Hardware, Yellow Freight Systems, Ortho Tech Inc, and Inland Container is between 7 and 8 employees per acre.

PROPOSED CIRCULATION PLAN

Figure 13 illustrates the Northeast Industrial Concept Development Plan's proposed roadway network. It includes:

- ◊ Pescadero Avenue would be a two-lane "modified industrial street", with a 76 foot right of way, extending from the terminus of the four-lane section easterly through the Plan area to Paradise Road.
- ◊ Grant Line Road would be a four-lane "major arterial street", with a 110 foot right of way, from the terminus of the current four-lane section easterly through the entire Plan area.
- ◊ Paradise Road would be a two-lane "Phase I arterial street" extending from the I-205 overcrossing south to Chrisman Road. Beyond Chrisman Road the street would continue to the south and west with a two-lane "Industrial Street" connection to MacArthur Road.
- ◊ Chrisman Road would be developed as a two-lane "Industrial Street" north of the loop street, to allow convenient parcel access during buildout. South of the loop street, the existing roadway section would be retained in the current condition, with no improvement.
- ◊ Additional two-lane "Industrial streets" may ultimately be provided in the Plan area, located in response to specific parcelization and development proposals in the area. Spacing between industrial street intersections would be at least 660 feet.

FUTURE CONDITIONS WITHOUT PROJECT

Figure 14 presents the p.m. Peak traffic volumes for the cumulative (2015) scenario without Northeast Industrial. The levels of service at study intersections for this scenario are illustrated on Figure 15 (a.m. Peak) and Figure 16 (p.m. Peak). The traffic analysis without Northeast Industrial was performed with the Chrisman interchange in place because this facility is a 20-year need for Gold Rush City and because our preliminary analysis concluded that the interchange would need to serve the combined demand of Gold Rush City and Northeast Industrial. As presented on Figure 14, the interchange carries a significant demand to and from the west, even without Northeast Industrial.

Figure 13
Northeast Industrial Proposed Road Network

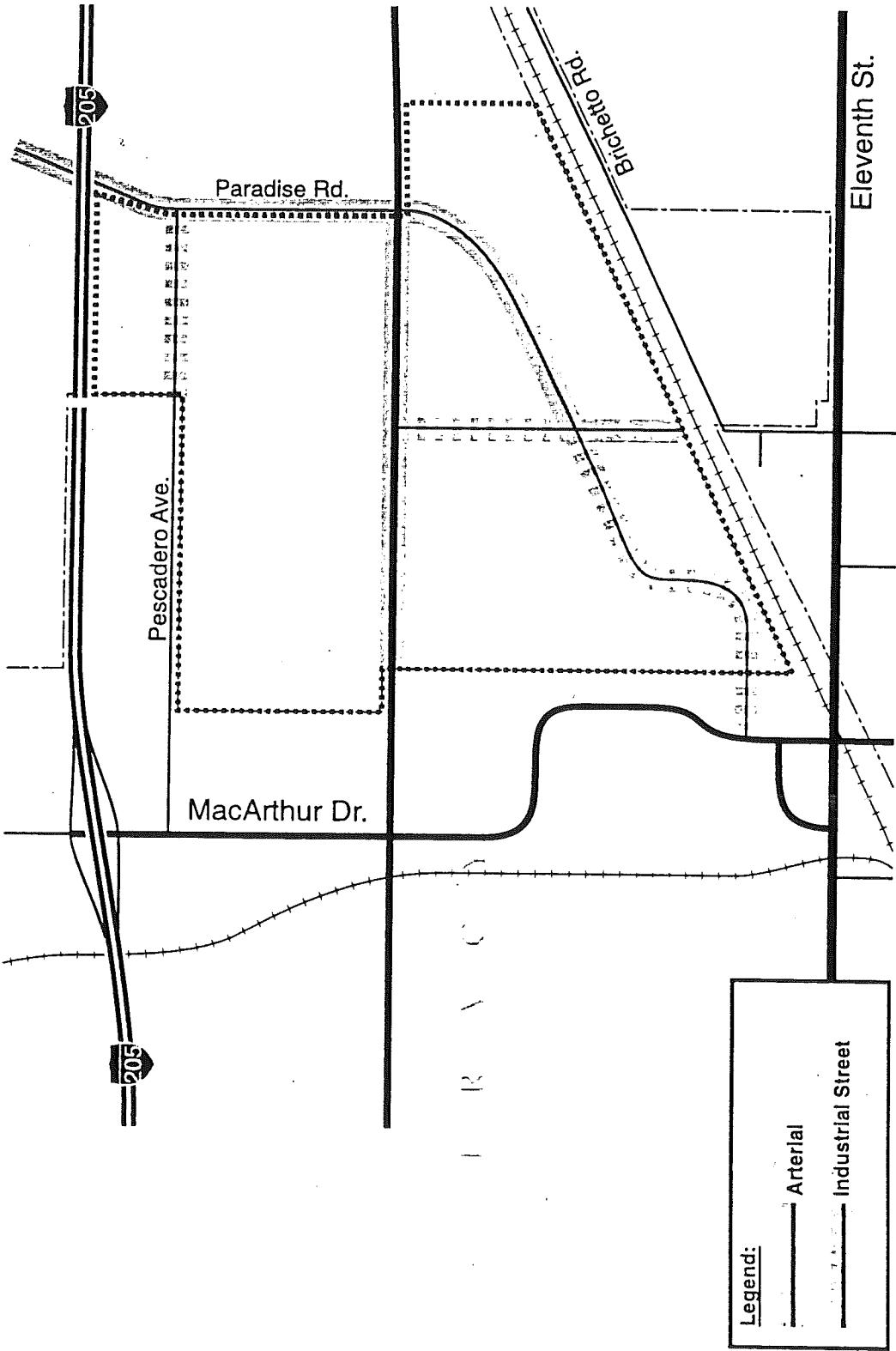


Figure 14
PM Peak Traffic Volumes Without Project (2015)

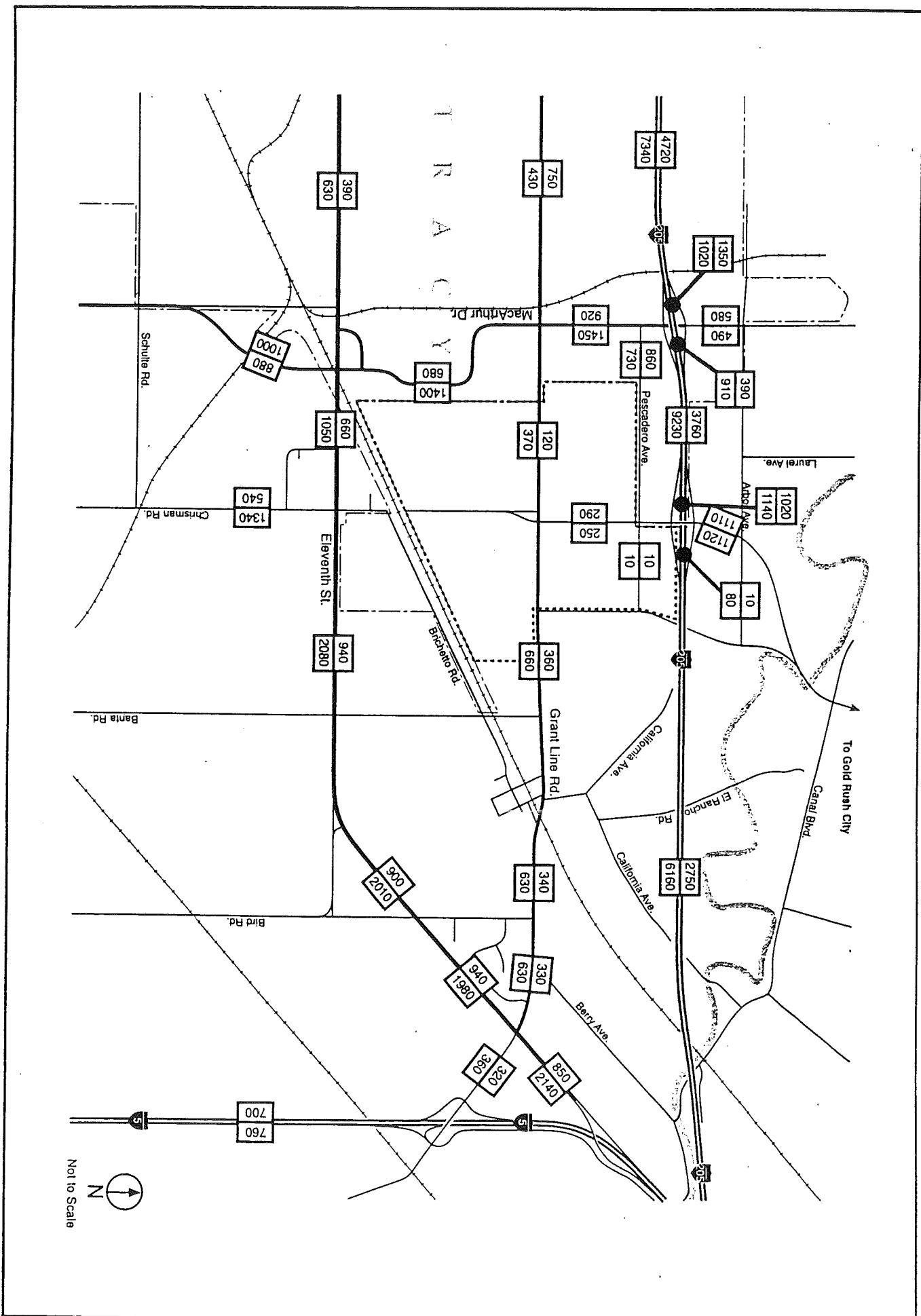
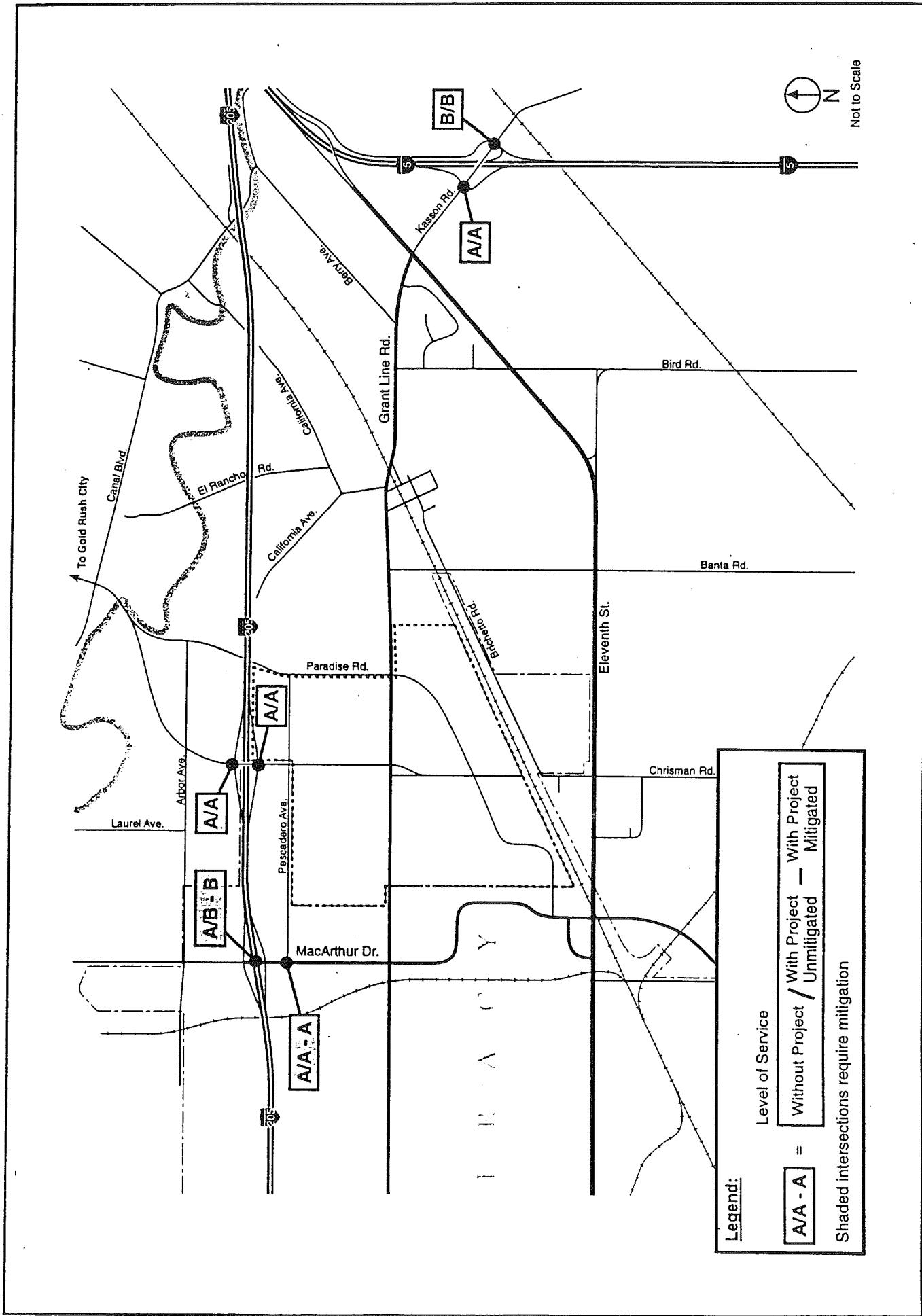


Figure 15
AM Peak Level of Service



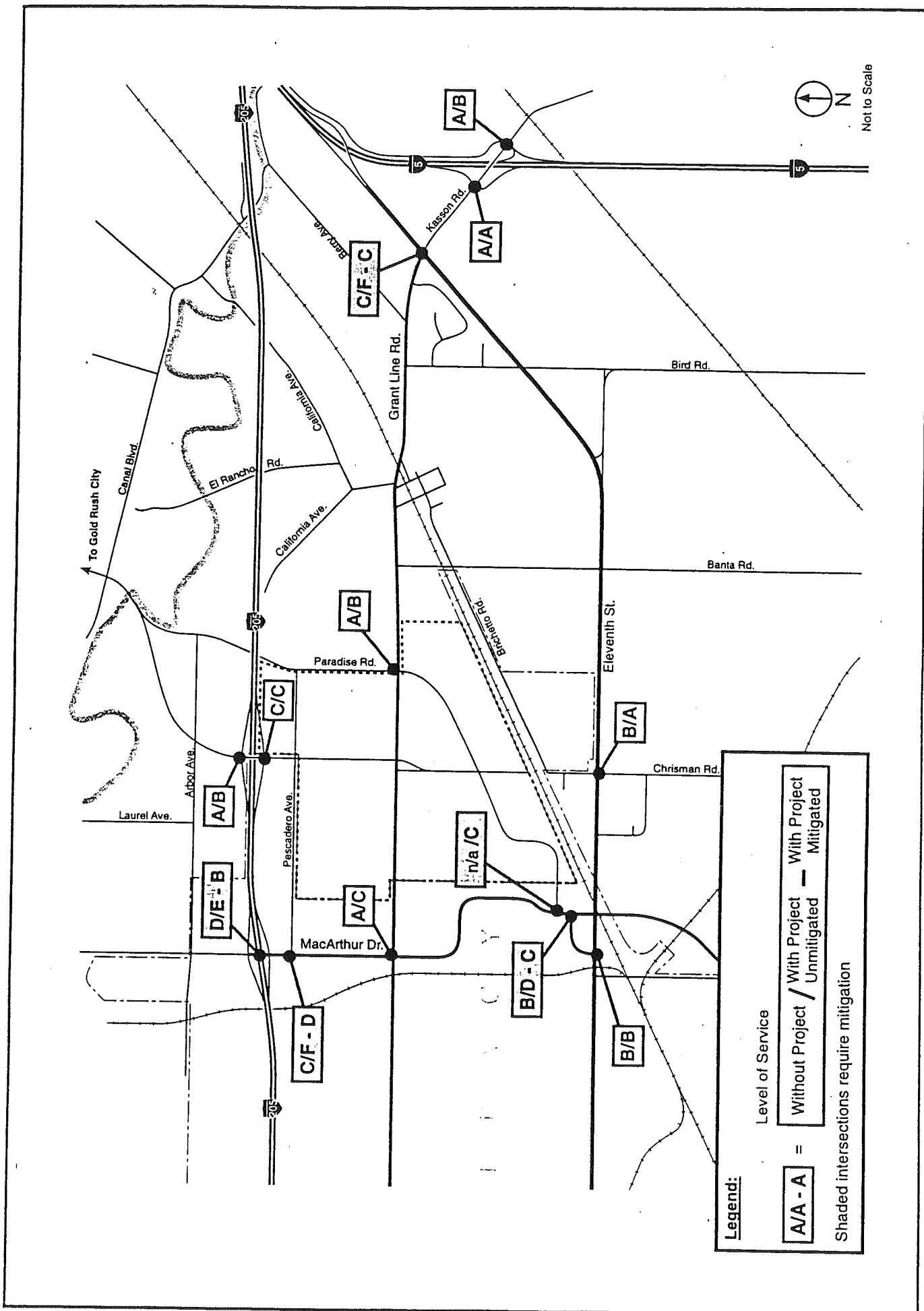


Figure 16
PM Peak Level of Service

PROJECT TRIP GENERATION

Table 10 presents the total trip generation for Northeast Industrial. The commercial portion of the project, even though it accounts for a small proportion of the total acreage, generates more than half of the project daily trips. This is because commercial uses generate more trips per acre than industrial uses. The proportion of trips generated at the commercial portion of Northeast Industrial is reduced to 49% during the p.m. peak and to about only 10% in the a.m. peak.

TABLE 10
TRIP GENERATION FOR NORTHEAST INDUSTRIAL

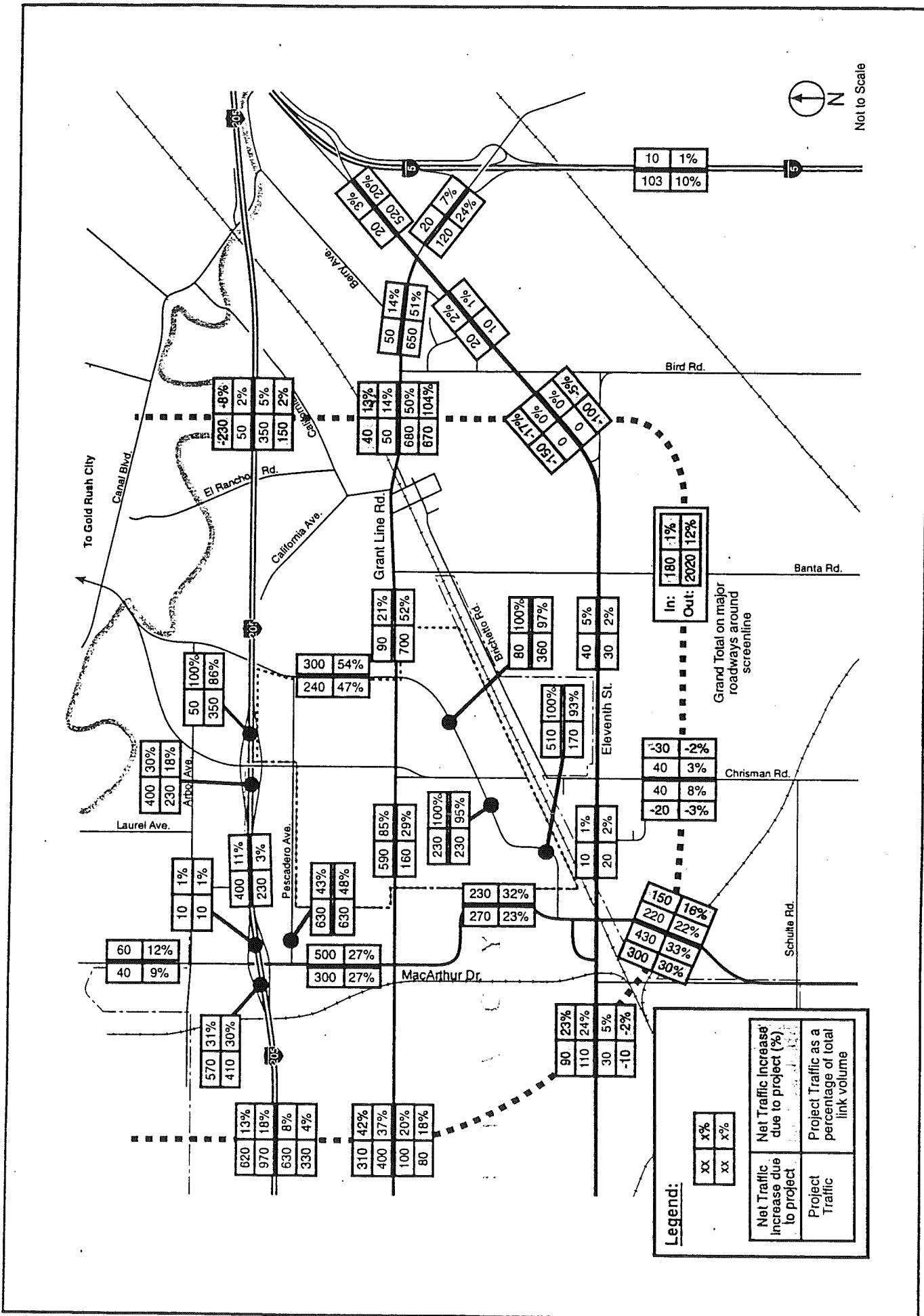
	Land Use	Trip Generation				(Approximation)
		Daily		P.M. Peak	A.M. Peak	
		Trip Rate	Total Trips	Trip Rate	Total Trips	
Com.	694 KSF	47.76/KSF	33,145	3.67/KSF	2,547	300
Ind.	8,420 employees	3.02/empl.	25,428	0.32/empl.	2,694	2,700
	TOTAL:		58,573		5,241	3,000

Figure 17 illustrates how the project's p.m. peak trips are distributed on the surrounding roadway network. Of the 5,241 p.m. peak trips generated at Northeast Industrial, about 78% (4,100) leave northeastern Tracy. The other 22% remain internal to area bounded by MacArthur, Eleventh Street and the northern and eastern limits of the Tracy UMP area. This reflects a degree of interaction between Northeast Industrial area industrial and commercial uses, and between Northeast Industrial as a whole and other existing and future land uses in the immediate area.

Figure 17 illustrates the total number of project trips on each roadway segment and the percentage of project trips as related to the total 2015 volume. Northeast Industrial accounts for about 30% of the total traffic on the freeway ramps to and from the West at both the MacArthur and Chrisman/ Paradise interchanges. The project also accounts for almost all the traffic on the freeway ramps to and from the east at the new Chrisman/Paradise interchange, but virtually none of the eastbound traffic at the MacArthur interchange. The project accounts for significant portion (from 20 to 50%) of the traffic on MacArthur Drive and Grant Line Road, both east and west of the site.

In addition, Figure 17 also illustrates the net variation in traffic volumes on a screenline around the project location. The net variation in traffic volumes on a roadway segment is usually smaller than the total number of project trips on the same segment. This reflects the fact that the project intercepts work and shopping trips that would have taken place anyway, but would have had destinations other than Northeast Industrial. For example, commuters that

Figure 1.7
NEI Traffic (PM Peak)

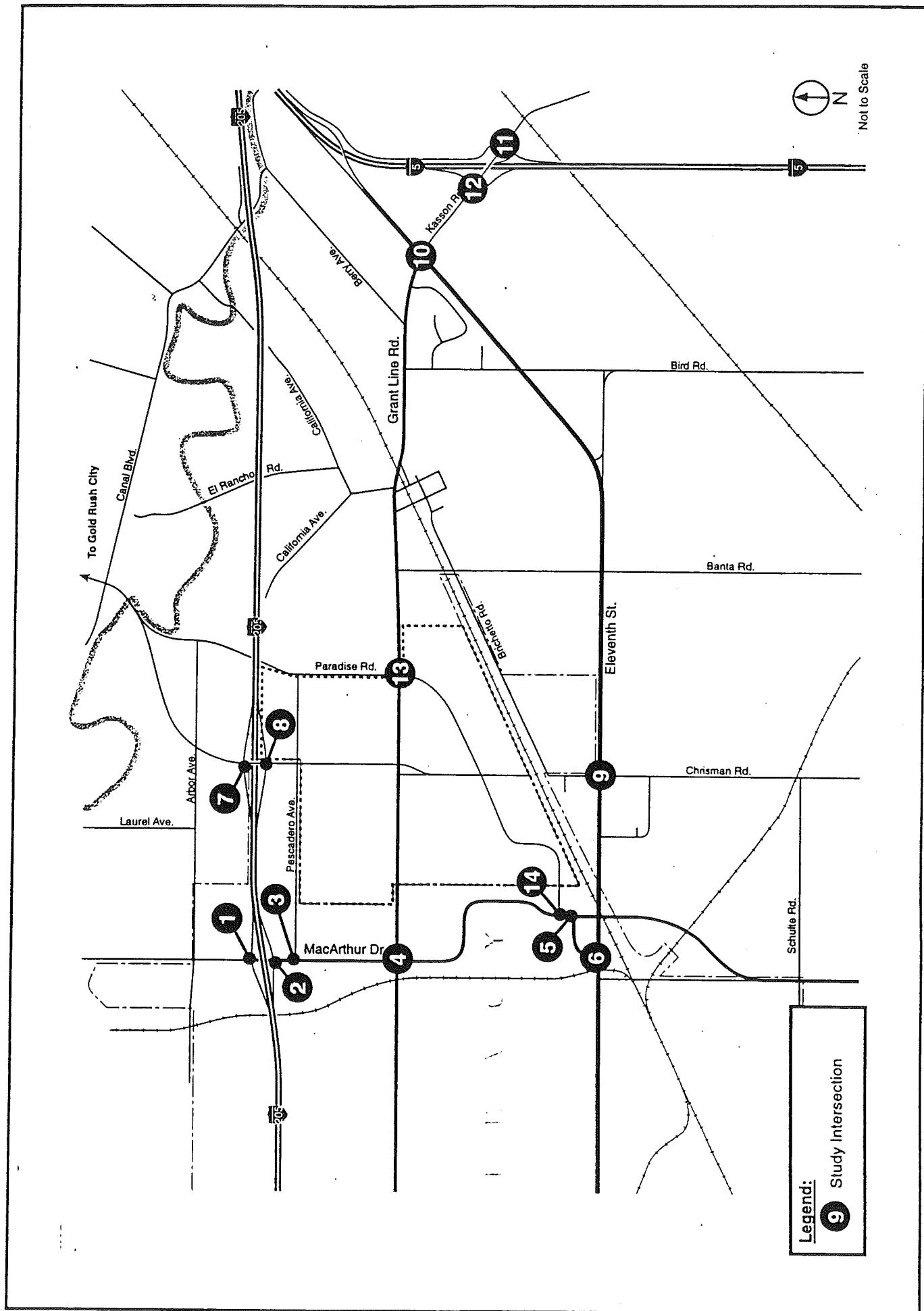


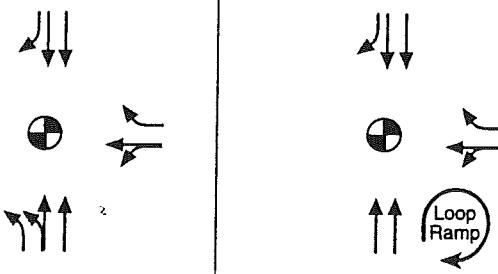
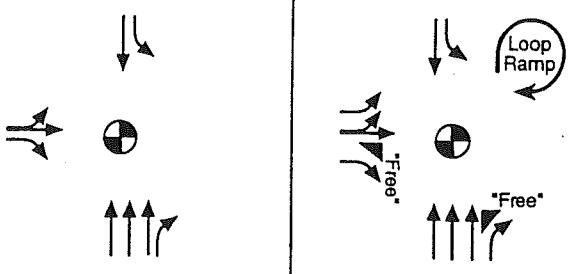
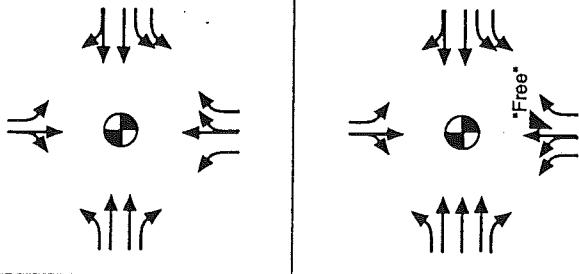
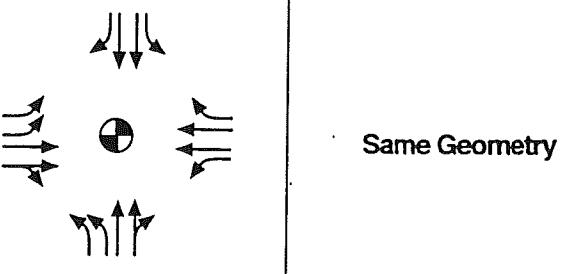
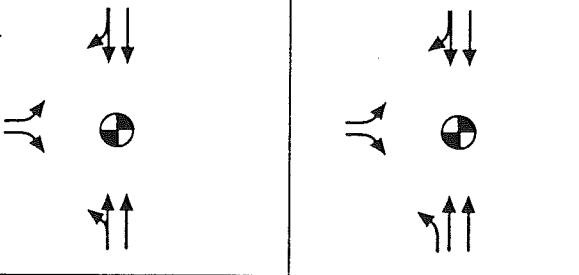
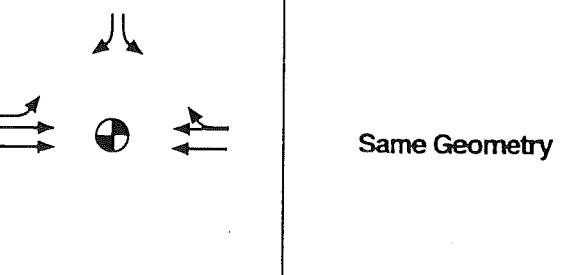
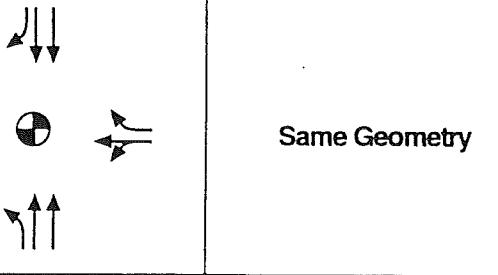
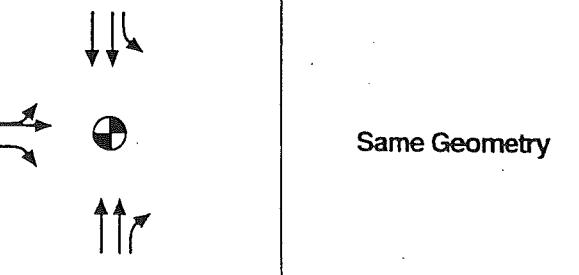
would otherwise have traveled to work places west of the Altamont, would find employment opportunities in the Northeast Industrial area, shortening their trips. Peak hour shopping visits to new commercial uses, would consist primarily of travelers stopping on their way home from work or other activities. The differences between the Project's gross number of trips on a particular road segment and the net increase in trips on that segment may also reflect the fact that traffic added by the project may divert other traffic to less congested routes. Due to these trip intercept and diversion phenomena, the net trip increase entering and leaving northeastern Tracy due to the Project is about 2,200 p.m. peak trips, or about 42% of the project's trip generation.

TRAFFIC IMPACTS

Table 11 presents the level of service at critical intersections around the project site with and without the Project. The locations of the fourteen study intersections are identified in Figure 18. Because the Gold Rush City studies identify a Chrisman/Paradise interchange as a 20-year need of the Gold Rush project, and because cumulative analysis for the Northeast Industrial EIR showed that it was needed to serve the combined 20-year traffic from Gold Rush and Northeast Industrial, the analysis assumes that the new interchange is in place in both the with and without Northeast Industrial cases. Figure 15 illustrates the level of service results for the a.m. peak, while Figure 16 depicts p.m. peak conditions. The capacity analysis was performed using the lane configuration presented on the first column of Figure 19.

Figure 18
Study Intersections



<p>1 I-205 Westbound Ramps - MacArthur Drive</p> <p>2015 Base Case Northeast Industrial Mitigation</p> 	<p>2 I-205 Eastbound Ramps - MacArthur Drive</p> <p>2015 Base Case Northeast Industrial Mitigation</p> 
<p>3 Pescadero Road - MacArthur Drive</p> <p>2015 Base Case Northeast Industrial Mitigation</p> 	<p>4 Grant Line Road - MacArthur Drive</p> <p>2015 Base Case Northeast Industrial Mitigation</p> 
<p>5 11th Street Connector - MacArthur Drive</p> <p>2015 Base Case Northeast Industrial Mitigation</p> 	<p>6 11th Street - 11th Street Connector</p> <p>2015 Base Case Northeast Industrial Mitigation</p> 
<p>7 I-205 Westbound Ramps - Chrisman Road</p> <p>2015 Base Case Northeast Industrial Mitigation</p> 	<p>8 I-205 Eastbound Ramps - Chrisman Road</p> <p>2015 Base Case Northeast Industrial Mitigation</p> 

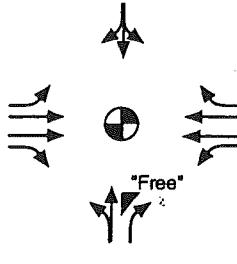
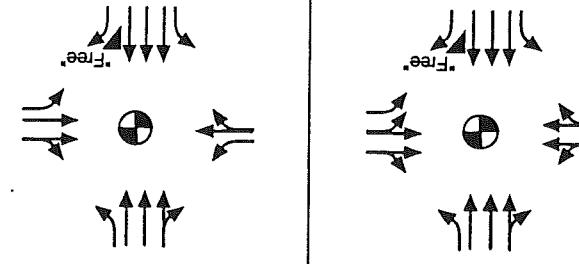
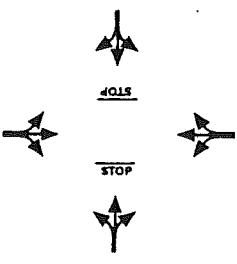
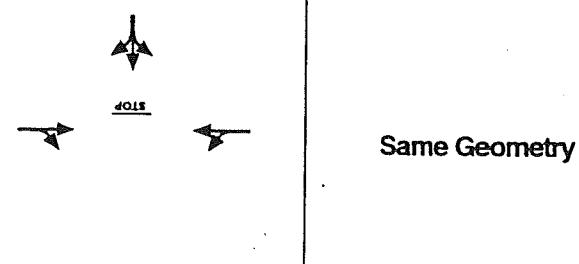
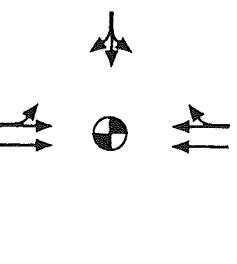
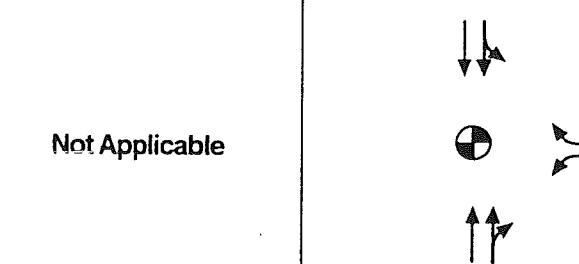
<p>9 11th Street - Chrisman Road</p> <table border="1"> <tr> <td>2015 Base Case</td> <td>Northeast Industrial Mitigation</td> </tr> </table>  <p>Same Geometry</p>	2015 Base Case	Northeast Industrial Mitigation	<p>10 Grant Line Road - 11th Street</p> <table border="1"> <tr> <td>2015 Base Case</td> <td>Northeast Industrial Mitigation</td> </tr> </table> 	2015 Base Case	Northeast Industrial Mitigation
2015 Base Case	Northeast Industrial Mitigation				
2015 Base Case	Northeast Industrial Mitigation				
<p>11 I-5 Northbound Ramps - Kasson Road</p> <table border="1"> <tr> <td>2015 Base Case</td> <td>Northeast Industrial Mitigation</td> </tr> </table>  <p>Same Geometry</p>	2015 Base Case	Northeast Industrial Mitigation	<p>12 I-5 Southbound Ramps - Kasson Road</p> <table border="1"> <tr> <td>2015 Base Case</td> <td>Northeast Industrial Mitigation</td> </tr> </table>  <p>Same Geometry</p>	2015 Base Case	Northeast Industrial Mitigation
2015 Base Case	Northeast Industrial Mitigation				
2015 Base Case	Northeast Industrial Mitigation				
<p>13 Grant Line Road - Paradise Road</p> <table border="1"> <tr> <td>2015 Base Case</td> <td>Northeast Industrial Mitigation</td> </tr> </table> 	2015 Base Case	Northeast Industrial Mitigation	<p>14 Paradise Road - MacArthur Drive</p> <table border="1"> <tr> <td>2015 Base Case</td> <td>Northeast Industrial Mitigation</td> </tr> </table> <p>Not Applicable</p> 	2015 Base Case	Northeast Industrial Mitigation
2015 Base Case	Northeast Industrial Mitigation				
2015 Base Case	Northeast Industrial Mitigation				

TABLE 11
INTERSECTION LEVEL OF SERVICE (2015)

Intersection	Acceptable LOS	Without Northeast Industrial				With Northeast Industrial			
		A.M. Peak		P.M. Peak		A.M. Peak		P.M. Peak	
		V/C or delay	LOS	V/C or delay	LOS	V/C or delay	LOS	V/C or delay	LOS
MacArthur Drive/I-205 ramps (diamond interchange)	D	unmitigated: 0.59	A	unmitigated: 1.15	F				
		mitigated: 0.41	A	mitigated: 0.85	D	0.68	B	0.94	E
MacArthur Drive/Pescadero Avenue	D	0.41	A	0.77	C	0.56	A	1.11	F
MacArthur Drive/Grant Line Road	C	--	--	0.54	A	--	--	0.71	C
MacArthur Drive/Paradise Road	C	n/a	n/a	n/a	n/a	--	--	0.78	C
MacArthur Drive/11th Connector	C	--	--	0.64	B	--	--	0.87	D
11th Connector/11th Street	C	--	--	0.67	B	--	--	0.62	B
Chrisman Road/I-205 WB ramps	D	0.26	A	0.45	A	0.32	A	0.69	B
Chrisman Road/I-205 EB ramps	D	0.40	A	0.70	C	0.44	A	0.78	C
Chrisman Road/11th Street	C	--	--	0.62	B	--	--	0.58	A
Paradise Road/Grant Line Road	C	--	--	0.26	A	--	--	0.67	B
Grant Line Road/11th Street	C	--	--	0.70	C	--	--	1.02	F
Kasson Road/I-5 NB ramps	D	5.5 sec	B	4.9 sec	A	5.8 sec.	B	5.1 sec.	B
Kasson Road/I-5 SB ramps	D	4.0 sec	A	4.0 sec	A	4.3 sec.	A	4.3 sec.	A

Without the project, most intersections operate within the City of Tracy's level of service standards. The two exceptions are the intersection of Paradise Road and Grant Line Road, which will require a new signal due to the addition of the Gold Rush City traffic, and the MacArthur/I-205 interchange. This interchange is currently a tight diamond and therefore its

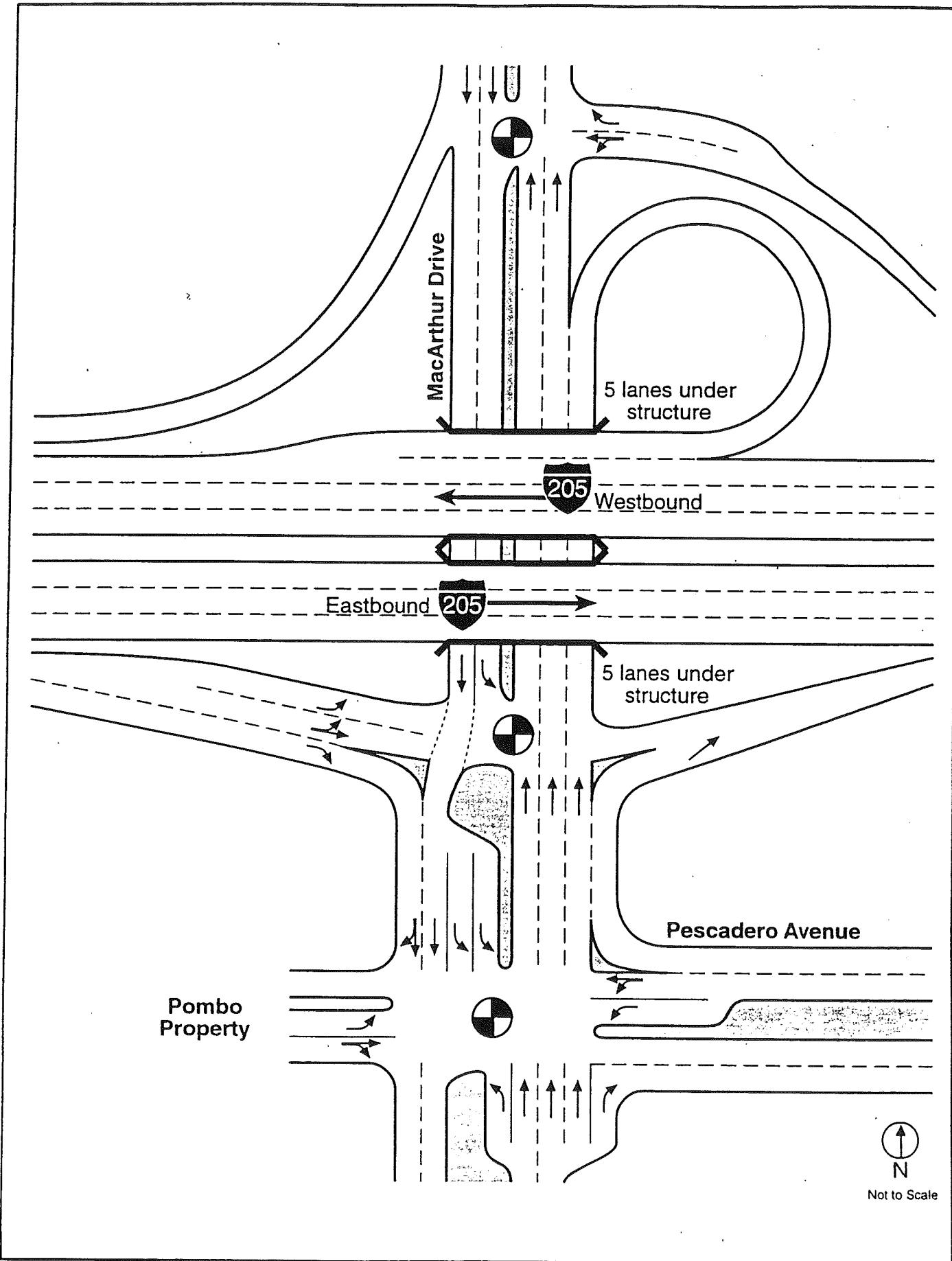
capacity must be analyzed as a single intersection, given the constraints on the signal phasing. Both intersections at the interchange will need to be widened and restriped to accommodate the demand of the 2015 cumulative scenario, even without Northeast Industrial. This widening is presented on the first column of Figure 19, and the consequential LOS improvements are presented in Table 11 as mitigated conditions.

Independent of this capacity requirement, Caltrans has also expressed concerns about the existing ramp merge conditions at the MacArthur interchange. Because of the existing ramp grades, large trucks have difficulty reaching comfortable merge speeds in the existing acceleration lanes on I-205. To improve the conditions for eastbound traffic, Caltrans has suggested extending the existing acceleration lane by about 1000 feet. In the westbound direction, because the freeway inclines over a railroad spur just west of the interchange, Caltrans recommends achieving the needed acceleration length by installing a loop ramp in the northeast quadrant of the interchange. This would allow trucks and other traffic traveling northbound on MacArthur to enter westbound I-205 via a right-turn onto the loop ramp rather than a left-turn onto the existing ramp. In addition to addressing the freeway merge conditions, this loop would offer considerable traffic capacity of advantages to the surface street operations within the interchange. Caltrans may require that these improvements be made to the interchange as a condition of permitting the ramp widenings described in the preceding paragraph. Depending on the relative timing of the actual developments, therefore, the improvements may be conditioned to either Gold Rush City or Northeast Industrial, or other infill or cumulative development within Tracy or UMP buildout.

As detailed on Table 11, the addition of Northeast Industrial traffic causes the level of service to fall below the City's level of service standards at the following locations:

- ◊ MacArthur Drive/I-205 interchange
- ◊ MacArthur Drive/Pescadero Avenue
- ◊ MacArthur Drive/Eleventh Street Connector
- ◊ Grant Line Road-Kasson Road/Eleventh Street

To improve traffic operations at the first two locations, the Chrisman/I-205 interchange must be constructed and the MacArthur interchange upgraded to include a loop ramp in the northeast quadrant, as described above. In addition, the intersection of MacArthur Drive and Pescadero Avenue has to be widened significantly. All improvements required are presented on Figure 17. The new interchange was designed to maintain a total of five lanes on MacArthur Drive as it crosses under I-205, such that no rebuilding of the freeway overpass structure is necessary. However, the section of MacArthur Drive between I-205 and Pescadero Avenue must be widened as shown in Figure 20, requiring additional right-of-way acquisition beyond the 110-feet identified in the Roadway Master Plan.



Upgrades at the last two intersections are relatively small and consist of restriping and additional turning lanes, as presented in the second column of Figure 19.

In addition, the construction of the Chrisman interchange and the extension of Paradise Road implies the construction or upgrade of the following five intersections:

- ◊ Chrisman Road/I-205 WB ramps
- ◊ Chrisman Road/I-205 EB ramps
- ◊ Chrisman Road/Pescadero Avenue
- ◊ Paradise Road/Grant Line Road
- ◊ MacArthur Drive/Paradise Road

All these intersections must be signalized; their detailed geometry is presented on the last two columns of Figure 19.

The Kasson/I-5 interchange does not meet the MUTCD signal warrants for rural roads, even with the addition of Northeast Industrial traffic. Capacity is not a problem at this location, since average delays will remain around five seconds with the current traffic control devices and geometry.

CONSISTENCY WITH ROADWAY MASTER PLAN

The Concept Development Plan differs from the Tracy Roadway Master Plan (RMP) in several key respects:

Location of the Chrisman/ Paradise Interchange -- The RMP calls for the new interchange to be located between one-quarter and one-third mile west of the existing Paradise overcrossing, maintaining the Paradise crossing point for non-freeway traffic. The Concept Development Plan calls for the interchange to be constructed at the Paradise crossing. While there are several advantages to constructing the interchange at Paradise, they are not compelling. This issue is discussed in detail in the Technical Appendices.

Street Alignments, Cross-Sections and Access Controls -- The Northeast Industrial Plan's proposed roadway network differs from the RMP in several key respects. These differences are compared below, and each is also compared with findings of the results of new analyses prepared as part of this EIR. The new assessments include: 20-year needs including buildout of the Northeast Industrial (NEI) Concept Development Plan and expected growth at other cumulative projects in that time-frame, and long-range right-of-way provisions to support buildout of the City's Urban Management Plan.

TABLE 12
PROPOSED ROADWAY IMPROVEMENTS

Roadway Segment	Roadway Master Plan	NEI Concept Plan	20-Year Lane Requirement	Ultimate R/W Required
Chrisman (South of Grant Line)	6-lane expressway (140' r/w)	4-lane arterial (110' r/w)	4-lane arterial	140 feet
Chrisman (North of Grant Line)	6-lane expressway (140' r/w)	none	4-lane expressway	140 feet
Grant Line (West of Chrisman)	6-lane arterial (134' r/w)	4-lane arterial (110' r/w)	4-lane arterial	134 feet
Grant Line (West of Chrisman)	6-lane expressway (140' r/w)	4-lane arterial (110' r/w)	4-lane expressway	140 feet

Impact 4.7-1

The Northeast Industrial Concept Development Plan does not provide right-of-way for an eventual freeway interchange west of Paradise Road, and does not provide compelling information to suggest that the Roadway Master Plan should be altered to eliminate or relocate the interchange. Traffic forecasts indicate that an interchange will be needed in the area to support cumulative 20-year development, including buildout of the Northeast Industrial area. This is considered a significant cumulative impact.

Impact 4.7-2

The Concept Development Plan does not propose a north/south limited access expressway along the general alignment of Chrisman Road, as delineated in the RMP. A major facility is needed in this corridor to connect with the Chrisman interchange. Although the full six-lane RMP facility will not be needed until beyond the 20-year buildout of the Northeast Industrial Plan, a four-lane facility is needed within 20 years, and two additional lanes will be needed beyond twenty years to support further cumulative development in eastern Tracy and the Banta Community. This is considered a significant impact.

Impact 4.7-3

The Northeast Industrial Concept Development Plan allows for 110 feet of right-of-way along Grant Line road, and proposes that Grant Line be classified an arterial to allow intersecting collector streets as frequently as every 660 feet. This compares with Roadway Master Plan, which prescribes

of 134 to 140 feet of ultimate right-of-way and an expressway classification for Grant Line east of Chrisman (allowing collector intersections every one-fourth to one-half miles). Traffic forecasts indicate that Grant Line will require 4 lanes in the 20-year buildout horizon for Northeast Industrial. Beyond the 20-year period, Grant Line will need to be 6 lanes and will have access management consistent with the City's expressway standards. This is considered a significant impact.

INTERCHANGE IMPACTS

Impact 4.7-4

Along with other cumulative development inside and outside Tracy, the Project will contribute to an existing truck merge difficulties at the MacArthur on-ramps to I-205. These problems relate to the differentials between the speed of trucks on the steep on-ramps and traffic speeds on the mainline freeway. This is considered a significant cumulative impact.

Impact 4.7-5

Even with the Mitigation 4.7-2, the signalized intersections within the MacArthur interchange will not provide sufficient capacity to accommodate the full Project traffic impacts. This is considered a significant impact.

Impact 4.7-6

The MacArthur interchange, improved as described in Mitigation 4.7-2 and 4.7-3 will provide sufficient capacity to accommodate the full Northeast Industrial Project, but not the cumulative effects of the Northeast Industrial and other projects in the region. If additional projects proceed as presently proposed, an additional interchange will be needed between 2005 and 2015. This is considered a significant cumulative impact.

SURFACE STREET IMPACTS

Impact 4.7-7

The Northeast Industrial Concept Development Plan will contribute to unacceptable future Levels of Service at the following intersections (This is considered a significant impact).

- ◊ MacArthur Drive/Pescadero Avenue
- ◊ MacArthur Drive/Eleventh Street Connector
- ◊ Grant Line Road-Kasson Road/Eleventh Street
- ◊ Chrisman Road/Pescadero Avenue

- ◊ Paradise Road/Grant Line Road
- ◊ MacArthur Drive/Paradise Road

FREEWAY IMPACTS

Impact 4.7-8

Under cumulative 2015 conditions, peak hour traffic demands on I-205 will exceed the capacity of the assumed six lane freeway. The project will increase peak-hour peak-direction traffic on I-205 by about 2% to 4%. The merge locations at the eastbound ramps from MacArthur and Chrisman will operate at LOS E in the p.m. peak hour. This LOS is within the CMP standards for I-205 and is better than the projected 2015 operating conditions for the mainline in general (LOS E/F). This is considered a significant cumulative impact.

SUBSTANTIALLY IMPACT THE EXISTING TRANSPORTATION SYSTEM OR PARKING FACILITIES

Alteration of Water, Rail, or Air Traffic

The Project is designed to accommodate the needs of future industrial and commercial uses in the City of Tracy. No urban related development is anticipated to create an impact on waterborne, rail, or air traffic. Impacts are therefore considered less than significant.

Parking Demand

The Project is designed to accommodate future industrial and commercial uses. Parking for future development will be incorporated into the site of businesses and will not affect existing parking facilities. Therefore, parking impacts are considered less than significant.

CREATE TRAFFIC HAZARDS TO MOTOR VEHICLES, BICYCLISTS, OR PEDESTRIANS

Circulation related improvements for the Project will occur on the subject property as well as adjacent roadways. New and reconfigured roadway intersections and minor arterials will result in altered automobile, bicycle, and pedestrian traffic patterns in the vicinity of the Project, however, roadway alterations are not anticipated to create or increase the potential for traffic related hazards and impacts are considered less than significant.

MITIGATION MEASURES

The mitigation measures in this section focus on roadway widening and major infrastructure needs (interchanges, etc.) rather than individual lane geometries at intersections. The ultimate roadway system defined in the RMP accounts for intersection improvements as part of the roadway widening and the cost estimates reflect this in terms of signalization and intersection widening. The mitigation measures derive from the UMP, UMP EIR, and designed to be consistent with the City's Finance Plan in that the specific utilization of the project's fees to improve the roadway system constitute its fair share allocation to mitigate cumulative impacts.

In the event the Roadway Master Plan is modified prior to Project implementation, the Project specific mitigation measures and the Project's contribution to cumulative mitigation measures will be modified accordingly.

CONSISTENCY WITH ROADWAY MASTER PLAN

M 4.7-1 The Northeast Industrial Concept Development Plan should be modified as illustrated in Figure 21 (Mitigating Impact 4.7-1, -2, -3).

As defined in the City of Tracy Roadway Master Plan and the UMP Finance Plan (pending), developers of the Northeast Industrial area will be responsible for:

- ◊ Right-of-way dedication and construction relating to fronting property owner responsibilities (including curb lanes, bike lanes, curb, sidewalk and landscape buffers) along major arterials and expressways (Grant Line and Chrisman), and
- ◊ Contributions to a finance plan to fund construction of arterial and expressway general-use lanes and medians, freeway interchanges, and major rail and canal crossing structures, and
- ◊ Right-of-way dedication and construction of all needed minor arterials, collectors and industrial streets within the Plan.
- ◊ Future roadway alignments shall recognize existing property lines, structures, and other physical features (such as dairy operations) so as to preserve their continued uses (unless otherwise provided for).

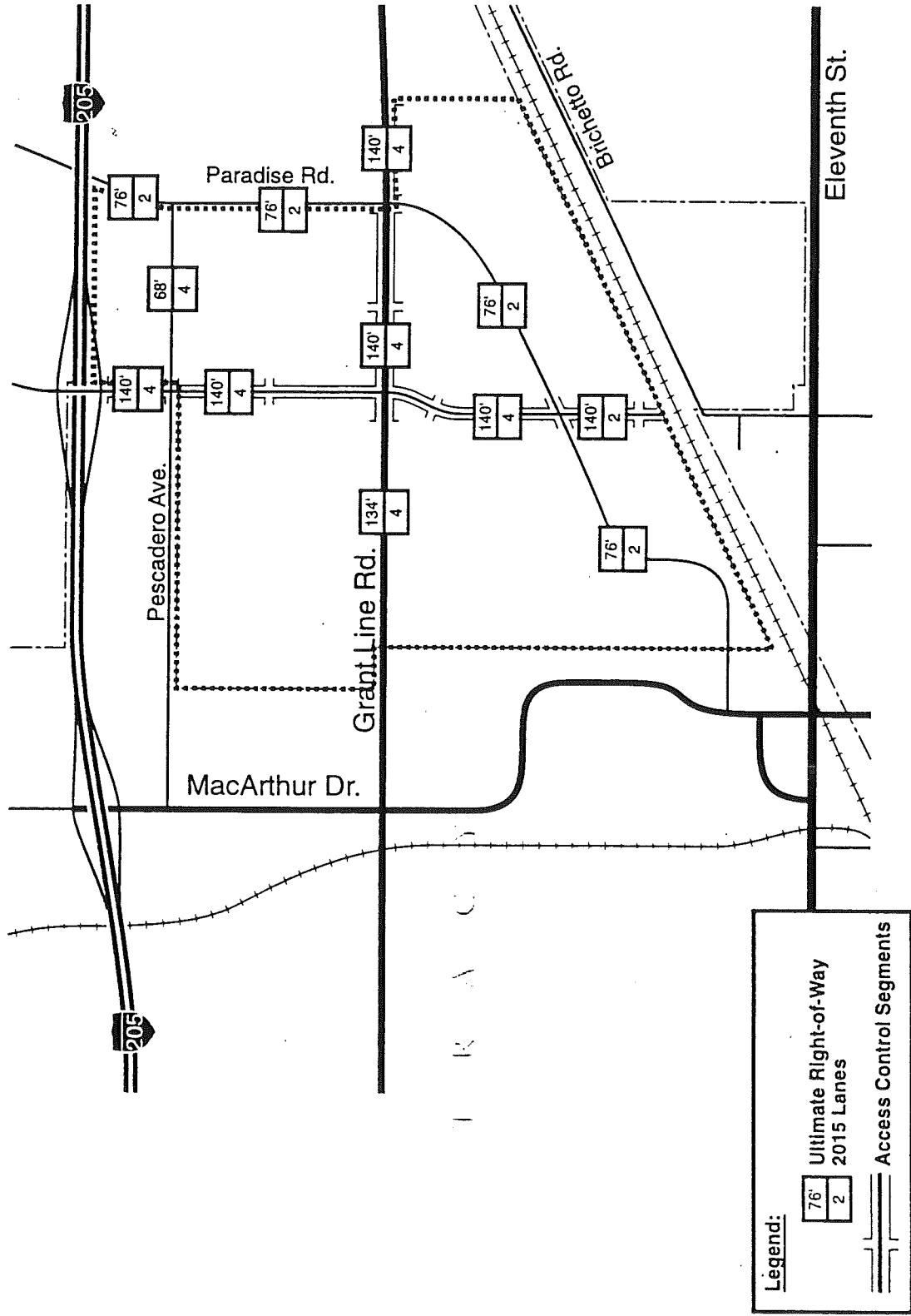
INTERCHANGE MITIGATION

M 4.7-2 Contribute, along with other cumulative development, to the following modifications to the interchange: 1) extension of the eastbound on-ramp by a length sufficient to allow trucks safe merge speeds relative to mainline traffic (estimated by Caltrans to be roughly 1000 feet), and 2) construct a loop on-ramp in the northeast quadrant of the interchange to lengthen the ramp and reduce its slope (Mitigating Impact 4.7-4).

M 4.7-3 Widen MacArthur from Pescadero Avenue through the interchange as illustrated in Figure 20 (Mitigating Impact 4.7-5).

M 4.7-4 Preserve right-of-way for an additional interchange between Paradise Road and the Yellow Freight property and for access roads extending

Figure 21
Modified Project Road Network



south from the interchange to meet existing Chrisman road at Grant Line Road and north to or beyond Arbor Avenue. Develop a funding plan for the interchange involving the Cities of Tracy and Lathrop. Upon completion of the specified improvements to the MacArthur interchange, begin Caltrans project development studies and engineering for new interchange. Begin construction in time to prevent LOS at MacArthur interchange from deteriorating into the LOS E range (Mitigating Impact 4.7-6).

SURFACE STREET MITIGATION

M 4.7-5 As development proceeds, monitor LOS at these six locations, and implement the mitigation measures depicted in Figures 19 and 20 in time to prevent unacceptable conditions (Mitigating Impact 4.7-7).

FREEWAY MITIGATION

M 4.7-6 A potential mitigation measure for cumulative post-2015 development in the area, including Gold Rush City and Mountain House would be to proceed with planning of the northern Tracy expressway corridor identified in the City's Roadway Master Plan. In its ultimate form, this expressway would connect on the east with Gold Rush City's Golden Valley Expressway and would extend to Mountain House on the west. Its benefits are not expected to be significant prior to 2015, but plan lining and right-of-way preservation should proceed so that construction can be coordinated beyond 2015 with the Golden Valley Expressway connection from Lathrop. In 2015, the new expressway would reduce p.m. peak traffic volumes by about 500 vehicles (-7%) in the eastbound direction and 250 (-5%) in the westbound direction on I-205 between Tracy Boulevard and MacArthur Drive, more than off-setting the net increases attributable to the Northeast Industrial Plan (Mitigating Impact 4.7-8).

LEVEL OF SIGNIFICANCE AFTER MITIGATION

This analysis identifies several potentially significant impacts to traffic and circulation that could result from implementation of the Project. This EIR, however, contains adequate measures to mitigate Project impacts to a less than significant level.

The environmental impact analysis conducted in associated with the UMP has recognized that future development and build-out in the TPA will result in cumulative and unavoidable impacts in the areas of agricultural and soils, traffic and circulation, air quality, noise, land use, and aesthetic resources. In conjunction with this conclusion, the City has adopted a Statement of Overriding Considerations for these impacts (Resolution #93-226) which is incorporated by reference and contained in the Technical Appendices.

SECTION 4.8

AIR QUALITY

Section 4.8

Air Quality

The Air Quality Section of this EIR identifies air pollutant standards and current air quality conditions. The impacts identified are mitigated by a combination of the existing applicable goals, policies, action items, and mitigation measures of the UMP and UMP EIR respectively. Where these requirements fail to reduce a particular impact to an acceptable level, this section provides additional mitigation measures.

This section of the EIR incorporates information from the Air Quality Study conducted by Valley Research and Planning Associates for the Northeast Industrial Concept Development Plan. A complete copy of the study is contained under separate cover in the Technical Appendices.

EXISTING SETTING

The Project lies within the northern portion of the San Joaquin Valley Air Basin in southwestern San Joaquin County. The County is surrounded by the Sierra Nevada Mountain Range to the east and the Coastal Range to the west. In addition to topographic conditions of the region, air quality is influenced by the local climate. The climate in San Joaquin County is classified as Mediterranean, with moist cool winters and dry warm summers.

Light winds and atmospheric stability provide frequent opportunities for pollutants to accumulate in the atmosphere. Wind speed and direction also play an important role in the dispersion and transport of air pollutants. Wind at the surface and aloft can disperse pollution by mixing vertically and by transporting it to other locations. The prevailing winds during the summer are from the north and west. These winds, known as "up-valley winds", originate with coastal breezes that enter the Valley through breaks in the coastal ranges, particularly through the Carquinez Straits in the San Francisco Bay Area.

San Joaquin County and the City of Tracy are occasionally influenced by air pollutants emitted in the San Francisco Bay Area; however, sources within the Valley are considered to have a greater influence under most conditions.

There are four major man-made sources of air pollutant emissions in the District. These sources include: motor vehicles, industrial plants, agricultural activities, and construction activities. Motor vehicles account for significant portions of regional gaseous and particulate emissions.

Air pollutants in the Basin are monitored and regulated by the San Joaquin Valley Union Air Pollution Control District (SJVUAPCD). This agency is responsible for monitoring and regulating air emissions from stationary, area, and indirect sources within the Basin. The SJVUAPCD regulates air quality through its permit authority for most types of stationary emissions, and through its planning and review activities for other uses. Mobile source emissions are regulated by the California Air Resource Board.

Federal and California Ambient Air Quality Standards have been established for the following five critical pollutants: nitrogen dioxide, sulfur dioxide, particulate, carbon monoxide, and ozone. Ozone pollution is the most conspicuous type of air pollution, and is often characterized by visibility-reducing haze, eye irritation, and high oxidant concentrations (i.e., "smog").

STANDARDS OF SIGNIFICANCE

According to the California Environmental Quality Act (CEQA), a project will normally have a significant adverse impact on air quality if it will "violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations."

For the purpose of the EIR, an impact is considered significant if one or more of the following conditions occur from implementation of the Project.

- ◊ *Exceed regional air quality emission standards.*
- ◊ *Exceed local air quality emission standards.*
- ◊ *Result in significant construction related air quality impacts.*
- ◊ *Result in the creation of objectionable odors.*

The federal Clean Air Bill, first adopted in 1967 and periodically amended since then, established federal ambient air quality standards. A 1987 amendment to the Bill set a deadline for the attainment of these standards. That deadline has since passed. Other federal Clean Air Bill Amendments, passed in 1990, share responsibility with the State in reducing emissions from mobile sources.

In 1988, the State of California passed the California Clean Air Act (CCAA, State 1988 Statutes, Chapter 1568), which established more stringent State ambient air quality standards, and set forth a program for their achievement. State air basins are established by the California Air Resources Board (CARB). CARB implements State ambient air quality standards, as required in the State CCAA, and cooperates with the federal government in implementing pertinent sections of the federal Clean Air Bill, Amendments. Further, CARB has responsibility for controlling stationary and mobile source air pollutant emissions throughout the State.

San Joaquin County is in the CARB-designated, San Joaquin Valley Air Basin (Basin). In addition to San Joaquin County, the Basin includes Fresno, Kern, Kings, Madera, Merced, Stanislaus, and Tulare Counties.

The San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) is the agency responsible for monitoring and regulating air pollutant emissions from stationary, area, and

indirect sources within San Joaquin County and throughout the Basin. The District also has responsibility for monitoring air quality and setting and enforcing limits for source emissions. CARB is the agency with the legal responsibility for regulating mobile source emissions. The SJVUAPCD is precluded from such activities under State law.

The U.S. Environmental Protection Agency (EPA) is responsible for enforcement of the provisions of the federal Clean Air Bill, Amendments. Based on the provisions contained in the 1990 amendment, EPA designated the entire San Joaquin Valley as a non-attainment area for two pollutants: ozone and particle matter less than 10 microns in size or PM₁₀. Since Tracy is located within the San Joaquin County it is considered to be in non-attainment of ozone and PM₁₀ standards.

The District was formed in mid-1991 and prepared and adopted the San Joaquin Valley Air Quality Attainment Plan in response to the requirements of the State CCAA. The CCAA requires each non-attainment district to reduce pertinent air contaminants by at least five percent per year until new, more stringent, 1988 State air quality standards are met.

TABLE 13
SJVUAPCD INTERIM
EMISSION THRESHOLDS

Non-Attainment Pollutant	Minimum Thresholds Tons/Year
NO _X	10
ROG	10
PM ₁₀	15

For localized pollutants, such as carbon monoxide (CO), an increase in concentrations that would result in a predicted violation of the most stringent State or federal standard [20.0 parts per million (PPM) for 1-hour or 9.0 PPM for 8 hours] is considered to represent a significant impact. This assessment provides for three types of localized area pollutant impact analysis: (1) regional mobile source impacts, (2) street and highway traffic impacts; and (3) construction impacts.

IMPACT ANALYSIS

PROJECT IMPACT ASSESSMENT FOR REGIONAL IMPACTS

The following section describes regional mobile source impacts associated with the Project. It should be noted that the Project will not produce stationary source impacts.

Mobile Source Impact Assessment

The following regional air quality impact assessment has been developed to identify the amount of pollutant and fuel increases from mobile sources associated with both the Project and No Project Alternatives for the year 2015. The long-term emissions are quantified in terms of "regional" and "localized" or "hot-spot" impacts. These analyses provide for estimated emissions (CO, ozone, and PM₁₀) resulting from the existing or future conditions, with or without the Project.

Project Impact Assessment - Year 2015

Impact 4.8-1 Project-related emissions for ROG and NO_X will exceed regional air quality standards. This is considered a significant and unavoidable cumulative impact.

Results of the 2015 regional mobile source analysis and the area source operations analysis are also reflected in Table 14. Specifically, the year 2015 emissions projections results indicate emission and fuel consumption increases above SJVUAPCD Interim Emissions Thresholds.

TABLE 14
2015 REGIONAL AND AREA SOURCE EMISSIONS

Regional Mobile Source Emissions (lbs per day)				
Land Use	Units/SQFT.	ROG	NO _X	PM ₁₀
Light industrial	17.5×10^6 s.f.	90.72	149.77	21.86
General Commercial	694×10^3 s.f.	90.72	177.19	26.60
Total Regional Mobile Source Emissions	18.19×10^6 s.f.	181.44	326.96	48.46
Area Source Operations Emissions (lbs per day)				
Land Use	Units/SQFT.	ROG	NO _X	PM ₁₀
Light industrial	17.5×10^6 s.f.	4.2	485.27	16.80
General Commercial	694×10^3 s.f.	.17	19.25	.67
Total Area Source Operation Emissions	18.19×10^6 s.f.	4.37	504.52	17.47
Total Emissions (lbs per day)				
Land Use	Units/SQFT.	ROG	NO _X	PM ₁₀
Project	18.19×10^6 s.f.	185.81	831.48	65.93
Total Emissions (tons per year)				
Land Use	Units/SQFT.	ROG	NO _X	PM ₁₀
Project	18.19×10^6 s.f.	29.0	118.4	10.0

No-Project Impact Assessment

The No-Project Alternative assumes that currently approved planned land uses will remain the same. Based upon results of the analyses provided in Table 14, the No-Project Alternative would result in no additional mobile source emissions considering trip generation differences between agricultural and limited residential uses and proposed industrial and commercial uses. As a result, the No-Project Alternative considers continued agricultural and very limited residential uses on the proposed Project site. The Project Alternative represents the "worst-case" scenario with respect to generated non-attainment mobile source pollutants.

Project Circulation Assessment - Year 2015

Impact 4.8-2 **Project-related emissions for CO will exceed regional air quality standards. This is considered a significant and unavoidable cumulative impact.**

Based on the year 2015 Transportation Analysis for the Project prepared by Fehr & Peers Associates, the Project is expected to generate automobile traffic that will affect air quality along adjacent streets and highways. Adjacent to such roadways, the measurable pollutant most significant is CO.

Federal regulations require that new roadway improvement projects, that may be implemented using federal funds, must not exceed State or federal standard CO concentrations of 20 parts per million (PPM) for 1 hour (the federal maximum standard of 35 PPM is far less stringent than the State's maximum standard of 20 PPM). Further, emissions generated from development projects must also not exceed the minimum 8 hour standard of 9 PPM. To analyze the Project's "worst case" CO concentrations along such roadways, the analysis methodology considered the highest second annual maximum CO concentration reported in 1992, using approximately 17.0 PPM as an estimate of the background concentration for the 1 hour standard and 6.6 PPM as an estimate of the background concentration for the 8 hour standard (source: CARB annual publications). Sixty degrees (60°) Fahrenheit was used as the mean January temperature in Tracy. The emissions rates used in this analysis were obtained from the EMFAC7 model contained in AQAT.

To assess the cumulative impacts of increased traffic generated by other planned developments, an analysis of future year 2015 peak hour volumes was developed. Again the year 2015 trip assignments were developed as part of the Transportation Analysis prepared by Fehr and Peers Associates.

Several representative roadway segments were chosen to conduct the analysis. The CALINE4 model was run using "worst case" conditions for the 2015 year conditions with and without the Project. The next step is to add the maximum CO concentration generated by the Project to the background CO concentration of approximately 17.0 PPM for the 1 hour standard and 6.6 PPM for the 8 hour standard.

Results of the year 2015 CO concentration analysis is contained in Tables 15 and 16. The Technical Appendices contains analysis details and results.

TABLE 15
LOCAL ROADWAY AIR QUALITY SEGMENT ANALYSIS AM/PM
2015 EXISTING WITHOUT PROJECT (1 HOUR CO CONCENTRATION)

RECEPTORS		AIR QUALITY STANDARDS		AIR QUALITY LEVELS FOR EACH RECEPTOR		ARE STANDARDS EXCEEDED (YES/NO)?	
#	DESCRIPTION	FEDERAL		STATE			
		1 hr	8 hr	1 hr	8 hr	1 hr	8 hr
	BACKGROUND LEVELS (ppm)	35.0	9.0	20.0	9.0	17.0	6.6
1	SE corner MacArthur/I205	35.0	9.0	20.0	9.0	20.3	8.9
	(Link) NB/SB MacArthur (Grantline - I205)						
2	SW corner Paradise/I205	35.0	9.0	20.0	9.0	20.4	9.0
	(Link) EB/WB I205 (MacArthur - Paradise)						
3	NW corner Paradise/Grantline	35.0	9.0	20.0	9.0	18.3	7.5
	(Link) EB/WB Grantline (MacArthur - Paradise)						
4	NE corner proposed Paradise extension/MacArthur	35.0	9.0	20.0	9.0	18.2	7.4
	(Link) NB/SB Paradise (Grantline -I205)						
5	A school (North side of 11th) that is $\frac{1}{2}$ mile West of MacArthur (Northern section)/11th	35.0	9.0	20.0	9.0	18.7	7.8
	(Link) NB/SB MacArthur (11th - Grantline)						
AVERAGES/SUMMARY		35.0	9.0	20.0	9.0	19.2	8.1

TABLE 16
LOCAL ROADWAY AIR QUALITY SEGMENT ANALYSIS AM/PM
2015 EXISTING WITH PROJECT (1 HOUR CO CONCENTRATION)

RECEPTORS		AIR STANDARDS				QUALITY LEVELS FOR EACH RECEPTOR		ARE STANDARDS EXCEEDED (YES/NO)?	
#	DESCRIPTION	FEDERAL		STATE					
		1 hr	8 hr	1 hr	8 hr	1 hr	8 hr	1 hr	8 hr
	BACKGROUND LEVELS (ppm)	35.0	9.0	20.0	9.0	17.0	6.6	NO	NO
1	SE corner MacArthur/I205	35.0	9.0	20.0	9.0	20.3	8.9	YES	NO
	(Link) NB/SB MacArthur (Grantline - I205)								
2	SW corner Paradise/I205	35.0	9.0	20.0	9.0	20.3	8.9	YES	NO
	(Link) EB/WB I205 (MacArthur - Paradise)								
3	NW corner Paradise/Grantline	35.0	9.0	20.0	9.0	18.3	7.5	NO	NO
	(Link) EB/WB Grantline (MacArthur - Paradise)								
4	NE corner proposed Paradise extension/MacArthur	35.0	9.0	20.0	9.0	18.4	7.6	NO	NO
	(Link) NB/SB Paradise (Grantline -I205)								
5	A school (North side of 11th) that is $\frac{1}{4}$ mile West of MacArthur (Northern section)/11th	35.0	9.0	20.0	9.0	18.8	7.9	NO	NO
	(Link) NB/SB MacArthur (11th - Grantline)								
AVERAGES/SUMMARY		35.0	9.0	20.0	9.0	19.2	8.2	NO	NO

Construction Impacts

Impact 4.8-3

The adverse effects of construction activities cause increased dustfall (PM10) and locally elevated levels of total suspended particulate. This is considered a significant impact.

PM₁₀ emissions from construction activity have been quantified based on the methodology established in the South Coast Air Quality Management District's (SCAQMD) CEQA Handbook, at the suggestion of the SJVUAPCD (reference Table 17). The SJVUAPCD requires an analysis of PM₁₀ impacts resulting from construction of a proposed project and cumulative projects.

Construction air quality impacts are generally attributable to dust generated by equipment and vehicles. Fugitive dust is emitted both during construction activity and as a result of wind erosion over exposed earth surfaces. Clearing and earthmoving activities do comprise major

sources of construction dust emissions, but traffic and general disturbances of soil surfaces also generate significant dust emissions. Further, dust generation is dependent on soil type and soil moisture.

Adverse effects of construction activities cause increased dust-fall and locally elevated levels of total suspended particulates. Dust-fall can be a nuisance to neighboring properties or previously-completed developments surrounding or within the Project area and may require frequent washing during the construction period. Further, asphalt paving materials used during construction will present temporary, minor sources of hydrocarbons that are precursors of ozone.

Application of the SCAQMD methodology indicates that during construction of the Project the interim threshold of significance for PM₁₀ (15 tons per year) established by the SJVUAPCD, will be exceeded. However, it is not expected that the entire Project will be constructed at once. Likely, the Project will be constructed over the next nineteen (19) years, therefore construction impacts related to individual project developments may not exceed the minimum threshold, however, the Project is considered a significant impact.

TABLE 17
ESTIMATION OF TOTAL PM₁₀ CONSTRUCTION EMISSIONS

Project	Square Footage of Construction/# of DU & Lot Size	Construction Days	PM ₁₀ lbs/Day	PM ₁₀ Tons/Year
Light Industrial	17.5×10^6 sq. ft.	260	2290	297.7
General Commercial	694×10^3 sq. ft.	260	88.5	11.5
Cumulative Projects (if any)	N/A	N/A	N/A	N/A
Total	18.09×10^6 sq. ft.	260	2378.5	309.2

Objectionable Odors

The Project will not contain industrial uses that will generate objectionable odors. The Environmental Performance Standards contained in the Concept Development Plan restricts uses that "emits dust, sweepings, dirt, cinders, fumes, odors, radiation, gases and vapors, or discharges liquid or solid waste or other harmful matter into the atmosphere or any body of water which may, according to the appropriate agency, adversely affect the health and safety of persons within the area, or the health and safety of persons in adjacent areas, or the use of adjacent properties." Therefore, impacts are considered less than significant.

MITIGATION MEASURES

Impacts contained within the analysis above may be identified as “significant,” even though the likelihood of occurrence has been anticipated and documented through the UMP and UMP EIR. The impacts identified are therefore mitigated by a combination of the existing applicable goals, policies, action items, and mitigation measures of the UMP and UMP EIR respectively. Where these requirements fail to reduce a particular impact to an acceptable level, this section provides additional mitigation measures.

EXISTING APPLICABLE GOALS, POLICIES, AND ACTION ITEMS OF THE UMP

The Air Quality Element of the UMP addresses air quality in the context of local land use planning. No specific applicable goals, policies, or action items in the UMP, however, specially mitigate air quality impacts.

EXISTING APPLICABLE MITIGATION MEASURES OF THE UMP EIR

The following mitigation measures are designed to minimize fugitive dust during grading and construction activities of development projects:

- M 36.1 All active portions of construction sites, earthen access roads, and material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust. Watering shall occur at least twice a day with complete coverage, preferably in the late morning and after work is done for the day. Where feasible, reclaimed water shall be used (Mitigating Impact 4.8-3).
- M 36.2 All clearing, grading, earth moving, or excavation activities shall cease during periods of winds greater than 20 miles per hour average over one hour (Mitigating Impact 4.8-3).
- M 36.3 All material transported off site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust (Mitigating Impact 4.8-3).
- M 36.4 The area disturbed by clearing, earth moving, or excavation activities shall be minimized at all times. This can be accomplished by mowing instead of disking for weed control and seeding and watering inactive portions of the construction site until grass growth is evident (Mitigating Impact 4.8-3).
- M 36.5 Construction site vehicle speeds shall be limited to 15 miles per hour (Mitigating Impact 4.8-3).

- M 36.6 If used, petroleum-based dust palliatives shall meet the road oil requirements of the San Joaquin Valley Unified Air Pollution Control District's rule regarding Cutback Asphalt Paving Materials (Mitigating Impact 4.8-3).
- M 36.7 Streets adjacent to the Project site shall be swept as needed to remove silt which may have accumulated from construction activities (Mitigating Impact 4.8-3).

The following Applicable Mitigation Measures of the UMP EIR are designed to minimize mobile source emissions during construction and shall be incorporated into any construction contracts:

- M 36.8 All internal combustion engine driven equipment shall be properly maintained and well tuned according to the manufacturer's specifications (Mitigating Impact 4.8-1 and -2).
- M 36.9 During the smog season (May through October), the construction period shall be lengthened to minimize the number of vehicles and equipment operating at the same time (Mitigating Impact 4.8-1 and -2).
- M 36.10 When available, diesel powered or electric equipment shall be utilized in lieu of gasoline powered engines (Mitigating Impact 4.8-1 and -2).
- M 36.11 Construction activities shall minimize obstruction of through traffic lanes adjacent to the site and a flag person shall be retained to maintain safety adjacent to existing roadways (Mitigating Impact 4.8-1 and -2).

The following Applicable Mitigation Measures of the UMP EIR are designed to minimize the long term air quality impacts of development projects:

- M 37.1 The use of energy efficient street lighting and parking lot lighting shall be considered throughout the TPA to reduce emissions at the power plant (Mitigating Impact 4.8-1 and -2).
- M 37.2 Low polluting and high efficiency appliances shall be encouraged for development plans wherever possible (Mitigating Impact 4.8-1 and -2).
- M 37.3 Landscaping shall include water efficient plant species and irrigation to reduce water consumption and provide passive solar benefits (Mitigating Impact 4.8-1 and -2).

M 37.4 Design guidelines for Project developments shall consider innovative solutions to encourage transit ridership and other alternative transportation modes (Mitigating Impact 4.8-1 and -2).

M 37.5 Ingress and egress points in new development shall be designed to minimize idling vehicle emissions (Mitigating Impact 4.8-1 and -2).

M 37.6 Use of alternative fuel vehicles shall be encouraged in vehicle fleets and new facilities shall be designed to set aside space for refueling or electrical recharging of vehicles (Mitigating Impact 4.8-1 and -2).

M 39.2 In accordance with Goal 4 of the Air Quality Element, Tracy should coordinate with San Joaquin County and the San Joaquin Valley Unified Air Pollution Control District to implement consistent policies. The following policies from the Draft EIR on the San Joaquin County Comprehensive Planning Program (December 1991) should be implemented in Tracy as part of a citywide air quality mitigation plan that includes monitoring and enforcement provisions (Mitigating Impact 4.8-1 and -2):

The City should promote the use of signal synchronization, one way streets, computerized traffic controls, removal of unnecessary signals, and other engineering techniques to decrease idling time and maximize the speed of traffic on congested surface streets.

PROJECT SPECIFIC MITIGATION MEASURES

M 4.8-1 Implementation of planned street and highway, transit, and bikeway improvements (as may be specified in the Transportation Impact Assessment) adjacent to the Project site necessary to relieve congestion and reduce idling (Mitigating Impact 4.8-1 and -2).

M 4.8-2 Use of HVAC equipment with a SEER of 12 or greater (Mitigating Impact 4.8-1 and -2).

M 4.8-3 Prior to approval of the Final Map, the applicant shall coordinate with the SJVUAPCD and demonstrate to the City the incorporation of UMP EIR air quality mitigation measures and others that may be applicable into the design of the Project (Mitigating Impact 4.8-1 -2).

M 4.8-4 Prior to approval of the Final Map, the applicant shall coordinate with the SJVUAPCD and demonstrate to the City the incorporation of UMP EIR methods and others to be applicable to reduce dust emissions during construction (Mitigating Impact 4.8-3).

LEVEL OF SIGNIFICANCE AFTER MITIGATION

This analysis identifies several potentially significant impacts to air quality that could result from implementation of the Project. The UMP, UMP EIR, and this EIR contain adequate measures to mitigate Project specific impacts to a less than significant level, however, Impact 4.8-1 and 4.8-2 remain an unavoidable significant impact.

The environmental impact analysis conducted in association with the UMP has recognized that future development and build-out in the TPA will result in cumulative and unavoidable impacts in the areas of agricultural and soils, traffic and circulation, air quality, noise, land use, and aesthetic resources. In conjunction with this conclusion, the City has adopted a Statement of Overriding Considerations for these impacts (Resolution #93-226) which is incorporated by reference and contained in the Technical Appendices.

SECTION 4.9

NOISE

Section 4.9

Noise

The Noise Section of this EIR contains a discussion of the ambient noise levels and noise sources associated with the Project. The impacts identified are mitigated by a combination of the existing applicable goals, policies, action items, and mitigation measures of the UMP and UMP EIR respectively. Where these requirements fail to reduce a particular impact to an acceptable level, this section provides additional mitigation measures.

This section of the EIR incorporates information contained in the Noise Study conducted by Charles Salter Associates for the Northeast Industrial Concept Development Plan. A complete copy of the study, including terminology, is contained under separate cover in the Technical Appendices.

EXISTING SETTING

The locations of the noise measurements are indicated in Figure 22 and the results are summarized in Table 18 below.

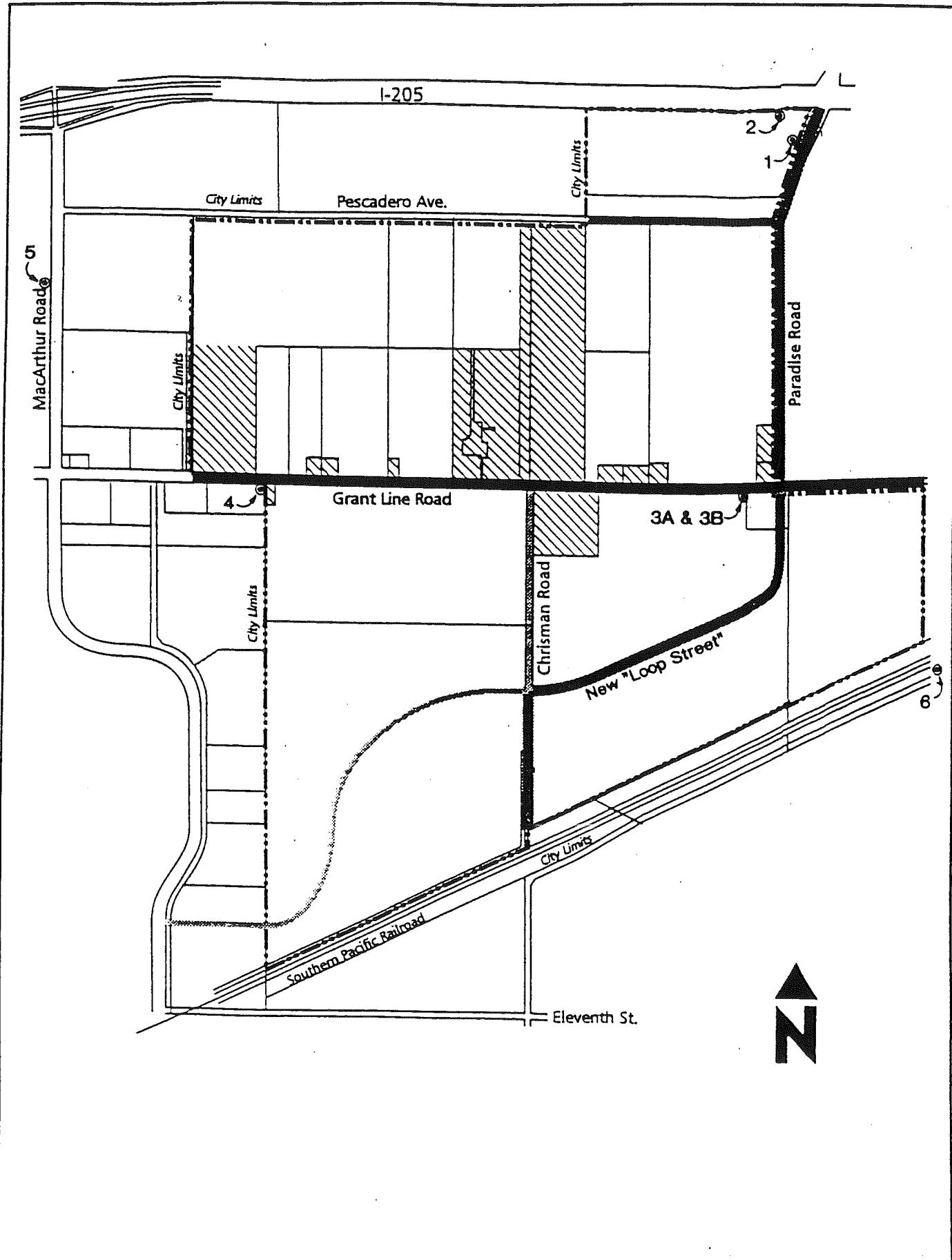


TABLE 18
SUMMARY OF NOISE MEASUREMENTS

Site	Measurement Location	Date/Time	A-Weighted Sound Levels (dB)				
			L_{eq}	L_{10}	L_{50}	L_{90}	DNL
1	~ 350 ft south of I-205 highway centerline, 70 ft west of Paradise Rd roadway centerline, 11 ft above site elevation	1-2 Feb 1996 3:00 pm	69	72	68	62	74
		2 Feb 1996 2:45-3:00 pm	70	72	69	66	--
2	~ 145 ft south of I-205 highway centerline, 300 ft west of Paradise Rd, 5-1/2 ft above site elevation	2 Feb 1996 2:45-3:00 pm	75	77	74	72	79*
3A	25 ft south of Grant Line Rd roadway centerline, 200 ft west of Paradise Rd, 11 ft above site elevation	1-2 Feb 1996 2:00 pm	71	75	59	50	75
		1 Feb 1996 1:45-2:00 pm	71	75	62	52	--
		2:15-2:45 pm	73	78	65	53	--
3B	Same as Site 3A except, 50 ft south of Grant Line Rd roadway centerline, 5 ft above site elevation	1 Feb 1996 1:45-2:00 pm	67	71	61	51	71*
4	Same as Site 3B except at eastern City Limits	1 Feb 1996 2:15-2:45 pm	69	73	62	56	70*
5	50 ft west of MacArthur Rd roadway centerline, setback of mobile home park, between Pescadero Ave and Grant Line Rd, 5-1/2 ft above site elevation	2 Feb 1996 1:55-2:10 pm	69	73	63	53	--
6	65 ft south of SPTC railroad track, near eastern property line of project, 7 ft above train track	1-2 Feb 1996 2:00 pm	58	54	49	44	59

* Estimate based on simultaneous measurements at nearest 24-hour noise monitoring location.

Observations of the currently operating industrial and commercial land uses adjacent to the project did not indicate the generation of any excessive noise levels. The primary noise sources from most of the adjacent land uses are truck loading activity. The factory outlet at the northwest corner of the site has some automobile activity. One light industrial use located between the site and MacArthur Road has a cooling tower that generates noise levels of less than 60 dB at their eastern property line. Warehouses that are adjacent to the western property line of the project site, south of Grant Line Road, have a train spur line which appears to be seldom used.

FUTURE NOISE ENVIRONMENT

Two future roadway traffic scenarios were analyzed in this study: Cumulative Buildout (Year 2015) and Cumulative Buildout + Project (Year 2015). The existing and future noise levels for the roadway segments accessing the project site were calculated using the Federal Highway Administration's Traffic Noise Prediction Model (FHWA RD-77-108) incorporating the California vehicle noise emission levels (CALVENO) curves. Traffic volumes, speeds and estimated truck percentages used in the model were supplied by the project transportation consultants, Fehr & Peers Associates, Inc.

A new "loop street" will be extended from the south end of Paradise Road, cross Chrisman Road, and connect to MacArthur Road. The resultant DNLs for the existing and future scenarios are summarized in Table 19. The traffic noise contribution due to the project is listed in the last column of the table. The project's noise contribution for Eleventh Street, between MacArthur and Chrisman, has a negative value because some of the vehicles would take the new "loop street" instead of Eleventh. The difference between the measured DNLs and the calculated existing DNLs along I-205 and Grant Line Road is less than 1 dB.

TABLE 19
SUMMARY OF EXISTING (FUTURE SCENARIO) DNLs

Roadway Segment	DNL (dB) at 50 ft from Roadway Centerline				Project Contribution (dB)
	Existing (1995)	Cumulative Buildout (2015)	Cumulative + Project (2015)		
Interstate 205 west of MacArthur east of MacArthur east of Paradise	82* 82* 82*	86* 85* 84*	86* 85* 84*		0 0 0
Pescadero Avenue east of MacArthur west of Paradise	73 ---	73 ---	75 68		2 new roadway segment
Grant Line Road west of MacArthur MacArthur to Paradise east of Paradise	70 71 69	73 71 73	74 74 76		1 3 3
Eleventh Street west of MacArthur MacArthur to Chrisman Chrisman to Banta	71 74 74	71 76 78	71 75 78		0 -1 0
MacArthur Road north of I-205 I-205 to Pescadero Pescadero to Grant Line Grant Line to Eleventh	62 69 70 ---	72 77 75 75	72 78 76 76		0 1 1 1
Paradise Road north of I-205 I-205 to Pescadero Pescadero to Grant Line Grant Line to Chrisman Chrisman to MacArthur	59 59 56 --- ---	75 69 69 --- ---	75 74 73 67 68		0 5 4 new "loop street" new "loop street"

* Calculated at 100 feet from highway centerline

According to the Northeast Industrial Concept Development Plan, dated November 1995, the proposed light industrial uses include ninety percent warehouse and distribution and ten percent research and development facilities. These land uses are similar to the existing industrial uses surrounding the project site.

STANDARDS OF SIGNIFICANCE

The applicable acoustical standards for this project are included in the Noise Element of the City of Tracy Urban Management Plan, adopted March 1993. The City's exterior noise standards for the different land uses are in terms of DNL measured at the property line and are summarized as follows:

<u>Land Use</u>	<u>Exterior Noise Standard</u>
Residential	DNL 65 dB
Commercial	DNL 70 dB
Industrial	DNL 75 dB

The Noise Element incorporates the indoor noise standard for multi-family housing developments as required by Title 24, Part 2 of the California Code of Regulations. Title 24, Part 2, requires that a DNL of 45 dB or less be maintained in habitable rooms of multi-family dwelling units exposed to an exterior DNL of at least 60 dB. According to the Tracy Planning Department, the interior standard of DNL 45 dB has also been applied to single-family residences that are exposed to relatively louder noise sources, such as railroads.

The City's Urban Management Plan does not provide specific criteria for evaluating the acoustical impacts of new projects on adjacent existing land uses. For example, there are existing residences along Grant Line Road and a mobile home park along MacArthur Road. The following standards can be used to evaluate the acoustical impact of project-generated vehicular activity or industrial uses on nearby existing land uses.

<u>Increase in DNL*</u>	<u>Significance of Increase</u>
0 dB < increase \leq 3 dB	No impact.
3 dB < increase \leq 6 dB	Impact for noise-sensitive uses, such as residential and schools, etc., if resultant DNL exceeds 65 dB. Potential impact for other land uses if resultant DNL exceeds 70 dB.
6 dB < increase	Impact for all noise-sensitive uses. Impact for other land uses if resultant DNL exceeds 70 dB.

IMPACT ANALYSIS

COMPATIBILITY OF PROPOSED INDUSTRIAL AND COMMERCIAL LAND USES WITH FUTURE NOISE LEVELS

Impact 4.9-1

All of the proposed project's industrial land uses will be compatible with the future roadway noise levels, except for the part of the project site located adjacent to I-205. At a distance of 100 feet from the I-205 highway median centerline, the Cumulative Buildout + Project DNL will be 85 dB. This is 10 dB above the City's exterior noise standard of 75 dB recommended for industrial land uses. This is considered a significant impact.

Impact 4.9-2

The proposed project's three commercial lots will be exposed to future roadway noise levels in excess of the City's exterior noise standard of 70 dB recommended for commercial land uses. This is considered a significant impact.

TABLE 20
SUMMARY OF FUTURE NOISE LEVEL

Commercial Lot	Cumulative + Project DNL	Distance to Roadway Centerline	Minimum Noise Barrier Height
Northwest corner at Pescadero	76 dB	40 feet to Pescadero	7 feet
Paradise at Pescadero	72 dB	55 feet to Paradise	6 feet
Grant Line at Paradise	73 dB	55 feet to Grant Line	6 feet

Table 20 above lists the Cumulative Buildout + Project DNL at the property line of each of the three commercial lots.

IMPACT OF PROJECT-GENERATED TRAFFIC NOISE ON EXISTING RESIDENTIAL LAND USES

The mobile home park along MacArthur Road is currently exposed to a DNL of approximately 70 dB, 5 dB above the City's exterior noise standard for residential land uses. The Cumulative Buildout + Project traffic is expected to increase the DNL by 6 dB. However, the project itself only contributes 1 dB of the increase. Therefore, this impact is considered less than significant.

Impact 4.9-3.

The existing single-family homes along Grant Line Road are currently exposed to a DNL 71 dB, which exceeds the City's exterior standard by 6 dB. The increased traffic from the project will increase the DNL an additional 3 dB, which would be considered a significant impact.

Since the homes, according to the Conceptual Development Plan, may remain for a number of years before they are developed into light industrial use, noise mitigation should be considered to at least reduce future noise level to no more than current noise levels.

IMPACT OF PROJECT-GENERATED INDUSTRIAL NOISE ON EXISTING RESIDENTIAL LAND USES

Impact 4.9-4. Depending on the type of industrial operations, hours of operation and distance from existing homes, the noise generated by the proposed industrial uses could significantly impact the outdoor use areas as well as indoor areas of the existing homes. This is considered a significant impact.

MITIGATION MEASURES

Impacts contained within the analysis above may be identified as "significant," even though the likelihood of occurrence has been anticipated and documented through the UMP and UMP EIR. The impacts identified are therefore mitigated by a combination of the existing applicable goals, policies, action items, and mitigation measures of the UMP and UMP EIR respectively. Where the UMP or the UMP EIR fail to reduce a particular impact to an acceptable level, this section provides additional mitigation measures.

EXISTING APPLICABLE UMP GOALS, POLICIES, AND ACTION ITEMS OF THE UMP

The Noise Element of the UMP addresses noise in the content of local land use planning. No specific requirement in the UMP, however, specially mitigate noise impacts.

EXISTING APPLICABLE MITIGATION MEASURES OF THE UMP EIR

There are no applicable mitigation measures.

PROJECT SPECIFIC MITIGATION MEASURES

Compatibility of Proposed Industrial and Commercial Land Uses with Future Noise Levels

M 4.9-1 Since the noise sensitivity of the industrial use is presently unknown, the City, with the help of an acoustical consultant, could evaluate the acceptability of the noise environment once the type of use is specified. If it is determined that a DNL of 75 dB should be met, then a 12-foot sound wall should be constructed along the northern property line. If this is not feasible, then a building facade setback of 464 feet from the I-205 roadway centerline could be considered as shown in Table 21. (Mitigation Impact 4.9-1).

Although sound-rated windows will not improve the exterior noise environment, sound-rated windows may be recommended to improve the interior work environment for facilities located along the freeway corridor.

TABLE 21
SUMMARY OF DISTANCES TO DNL CONTOURS (YEAR 2015)

Roadway Segment	Distance (feet) to DNL Contours		
	DNL 65 dB	DNL 70 dB	DNL 75 dB
Interstate 205 west of MacArthur	2510	1170	542
	2160	1000	464
	1850	858	398
Pescadero Avenue east of MacArthur west of Paradise	232	108	50
	79	row*	row
Grant Line Road west of MacArthur MacArthur to Paradise east of Paradise	199	92	row
	199	92	row
	271	126	58
Eleventh Street west of MacArthur MacArthur to Chrisman Chrisman to Banta	126	58	row
	232	108	50
	368	171	79
MacArthur Road north of I-205 I-205 to Pescadero Pescadero to Grant Line Grant Line to Eleventh	146	68	row
	368	171	79
	271	126	58
	271	126	58
Paradise Road north of I-205 I-205 to Pescadero Pescadero to Grant Line Grant Line to Chrisman Chrisman to MacArthur	232	108	50
	199	92	row
	171	79	row
	68	row	row
	79	row	row

Noise contour does not exceed beyond roadway right-of-way (row)

The Design Guidelines contained within the Concept Development Plan minimizes storage and service areas visible from the freeway corridor. Also, the Guidelines contains landscaping requirements to enhance the visual image of the site as seen from the freeway. As proposed by mitigation M 4.9-1, the 12-foot high sound wall may not be aesthetically desirable along the I-205 corridor. Correspondingly, a 464-foot setback from the I-205 roadway centerline may not be an effective use of the site. Although sound-rated windows may be recommended to improve the interior sound levels, the mitigation measure may not be considered feasible. In this scenario, Impact 4.9-1 would be considered an unavoidable significant impact.

M 4.9-2 Since the noise sensitivity of the commercial uses are presently unknown, the City, with the assistance of an acoustical consultant, could evaluate the acceptability of the noise environments when the exact uses

are specified. If it is determined that a DNL of 70 dB should be met, then the minimum noise barrier heights listed in the last column of Table 20 should be considered. If this is not feasible, setback may be provided to meet the noise requirements as described in Table 21 (Mitigating Impact 4.9-2).

Noise barriers may not be aesthetically desirable for commercial uses. Also, setback from the roadway centerline may not be an effective use of the site. Considering these factors, the mitigation measures may not be considered feasible. In this scenario, Impact 4.9-2 would be considered an unavoidable significant impact.

Impact of Project-Generated Traffic Noise on Existing Residential Land Uses

M 4.9-3 The applicant shall construct a six-foot noise barrier along the roadways to reduce future noise levels at existing residential properties to an acceptable level (Mitigation Impact 4.9-3).

Six-foot high noise barriers along the front of residential homes may not be aesthetically desirable by existing homeowners. Six-foot noise barrier would reduce future noise levels approximately 5 dB to a DNL 2 dB below the existing DNL of 71 dB. If it is determined by the City that only the interior noise environment needs to be improved, then an acoustical consultant could calculate the sound ratings required for the replacement windows.

Impact of Project-Generated Industrial Noise on Existing Residential Land Uses

M 4.9-4 Since the type of industrial use is currently unknown, the City with the help of an acoustical consultant shall evaluate the potential impact on existing homes when the industrial uses are determined. The City shall direct this study with funding provided by the applicant. Appropriate mitigation measures will be implemented which could include either noise barriers, noise control for fixed equipment, limited hours of operations or deliveries, distance setbacks, building orientation or access locations depending upon the type and location of the source (Mitigation Impact 4.9-4).

LEVEL OF SIGNIFICANCE AFTER MITIGATION

This analysis identifies several potentially significant impacts to noise that could result from implementation of the Project. The UMP, UMP EIR, and this EIR contain adequate measures to mitigate Project specific impacts to a less than significant level, however, some of the mitigation measures may be found to be not feasible.

The environmental impact analysis conducted in associated with the UMP has recognized that future development and build-out in the TPA will result in cumulative and unavoidable impacts

in the areas of agricultural and soils, traffic and circulation, air quality, noise, land use, and aesthetic resources. In conjunction with this conclusion, the City has adopted a Statement of Overriding Considerations for these impacts (Resolution #93-226) which is incorporated by reference.

SECTION 4.10

AESTHETICS

Section 4.10

Aesthetics

The Aesthetics Section of this EIR contains a discussion of the production of light and glare, the obstruction of any scenic vista, or the creation of objectionable aesthetic views. The impacts identified are mitigated by a combination of the existing applicable goals, policies, action items, and mitigation measures of the UMP and UMP EIR respectively. Where these requirements fail to reduce a particular impact to an acceptable level, this section provides additional mitigation measures.

This section of the EIR incorporates information contained in the UMP and UMP EIR. The information has been reviewed for adequacy and updated as necessary.

Impacts to residential homes are discussed in the Socioeconomic section of this document.

EXISTING SETTING

VIEWS FROM THE SITE

The predominate visual features of the area include the Diablo Range to the west and southwest and flat expansive agricultural land typical of the region. As described in the Project Description Section, the Project site is bordered to the north by the existing factory outlet stores and I-205. Land located north of the I-205 corridor is predominately used for agricultural purposes (row crops). Views west of the Project consist of several vacant and occupied industrial warehouses and truck terminals. To the south, the Southern Pacific Railroad Line constitutes the southern border of the project site. Existing uses south of the Southern Pacific Railroad corridor include agricultural crops and industrial facilities. Views situated east of the Project are predominately agricultural fields. Views within the Project site consist primarily of flat agricultural fields.

VIEWS FROM THE FREEWAY

Viewing the site from the freeway, the property consists of flat and open agricultural land. The Paradise Road overcrossing and the Yellow Freight Company flank the eastern and western boundaries of the Project respectively. The Paradise overcrossing consists of a narrow two-lane structure; there is no existing interchange with the freeway. East of the overcrossing, the visual attributes embody flat and open agricultural land typical of the region. The visual attributes of the Yellow Freight company involve a warehouse distribution facility with truck trailers parked between the facility and the freeway.

CHARACTER OF THE SITE

The visual character of the Project site is dominated by the flat agricultural terrain typical of the land surrounding the City of Tracy. The majority of the site is currently being cultivated for agricultural purposes, including the production of alfalfa, oats, and barley. In addition, several residential homes and dairy operations are visible on site, north of Grant Line Road. Additional

facilities visible on site include several irrigation canals and a storm drain basin located along Pescadero Avenue. Due to the predominately undeveloped character of the site, there is minimal light or glare produced. Similarly, views on and off site are generally unobstructed.

Observation points utilized to depict the visual features of the Project are exhibited in Figure 23 and photographs one through ten are reproduced as Figures 24-28.

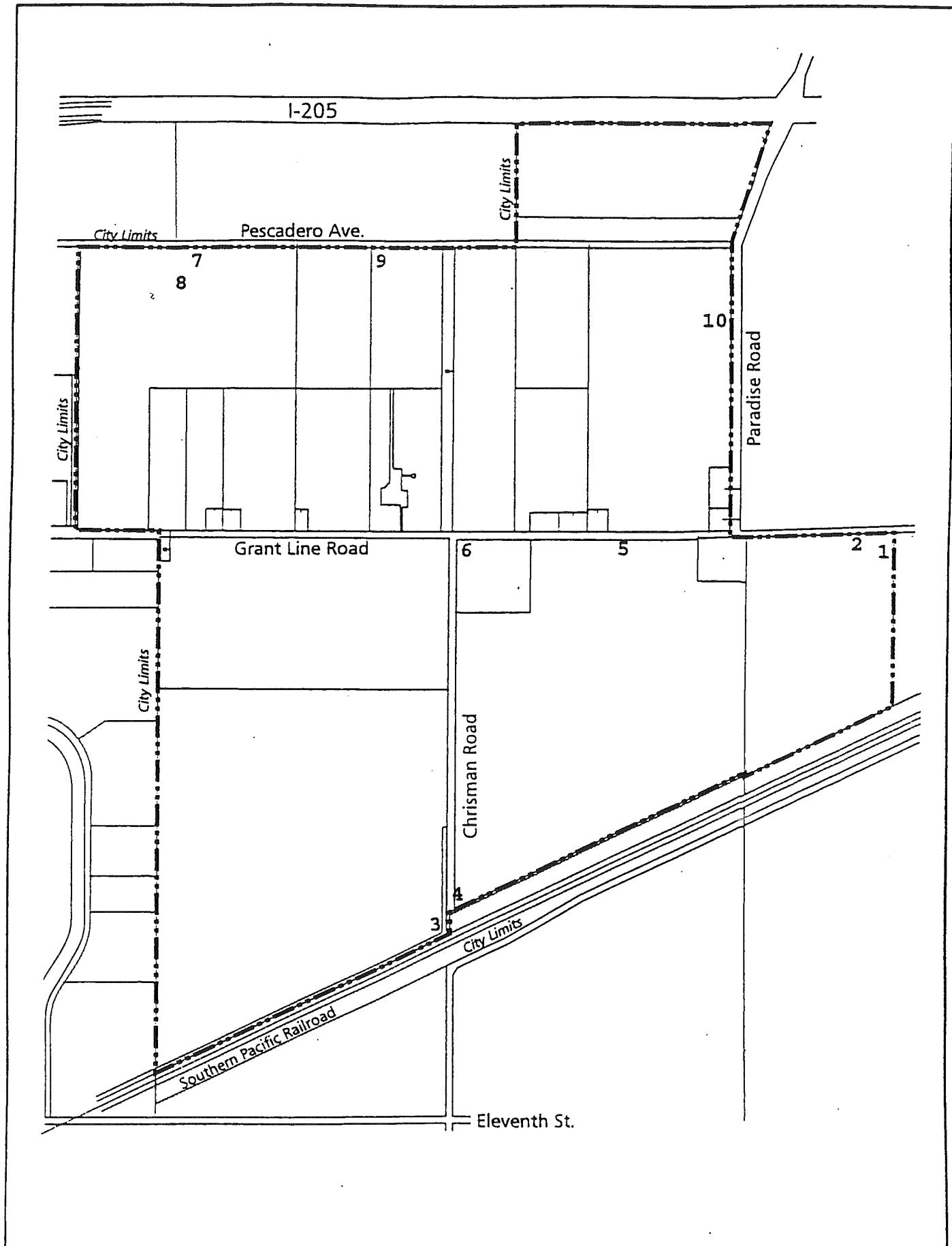
The first two photographs were taken from the eastern border of the Project site along Grant Line Road. Photograph one displays the interior of the Project site and looks southwest towards the Southern Pacific Railroad Line that defines the southern boundary of the Project. Looking west, photograph two displays the interface between the current agricultural use of the Project site and Grant Line Road.

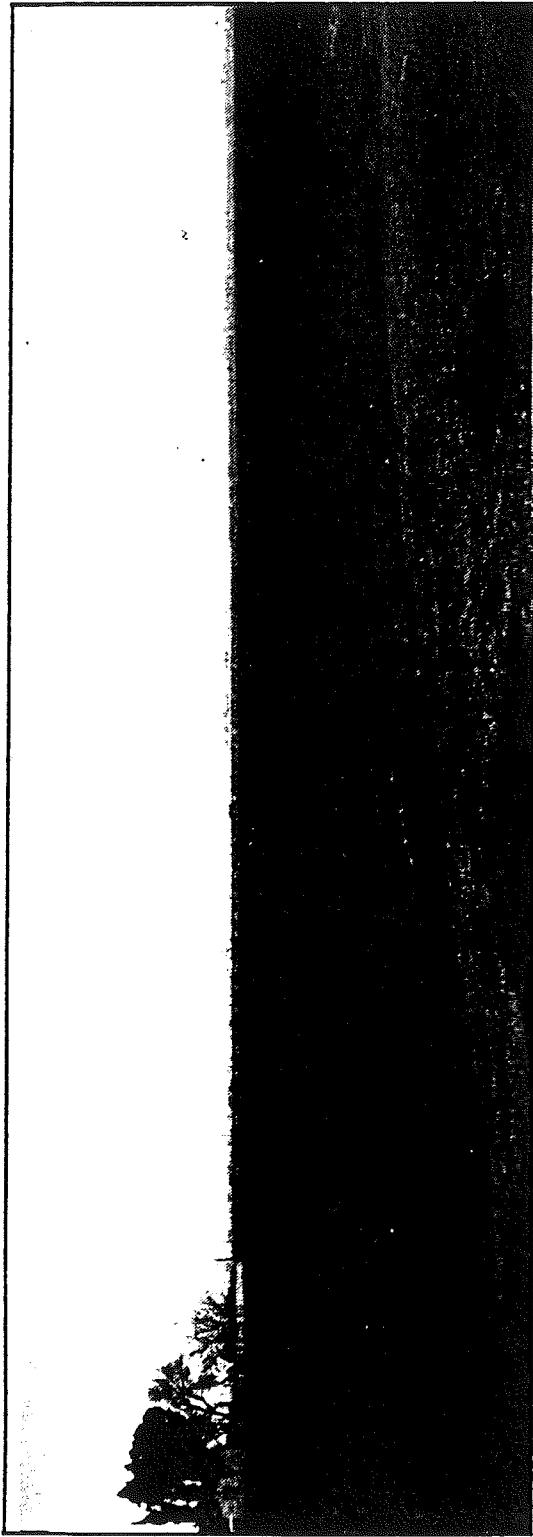
At the south end of Chrisman Road, photographs three and four were taken midway along the southern border of the Project site. Facing a northwest direction, photograph three displays the interior of the property currently used for agricultural purposes. This picture also documents the western border of the Project site (Tracy City limits), seen by the series of industrial warehouses situated along the adjacent property. Photograph four faces east and displays the interior of the Project site and the Southern Pacific Railroad Line to the south.

Situated along Grant Line Road and located in the middle of the Project site, photographs five and six look in a northwesterly direction. Photograph five displays the interface between the current agricultural land within Project boundaries, Grant Line Road, and existing residential homes north of Grant Line Road. Located at the intersection of Grant Line Road and Chrisman Road, photograph six shows the interface between the existing agricultural use of the property, Grant Line Road, and existing residential homes and dairy facilities situated to the north along Grant Line Road.

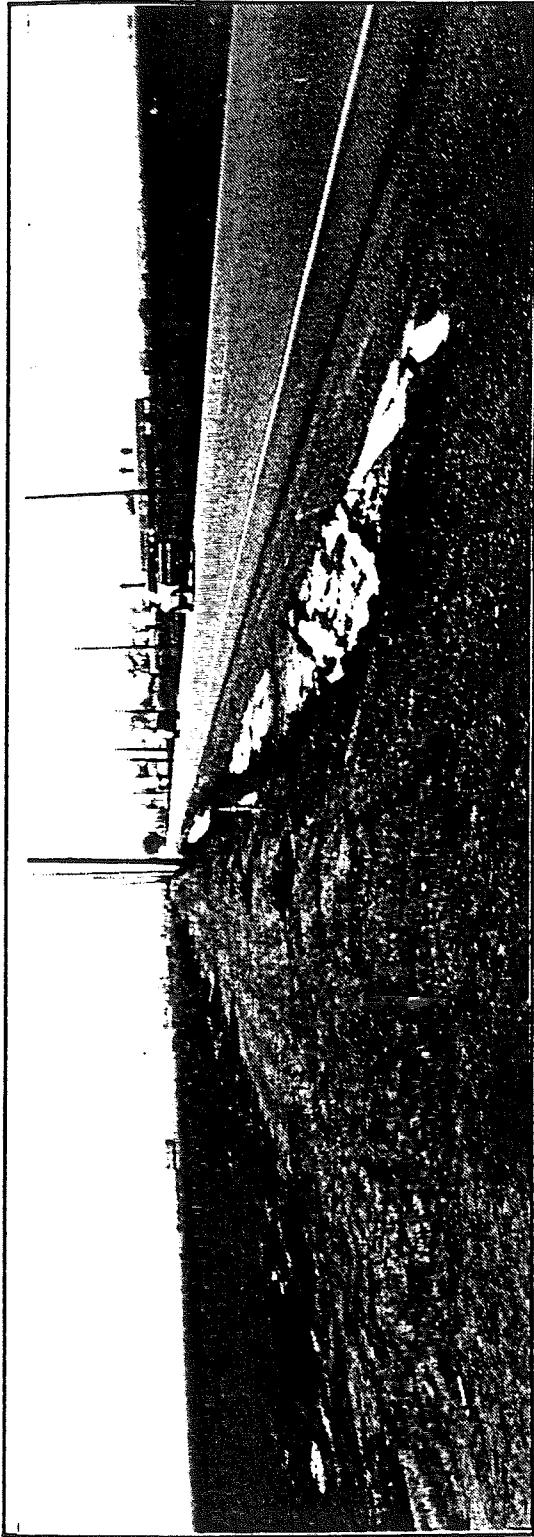
From the northwest corner of the property, photographs seven, eight, and nine were taken approximately 200 feet from the Project's western boundary along Pescadero Avenue. Photograph seven displays the interface between the interior of the Project (on the right), Pescadero Avenue, and surrounding land uses such as the storm drain and the Yellow Freight Company. Looking in a southeasterly direction from Pescadero Avenue, photograph eight displays the interior of the project site and the existing dairy facilities situated in the middle of the property between Pescadero Avenue and Grant Line Road. Photograph nine, looking in a northwest direction, displays the interface between the existing industrial facility (Yellow Freight Company), Pescadero Avenue, and the Project site.

Photograph ten was taken from the eastern boundary of the Project site along Paradise Road. The photograph faces a southeasterly direction and displays surrounding county-designated agricultural lands, Paradise Road, and the existing agricultural use of the Project site.



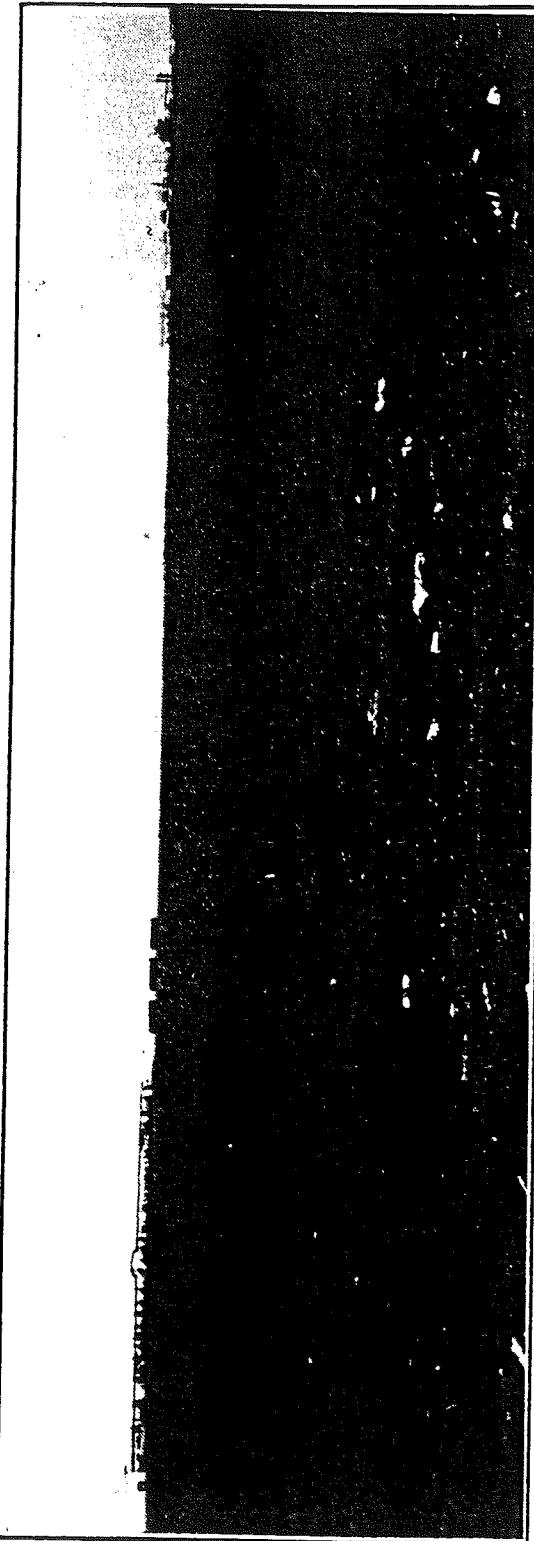


Photograph 1

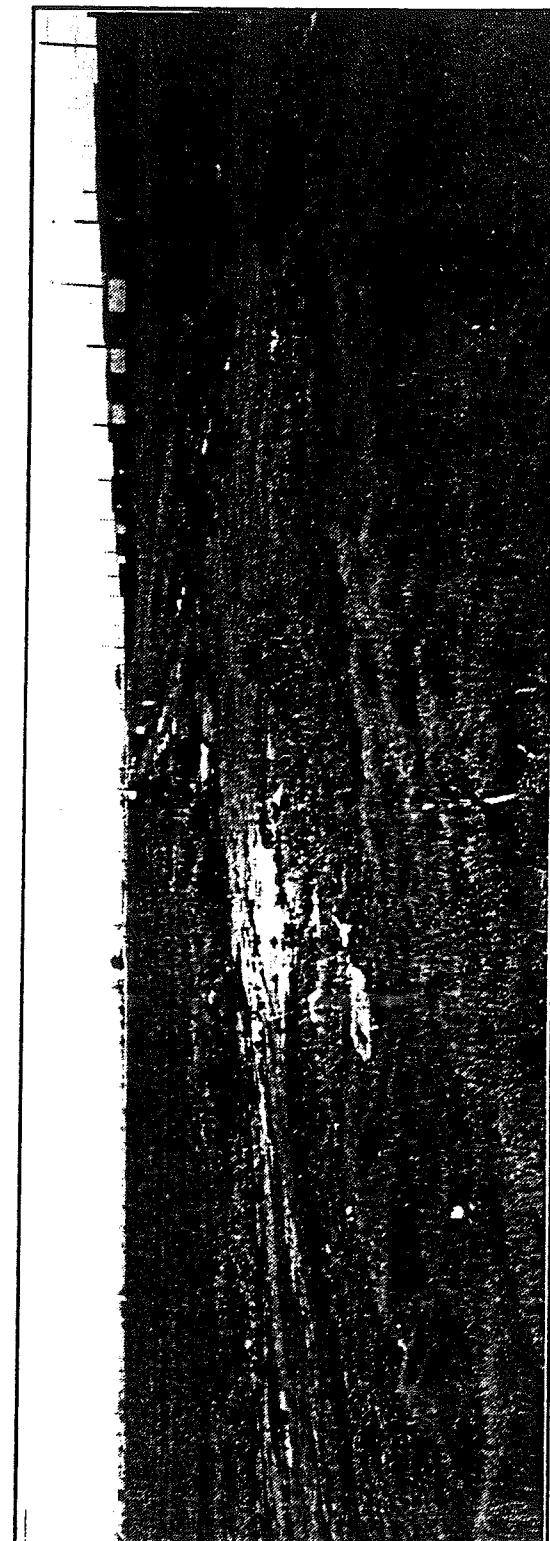


Photograph 2

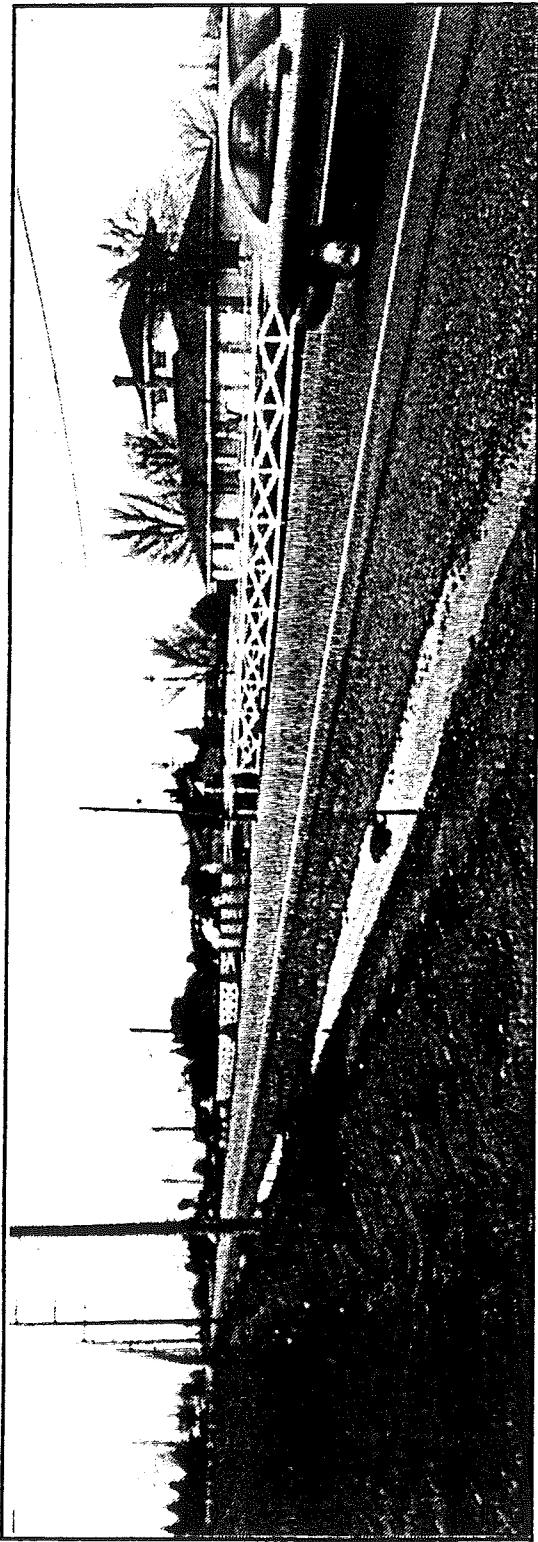
Figure 25
Site Photographs



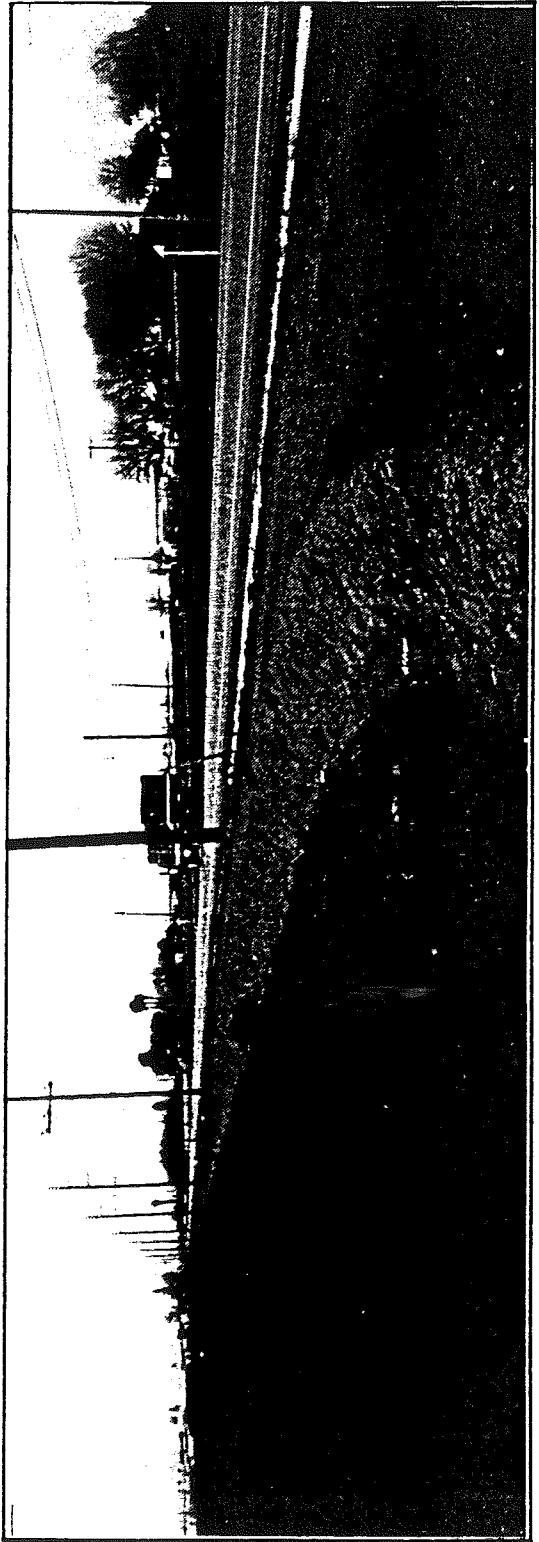
Photograph 3



Photograph 4

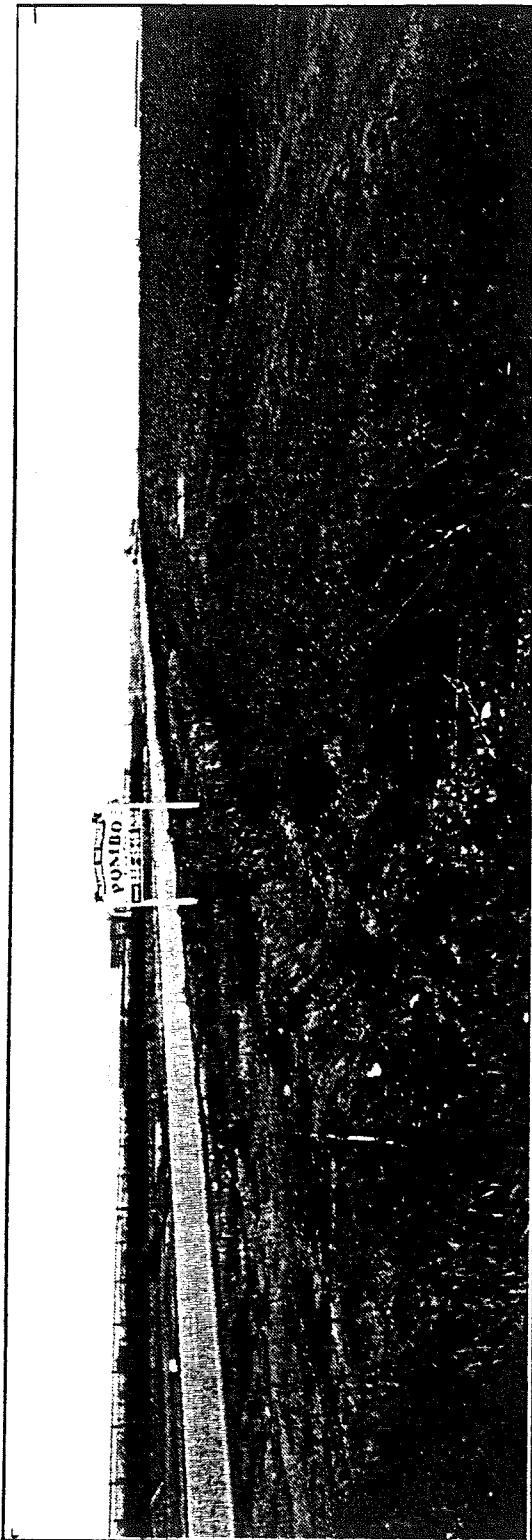


Photograph 5

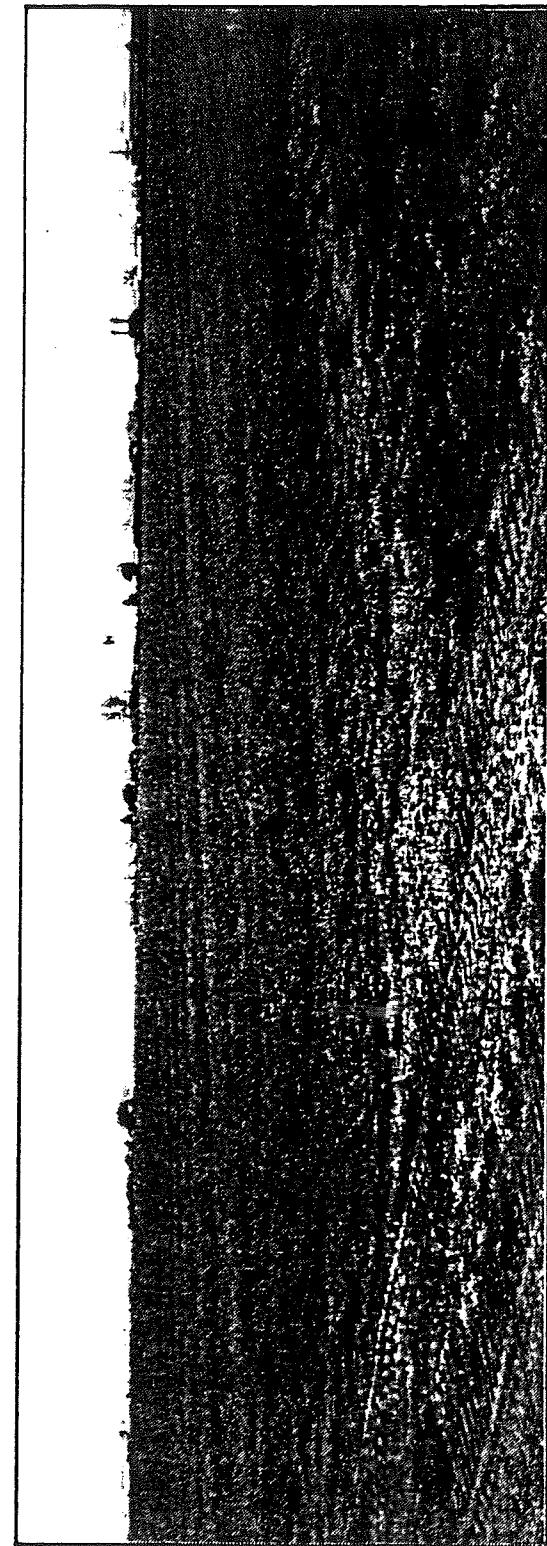


Photograph 6

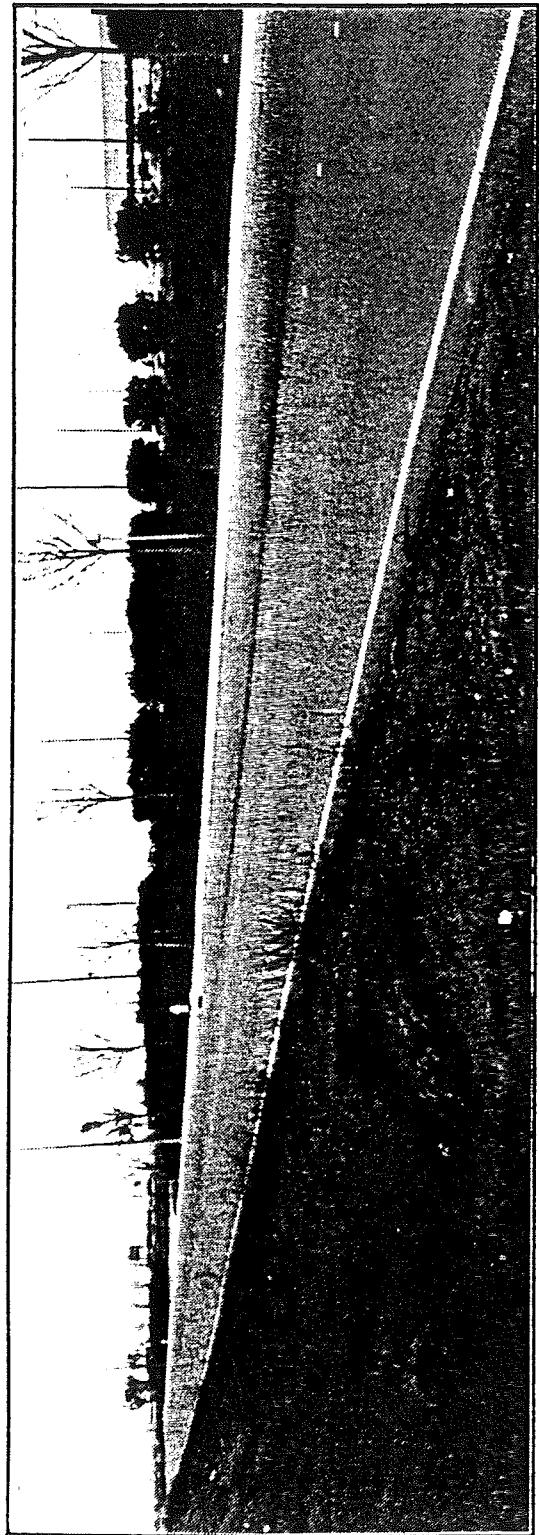
Figure 27
Site Photographs



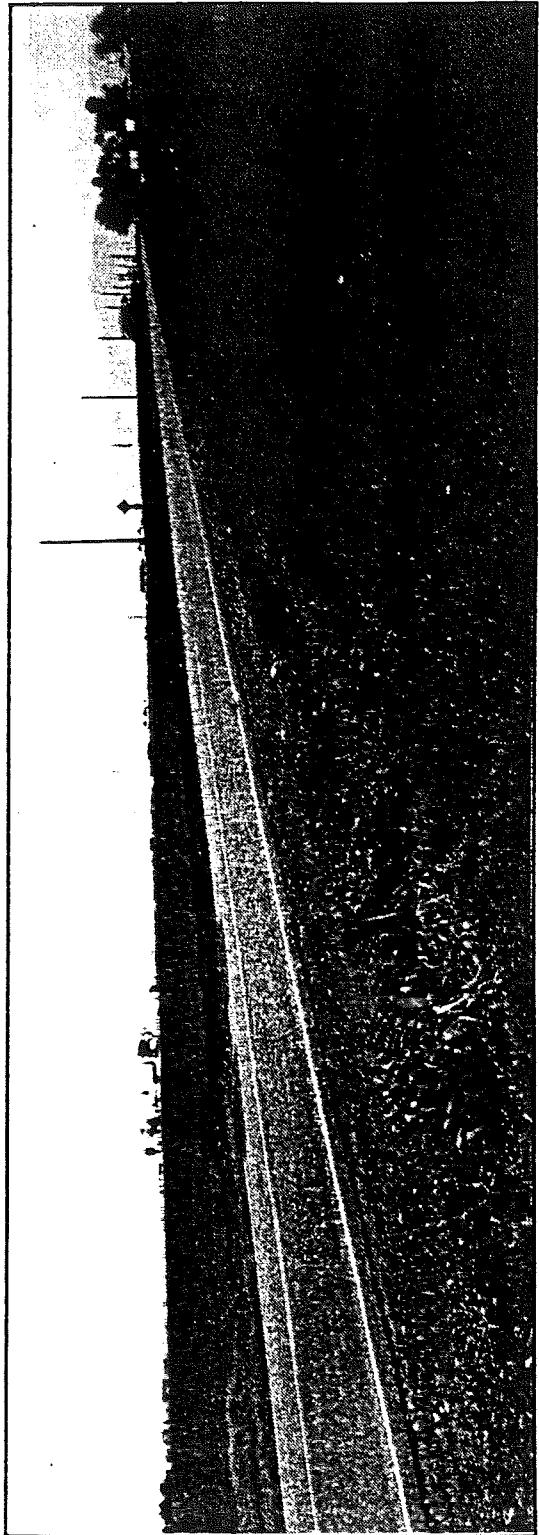
Photograph 7



Photograph 8



Photograph 9



Photograph 10

DESIGN GUIDELINES

The Project proposes development in the northeast area of Tracy and must adhere to and comply with the Design Guidelines established in the Northeast Industrial Concept Development Plan. A complete copy of these Design Guidelines are contained in the Technical Appendices of this document. These guidelines are similar to the Industrial and I-205 Specific Plans (adjacent to the Northeast planning area) which establish development standards used to guide site planning and architecture. The Design Guidelines include recommendations for streetscapes, building setback requirements for commercial and industrial uses, freeway interface setbacks, building architecture guidelines, landscaping requirements, and screening and storage standards.

Streetscapes

Guidelines regarding streetscapes requirements include the integration of plant materials, placement and design of paths and street lighting, landscaping and selection of trees, shrubs and groundcovers, use of lawn substitutes wherever possible, automatic irrigation systems, and spacing of tree plantings.

Building Setbacks

These Design Guidelines establish minimum building and parking requirements for all building types. Minimum building setback requirements for property lines adjacent a street are set at twenty-five feet with a five-foot wide landscape setback for internal property lines. These guidelines also encourage commercial buildings to be placed near the street to enhance the streetscape. Parking setbacks for industrial and commercial uses are set at fifteen feet and ten feet, respectively.

Freeway Interface

To maintain a quality image of the community from Interstate 205, the Northeast Industrial Concept Development Plan has established freeway interface design guidelines. These requirements include the placement of service and storage areas out of view from I-205. These guidelines also require the planting of trees and shrubs in freeway setback zones.

Building Architecture

The Design Guidelines regarding building architecture encourage the use of creative building design and construction techniques. Architecture is to be used to highlight building entries. Accessory buildings should be made of similar compatible design and materials.

Landscaping

A combination of trees, shrubs, and groundcover are required for landscape screening for industrial areas. It is recommended that only water conserving plants be used and all landscaped areas must contain automatic irrigation systems.

Screening and Storage

Exterior trash areas, storage structures, and service areas should be screened from public view with a wall or fence at a minimum of eight feet above the street curb level. In addition, a minimum setback of fifty feet is required for storage areas, unless fully enclosed. Storage areas are not allowed within landscaped easements, front setbacks, or side or rear yard landscaped buffers. The guidelines require roof-mounted equipment to be screened from street view. Fencing, trash enclosures, and accessory site element designs should be compatible with the architecture of the building using similar materials.

STANDARDS OF SIGNIFICANCE

The following Standards of Significance have been compiled from the City's Initial Study Checklist and from Appendix G of the California Environmental Quality Act Guidelines. For the purpose of the EIR, an impact is considered significant if one or more of the following conditions occur from implementation of the Project.

- ◊ *Result in the significant production of new light and glare.*
- ◊ *Result in the significant obstruction of any scenic vista or view open to the public, or the creation of any aesthetically offensive site.*

In addition to the standards of significance listed above, impacts are considered significant if implementation of the Project will conflict substantially with the goals and policies of the UMP.

IMPACT ANALYSIS

THE PRODUCTION OF NEW LIGHT AND GLARE SOURCES

Although the entire Project site is currently designated by the Tracy UMP as Industrial, a majority of the Project site is currently being used for agricultural purposes. Project implementation will result in the production of new sources of light and glare for the northeast area. Light and glare impacts due to buildup of the Project site are generally consistent with UMP and UMP EIR and are not expected to create new aesthetically offensive impacts not anticipated in the UMP EIR. These impacts are considered less than significant.

THE OBSTRUCTION OF ANY VIEW OPEN TO THE PUBLIC OR THE CREATION OF ANY AESTHETICALLY OFFENSIVE SITE

Obstruction of Any View Open to The Public

Implementation of the Project would cumulatively and unavoidably change the visual character of Tracy and reduce the open views of the site and surround area. The Project will implement anticipated changes (from agricultural to industrial development) in the visual character of the Project site. The decreased visibility associated with the construction and development of the project site have already been considered and addressed in the UMP and UMP EIR. Any new potentially significant impacts affecting open views will be minimized as the above design

guidelines for streetscaping, landscaping, building setbacks, and freeway interfaces are followed. Impacts are considered less than significant.

Creation of Any Aesthetically Offensive Site

Aesthetic impacts due to buildout of the Project site are consistent with UMP and UMP EIR. The three parcels of land proposed for commercial build out are also not expected to create new aesthetically offensive impacts not anticipated in the UMP EIR. The proposed Design Guidelines also assist in the avoidance of potentially aesthetically offensive sites. Considering these factors, impacts are considered less than significant.

MITIGATION MEASURES

Impacts contained within the analysis above do not identify any significant impacts related to aesthetics. Although this analysis does not describe any new Project-specific significant impacts, the Project must comply with adopted UMP and UMP EIR requirements related to aesthetics. Correspondingly, the Design Guidelines included in the Northeast Industrial Concept Development Plan contain self-mitigating requirements that minimize the obstruction of open views and the creation of aesthetically offensive sites.

EXISTING APPLICABLE GOALS, POLICIES, AND ACTION ITEMS OF THE UMP

The UMP does not contain any applicable mitigating goals, policies, or action items.

EXISTING APPLICABLE MITIGATION MEASURES OF THE UMP EIR

No applicable mitigation measures

PROJECT SPECIFIC MITIGATION MEASURES

No additional mitigation measures are required for the Project.

LEVEL OF SIGNIFICANCE AFTER MITIGATION

This analysis does not identify any potentially significant impacts to aesthetics that could result from the implementation of the Project. Impacts relative to aesthetics are considered less than significant.

The environmental impact analysis conducted in association with the UMP has recognized that future development and build-out in the TPA will result in cumulative and unavoidable impacts in the areas of agricultural and soils, traffic and circulation, air quality, noise, land use, and aesthetic resources. In conjunction with this conclusion, the City has adopted a Statement of Overriding Considerations for these impacts (Resolution #93-226) which is incorporated by reference.

SECTION 4.11

PUBLIC SERVICES AND FACILITIES

Section 4.11

Public Services and Facilities

The Public Services and Facilities Section of this EIR discusses impacts to fire protection, police protection, schools, parks, gas and electrical services, municipal water, wastewater, storm drainage, solid waste, telephone services, libraries, and other community services. The impacts identified are mitigated by a combination of the existing applicable goals, policies, action items, and mitigation measures of the UMP and UMP EIR respectively. Where these requirements fail to reduce a particular impact to an acceptable level, this section provides additional mitigation measures.

This section of the EIR incorporates information contained in the UMP and UMP EIR. The information has been reviewed for adequacy and updated as necessary. In addition, the sewer, storm drain, and water services sections include information from the City's Water Master Plan (Kennedy/Jenks Consultants, 1994), Wastewater Master Plan (CH2M Hill, 1994); correspondingly, Coastland Civil Engineering, Inc. reviewed the Project's proposed water, sewer, and storm water facilities.

EXISTING SETTING

FIRE PROTECTION

The existing level of service provided by the City of Tracy Fire Department is detailed in the UMP EIR. According to this document, the City of Tracy Fire Department currently conducts operations out of three fire stations: Station One is located at Ninth Street and Central Avenue; Station Two is located at Parker Avenue and Grant Line Road; and Station Three is located at Tracy Boulevard and West Central Avenue. The latter is an interim facility to be in used until a permanent facility is built at the northeast corner of Valpico Road and Tracy Boulevard. A fourth station is proposed in the area of Byron and Grant Line Roads.

The Fire Department staff consists of 26 full-time personnel and 24 reserve firefighters. Fire personnel operate on three 24 hour shifts. The Tracy Fire Department is service-oriented and responds to all fire, first aid, and rescue incidents, as well as citizen service calls. Fire protection services are supplemented by assistance from San Joaquin County, the Tracy Defense Depot, and the Tracy Rural Fire Protection District, which have mutual aid agreements with the City.

The UMP EIR notes that the City currently has a light to moderate fire hazard, due to existing land use and development patterns. According the UMP EIR, fire problems are generally confined to single and multifamily dwellings along with older, unprotected commercial and industrial buildings located primarily in the downtown area. Rangeland, brush and grass fires account for more than 20 percent of total fire activity, and are also a significant hazard in the Tracy Area. Chemical fires also create special fire hazards as a result of industries that manufacture, store, handle or transport hazardous materials.

The Tracy Fire Department's performance objectives include the following: 1) To respond to 95% of all calls for emergency assistance within 5 minutes of dispatch; 2) To provide a minimum of 11 firefighters for initial attack of structural fires within 10 minutes of dispatch; 3) To provide a minimum of 20 firefighters for sustained attack to structural fires within 20 minutes of dispatch; and, 4) To maintain fire losses at a level not to exceed the average annual losses for the preceding five year period. The Tracy Fire Department is currently a Class Three fire department in terms of the Insurance Service Organization (ISO) rating system, which ranks fire protection and sets insurance rates on a scale from 1 to 10.

All new construction plans and development proposals are evaluated to determine fire protection needs. The Fire Marshall works closely with other City departments to ensure appropriate design and construction standards, including adequate fire protection water flows and fire resistive building materials, are met within new development projects.

POLICE PROTECTION

As discussed in detail within the UMP EIR, the City of Tracy Police facility is located within the City Hall complex at 400 East Tenth Street. The City is currently planning a new 24,000 square foot facility in the very near future. The Department employs 43 sworn officers and 16 civilian staff. Administration staff consists of a Police Chief, three Division Heads, and two secretaries. In 1990, the Department maintained a ratio of 1.28 sworn officers to each 1,000 residents.

The Department has only a temporary holding facility; consequently all prisoners must be transported to San Joaquin County within eight hours of their arrest. The Department has one patrol vehicle per 2.73 patrol personnel, and one unmarked vehicle for two investigative personnel.

According to the UMP EIR, police officers responded to approximately 25,000 calls in 1991. The number of calls have been increasing at a rate of about 10 percent for each of the last three years. Priority I calls, or those calls involving life threatening situations, are being responded to within five minutes from the time the call is received.

The UMP EIR notes that police protection services for future development within the entire TPA are to be provided by the Tracy Police Department.

SCHOOLS

The Project site is located within the Banta Elementary School District and the Tracy Joint Union High School District. The Banta Elementary School District is comprised of one school currently at capacity. According to the UMP EIR, six children from Tracy attend the Banta School. The Tracy Joint Union High School District (TJUHSD) has an enrollment of 2,440 students. In general, capacity has been set by the School Boards for all schools. Additional

facilities have been planned to house the children coming from homes in the existing Tracy Residential Area Specific Plan (RASP).

Student generation rates are used in determining the impact of residential development on existing school facilities, however, the Project proposes only commercial and industrial development, and no residential development.

PARKS

The Tracy Parks and Recreation Department provides for the majority of the parks, buildings, programs, and maintenance in Tracy. Maintenance of the mini-parks is provided by the Landscape and Lighting District. The City of Tracy currently has 80 acres of developed park land, and has purchased approximately 113 acres at Eleventh Street and Chrisman Road for a proposed community park. In addition, the City has proposed 30 mini parks and 10 neighborhood parks in the Residential Area Specific Plan.

Tracy's park dedication ordinance requires new development to provide 4.0 acres of parks per 1,000 residents, based on a three tiered park system made up of the following:

- ◊ **Mini Parks** - one-half acre area of public open space no more than one-eighth mile from any residence in a subdivision. One acre of Mini Park is required per 1,000 residents.
- ◊ **Neighborhood Parks** - a 6 to 10 acre site that can be easily connected with the overall open space network and shared with K-5 school sites. Two acres of Neighborhood Park are required per 1,000 residents.
- ◊ **Community Parks** - a 40 - 100 acre site. Improvements within the park may be phased as funds are available. Fees equivalent to one acre of Community Park per 1,000 residents are collected and applied to community park development.

GAS AND ELECTRICAL SERVICES

Pacific Gas and Electric (PG&E) provides electric and natural gas services to the TPA, which includes the Project site. Gas and electrical service is currently being provided to the existing uses on the Project site including a number of dairy operations and rural residences.

Provision of gas and electrical service is accomplished under guidelines and restrictions current at the time of the service request. Currently, as individual customers request electrical and/or natural gas service, all energy conservation programs and energy management programs are offered. Additionally, PG&E reviews applications prior to development entitlement to identify the necessary utility easements for provision of gas and electric service.

MUNICIPAL WATER

According to the Water Master Plan (WMP), the City of Tracy obtains water from both surface and groundwater sources. The City holds contracts with the US Bureau of Reclamation for a fixed allotment of 10,000 acre feet of surface water per year. However, this contract is subject to reductions during dry years. Usage in 1990 totaled approximately 10,800 acre-feet, or 9.64 million gallons per day. Municipal uses (residential and institutional) comprise 69% of this usage.

Reliance on groundwater supplies tend to increase as surface water is reduced, with groundwater providing approximately 30% of the municipal water supply in a normal year. Safe groundwater yield is estimated to be at least 6,000 acre feet per year, although the ultimate safe yield of the regional aquifer system for water supply has not been quantified. With both surface water and groundwater resources, Tracy's available water supply is estimated to be approximately 16,000 acre feet/year.

The City owns and operates a water treatment plant located at the southern end of the city. The plant has capacity to provide treatment for flows up to 15 million gallons per day (mgd). This plant presently has excess capacity for approximately 5 mgd for additional surface water supplies and the plant site can accommodate limited future plant expansion. For surface resources, Tracy diverts water from the Delta-Mendota Canal directly to the treatment plant, where it is treated, stored and released into the distribution system.

A number of regional water reservoirs provide potential sources of additional water supply for Tracy. These reservoirs include Folsom Lake, New Hogan Reservoir, New Melones Reservoir, and San Luis Reservoir. Two new reservoirs have been proposed in the Tracy vicinity, and the City is also exploring the possibility of acquiring agricultural surface water rights in areas where irrigation districts are being developed to urban uses.

The existing water system includes a 12 to 18 inch diameter water main along Grant Line Road from MacArthur Drive to the west end of the Project site. In addition, a 16 inch diameter main is located along Pescadero Avenue from MacArthur Drive to the west end of the most northerly portion of the site, and a 12-inch diameter main is located along MacArthur Drive.

The Water Master Plan proposes a network of mains varying in diameter from 12 to 18 inches throughout the site. A 12 to 16 inch diameter main is planned along Grant Line Road, to the east end of the site, and beyond. An 18 inch diameter water main is planned to be located along Chrisman Road, in addition to a 12 inch diameter main along Paradise Road. The WMP also calls for a 12 inch diameter water main loop in the southeast portion of the Project area. A 3 million gallon storage tank and booster pump station are also proposed to be located in the vicinity of the Project site, south of Eleventh Street.

The Project proposes refining the WMP alignments in two areas of the Project site. The first is the elimination of a 16 inch water main along Chrisman Road between Grant Line Road and

Pescadero Avenue. The second proposed alteration to the WMP is the realignment of the water main loop in the southeast portion of the Project site to follow a refined Project street alignment from MacArthur Drive northeast to Grant Line Road at Paradise Road.

WASTEWATER

The City of Tracy owns and operates an extensive wastewater collection system. All development within Tracy is required to be served by the sewer system. Wastewater flows to the northern part of the City where it is treated at the wastewater treatment plant (WWTP) and is then discharged to Old River. A Wastewater Master Plan was prepared for the City and completed in July of 1994. The WWTP provides primary treatment, secondary biological treatment and disinfection of wastewater prior to discharge. Industrial and domestic flows receive separate primary treatment and are then combined prior to secondary treatment. Sludge, the byproduct of the sewage treatment process, is stabilized by anaerobic digestion followed by air drying and storage in drying beds.

The City of Tracy has a National Pollutant Discharge Elimination System (NPDES) permit from the Regional Water Quality Control Board for the discharge of treated effluent. According to 1989 effluent quality data, the City is satisfying the NPDES requirements.

The City's existing water system facilities include the following major facilities:

- ◊ Four surface water intake pumps with capacity to pump 22 mgd of raw water from the Delta Mendota Canal to the Water Treatment Plant.
- ◊ A 15 mgd Water Treatment Plant which produces treated water through flocculation, sedimentation, filtration, and disinfection processes.
- ◊ Ten wells with a total pumping capacity of 24 mgd.
- ◊ Over 100 miles of water mains, ranging from 2 to 36 inches in diameter, which distribute water to three interconnected pressure zones.
- ◊ Three storage reservoirs (clearwells) at the Water Treatment Plan with a total storage capacity of approximately 6 million gallons.

Existing sanitary sewer system facilities adjacent to the Project site include the East Side sewer trunk line, and three sanitary sewer lines. The East Side sewer trunk line flows from south to north and is located west of the Project site and just west of MacArthur Drive. Feeder lines join the East Side trunk from both the west and east. A 12 inch diameter sanitary sewer line is located on Grant Line Road stubbed to a point about 400' west of the Project site. The sanitary sewer line on Pescadero Avenue ranges in sizes from 8 to 18 inches diameter, and runs from the City Limits boundary west to MacArthur Drive.

The City's Master Plan identifies a portion of the Project site as part of the tributary area for new sewer pipelines. The Master Plan also shows a new 18 inch diameter sanitary sewer to be installed from Grant Line Road at Chrisman Road, north through the Project site and through the

Yellow Freight site, then across I-205 to a new pump station and force main which would convey flows westerly to the treatment plant. A future 24 and 30 inch sewer system is also shown flowing counter clockwise generally around the southern, eastern and northern boundaries of the site and then into the pump station across I-205.

STORM DRAINAGE

The topography of the Tracy area is such that there is very little stormwater inflow from surrounding areas. The southern areas of the City drains in an easterly direction to the valley floor, where drainage is dissipated on agricultural lands.

The City of Tracy Storm Drainage Master Plan (SDMP) divides the community into five systems which drain five watershed areas. The Northeast Industrial project is located within the Eastside Channel System which flows to the north, west of the Project site. A 48 inch diameter storm pipe is located along Grant Line Road, in addition to a pipeline in Pescadero Avenue with a diameter that varies from 15 to 24 inches. Both of these pipes drain into the Eastside Channel.

The SDMP identifies a main drainage divide through the middle of the Project site, located approximately along the Chrisman Road alignment. Property to the west of this divide will drain to the west towards the Eastside Channel. Property to the east of this divide are expected to drain to the east into a future channel which would flow to the north and then northwest paralleling Tom Paine Slough to Sugar Cut.

SOLID WASTE

The Corral Hollow Landfill received solid waste from the City of Tracy until its closure in January of 1995. The waste stream formerly directed to Corral Hollow, as well as solid waste that would be generated within the Northeast Industrial project, will be directed to the Foothill Landfill located 8 miles east of Linden.

The Foothill Landfill has capacity for 48 to 60 years of service at its currently permitted service level. The landfill currently receives approximately 500 tons of solid waste per day. The permit revision under consideration would allow up to 1,500 tons of solid waste per day to be disposed at the landfill. This additional capacity will allow the acceptance of current waste streams as well as increases related to closure of the Corral Hollow Landfill. The increased waste stream will reduce the length of service that the Foothill Landfill will provide, however, a recycling element is under development for the landfill which will at least partially offset the impacts of the increased waste stream.

Collection of solid waste from the Project site will be accomplished by Tracy Delta Disposal Service, a private firm. Tracy Delta Disposal Service also operates the Tracy Materials Recovery Facility (MRF) under contract with the City of Tracy. Recycling and diversion of the waste stream from the landfill is accomplished at the Tracy MRF.

TELEPHONE SERVICES

Telephone services to the Project site would be provided by Pacific Bell. With headquarters in Stockton, Pacific Bell provides similar service to existing uses within the TPA.

LIBRARIES AND OTHER COMMUNITY SERVICES

San Joaquin County provides various other services and facilities for the citizens of Tracy. Such services and facilities typically include, but are not limited to, probation services, libraries, social services, health services, sheriff's department, municipal and criminal courts, district attorney and public defender's offices, roads, and county general administration.

In terms of library facilities, the City of Tracy is currently served by the 16,911 foot Tracy Public Library, at 20 East Eaton Street. According to the UMP EIR the library is staffed 53 hours per week by 9.4 full time employees. A Branch Library Study identified the need for at least one additional 10,000 square foot library. As of 1995, this second facility has not been constructed.

The City of Tracy is in the process of adopting an Urban Management Financing Plan which will identify facility requirements for libraries, parks and recreational facilities. According to proposed standards within the Financing Plan, library facilities should equal at least .5 square feet per capita and located within a maximum attraction distance of 1.5 miles and radius of influence of 3 miles. Stand alone library facilities are recommended to be 10,000 square feet in size and located on sites at least 35,000 square feet in area.

STANDARDS OF SIGNIFICANCE

The following Standards of Significance have been compiled from the City's Initial Study Checklist and from Appendix G of the California Environmental Quality Act Guidelines. For the purpose of the EIR, an impact is considered significant if one or more of the following conditions occur from implementation of the Project.

- ◊ *Require a significant need for new, expanded or altered governmental services.*
- ◊ *Result in the significant need for new systems, or substantial alterations to public facilities.*
- ◊ *Require the extension of facilities with the capacity to serve new development.*

IMPACT ANALYSIS

FIRE PROTECTION IMPACTS

Impact 4.11-1

The Project will result in additional demands upon the City's fire protection staff, equipment, and facilities at the project-level in order to maintain acceptable service levels. This is considered a potentially significant impact.

The Project proposes to develop 870 acres (18,000 square feet) of general commercial and light industrial uses in an area just east of the existing City Limits and south of I-205. The Project site is located in the vicinity of two existing fire stations; Station 1 at 9th and Central Avenue, and Station 2 at Parker and Grant Line Road. In addition, the UMP EIR proposes that a new Station 4 be located in the general vicinity of Lowell and Corral Hollow to meet the anticipated development related to the I-205 Plan and nearby development. Station 4, if constructed, will provide direct fire protection to the Northeast Industrial project, with additional support available from Stations 1 and 2. Since light, and not heavy industrial development is proposed for the Project site, the likelihood that petroleum, explosives and other flammable materials will be manufactured, stored, handled or transported on the site is considered minimal.

Although the Project is anticipated through the UMP relative to the provisions of fire protection, and is not considered to provide a high level of chemical fire hazard, future individual projects which may be proposed as part of this project may have a potentially significant impact on the existing level of City fire protection staff, equipment and facilities. Individual projects will need to be reviewed to determine whether adequate fire prevention measures have been incorporated into the project design. These include adequate street widths, water supply, fire sprinklers, and public access.

POLICE IMPACTS

Impact 4.11-2

The Project will result in additional demands upon the City's police protection staff, equipment, and facilities at the project-level in order to maintain acceptable service levels. This is considered a potentially significant impact.

As discussed above in the analysis of fire protection impacts, the Northeast Industrial project proposes the addition of 870 acres of general commercial and light industrial development. Although the UMP EIR does not consider this additional development to be a significant cumulative impact on the provision of police services and facilities, individual development projects proposed under this Project may individually impact police staff, equipment and facilities.

SCHOOL IMPACTS

The Northeast Industrial project proposes only commercial and industrial development and no residential dwelling units. Since there will be no new residential growth occurring from buildup of this Project, local school facilities and staff will not be negatively impacted and will result in a less-than-significant impact.

PARK IMPACTS

Both the UMP EIR and City park ordinance requires that new development set aside 4 acres of parkland per 1,000 people. The Northeast Industrial project does not propose residential development, and therefore is not required to provide park acreage. Implementation of the proposed Project will create a less-than-significant impact on City park facilities, equipment and staff.

GAS AND ELECTRICAL SERVICE IMPACTS

Impact 4.11-3 **Project development will result in increased demand upon gas and electric facilities at the project-level, as well as cumulative impacts relative to energy usage. This is a significant impact.**

PG&E has indicated that gas and electrical distribution facilities are improved and maintained to meet customer needs now and in the future, with the provision of new distribution substations. The Tracy Urban Management Plan EIR states that PG&E does not anticipate any foreseeable impacts relative to the provision of utilities created by the UMP. The EIR does indicate, however, that the UMP (and subsequent projects within the UMP) will contribute to increased energy usage. This represents a significant impact to gas and electrical services.

MUNICIPAL WATER IMPACTS

Impact 4.11-4 **The project will result in increased demand and usage of water supply, and will result in the extension of conveyance and distribution systems to serve project residents. This is a significant impact of project implementation.**

As recognized by the UMP and UMP EIR, current water supplies in the City are not considered adequate to accommodate the growth demands of new development. The construction of water facilities for this Project would need to be implemented consistent with the provisions of the Water Master Plan. This is considered a significant impact.

WASTEWATER IMPACTS

Impact 4.11-5 **The project as presented provides only a conceptual discussion of the project's potential sewer demands and financing feasibility, thus not allowing for an adequate analysis of the potential impacts to wastewater facilities at this time. This is considered a potentially significant impact.**

The current Project description does not provide sufficient information to allow for a complete analysis of the Project's potential impacts to the City's wastewater facilities and the possible need for additional services. Until more detailed information is available for analysis and actual impacts can be assessed, the implementation of the Project is considered potentially significant.

STORM DRAINAGE IMPACTS

Impact 4.11-6 The project will result in an increase in impervious surfaces, which will in turn increase the volume of water added to the City's storm drainage system. This is a significant impact of project implementation.

As the project site is converted from rural to urban uses under the general commercial and light industrial land use designations, impervious surfaces will increase substantially. Surface drainage resulting from the project, in combination with other nearby projects, will have a significant impact upon the City's drainage system.

Impact 4.11-7 The project as presented does not provide sufficient information to determine whether adequate storm drainage facilities exist to accommodate the potential project demand. This is considered a potentially significant impact.

The current Project description does not provide sufficient information to determine whether any one of the Project's four proposed drainage alternatives will provide adequate storm drainage facilities. Until more detailed information is available for analysis and actual impacts can be assessed, the implementation of the Project is considered potentially significant.

SOLID WASTE IMPACTS

Impact 4.11-8 The project will generate additional solid waste, which will require disposal in area landfills. Although landfill capacity is currently adequate to accommodate the project, the project represents a contribution to a significant impact to long term landfill capacity.

The project's increase in solid wastes generation does not represent a significant impact to the total stream (500 - 1,500 tons per day) directed to the Foothill Landfill. The effect, however, represents a significant impact to the long term capacity of the landfill.

TELEPHONE SERVICES IMPACTS

Impact 4.11-9 The Project will require new communication facilities to service the site. This is a significant impact.

As indicated within the Existing Setting, Pacific Bell provides service and facilities within the Tracy Planning Area. Pacific Bell has indicated that the Project can be adequately served, and will not interfere with any existing facilities. However, until a site specific analysis is conducted, telephone service to the project area represents a significant impact.

LIBRARY AND OTHER COMMUNITY SERVICE IMPACTS

The Northeast Industrial project will not result in an increase in population, and therefore will have a less-than-significant impact upon library and other community facilities.

MITIGATION MEASURES

Impacts contained within the analysis above may be identified as "significant," even though the likelihood of occurrence has been anticipated and documented through the UMP and UMP EIR. The impacts identified are therefore mitigated by a combination of the existing applicable goals, policies, action items, and mitigation measures of the UMP and UMP EIR respectively. Where the UMP or the UMP EIR fail to reduce a particular impact to an acceptable level, this section provides additional mitigation measures.

FIRE PROTECTION

Existing Applicable Goals, Policies and Action Items of the UMP

LU 9.4 Development shall reimburse service providers (Mitigating Impact 4.11-1).

LU 9.4.1 Attach conditions to new projects for infrastructure and capital improvements commensurate with the development's effect on the City's and San Joaquin County's public service system (Mitigating Impact 4.11-1).

SA 3.1 Provide fire protection and law enforcement to ensure the public's health and safety (Mitigating Impact 4.11-1).

Applicable Mitigation Measures of the UMP EIR

M 70.1 Individual development applications within the UMP area shall be reviewed by the City of Tracy for adequate fire prevention measures including: street widths, water supply, and public access (Mitigating Impact 4.11-1).

Additional Mitigation Measures Required

No additional measures are required.

POLICE PROTECTION

Existing Applicable Goals, Policies and Action Items of the UMP

See LU 9.4, LU 9.4.1 and SA 3.1 above (Mitigating Impact 4.11-2).

Applicable Mitigation Measures of the UMP EIR

No additional mitigation measures for police protection are identified in the UMP EIR.

Additional Mitigation Measures Required

No additional measures are required.

SCHOOL MITIGATION

No mitigation is required.

PARKS MITIGATION

No mitigation is required.

GAS AND ELECTRIC SERVICE MITIGATION

Existing Applicable Goals, Policies and Action Items of the UMP

CO 3.1 Ensure new development is designed for maximum energy efficiency (Mitigating Impact 4.11-3).

Applicable Mitigation Measures of the UMP EIR

M 28.4 Applicants for future development Projects shall practice energy efficient building design by including such features as: orientation of structures to summer and winter sunlight to absorb winter solar heat and reflect or avoid summer solar heat, thermal insulation of the wall and attic which meets or exceeds local standards, weather stripping of windows and doors to decreases heat loss, solar assisted domestic hot water and pool heating, tinted or solar reflective double glazing, overhangs on southern elevations, and vegetation on western elevations to provide shading from summer sun (Mitigating Impact 4.11-3).

M 37.1 The use of energy efficient street lighting and parking lot lighting shall be considered throughout the TPA to reduce emissions at the power plant (Mitigating Impact 4.11-3).

M 37.2 Low polluting and high efficiency appliances shall be encouraged for development plans whenever possible (Mitigating Impact 4.11-3).

M 69.1 As a condition of approval, development applicants shall meet with PG&E to determine optimum energy conservation measures which are still economically feasible that can be implemented with the project (Mitigating Impact 4.11-3).

M 69.2 The City of Tracy should work cooperatively in the near-term with PG&E to identify areas suitable for electric and gas facilities needed to accommodate the growth proposed in the UMP (Mitigating Impact 4.11-3).

Additional Mitigation Measures Required

M 4.11-1 The project applicant shall implement the measures provided within the UMP and UMP EIR to the City's satisfaction prior to the first Site Plan, Parcel Map and or Tentative Map approval (Mitigating Impact 4.11-3).

MUNICIPAL WATER MITIGATION

Existing Applicable Goals, Policies and Action Items of the UMP

PF 1 Efficient management of public resources and facilities to ensure that a high level of service is maintained throughout the community (Mitigating Impact 4.11-4).

PF 1.1 Optimize use of planning area resources for efficient siting of public facilities (Mitigating Impact 4.11-4).

PF 1.4 Ensure that adequate water supply can be provided within the City's service area, concurrent with service area expansion and population growth (Mitigating Impact 4.11-4).

PF 1.5 Provide better quality water for City residents while increasing water system reliability and protecting the groundwater basin from overdraft (Mitigating Impact 4.11-4).

Applicable Mitigation Measures of the UMP EIR

M 60.1 The City shall require maximum use of water conservation measures such as low flow shower-heads, drought tolerant landscaping, and minimal flush toilets in all new development (Mitigating Impact 4.11-4).

M 60.3 The City shall review all development on a Project by Project basis to ensure that water facilities are adequate to meet Project water service demands (Mitigating Impact 4.11-4).

Additional Mitigation Measures Required

M 4.11-2 Prior to the approval of the first Site Plan, Parcel and or Tentative Map for the Northeast Industrial project area, the applicant(s) will be required to demonstrate compliance with the approved Water Master Plan or to provide an alternative plan to provide facilities acceptable to the City.

Prior to the approval of each Site Plan, Parcel and Tentative Map, the City shall review the Project application to ensure that existing and/or proposed facilities are adequate to meet project service demands, and are consistent with the City's Master Plan or an alternative acceptable to the City. In order to provide adequate facilities to serve individual developments within the Project area, each applicant shall participate in any applicable City-wide or area program, or establish the appropriate funding toward these facilities prior to the recordation of the corresponding Final Map (Mitigating Impact 4.11-4).

M 4.11-3 In order to provide adequate water supplies to the Project, the Project applicants shall participate in any applicable City-wide program to secure the necessary water rights (Mitigating Impact 4.11-4).

WASTEWATER MITIGATION

Existing Applicable Goals, Policies and Action Items of the UMP

PF 1.7 Provide adequate wastewater collection and treatment capacity for planned development in Tracy (Mitigating Impact 4.11-5).

PF 1.9 Use reclaimed water to reduce non-potable water demands wherever practical and feasible (Mitigating Impact 4.11-5).

Applicable Mitigation Measures of the UMP EIR

M 56.1 The City shall incorporate wastewater system improvements such as those contained within *Infrastructure Analysis Report for the Urban Management Land Use Plan*, Kennedy/Jenks Consultants, December 1992, into the City's Sewer Master Plan. The sizes, capacities and locations of required waste water facilities should be verified through preparation of the Master Plan and Specific Plans (Mitigating Impact 4.11-5).

M 57.1 The City shall upgrade the existing waste water treatment facility or find an alternative method of effluent discharge if it becomes necessary in order to meet the water quality standards established within its NPDES permit (Mitigating Impact 4.11-5).

Additional Mitigation Measures Required

M 4.11-4 Prior to the approval of the first Site Plan, Parcel and or Tentative Map for the Northeast Industrial project area, the applicant(s) will be required to demonstrate compliance with the approved Wastewater Master Plan or to provide an alternative plan to provide facilities acceptable to the City. Prior to the approval of each Site Plan, Parcel and Tentative Map, the

City shall review the Project application to ensure that existing and/or proposed facilities are adequate to meet project service demands, and are consistent with the City's Master Plan or an alternative acceptable to the City. In order to provide adequate facilities to serve individual developments within the Project area, each applicant shall participate in any applicable City-wide or area program, or establish the appropriate funding toward these facilities prior to the recordation of the corresponding Final Map (Mitigating Impact 4.11-5).

STORM DRAINAGE MITIGATION

Existing Applicable Goals, Policies and Action Items of the UMP

PF 1.11 Provide effective storm drainage facilities for planned development in accordance with existing design standards (Mitigating Impact 4.11-6 and 7).

PF 1.11.1 Update the City's existing Storm Drainage Master Plan to include a detailed analysis of the adequacy of proposed storm drainage facilities to serve the needs of future developments (Mitigating Impact 4.11-6 and 7).

PF 1.11.2 Require designs of new storm drainage facilities to meet the requirements of the existing Storm Drainage Master Plan and Storm Drainage Design Guidelines to Residential Areas. Provide conveyance capacity sufficient to contain 100-year flood flows in the rights of way of major public streets and 10-year flood flows within the top of street curbs (Mitigating Impact 4.11-6 and 7).

Applicable Mitigation Measures of the UMP EIR

No applicable UMP EIR mitigation measures.

Additional Mitigation Measures Required

M 4.11-5 Prior to the approval of the first Site Plan, Parcel and or Tentative Map for the Northeast Industrial project area, the applicant(s) will be required to demonstrate compliance with the approved Storm Drainage Master Plan or to provide an alternative plan to provide facilities acceptable to the City. Prior to the approval of each Site Plan, Parcel and Tentative Map, the City shall review the Project application to ensure that existing and/or proposed facilities are adequate to meet project service demands, and are consistent with the City's Master Plan or an alternative acceptable to the City. In order to provide adequate facilities to serve individual developments within the Project area, each applicant shall participate in any applicable City-wide or area program, or establish the

appropriate funding toward these facilities prior to the recordation of the corresponding Final Map (Mitigating Impact 4.11-6 and 7).

SOLID WASTE MITIGATION

Existing Applicable Goals, Policies and Action Items of the UMP

The UMP contains no specific goals, policies or action items relative to solid waste.

Applicable Mitigation Measures of the UMP EIR

M 66.1 The City of Tracy shall ensure that the solid waste needs resulting from build out of the UMP are reflected in the SRRE (Mitigating Impact 4.11-8).

Additional Mitigation Measures Required

M 4.11-6 Approval of the Project shall be conditioned on the ability of regional or City solid waste facilities to accommodate waste generated by the Project (Mitigating Impact 4.11-8).

M 4.11-7 Prior to approval of the first Site Plan, Parcel and or Tentative Map, the Project shall incorporate and participate in the City-wide efforts for recycle and solid waste reduction pursuant to AB 939 (Mitigating Impact 4.11-8).

TELEPHONE AND COMMUNICATION SYSTEMS MITIGATION

Existing Applicable Goals, Policies and Action Items of the UMP

Specific goals and policies relative to telephone and communication systems are not referenced within the UMP.

Applicable Mitigation Measures of the UMP EIR

Specific mitigation measures relative to telephone and communications systems and service are not suggested within the UMP EIR.

Additional Mitigation Measures Required

M 4.11-8 Development of the Project shall be contingent upon the availability of the necessary communications services and infrastructure, and the ability of service providers to accommodate development of the site without service interruptions to existing customers. The Project applicant shall demonstrate to the City that they have coordinated with the affected providers for delivery of communications and telephone systems (Mitigating Impact 4.11-9).

OTHER COMMUNITY SERVICES MITIGATION

No mitigation is required.

SIGNIFICANCE AFTER MITIGATION

FIRE PROTECTION

The above fire protection measures will mitigate the identified impact to a less-than-significant level by conditioning ultimate project approval upon the project's implementation of standard fire protection measures and public facility fees. The above UMP Policies and Action Items, as well as Action Items SE 3.1.1 through SE 3.1.8 identify specific fire safety considerations to be implemented by new development.

SIGNIFICANCE AFTER MITIGATION

POLICE PROTECTION

Implementation of the above UMP Policies and Action Items will mitigate the identified police impact to a less-than-significant level by conditioning ultimate project approval upon the project's implementation of standard police protection measures and public facility fees.

SIGNIFICANCE AFTER MITIGATION

GAS AND ELECTRIC SERVICE

Implementation of the above UMP Goals, Policies and Action Items, as required by mitigation measures above will mitigate the identified gas and electric service impact to a less-than-significant level by conditioning ultimate project approval upon the project's dedication of land and/or payment of appropriate facility fees and project consistency with the UMP.

SIGNIFICANCE AFTER MITIGATION

WATER

Implementation of the above UMP Goals, Policies, Action Items and measures of the UMP EIR, as required by the mitigation measures above to a less-than-significant level by conditioning ultimate project approval upon the project's ability to obtain adequate water supplies.

SIGNIFICANCE AFTER MITIGATION

WASTEWATER

Implementation of the above UMP Goals, Policies, Action Items and measures of the UMP EIR, as required by the mitigation measures above to a less-than-significant level by conditioning ultimate project approval upon the project's ability to accommodate its wastewater flows.

SIGNIFICANCE AFTER MITIGATION

STORM DRAINAGE

Implementation of the above UMP Goals, Policies, Action Items and measures of the UMP EIR, as required by the mitigation measures above to a less-than-significant level by conditioning ultimate project approval upon the project's ability to accommodate estimated stormwater flows.

SIGNIFICANCE AFTER MITIGATION

SOLID WASTE

Implementation of the measures identified above, together with the measures identified within the UMP EIR, will mitigate Impact to a less-than-significant level by ensuring that solid waste facilities are adequate to meet project demands.

SIGNIFICANCE AFTER MITIGATION

COMMUNICATIONS

Implementation of the measure identified above will mitigate the impact to a less-than-significant level by ensuring that telephone and communications service providers are appropriately contacted and noticed regarding the project.

SECTION 4.12

SOCIOECONOMICS

Section 4.12

Socioeconomics

The Socioeconomics Section of this EIR contains a discussion concerning population, housing and employment issues. The impacts identified are mitigated by a combination of the existing applicable goals, policies, action items, and mitigation measures of the UMP and UMP EIR respectively. Where these requirements fail to reduce a particular impact to an acceptable level, this section provides additional mitigation measures.

This section of the EIR incorporates information contained in the UMP and UMP EIR. The information has been reviewed for adequacy and updated as necessary.

Environmental impacts (such as traffic, air, and noise) associated with socioeconomic factors are documented in each respective technical section.

EXISTING SETTING

POPULATION

The population of Tracy has increased at an average annual growth rate of 6.2 percent between the years 1980 and 1990. In contrast, the County population grew at an average annual rate of 3.3 percent during this same period. The January 1995 population of Tracy is estimated at 44,500, and is assumed by the UMP Finance Plan to increase at a five percent growth rate between 1995 and 2010. Between the years 2010 and 2020, the annual growth rate of the Tracy region is expected to be six percent and eventually decline to five percent by the year 2020.

According to the 1990 Census, people of Hispanic origin make up 24.3 percent of the population of Tracy, compared with 25.8 percent of the state population. Minority racial groups comprise 32.4 percent of the population total for Tracy, and account for 43.6 percent of the state-wide population. Both average household size and family size are larger in Tracy than in California as a whole with the average 1990 household in Tracy including 3.072 persons as compared to California's 2.79 person average. Currently, the average household size in Tracy is estimated at 2.95 persons (by the City).

HOUSING

The Department of Finance estimated that in January 1995 there were a total of 15,188 housing units in the City of Tracy. Correspondingly, the vacancy rate was estimated at 7.13 percent. As displayed below, the majority of the housing stock in the City is represented by single family detached units.

TABLE 22
1995 HOUSING STOCK

Single detached	Single Attached	2-4	5+	Mobile Homes
11,446	731	964	1,602	445
75%	5%	6%	11%	3%

Between the years 1985 and 1991, a total of 3,737 residential structures were completed for an annual average rate of 623 units. There were 684 and 620 building permits for residential units issued respectively the 1993 and 1994 calendar years. The UMP Finance Plan assumes the City can absorb all of the existing UMP residential areas by the year 2026 (thirty-two years). To achieve full absorption, however, the average annual absorption rate for residential dwelling units is anticipated to be 1,320 units per year (Volume I of the UMP Finance Plan).

Although the Project site proposes no new residential development, the site contains several existing residential structures. The location of these homes are shown in the Project description section of this document.

As described in the Aesthetics Section of this document, the Project contains Design Guidelines and development standards to guide site planning and architecture. These guidelines include street lighting, building height, building setbacks, and landscaping.

EMPLOYMENT

The UMP EIR identifies the major employment trend in San Joaquin County shifting from a rural to urban economy. Although the total gross value of agricultural production in 1994 was estimated at over one billion dollars in the County, in terms of employment, agriculture is the only sector in the region that has shown a decrease in the number of workers. In comparison, major employment growth in the region involves the services, wholesale and retail trade, mining, government, and manufacturing sectors.

According to the UMP Finance Plan, annual employment growth for the City is anticipated at six percent between the years 1995 and 2000, increasing to seven percent by the year 2010, and declining to six percent by the year 2020. Absorption³ of the Industrial land identified in the UMP is anticipated by the year 2042 (48 years), at a rate of one hundred acres per year. Absorption of Commercial Office and Commercial Retail is anticipated by the years 2016 (22 years) and 2041 (47 years) at a rate of ten and twenty acres per year.

STANDARDS OF SIGNIFICANCE

The following Standards of Significance have been compiled from the City's Initial Study Checklist and from Appendix G of the California Environmental Quality Act Guidelines. For

³ Volume I of the UMP Finance Plan.

the purpose of the EIR, an impact is considered significant if one or more of the following conditions occur from implementation of the Project.

- ◊ *Significantly alter the location, distribution density, growth rate of the human population, or displace a large number of people.*
- ◊ *Significantly affect existing housing.*

In addition to the standards of significance listed above, impacts are considered significant if implementation of the Project will conflict substantially with the goals and policies of the UMP.

IMPACT ANALYSIS

LOCATION, DENSITY, GROWTH RATE, OR DISPLACEMENT OF A LARGE NUMBER OF PEOPLE

Population

The UMP envisioned the site to result in the development of 870 acres of industrial land. While the Project will have an impact on local employment and correspondingly the population growth rate of the area, the Project's economic impact has been included in regional population forecasts and associated planning projections. In relationship to the UMP, no additional site specific impacts relating to population growth are anticipated as a result of development of the Project. For this reason, the Project will result in a less than significant impact.

As noted in the Project Description Section of this document, the project site does not include any new residential development and will not displace a large number of people. For this reason, the Project will result in a less than significant population impact.

Housing

The Project does not propose to construct any new residential housing and will not affect the City's housing stock. This represents a less than significant impact.

Employment

The Project proposed industrial and commercial development uses for the site. As noted above, the Project will have an impact on local employment. The Project's economic impact has been included in the UMP and regional population forecasts and associated planning projections. In relationship to the UMP, no additional site specific impacts relating to employment are anticipated as a result of development of the Project. Implementation of the Project, as generally envisioned by the UMP, is considered a beneficial impact.

Although market data and a fiscal analysis was not conducted for the purpose of this EIR, it is anticipated that fiscal impacts of the Project will expand the tax base and enhance the local economy. This is anticipated to provide an economic benefit to the City and the region and is considered a beneficial impact.

EXISTING HOMES

Impact 4.12-1

Although the on-site residential units may eventually be replaced with future industrial development, the Project may significantly affect existing residential housing units within the footprint of the site. This is considered a significant impact.

Land Use

The UMP designates the Project site for future industrial use. Development of the site, however, may create impacts to existing residential homes not specifically addressed in the UMP EIR. Although the on-site residential units may eventually be replaced with future industrial development, the character of the area will substantially change with implementation of the Project as set forth in the UMP. Existing residential uses on-site will experience a dramatic change from a rural to an industrial setting.

Noise

As noted in the Noise Section of this document, existing residential homes on-site will experience increased noise resulting from increased traffic and potential from adjacent industrial facilities.

Aesthetic

As described in the Aesthetic Section of this document, the Project contains Design Guidelines and development standards to guide site planning and architecture. These guidelines include street lighting, building height, building setbacks, and landscaping. Although the guidelines establish standards for site planning and architecture, the aesthetic character and the ambient level of light and glare of the site will fundamentally change.

Considering the information above, the Project may significantly affect existing residential housing units within the footprint of the site. This is considered a significant impact.

MITIGATION MEASURES

Impacts contained within the analysis above may be identified as "significant," even though the likelihood of occurrence has been anticipated and documented through the UMP and UMP EIR. The impacts identified are therefore mitigated by a combination of the existing applicable goals, policies, action items, and mitigation measures of the UMP and UMP EIR respectively. Where these requirements fail to reduce a particular impact to an acceptable level, this section provides additional mitigation measures.

EXISTING APPLICABLE GOALS AND POLICIES OF THE UMP

LU 3.2

Require development to buffer less desirable effect/impacts on neighboring uses (Mitigating Impact 4.12-1).

LU 6.1.3 Design buffers to reduce incompatibilities that may result from the juxtaposition of different types of land uses (Mitigating Impact 4.12-1).

EXISTING APPLICABLE MITIGATION MEASURES OF THE UMP EIR

M 19.1 Tracy shall, either as a part of the development review process or as a separate ordinance, require new developments to provide tree shading or other landscape screening of light and glare producing structures or improvements with the exception of permitted signage. Development plans should be reviewed to ensure that trees shade 40 percent of parking areas, that nonreflective building materials are used for all non-signage related structures, and that landscaping screens residential and other sensitive uses from the negative effects of glare producing uses such as streets and industrial and commercial areas. Commercial and Industrial projects shall also be reviewed to implement a 5 foot perimeter landscaping area adjacent to property lines (Mitigating Impact 4.12-1).

PROJECT SPECIFIC MITIGATION MEASURES

M 4.12-1 Prior to the approval of Site Plans, Parcel and or Tentative Maps for industrial or commercial properties adjacent to existing residential development, the applicant shall prepare and submit to the Tracy Community Development Department for review and approval a detailed plan to adequately buffer existing residential homes from future industrial or commercial development. This plan shall detail the setback requirements, specific landscaping information (plant species, spacing), noise buffers (please see M 4.9-4), and lighting restrictions and identify the appropriate implementation schedule as acceptable to the City (Mitigating Impact 4.12-1).

LEVEL OF SIGNIFICANCE AFTER MITIGATION

This analysis identifies several potentially significant impacts to socioeconomics that could result from implementation of the Project. The UMP, UMP EIR, and this EIR contain adequate measures to mitigate Project specific impacts to a less than significant level.

5.0 ALTERNATIVES TO THE PROJECT

Section 5.0

Alternatives to the Project

5.1 PURPOSE AND METHODOLOGY

The CEQA Guidelines state that alternatives to the proposed project (in this case the Northeast Industrial Concept Development Plan) should describe and analyze a range of reasonable alternatives which would feasibly attain most of the basic objectives of the project but avoid or substantially lessen the significant environmental effects of the project. The purpose of this process is to provide decision makers and the public with a discussion of viable development options, and to document that other options were considered within the application process (CEQA Guidelines, Section 15126 [d]).

In response to the above, this section identifies and examines a range of alternatives to the proposed project. These include a no commercial or "No Project" alternative (Alternative 1), an industrial and commercial combined alternative (Alternative 2), and a reduced floor area ratio (FAR) alternative (Alternative 3).

Environmental impacts associated with each of these alternatives are compared with those resulting from the preferred project and are summarized at the conclusion of this section. This summary also includes the identification of the "environmentally superior" alternative.

The following is a summary of the primary objectives of the Northeast Industrial Concept Development Plan, as stated by the project applicant and recognized by the City. These objectives are an important benchmark in conducting the comparative Alternatives analysis:

- ◊ To develop the Northeast Industrial Area as a high-quality industrial and commercial site of significant benefit to the City of Tracy and the nearby region.
- ◊ To develop a well-planned site that will attract businesses to Tracy, providing local employment opportunities.
- ◊ To develop the Northeast Industrial Area for primarily mixed industrial uses including rail-dependent industries.
- ◊ To minimize project-related impacts to Tracy's transportation network.
- ◊ To provide a flexible phasing program that allows market forces to dictate reasonable growth increments, while ensuring that agricultural properties are allowed to remain until ready to develop.
- ◊ To create a project consistent with the goals of the UMP.

- ◊ To integrate the Northeast Industrial Area into the development pattern of the City of Tracy.
- ◊ To integrate mitigation for environmental impacts into the design of the project.

5.2 DEVELOPMENT OF THE ALTERNATIVES

The alternatives presented within this analysis are the end product of a process which examined a series of development options. These options took into consideration the number of light industrial and general commercial acres, various floor area ratios for both light industrial and general commercial uses, and total square footage for each use.

Pursuant to CEQA Guidelines, each alternative has been chosen for its ability to reduce environmental impacts while generally maintaining the objectives of the project.

5.3 COMPARATIVE ANALYSIS

ALTERNATIVE 1 - NO COMMERCIAL/ NO PROJECT

This alternative considers the environmental impacts of the proposed project compared with full buildup of the UMP land use designations for the site. Under this alternative, land uses would not deviate from those proposed under the UMP and a General Plan Amendment would not be required. The entire site, less roads and infrastructure, would be developed for light industrial use at a floor area ratio (FAR) of 0.50. Approximately 18,393,000 square feet of building area would be constructed. Since this alternative is fully consistent with the UMP, it is considered the "No Project" alternative.

TABLE 23
NO PROJECT ALTERNATIVE SUMMARY

Land Use	Acres	Floor Area Ratio (FAR)	Square Feet (sq ft)
Light Industrial	844.5	0.5	18,393,000
General Commercial	0.0	0.0	0
Roads	25.5	N/A	N/A
Total	870.0	N/A	N/A

Land Use Considerations: Under this alternative, no land use designation changes from those identified in the current UMP would be imposed, and as such, general commercial development would be precluded. For development under the light industrial designation, the floor area ratio would be 0.50. The UMP EIR previously considered the extent of potential impacts of light industrial development to existing or adjacent land uses. There would, therefore, be no additional land use impacts created from implementation of the No Project Alternative since it is consistent with the UMP.

Public Health and Safety: Health and safety impacts under Alternative 1 would be similar to those of the Project, considering that exposure hazards would exist under either scenario.

Geology: Potential impacts associated with geologic hazards would be similar in nature under either scenario since an equal amount of development will occur under both Alternative 1 and the Project, and geologic impacts due to light industrial development will be similar to those from general commercial.

Biotic Resources: Considering that both the Project and Alternative 1 would result in long term conversion of primarily agricultural land to urban uses, potential impacts to any species or biological resource would be similar under either scenario.

Cultural Resources: Considering that both the Project and Alternative 1 would result in long term conversion of primarily agricultural land to urban uses, potential impacts to any cultural or historic resource would be similar under either scenario.

Hydrology and Water Quality: Considering that both the Project and Alternative 1 would result in long term conversion of primarily agricultural land to urban uses and a substantial increase in impervious surfaces, potential impacts regarding water quality and surface hydrology would be similar under either scenario.

Transportation and Circulation: Traffic impacts would be less severe under Alternative 1 than the proposed Project since the general commercial land uses included in the proposed Project would result in more vehicle trips and a need for additional circulation improvements than strictly light industrial development.

Air Quality: In direct correlation with a decrease in vehicle trips under Alternative 1, fewer pollutant emissions and air quality impacts would occur.

Noise: The patrons and employees of general commercial uses tend to be sensitive noise receptors and are negatively affected by noise sources such as nearby I-205. Noise impacts under Alternative 1 would also be less severe considering that the sensitive noise receptors inherent with general commercial uses would not exist in an all light industrial alternative. In addition, vehicle trips would be reduced under Alternative 1 further reducing noise impacts.

Aesthetics: As indicated by the EIR analysis, the proposed project will create significant impacts regarding the rural and aesthetic character of the site, as well as increased light and glare from urban light sources. Since Alternative 1 also proposes urban development, the impacts to aesthetics would remain the same.

Public Services and Facilities: Since both the proposed Project and Alternative 1 propose equal amounts of urban development, both would create additional demands upon water supply and distribution services, wastewater treatment, utilities (such as electricity, gas and telephone) and public services (such as police, fire, solid waste disposal, schools and parks), which will be mitigated.

Socioeconomics: Both the proposed Project and Alternative 1 would result in equal development-related impacts such as traffic congestion and public service demands. Employment opportunities and other economic benefits such as tax revenues, however, would be decreased under the No Project Alternative.

ALTERNATIVE 2 - INDUSTRIAL AND COMMERCIAL COMBINED ALTERNATIVE

This alternative assumes full development of the site with equal amounts of light industrial and general commercial land uses. As indicated on the attached figure, the areas of general commercial uses are concentrated in the northern half of the Project site, fronting I-205, Pesacadero Avenue and Grant Line Road. The remaining portion of the site would be developed as light industrial. The FAR for light industrial would remain at 0.50, while the general commercial FAR would be 0.35.

TABLE 24
INDUSTRIAL AND COMMERCIAL COMBINED ALTERNATIVE SUMMARY

Land Use	Acres (ac)	Floor Area Ratio (FAR)	Square Feet (sq)
Light Industrial	422.2	0.50	9,196,000
General Commercial	422.2	0.35	6,437,000
Roads	25.6	N/A	N/A
Total	870.0	N/A	N/A

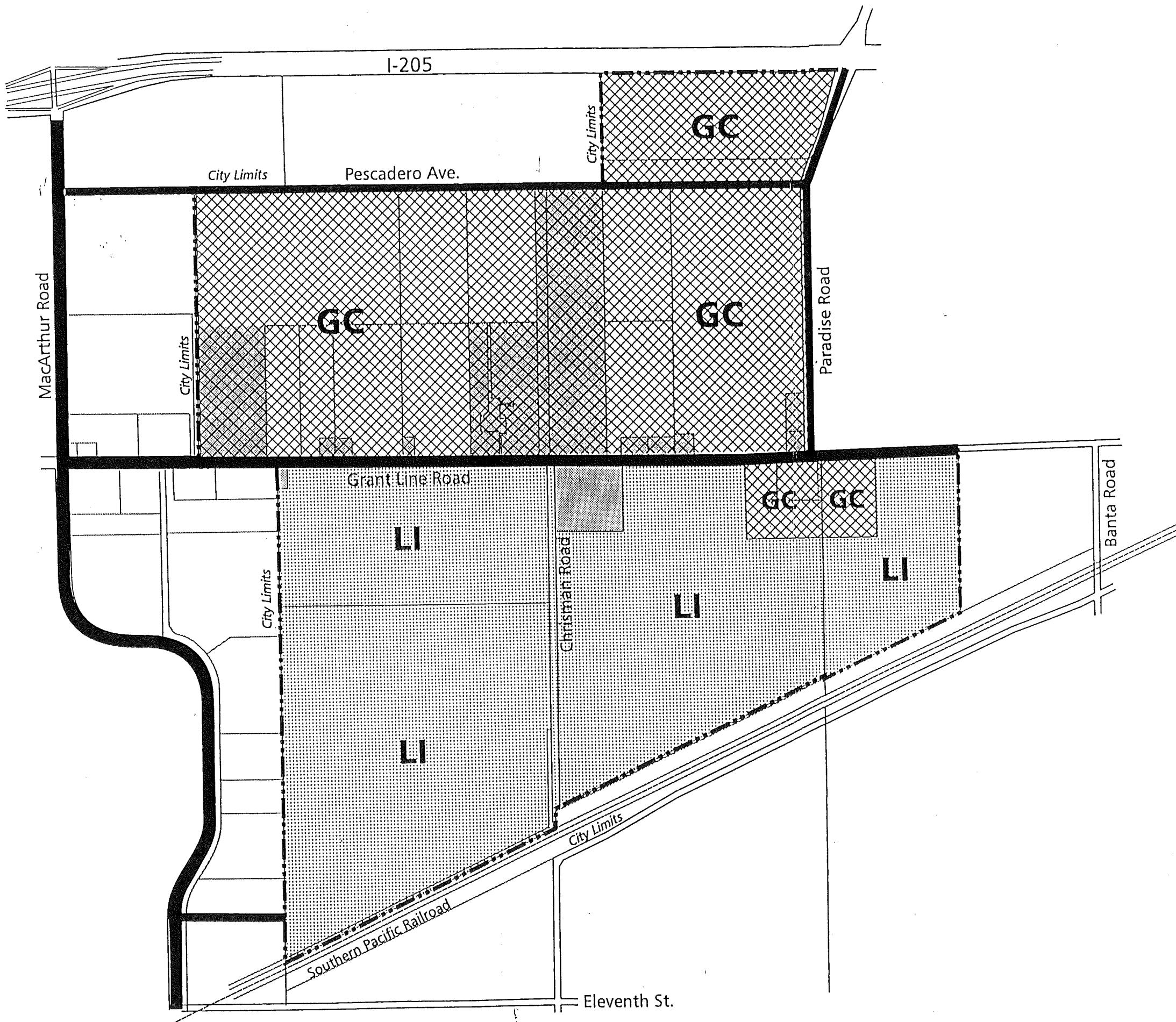
Land Use Considerations: Both the proposed Project and the combined industrial and commercial alternative would be inconsistent with the current land uses for the site identified in the UMP. As a result, both would require a General Plan Amendment. Since both scenarios incorporate urban development, the impacts to existing and surrounding land uses would be equal.

Public Health and Safety: Health and safety impacts under Alternative 2 would be similar to those of the Project, considering that exposure hazards would exist under either scenario.

Geology: Potential impacts associated with geologic hazards would be similar in nature under either scenario since an equal amount of development will occur under both Alternative 2 and the Project.

Biotic Resources: Considering that both the Project and Alternative 2 would result in long term conversion of primarily agricultural land to urban uses, potential impacts to any species or biological resource would be similar under either scenario.

Cultural Resources: Considering that both the Project and Alternative 2 would result in long term conversion of primarily agricultural land to urban uses, potential impacts to any cultural or historic resources would be similar under either scenario.



Northeast Industrial

Industrial / Commercial Combined Alternative

LEGEND

- GC General Commercial
- LI Light Industrial
- Existing Dairies and Homes

DEVELOPMENT SUMMARY

Land Use	Gross acres	FAR	Square feet
General Commercial (GC)	422.2	0.35	6,437,000
Light Industrial (LI)	422.2	0.50	9,196,000
Proposed Roads	15.8	--	
Existing Road Expansion	10.1	--	
TOTAL:	870.3		15,633,000

February 22, 1996

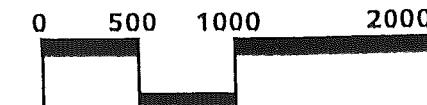
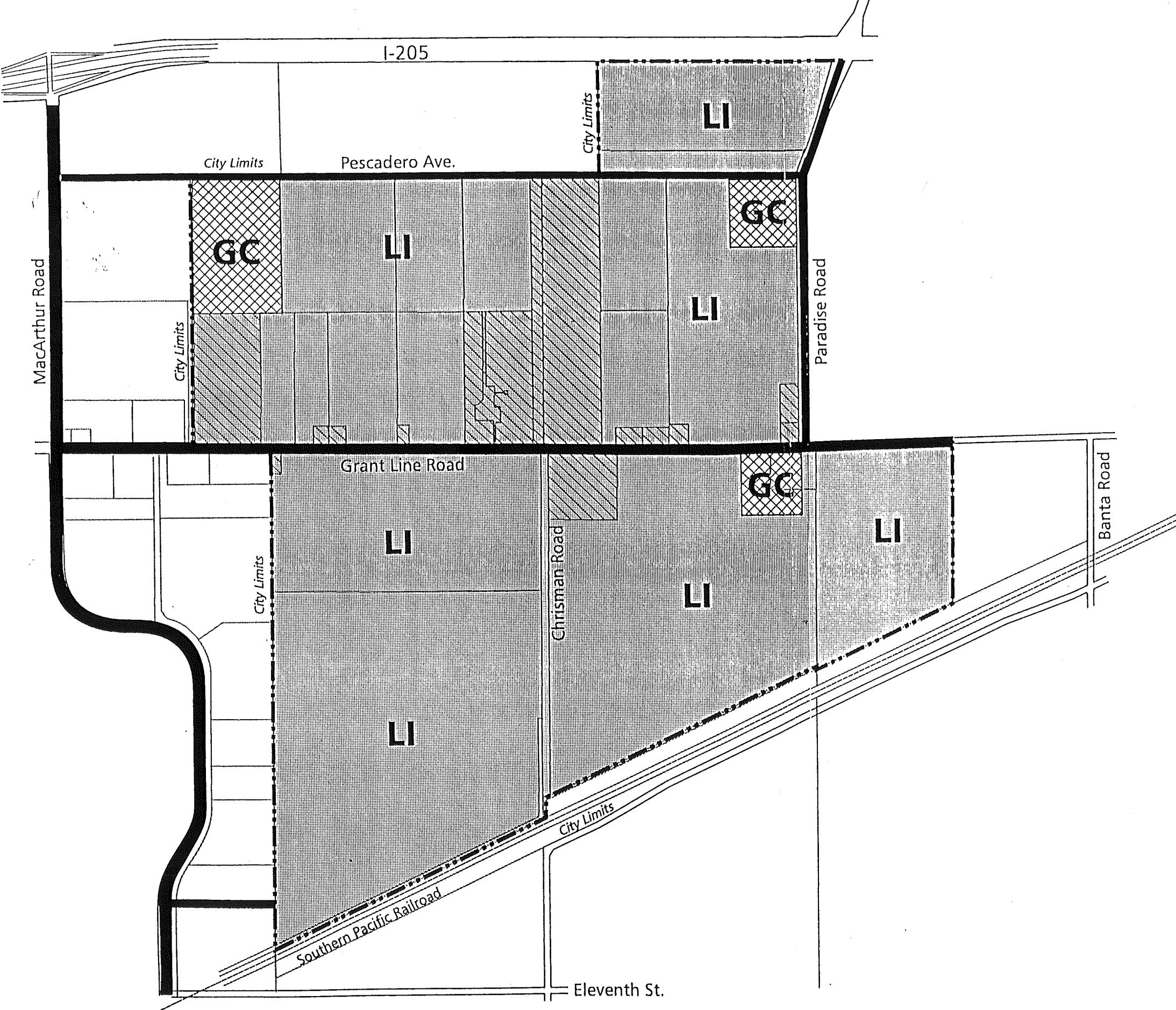


Figure 29
Industrial/Commercial Alternative



Northeast Industrial

Alternative FAR Alternative

LEGEND

-  General Commercial
-  Light Industrial
-  Existing Dairies and Homes

DEVELOPMENT SUMMARY

Land Use	Gross acres	FAR	Square feet
General Commercial (GC)	45.5	0.25	495,000
Light Industrial (LI)	798.9	0.35	12,180,000
Proposed Roads	15.8	--	
Existing Road Expansion	10.1	--	
TOTAL:	870.3		12,675,000

February 22, 1996

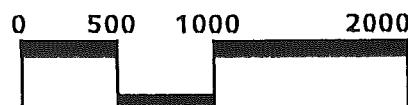


Figure 30
Reduced FAR Alternative

Hydrology and Water Quality: Considering that both the Project and Alternative 2 would result in long term conversion of primarily agricultural land to urban uses and a substantial increase in impervious surfaces, potential impacts regarding water quality and surface hydrology would be similar under either scenario.

Transportation and Circulation: Traffic impacts would increase under Alternative 2 since a far greater amount of general commercial land uses would result in substantially more vehicle trips, and a need for additional circulation improvements.

Air Quality: In direct correlation with a increase in vehicle trips under Alternative 2, more pollutant emissions and air quality impacts would also occur.

Noise: General commercial patrons and employees tend to be sensitive noise receptors and would be negatively affected by noise sources such as nearby I-205. Noise impacts under Alternative 2 would therefore be more severe considering that additional sensitive receptors inherent with the greater amount of general commercial uses would exist. In addition, vehicle trips would be increased under Alternative 2 further increasing noise impacts.

Aesthetics: As indicated by the EIR analysis, the proposed project will create significant impacts regarding the rural and aesthetic character of the site, as well as increased light and glare from urban light sources. Since Alternative 2 also proposes an equal amount of urban development, the impacts to aesthetics would remain the same.

Public Services and Facilities: Since both the proposed Project and Alternative 2 propose equal amounts of urban development with land uses of similar service demand rates, both would create additional demands upon water supply and distribution services, wastewater treatment, utilities (such as electricity, gas and telephone) and public services (such as police, fire, solid waste disposal, schools and parks), which will be mitigated.

Socioeconomics: Alternative 2 would result in more development-related impacts such as traffic congestion, and fewer public service demands than the proposed Project. Employment opportunities and other economic benefits such as tax revenues would also be increased under the combined industrial and commercial alternative.

ALTERNATIVE 3 - FLOOR AREA RATIO ALTERNATIVE

This alternative will evaluate a less-intensive development scenario for the project area using the same acreage, however, different floor area ratios (FAR). Whereas the Project estimates a light industrial FAR of 0.50 and a general commercial FAR of 0.35, Alternative 3 evaluates a reduction in the FARs to 0.35 and 0.25 respectively. As a result, the total square footage of building space would be reduced approximately 29% for light industrial, and 28% for general commercial.

TABLE 25
FLOOR AREA RATIO ALTERNATIVE SUMMARY

Land Use	Acres (ac)	Floor Area Ratio (FAR)	Square Feet (sq)
Light Industrial	798.9	0.35	12,180,000
General Commercial	45.5	0.25	495,000
Roads	25.6	N/A	N/A
Total	870.0	N/A	N/A

Land Use Considerations: Under this alternative, land use designation changes from those identified in the current UMP would be imposed, and as such, a General Plan Amendment would be required. The overall balance of light industrial and general commercial acreage, however, would be the same as the proposed Project. Since both scenarios incorporate urban development, the impacts to existing and surrounding land uses would be equal.

Public Health and Safety: Health and safety impacts under Alternative 3 would be similar to those of the Project, considering that exposure hazards would exist under either scenario.

Geology: Potential impacts associated with geologic hazards would be reduced under this alternative since less development would occur, therefore reducing the need for grading and other landform alterations.

Biotic Resources: Considering that both the Project and Alternative 3 would result in long term conversion of primarily agricultural land to urban uses, potential impacts to any species or biological resource would be similar under either scenario.

Cultural Resources: Considering that both the Project and Alternative 3 would result in long term conversion of primarily agricultural land to urban uses, potential impacts to any cultural or historic resources would be similar under either scenario.

Hydrology and Water Quality: Since lower intensity development would result in a reduction in impervious surfaces, potential impacts regarding water quality and surface hydrology would be lessened under Alternative 3.

Transportation and Circulation: Traffic impacts would be less severe under Alternative 3 than the proposed Project since densities would be reduced resulting in fewer vehicle trips and a need for fewer circulation improvements.

Air Quality: In direct correlation with a decrease in vehicle trips under Alternative 3, fewer pollutant emissions and air quality impacts would occur.

Noise: The patrons and employees of general commercial uses tend to be sensitive noise receptors and are negatively affected by noise sources such as nearby I-205. Considering that Alternative 3 includes approximately 28% less general commercial square footage than the

proposed Project, and therefore fewer sensitive noise receptors, this alternative would create fewer noise impacts. In addition, vehicle trips would be reduced under Alternative 3 further reducing noise impacts.

Aesthetics: As indicated by the EIR analysis, the proposed project will create significant impacts regarding the rural and aesthetic character of the site, as well as increased light and glare from urban light sources. Since Alternative 3 also proposes urban development, the impacts to aesthetics would largely remain the same with the exception of less light and glare.

Public Services and Facilities: Since Alternative 3 proposes lower intensity development, fewer demands would be placed upon water supply and distribution services, wastewater treatment, utilities (such as electricity, gas and telephone) and public services (such as police, fire, solid waste disposal, schools and parks).

Socioeconomics: Alternative 3 would result in fewer development-related impacts such as traffic congestion and public service demands due to the lower density scenario. Employment opportunities and other economic benefits such as tax revenues, however, would also be decreased under Alternative 3.

5.4 CONCLUSIONS

Based upon the above comparison, each alternative would potentially alter the degree and significance of impacts associated with the Project. Alternatives 1 and 3, for example, would result in fewer impacts associated with density factors such as traffic, noise, air, socioeconomics and land use. Alternative 3 would also result in fewer impacts related to geology, hydrology and water quality, and aesthetics.

Alternative 2 would result in potentially higher volumes of traffic, air emissions, and noise. The result would be overall impacts which are greater than the proposed project.

For the above reasons, Alternative 3, the Floor Area Ratio Alternative, would be the environmentally superior alternative. This scenario would result in the development of the least amount of square footage and associated effects.

Although Alternative 3 has been identified as the environmentally superior alternative, this option does not obtain all of the Project objectives. Alternative 3, with an extremely low intensity density land use concept, may not be financially feasible due to current market conditions within the Tracy area.

6.0 LONG TERM IMPLICATIONS

SECTION 6.0

LONG-TERM IMPLICATIONS OF THE PROJECT

RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF THE ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

OVERVIEW

CEQA mandates that Environmental Impact Reports for certain projects discuss the relationship between the short term uses of resources, such as land use for development purposes, versus the long term benefits of not developing a project and leaving the land in agricultural production or open space. The relationship between short-term productivity is often one of trade-offs, or of balancing social, economic, environmental and similar concerns over time. In some instances, a relatively short-term benefit may have adverse cumulative effects, with the possibility that future generations and future economies may be burdened with unwarranted social or environmental costs. The opposite situation, in which long-term benefits occur at the expense of short term impacts, is also possible. Decisions which influence the balancing of such impacts for this project are the responsibility of the City of Tracy.

ANALYSIS

The short-term use of the project area for urban development, versus keeping the land in long term agricultural production, represents a policy decision by the City to implement the Urban Management Plan. It will remain the City's responsibility to review this project to ensure that the physical change in land use meets the standards and quality of development envisioned through the UMP.

Development of the Project is, in terms of its physical lifespan, a short-term use of the environment. However, implementation of the Project would represent a long-term commitment to urbanization since it is unlikely that the land would revert back to open space or agriculture.

The advantages of near-term Project development include greater economic productivity from the land and an increased revenue base for the City of Tracy. These near-term benefits of utilizing the environment must be weighed against long-term productive uses, such as agriculture, and long-term aesthetic considerations. Increased long-term commitment of social services and public maintenance of facilities would also be required, establishing an increased demand for such services throughout the life of the Project.

SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES AND IRRETRIEVABLE COMMITMENT OF RESOURCES

OVERVIEW

CEQA requires the discussion of irreversible environmental changes which may result from a project (CEQA Guidelines Section 15126[f]). Irreversible changes include the use of

nonrenewable resources, the commitment of future generations to similar uses, and the irreversible physical changes to the project area.

ANALYSIS

Implementation of the Project would result in several irreversible environmental changes, including site disturbance and general changes to land use patterns. An increase in employment would also result in a change to local traffic patterns, as well as a general increase in air and noise pollution.

Development of the project area to support urban uses may be regarded as a permanent and irreversible change from agricultural land use, and will eliminate a small percentage of the region's active agricultural land. An increase in the intensity of land use will result in an increase in regional energy consumption. Fossil fuels are the principal source of energy and the project will increase consumption of available supplies of petroleum products. These energy resource demands relate to the initial project construction, lighting, heating and cooling of buildings, and the transport of people and goods.

Construction of the project will require the commitment of a variety of other non-renewable or slowly renewable natural resources such as lumber and other forest products, sand and gravel, asphalt and metals.

GROWTH INDUCING IMPACTS

OVERVIEW

CEQA requires all EIRs to discuss the growth-inducing impacts of proposed projects. The discussion involves the ways in which a project could "foster economic or population growth, or the construction of additional housing, either directly or indirectly, the surrounding environment" (Guidelines, Section 15126[g]).

A project could induce growth by lowering or removing barriers to growth, or by creating an amenity that attracts new population or economic activity. The growth inducing potential of a project would generally be considered to have a significant impact if the project either induced growth or created the capacity for growth above and beyond the levels permitted by public planning policies. The extension of urban services into previously un-served areas or the introduction of a major facility such as a sewer treatment plant, for example, can be growth inducing factors.

ANALYSIS

The 870-acre Northeast Industrial Concept Development Plan will add a maximum of 17,400,000 and 694,000 square feet of light industrial and general commercial space respectively. Urban infrastructure on-site includes several roadways such as Grant Line Road, Chrisman Road, Pescadero Avenue, Paradise Road, a roadway stub extending from MacArthur Road, and several West Side Irrigation Easements along the southern portion of the

Project. Existing water lines, sewer lines, and storm drains lie within a portion of Pescadero Avenue and Grant Line Road. Although infrastructure existing on-site, more extensive public facilities will be required to accommodate the proposed level of development within the Project site.

The Project site is adjacent to existing developed portions of the City within the concentric growth pattern established by the UMP. As such, the Project would represent contiguous growth, which will not require extensive access development or isolated utility corridors, both of which are primary growth inducing facilities.

INVENTORY OF SIGNIFICANT UNAVOIDABLE IMPACTS

The impacts identified below are contained and discussed in detail in Section 4.0 of this document.

Impact 4.8-1	Project-related emissions for ROG and NO _x will exceed regional air quality standards. This is considered a significant and unavoidable cumulative impact.
Impact 4.8-2	Project-related emissions for CO will exceed regional air quality standards. This is considered a significant and unavoidable cumulative impact.

The Noise Section discusses several impacts that may be determined unavoidable if the mitigation measures are determined not to be desirable.

CUMULATIVE IMPACTS

METHODOLOGY

The Northeast Industrial Concept Development Plan represents the project-specific implementation of the City of Tracy Urban Management Plan. Whereas the UMP EIR assessed impacts in terms of regional-scale effects for the area within the TPA, cumulative effects of this project address impacts extending beyond the boundaries of the TPA.

CUMULATIVE IMPACT SUMMARY

The environmental impact analysis conducted in association the UMP has recognized that future development and build-out in the TPA will result in cumulative and unavoidable impacts in the areas of Agricultural and Soils, Traffic and Circulation, Air Quality, Noise, Land Use, and Aesthetic Resources. In conjunction with this conclusion, the City has adopted a Statement of Overriding Considerations for these impacts which has been incorporated and included within the Technical Appendices.

Development of the Project will generally conform the land use allowed for the Project site, as specified in the UMP land use map. The analysis of impacts associated with development of

the Project, will contribute to the cumulative impacts identified in the UMP EIR. Impacts contained within this EIR may be identified as "significant," even though the likelihood of occurrence has been anticipated and documented through the UMP and UMP EIR.

CEQA requires that cumulative impacts be identified when they are significant. The following impacts have been identified previously within the body of the EIR analysis.

Impact 4.4-2 The Project has the potential to eliminate foraging habitat for the Swainson's hawk. This is considered a significant cumulative impact.

Impact 4.7-1 The Northeast Industrial Concept Development Plan does not provide right-of-way for an eventual freeway interchange west of Paradise Road, and does not provide compelling information to suggest that the Roadway Master Plan should be altered to eliminate or relocate the interchange. Traffic forecasts indicate that an interchange will be needed in the area to support cumulative 20-year development, including buildout of the Northeast Industrial area. This is considered a significant cumulative impact.

Impact 4.7-4 Along with other cumulative development inside and outside Tracy, the Project will contribute to an existing truck merge difficulties at the MacArthur on-ramps to I-205. These problems relate to the differentials between the speed of trucks on the steep on-ramps and traffic speeds on the mainline freeway. This is considered a significant cumulative impact.

Impact 4.7-6 The MacArthur interchange, improved as described in Mitigation 4.7-2 and 4.7-3 will provide sufficient capacity to accommodate the full Northeast Industrial Project, but not the cumulative effects of the Northeast Industrial and other projects in the region. If additional projects proceed as presently proposed, an additional interchange will be needed between 2005 and 2015. This is considered a significant cumulative impact.

Impact 4.7-8 Under cumulative 2015 conditions, peak hour traffic demands on I-205 will exceed the capacity of the assumed six lane freeway. The project will increase peak-hour peak-direction traffic on I-205 by about 2% to 4%. The merge locations at the eastbound ramps from MacArthur and Chrisman will

operate at LOS E in the p.m. peak hour. This LOS is within the CMP standards for I-205 and is better than the projected 2015 operating conditions for the mainline in general (LOS E/F). This is considered a significant cumulative impact.

Impact 4.8-1

Project-related emissions for ROG and NO_x will exceed regional air quality standards. This is considered a significant and unavoidable cumulative impact.

Impact 4.8-2

Project-related emissions for CO will exceed regional air quality standards. This is considered a significant and unavoidable cumulative impact.

7.0 REPORT PREPARERS AND REFERENCES

This report was prepared for the City of Tracy by Pacific Municipal Consultants (PMC) under the direction of Mr. Jeff Pemstein. Additional PMC staff who contributed to the preparation of the Draft EIR are identified below:

- ◊ Tad Stearn, Senior Environmental Planner
- ◊ Al Inouye, Environmental Planner
- ◊ Melissa Remick, Environmental Planner
- ◊ Jennifer Fuller, Environmental Planner

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**McGinnis Biological Consultant
(Biological Study)**

- ◊ Samuel McGinnis

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(Cultural Study)**

- ◊ John Foster

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(Traffic and Circulation Study)**

- ◊ Jerry Walters and Jim Daisa

**Valley Research and Planning Associates
(Air Quality Study)**

- ◊ Georgiena Vivian

**Charles Salter Associates
(Noise Study)**

- ◊ Alan Rosen and Mike Toy

**Coastland Civil Engineering, Inc.
(Preliminary Review of Public Facilities)**

- ◊ Michael Nacey

Individuals and Organizations Consulted

Tracy Delta Disposal Service

Debbie Smith, Administrative Assistance

Tracy Fire Department

Bill Robinson, Chief

Tracy Parks and Recreation Department

Jim Raymond, Parks and Recreation Director

Tracy Police Department

Steve Taylor

Tracy Public Schools

Sherry Gongaware, Facilities Director

San Joaquin County Assessors Office

John Mitchell and Ken Rowe

David Gates and Associates

David Gates and Sandy Gimbal

MacKay & Somps

Ron Andrade

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APPENDIX 1

SAMPLE FORMAT FOR COMMENT LETTERS

Date

Mr. Robert Conant, Senior Planner
City of Tracy
520 Tracy Boulevard
Tracy, California 95376

Dear Mr. Conant:

The following letter contains my comments specific to the Northeast Industrial Concept Development Plan Environmental Impact Report.

Comment 1 page X:

Please note that the California Environmental Quality Act only requires responses that are specific to the environmental issues contained within the Draft Environmental Impact Report. Every attempt, however, will be made to respond to comments pertaining to general issues regarding the Project.

Comment 2 page Y:

Please indicate the page number(s) concerning each specific comment.

Sincerely,

Name

Title, if representing an organization