



**INITIAL STUDY/ STATE CEQA  
GUIDELINES SECTION 15183  
ANALYSIS**

**FOR THE**

**CITYWIDE STORM DRAINAGE MASTER  
PLAN UPDATE PROJECT**

January 2022

*Prepared For:*

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## **SECTION 1.0 INTRODUCTION**

This Initial Study provides an analysis of the proposed Storm Drainage Master Plan Update Project (proposed Project). The proposed Citywide Storm Drainage Master Plan Update Project (SDMP Update) is intended to be utilized as a guideline document for the identification of storm drainage facilities needed to serve future land development projects under the buildout condition for the City's sphere of influence (SOI) and the maximum limits of any contributing drainage areas impacting the SOI. The proposed Project is a comprehensive update to the City's 2012 Citywide Storm Drainage Master Plan, and as such its core purpose is to incorporate and integrate drainage improvements and land use information that have occurred since 2012. Further, the SDMP Update identifies storm drainage facility upgrades needed to correct existing deficiencies, as well as serving as a reference document for existing storm drainage facilities and their functional characteristics. Finally, the SDMP Update develops a City Storm Drain Geographic Information System (GIS) for the drainage facilities and recommends capital improvements or other applicable measures needed to address deficiencies and/or support buildout conditions identified by the City's General Plan. The SDMP Update is described in greater detail below under Section 3.0: Project Description. **Figure 1: Regional Location Map** depicts the City and surrounding area, and **Figure 2: SDMP Update Study Area** depicts the City's SOI and the maximum limits of the contributing drainage areas.

The proposed SDMP Update is consistent with the development assumptions in the General Plan. Thus, as described in greater detail below, this Initial Study/State CEQA Guidelines Section 15183 Analysis is limited to analyzing only those significant impacts effects associated with implementation of the SDMP that are not addressed in the General Plan EIR or were not known at the time the General Plan EIR was prepared.

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

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

qualitative assessment only, as the buildout year is in the distant future and thus vague and subject to change.

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



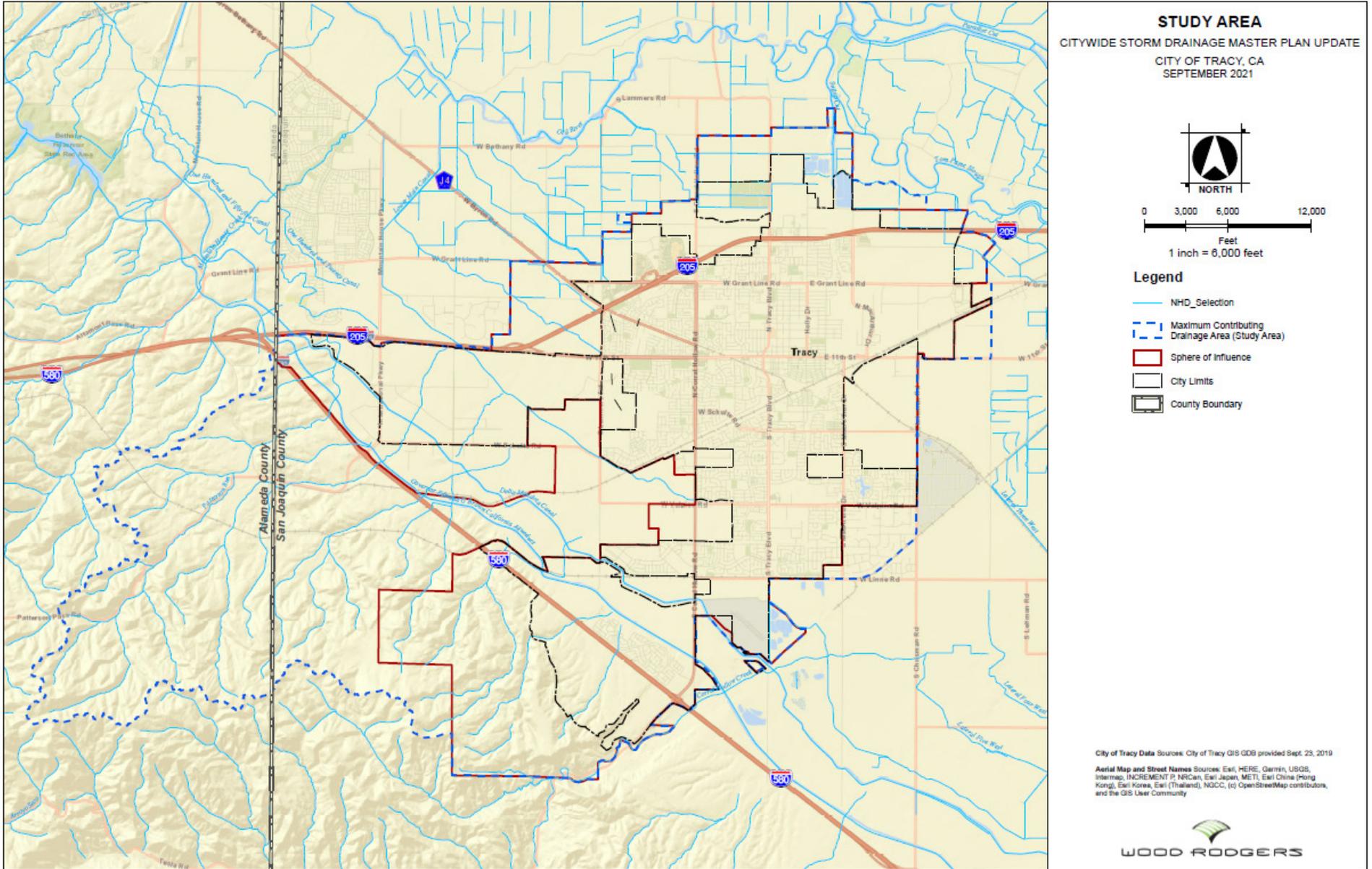
Source: USGS, 2021

### Figure 1: Regional Location Map

City of Tracy Storm Drainage Master Plan Update Project  
Initial Study



Not to scale



Source: Wood Rodgers, 2021

## Figure 2: Study Area

City of Tracy Storm Drainage Master Plan Update Project  
Initial Study



Not to scale

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## California Environmental Quality Act

This Initial Study has been prepared in accordance with the provisions of the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] §§ 21000 et seq.); the State CEQA Guidelines (Title 14, California Code of Regulations [CCR] §§ 15000 et seq.); and the rules, regulations, and procedures for implementing CEQA as set forth by the City of Tracy (City).

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

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

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

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

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

### State CEQA Guidelines Section 15183

Section 15183 of the State CEQA Guidelines, enables public agencies to streamline the environmental review of subsequent projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified by limiting its examination of environmental effects which are peculiar to the project or its site.

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

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

Based on the analysis and evaluation provided in this Initial Study, the proposed SDMP Update is consistent with the development assumptions in the General Plan. Thus, as described in greater detail below, this Initial Study/State CEQA Guidelines Section 15183 analysis is limited to analyzing only those significant effects associated with implementation of the SDMP Update that are not addressed in the General Plan EIR or were not known at the time the General Plan EIR was prepared, consistent with the provisions of State CEQA Guidelines Section 15183, as described above.

## **SECTION 2.0 INCORPORATION BY REFERENCE**

The City of Tracy General Plan Final EIR (State Clearinghouse No. 2008092006) has been cited and incorporated by reference into this Initial Study/State CEQA Guidelines Section 15183 Analysis, in accordance with Section 15150 of the State CEQA Guidelines, as a means of reducing the redundancy and length of this environmental document. The City of Tracy General Plan Final EIR is available for public review at the City of Tracy Planning Division, located at 333 Civic Center Plaza, Tracy, CA 95376, and online at the City of Tracy website: <https://www.cityoftracy.org/our-city/departments/planning/general-plan-zoning-ordinance>. This document is hereby incorporated by reference into this Initial Study/State CEQA Guidelines 15183 Analysis.

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

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

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

### **General Plan EIR Project Description**

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

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

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

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

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

Land Use Element. The required Land Use Element designates all lands within the City for a specific use such as residential, office, commercial, industry, open space, recreation, or public uses. The Land Use Element provides policy direction for each land use category, and also provides overall land use policies for the City. **Figure 3: General Plan Land Use** depicts the City’s current Land Use Map.

Community Character Element. The Community Character Element is not required by State law. However, due to the importance of maintaining and enhancing the City of Tracy’s hometown feel and the related importance of urban design for the City, this optional element has been included.

Economic Development Element. This optional element contains goals, objectives, policies, and actions to encourage the development of desired economic activities throughout the City. The information in this element is derived from the City’s Economic Development Strategy prepared in 2002.

Circulation Element. This required element specifies the general location and extent of existing major streets, level of service, transit facilities, and bicycle and pedestrian network. As required by law, all facilities in the Circulation Element are correlated with the land uses foreseen in the Land Use Element.

Open Space and Conservation Element. The Open Space Element and the Conservation Element are required under State law and are combined in this General Plan. Issues addressed include the preservation of open space and agricultural land, the conservation, development, and utilization of natural resources, and the provision of parks and recreational facilities. Open space goals for public health and safety are covered in the Safety Element.

Public Facilities and Services Element. This optional element covers a wide range of topics related to the provision of public services and infrastructure in the City. Topics covered include law enforcement, fire protection, schools, public buildings, solid waste, and the provision of water, wastewater, and stormwater infrastructure.

Safety Element. State law requires the development of a Safety Element to protect the community from risks associated with the effects of flooding, seismic and other geologic hazards, and wildland fires.

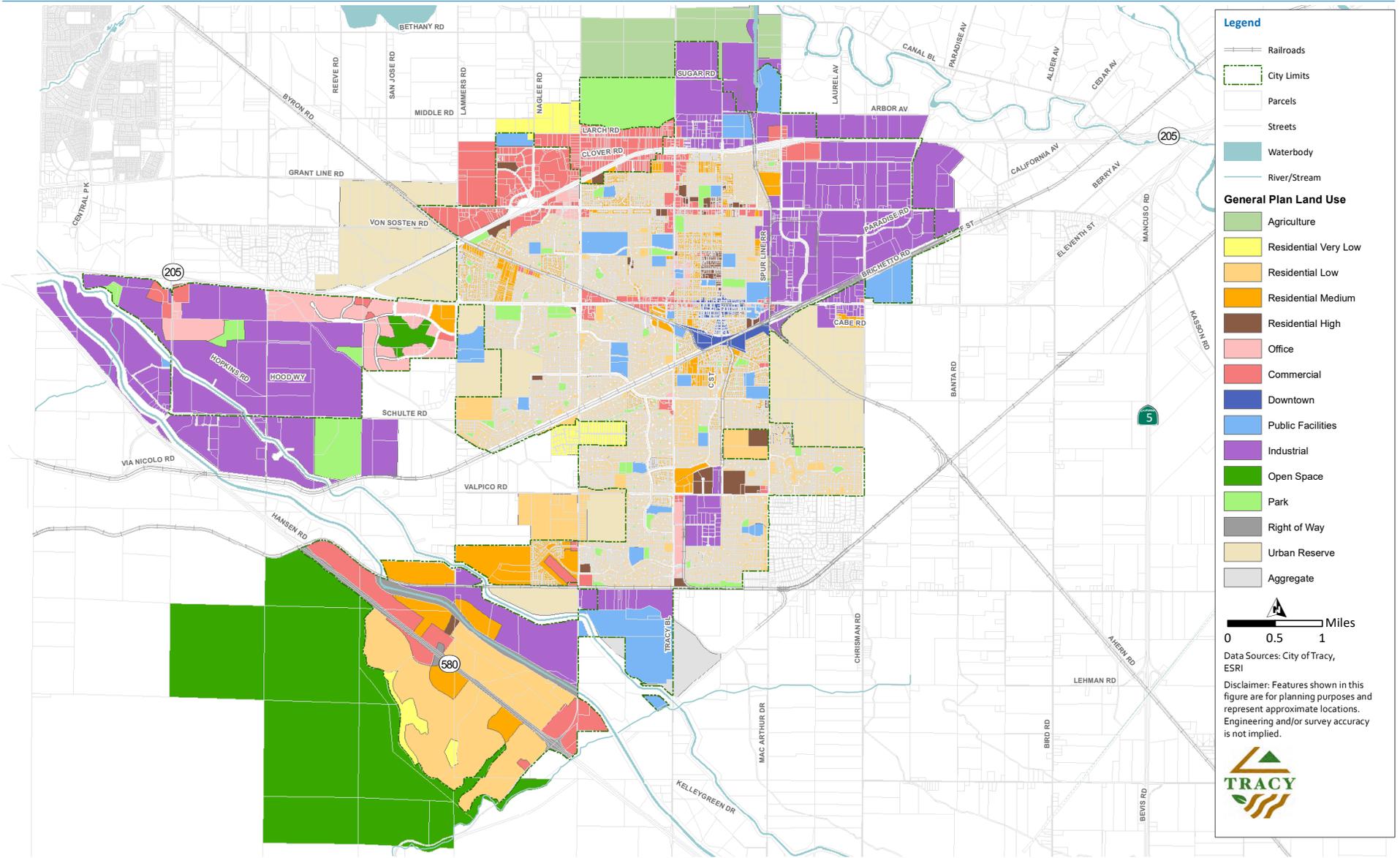
Noise Element. This required element addresses noise in the community and analyzes and quantifies current and projected noise levels from a variety of sources, such as traffic, industry, rail, and the airport. The Noise Element includes goals, objectives, policies, and actions to address current and foreseeable noise issues.

Air Quality Element. This element, which is required for all jurisdictions in the San Joaquin Air Pollution Control District, outlines goals, objectives, policies, and actions to mitigate the air pollution impacts of land use, the transportation system, and other activities that occur in the City of Tracy.

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

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

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



Source: City of Tracy, 2020

### Figure 3: General Plan Land Use

City of Tracy Storm Drainage Master Plan Update Project  
Initial Study



Not to scale

## **Environmental Effects**

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

A brief summary of the impacts identified is provided below.

### ***Visual Resources (Aesthetics)***

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

### ***Agricultural Resources***

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

### ***Air Quality***

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

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

### ***Biological Resources***

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

### ***Cultural Resources***

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

### ***Geology, Soils, and Seismic Hazards***

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

### ***Greenhouse Gas Emissions***

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

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

### ***Hazards and Hazardous Materials***

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

### ***Hydrology and Flooding***

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

### ***Land Use***

No significant land use impacts were identified as a result of implementation of the General Plan and Sustainability Action Plan. The proposed General Plan and Sustainability Action Plan would not physically divide an established community with the implementation of policies identified in the General Plan, and due to the fact that the majority of development would occur on vacant land where no established community exists. Implementation of policies and actions in the proposed General Plan and Sustainability

Action Plan and the LAFCO process would result in less than significant land use impacts related to conflicts with other plans, policies, and regulations applicable in the City of Tracy area. Furthermore, implementation of General Plan policies designed to minimize conflict and encourage an orderly land use pattern would ensure land use compatibility.

### ***Mineral Resources***

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

### ***Noise***

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

### ***Population, Employment, and Housing***

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

### ***Traffic and Circulation***

There would be a less than significant impact on local roadways with the implementation of roadway improvements identified in the General Plan EIR. Assuming the planned network improvements outlined in the General Plan EIR are implemented, the City's level of service standards would be maintained except

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

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

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

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

### ***Community Services (Public Services)***

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

### ***Infrastructure (Utilities and Service Systems)***

#### Water

No significant water-related impacts were identified for development projected through 2025. However, despite policies in the Public Facilities Element of the General Plan, the General Plan EIR identified an

insufficient secured water supply to serve projected development under total buildout of the General Plan. This is a significant and unavoidable impact of total buildout of the General Plan. No additional mitigation is available.

#### Wastewater

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

#### Stormwater

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

### **Alternatives to the Project**

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

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

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

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

The City of Tracy developed the General Plan to represent the best possible balance between on-going residential growth, development of employment areas, and open space and agricultural preservation. Although two of the alternatives each have the potential of substantially reducing significant impacts that have been identified in the General Plan EIR, overall the alternatives analysis shows that none of the alternatives would result in a level of improvement that would completely avoid a significant impact that is associated with the General Plan.

### **General Plan EIR Revisions and Updates**

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

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

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

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

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

An amendment to the General Plan in 2006 (2006 GPA) required the preparation of an Amendment to the Draft EIR. The 2006 City of Tracy General Plan Amendment to the Draft EIR contains a variety of revisions to the 2005 Draft EIR based on the amendments identified in the 2006 GPA. In particular, it was modified to include detailed discussions of impacts that would result from total buildout of the City limits and SOI

under the proposed General Plan, in addition to the discussion of impacts during the initial 20-year planning horizon. As such, the following topics identified and evaluated in the 2005 Draft EIR were reanalyzed in the 2006 Draft EIR as follows:

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

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

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

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

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

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

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

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

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

## **SECTION 3.0 PROJECT DESCRIPTION**

As described above, the proposed Project consists of updates to the City of Tracy's Storm Drainage Master Plan. The updated SDMP is a policy document prepared to implement the objectives and actions identified in the General Plan. The Project does not propose the construction or operation of infrastructure projects at this time. Consequently, adoption of the SDMP Update would not directly result in the construction and operation of infrastructure that could have negative environmental effects. However, its adoption would indirectly facilitate the construction and operation of infrastructure or related supporting improvements that could result in negative environmental effects.

### **Background and History**

The main purpose of the City's storm drainage system is to control stormwater runoff in order to prevent flood damage, reduce inconvenience from excessive flows, and to minimize pollution of surface and groundwater. Tracy's storm drainage system is managed by the City's Public Works Department. In an effort to properly plan and maintain the City's storm drainage system, the City has periodically prepared a Storm Drainage Master Plan (SDMP). The City's most recent SDMP was approved in 2012, as an update to the 1994 SDMP. Many of the improvements identified in the 2012 SDMP were also included in the 1994 SDMP, however, the 2012 SDMP accounted for the City's expanded SOI and revised buildout land use assumptions. The 2012 SDMP included hydrologic and hydraulic analyses; a conceptual plan for new storm drainage infrastructure needed to serve new development and existing development areas; opinions of probable cost for new and upgraded storm drainage infrastructure; drainage policies; and documentation regarding existing conditions, facilities, studies, regulations, and agreements. The 2012 SDMP identified a range of necessary facilities including, but not limited to, detention facilities; open channels, parkways, and greenbelts; underground storm drains; and pumping and percolation facilities.

### **Purpose of the SDMP Update**

The proposed Citywide SDMP Update uses more current and detailed data and methodology to improve upon the 2012 SDMP. The proposed SDMP Update is intended to be utilized as a guideline document for the identification of storm drainage facilities needed to serve future land development projects under the buildout condition for the City's SOI and storm drainage facility upgrades needed to correct existing deficiencies, as well as serving as a reference document for existing storm drainage facilities and their functional characteristics. As reflected in the SDMP Update, the purpose of the update is to:

1. Update existing conditions drainage system mapping and analysis for development since the Citywide Storm Drainage Master Plan, dated 2012 by Stantec (2012 SDMP) was prepared and adopted;
2. Incorporate the latest specific plan area studies;
3. Incorporate more accurate topographic data and updated, detailed system configuration data to improve the accuracy of watershed delineations and flow patterns;
4. Utilize updated precipitation and soils data published since the 2012 SDMP;

5. Develop a drainage system Geographic Information System (GIS) that has been refined to support its inclusion in the storm drainage system model; and
6. Provide a dynamic drainage system model that is capable of supporting impact analysis and design.

### **Modelling and Results**

The SDMP Update study area, as shown on **Figure 2** above, is the City's SOI and the maximum limits of the contributing drainage areas impacting the City's SOI. **Figure 4: Existing Drainage System** depicts major drainage facilities within the study area and **Figure 5: Infrastructure Master Plans Development Areas** identifies development areas studied in the SDMP Update.

The SDMP Update developed a dynamic and integrated modeling system that produces realistic simulations of how the drainage system responds to storm events. The model includes mathematical representations of both the pipe system and the ground surface including detention basins, pumps, and channels. The results include areas of surface flooding which directly identify the significance of potential deficiencies. The SDMP Update approach provides substantial advantages over the 2012 SDMP approach, as the 2012 SDMP used separate hydrologic models to compute design discharges, a spreadsheet system to compute pipe capacities and steady-state (constant flow) hydraulic models to compute water levels in channels. In contrast, the SDMP Update modeling system has the advantage of being georeferenced which allows the results to be mapped for efficient review and comparison to other spatial data.

The results of the SDMP Update are substantially different than those from the 2012 SDMP due to the use of updated hydrologic parameters and analysis, more detailed system data, and the application of dynamic modeling. The most substantial difference between the SDMP Update and the 2012 SDMP is the modelled volume of stormwater runoff resulting from development projected by General Plan buildout and its associated impacts. The most significant cause for the change to runoff volumes resulted from a detailed evaluation of impervious surface areas (or "imperviousness"). The evaluation of imperviousness concluded that the 2012 SDMP underestimated impervious area and overestimated the runoff volume reduction that should be expected from the incorporation of Low Impact Development (LID) measures.

Further, the SDMP Update buildout model was used to evaluate the combined effects of development projects and associated improvements on the drainage system. Buildout model results were compared to existing conditions to identify locations where buildout would cause a new deficiency or makes an existing deficiency worse. Where the buildout model showed deficiencies being exacerbated by new development, the SDMP Update recommends additional infrastructure improvements and mitigation measures.

### **Recommendations**

The SDMP Update provides recommendations to correct existing significant deficiencies, to accommodate future development and to improve planning associated with drainage issues. The highest priority recommendations are for correction of major deficiencies. Recommendations are also provided for investigations necessary to determine what corrective actions should be taken to resolve potential issues, including capacity deficiencies and safety upgrades, identified in the process of preparing this SDMP

Update. Additional recommendations are provided for steps to take to comply with flood control and drainage requirements and to make operation and maintenance improvements. The following lists summarize the key recommendations of the SDMP Update<sup>1</sup>:

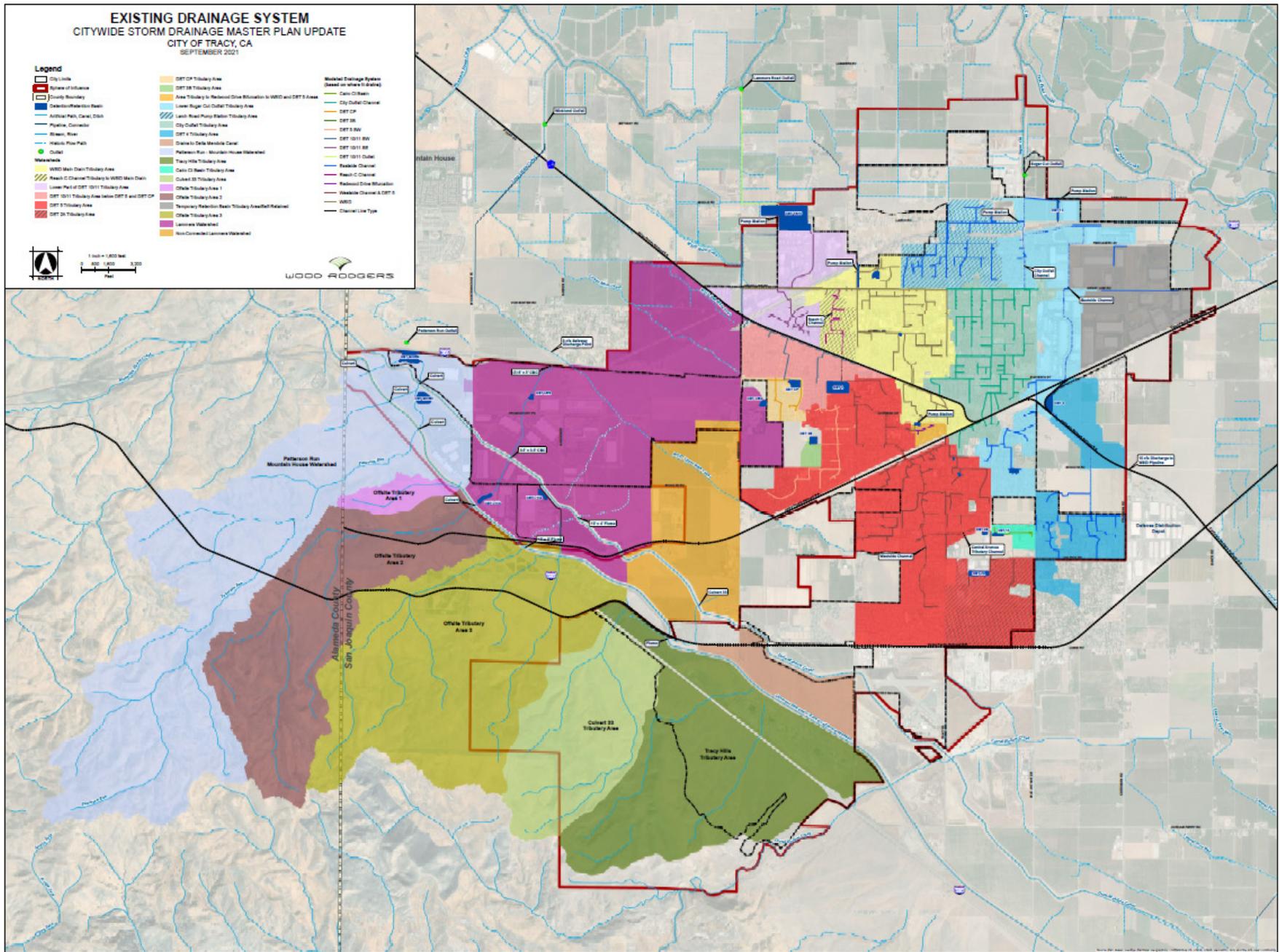
1. Implement high priority capital improvement projects:
  1. Prepare and implement a plan to make DET 10/11 comply with dam safety regulations as soon as possible.
  2. Enlarge DET 2A to the recommended size based on the improved estimates of effective impervious area and appropriate consideration of drawdown time. A pump station is recommended to provide positive drainage from storage below the outlet pipe.
  3. Prepare plans for improvements to DET 5 and facilitate construction of DET 5 improvements by coordinating it with the need for fill material for another project. Use real time flow and stage data to implement active controls for DET 5.
  4. Perform project alternative and design level analysis for the drainage system improvements identified in the SDMP Update as determined to be appropriate to align with the schedules of development projects.
2. Perform additional investigations to refine capital improvement project recommendations:
  1. Add rainfall, flow and stage monitoring at key locations identified in the CSDMP Update and use the collected data to calibrate (or validate) the drainage system model to evaluate the WSID Main Drain discharge rate and the volumes of runoff reaching major detention basins.
  2. Investigate whether or not additional measures to mitigate for potential flood risks at Enterprise Place and Hawthorne Drive would be appropriate.
  3. Address potential offsite flows originating from the watershed that drains through Culvert 33 under the Delta Mendota Canal.
  4. Prepare detailed studies for projects in the Lammers and Mountain House Watersheds to demonstrate that the projects manage offsite runoff in ways that do not increase flooding on downstream properties.
3. Take steps to verify compliance with flood protection and drainage requirements:
  1. Determine 100-year and 200-year flood levels within the City and its SOI associated with the San Joaquin River and its delta using the Central Valley Hydrology Study, the Central Valley Floodplain Evaluation and Delineation model and the 2007 LiDAR topographic data.
  2. Require projects be protected from flooding up to the higher of the 200-year water surface elevation associated with the San Joaquin River system or one (1) foot above the 100-year water surface elevation from other sources.
  3. Ensure that design infiltration rates used to size detention basins are determined using appropriate testing methods, calculations, and factors of safety.
4. Make Operation and Maintenance Improvements:
  - a. Implement a program to monitor channel sediment and vegetation conditions and perform maintenance as necessary to maintain design capacity.

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<sup>1</sup> Wood Rodgers Inc. September 2021. *Citywide Storm Drainage Master Plan Update, City of Tracy, California.*

- b. Have the City's Public Works staff use information about potential hazards identified in the CSDMP Update to prepare for storm events.
- c. Keep the gate in the connection between the Lammers Road storm drain and the WSID Main Drain shut except at times when the water would flow into the WSID Main Drain and capacity in the WSID Main Drain is available.

Existing and proposed storm drainage infrastructure reflects the storm drainage facility needs to serve the City's SOI Area under ultimate buildout land use conditions (per the City's General Plan, as supplemented by additional land use assumptions provided by City staff), plus existing land use conditions for local and offsite sub-basins of impact that are located outside of the City's SOI area. While detailed design is required to determine the exact sizes and final locations of proposed facility improvements to support buildout conditions, **Figure 6: Modeled Drainage Areas** depicts the modelled buildout drainage facilities.



Source: Wood Rodgers, 2021

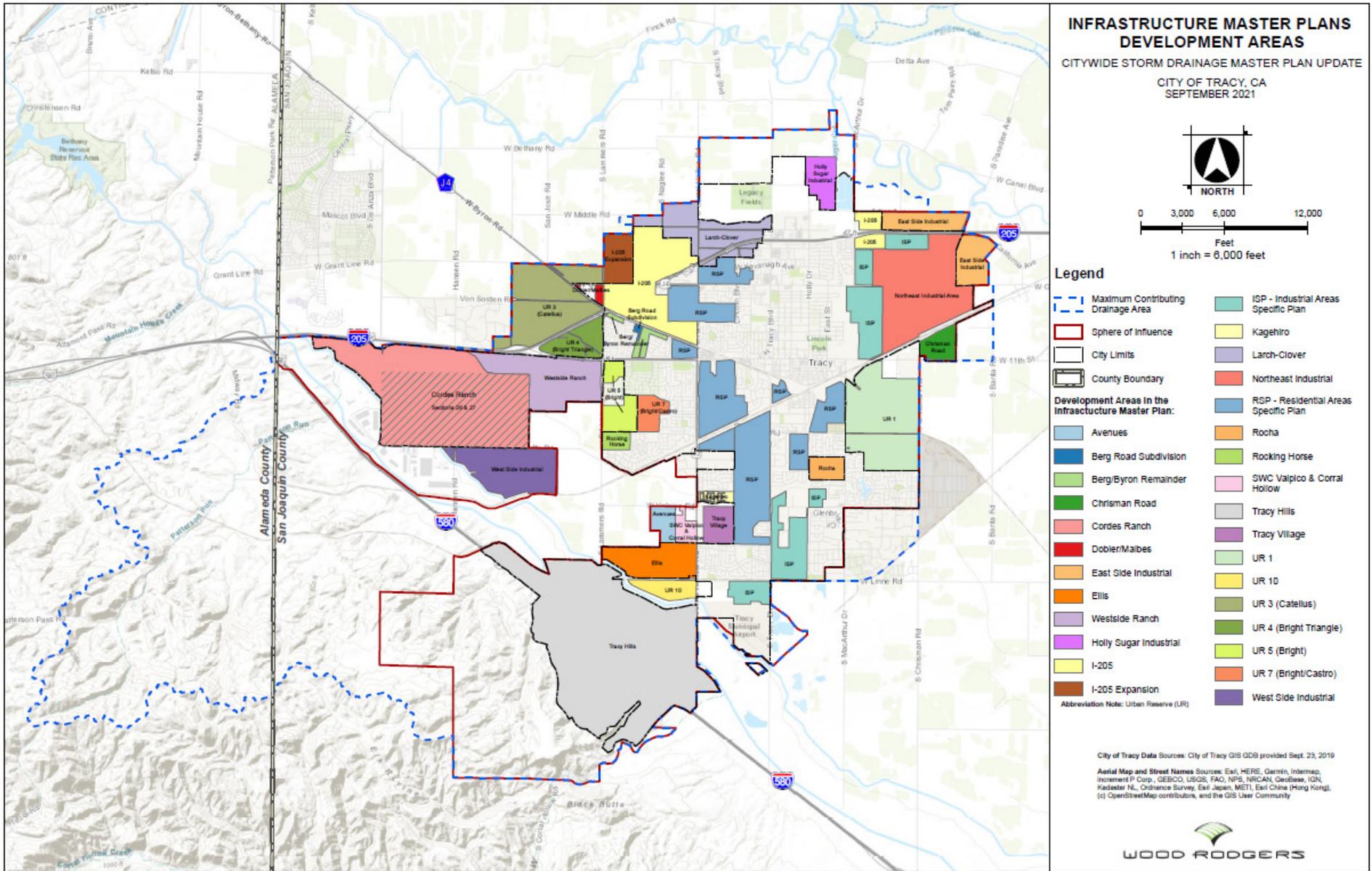
### Figure 4: Existing Drainage System

City of Tracy Storm Drainage Master Plan Update Project  
Initial Study



Not to scale

**Kimley»Horn**  
Expect More. Experience Better.



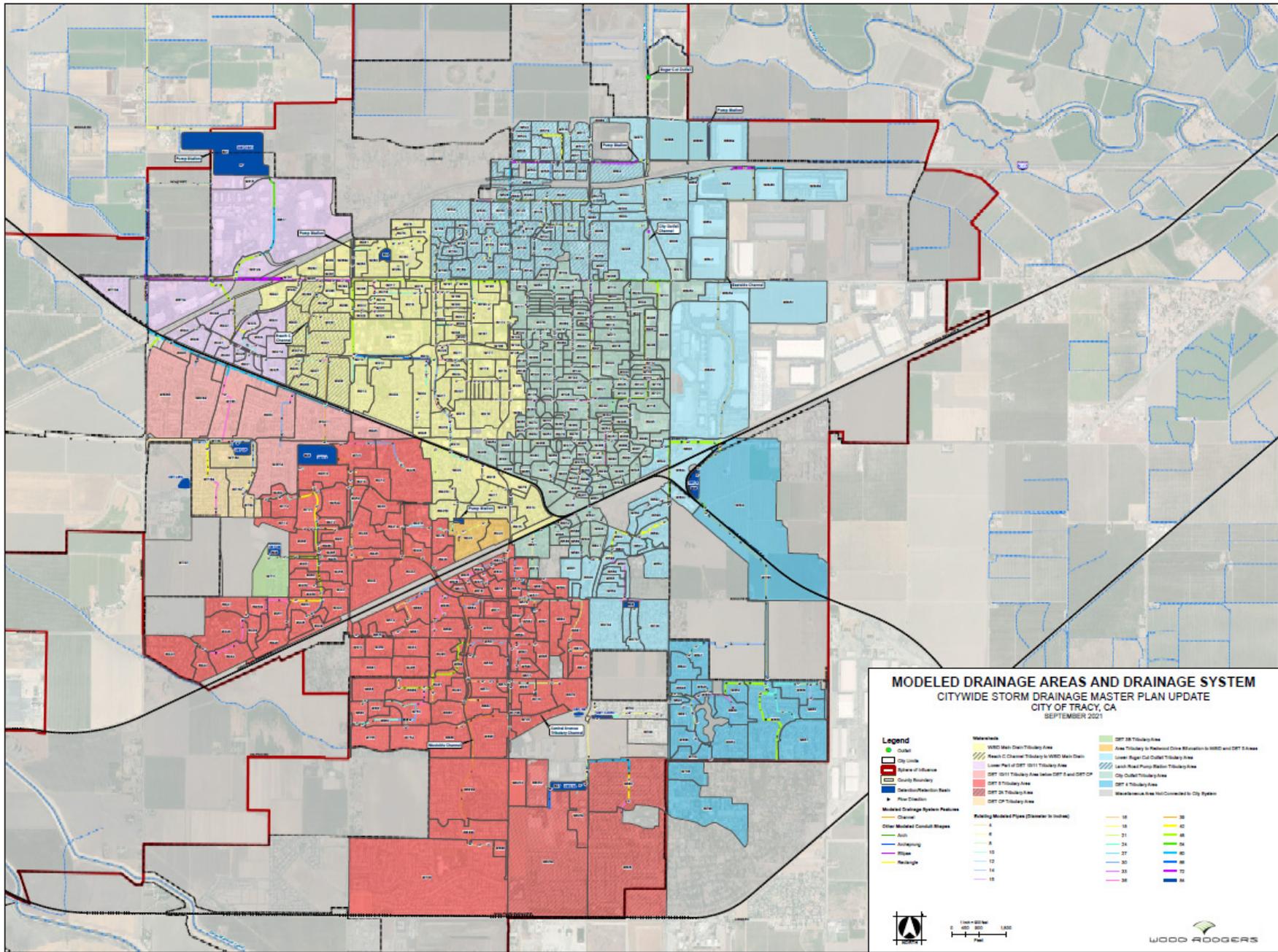
Source: Wood Rodgers, 2021

**Figure 5: Master Plan Development Areas**

City of Tracy Storm Drainage Master Plan Update Project  
 Initial Study



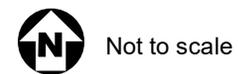
Not to scale



Source: Wood Rodgers, 2021

**Figure 6: Modeled Drainage Areas**

City of Tracy Storm Drainage Master Plan Update Project  
Initial Study



**SECTION 4.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

The environmental factors checked below are potentially affected by this project, involving at least one mitigation measure as indicated by the checklist on the following pages.

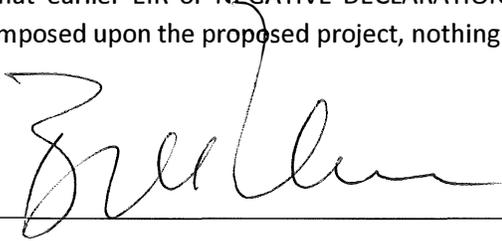
<input type="checkbox"/>	Aesthetics	<input checked="" type="checkbox"/>	Agricultural and Forestry Resources	<input checked="" type="checkbox"/>	Air Quality
<input checked="" type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Energy
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

**SECTION 5.0 DETERMINATION**

On the basis of this evaluation:

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

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



Signature  
William Dean, Interim Development Services Director



Date:

## SECTION 6.0 ENVIRONMENTAL EVALUATION

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

- A. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant after the implementation of feasible mitigation measures. The impact may warrant additional analysis within a Subsequent or Supplemental EIR.
- B. “Less than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measure has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.”
- C. “Less Than Significant Impact” applies where the project creates no significant impacts, only Less than Significant Impacts and no mitigation is required.
- D. “No Impact” applies where the project does not create an impact in that category.

**I. AESTHETICS**

WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic building along a State-designated scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**RESPONSES TO CHECKLIST QUESTIONS**

**Threshold (a) Would the Project have a substantial adverse effect on a scenic vista?**

**Less Than Significant Impact.** Most of the visual resources within the City are associated with the open space and agricultural resources of the surrounding area and are a valued local asset for the community. The following scenic resources in the General Plan that contribute to the area’s heritage:

- Views of the Diablo Range. Rising from the southwest portion of the City and its SOI, this range extends from near sea level to 1,652 feet and provides a visual barrier between the Central Valley and the San Francisco Bay Area. Generally, the eastern slopes visible from Tracy have not been developed and contain sporadic tree groupings.
- Natural landscapes surrounding the Paradise Cut, Old River and Tom Paine Sloughs. Located on the north side of the City and its SOI, these landscapes are represented streamside vegetation that provide visual contrasts as they run through the relatively flat agricultural lands.
- Expansive Agricultural Lands. The land surrounding the City contains agricultural lands that are used for row crops and grazing.
- Hillside Areas. Hillside areas, located on the south-western side of the City to the west of I-580, including in the Tracy Hills Specific Plan area, are a visual amenity for residents of the City and travelers on I-580
- Electricity-generating Windfarms. Located on the ridgetops west of the City and close to the Altamont Pass, the windfarms are visible from Tracy on clear days.

Future development of infrastructure facilitated by the proposed SDMP Update would involve construction and operation activities that may potentially impact scenic resources and the overall visual character and quality of some areas of land within the City and its SOI. While the SDMP Update mainly proposes improvements or expansions of existing facilities, future construction may temporarily alter view sheds during short-term construction activities by disturbing the existing surface appearance, temporarily removing vegetation, and altering the appearance of the site with unfinished structures and the placement of construction equipment, signage, and warning markers. However, these impacts would be temporary in nature and would cease upon Project completion. Therefore, impacts would be less than significant.

**Threshold (b) Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?**

**Less Than Significant Impact.** Interstate 580 (I-580) is a state-designated scenic highway that stretches approximately 15 miles from I-5 to State Route 205 within the City. Future development of infrastructure facilitated by the SDMP Update may temporarily alter view sheds during short-term construction activities by disturbing the existing surface appearance, temporarily removing vegetation, and altering the appearance of the site with unfinished structures and the placement of construction equipment, signage, and warning markers. These impacts would be considered temporary in nature. Therefore, impacts would be less than significant.

**Threshold (c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?**

**Less Than Significant Impact.** As noted in the General Plan EIR, accommodating all the growth beyond the 20-year planning horizon of the proposed General Plan will convert all (or nearly all) of the undeveloped land in the City limits and SOI to urban uses, thereby altering the overall visual and aesthetic resources in the City, resulting in a significant and unavoidable impact on the existing visual identity and character of the City. Because the infrastructure identified by the SDMP Update would accommodate growth envisioned for the City by the General Plan buildout, development of infrastructure facilitated by the SDMP Update would not result in any greater impacts on the existing visual identity and character of the City than those identified by the General Plan EIR for this resource.

Regarding the potential for the recommended improvements to substantially degrade the existing visual character or quality of their sites and surroundings, refer to Response I (a), above. Impacts would be less than significant.

**Threshold (d) Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?**

**Less Than Significant Impact.** Future infrastructure improvements facilitated by the SDMP Update would potentially create new sources of light and glare. During construction, job sites would require security

lighting and long-term, some above ground infrastructure identified by the SDMP Update could require security lighting and generate operational light and glare. Both short-term construction and long-term sources of light and glare could adversely affect day or nighttime views in the area.

City Standard Plan #154 establishes minimum requirements for light illumination but does not have regulations limiting glare. The General Plan EIR determined that the amount of new development envisioned for the City during the General Plan's 20-year development scenario and total buildout scenario would increase light and glare in the City, but adherence to General Plan Policy P5 under Objective CC-1.1, which requires that lighting on private and public property be designed to provide safe and adequate lighting while minimizing light spillage to adjacent properties, would reduce potential impacts to less than significant. Given that the infrastructure identified by the SDMP Update would be necessary to support the buildout development scenario analyzed in the General Plan EIR, impacts associated with the SDMP Update would not be expected to be any greater than those identified by the General Plan EIR. Further, future infrastructure projects would comply with Title 10.08.4000 of the Tracy Municipal Code which requires that site plans and architectural design include exterior lighting and devices. Adherence to required City lighting standards would reduce potential impacts to less than significant and no mitigation is required.

### **Cumulative Impacts**

The potential aesthetic impacts related to views, aesthetics, and light and glare are site specific. While impacts are minimized through compliance with City standards, General Plan policies and the City's development review process, impacts related to aesthetics across the City considered cumulatively significant and unavoidable in the General Plan EIR. As identified in the General Plan EIR, the General Plan buildout would change the visual aspect of and views from, to, and across the City, add new development to viewsheds, bring urban development to a rural and agricultural area, resulting in cumulatively considerable contributions to significant impacts on scenic vistas, scenic resources within a State scenic highway, and visual character.

As discussed above, the proposed Project would not cause a new aesthetic impact to occur, nor an increase in the severity of an aesthetic impact previously disclosed in the General Plan EIR. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor a substantial increase in the severity of a cumulative impact previously disclosed.

**II. AGRICULTURAL AND FORESTRY RESOURCES**

WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**RESPONSES TO CHECKLIST QUESTIONS**

**Threshold (a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

**Less Than Significant with Mitigation Incorporated.** According to the General Plan, there are a total of 41,087 acres of land identified as Prime Farmland, Unique Farmland, Farmland of Statewide Importance

and Farmland of Local Importance within the City and its SOI. Of this amount, 4,890 acres are located within the City limits, 7,072 acres are within the SOI outside the City limits, and 29,125 acres are in the City, outside the SOI. Farmland along the I-580 corridor and the south side of the City is designated as Farmland of Local Importance, which is defined as land of importance to the local economy. It is not anticipated that improvements proposed as part of the SDMP Update would traverse or disturb Farmland of Statewide Importance. Most proposed improvements would occur within rights-of-way or on private land purchased specifically for the improvements. Therefore, no significant impacts would occur in these instances.

As discussed in the General Plan EIR, the City currently uses several regulatory tools for the protection of agricultural resources, including its participation in the SJMSCP and an Agricultural Mitigation Fee Ordinance that is used to collect in-lieu fees for impacts from development on agricultural land. These funds will eventually be utilized for the purchase of conservation easements on agricultural lands. Future storm drainage infrastructure projects proposed on agricultural land would be subject to these regulatory requirements.

For facilities that would occur within land designated as Agriculture (greenbelt parkway, underground storm drain force main, pump station, temporary retention facilities) the following would apply. As discussed in the General Plan EIR, the City currently uses several regulatory tools for the protection of agricultural resources, including its participation in the SJMSCP and an Agricultural Mitigation Fee Ordinance that is used to collect in-lieu fees for impacts from development on agricultural land. These funds will eventually be utilized for the purchase of conservation easements on agricultural lands. Future storm drainage infrastructure projects proposed on agricultural land would be subject to these regulatory requirements. More specifically, any new booster pumping facilities, pressure regulating stations, pump stations, or diurnal storage proposed in existing agricultural areas would be required to comply with the requirements of the City's Agricultural Mitigation Fee Ordinance to reduce any potential conversion of farmland to less than significant, as identified below in Mitigation Measure AG-1.

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

With implementation of the above mitigation measure, the potential impacts associated with conversion of farmland to non-agricultural uses would be less than significant. This would not be a new specific impact or a substantial increase in the severity of an impact that was identified in the General Plan EIR.

**Threshold (b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?**

**No Impact.** According to the General Plan EIR, despite policies in the General Plan to support and encourage preservation of Williamson Act lands and the voluntary nature of the Williamson Act program, total buildout of the City and its SOI may result in the significant and unavoidable conversion of approximately 3,867 acres of land under Williamson Act contracts to urban uses. The recommended improvements to the storm drainage identified by the SDMP Update, respectively would be necessary

during the total buildout development scenario analyzed in the General Plan EIR and would not be expected to result in any greater conversion of Williamson Act lands than identified in the General Plan EIR. As such, no impact would result.

**Threshold (c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?**

**No Impact.** No land located within the SOI or City limits is currently classified as forest land, timberland, or timberland zoned for production. Therefore, recommended infrastructure improvements identified by the SDMP would not conflict with existing zoning or cause rezoning of any such land. As such, no impact would result.

**Threshold (d) Result in the loss of forest land or conversion of forest land to non-forest use?**

**No Impact.** Refer to Response II(c), above.

**Threshold (e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?**

**Less Than Significant Impact with Mitigation Incorporated.** As described in the General Plan EIR, in spite of County and City policies to help minimize conflicts between agricultural and urban uses and reduce pressure for additional conversion of agricultural land to non-agricultural use, development envisioned by the General Plan at total buildout would result in additional and incompatible urban development adjacent to agricultural uses. This is a significant and unavoidable impact of implementation of the General Plan. The General Plan EIR determined that no additional mitigation is available. The recommended infrastructure improvements identified by the SDMP Update would accommodate the growth envisioned for buildout of the General Plan. Thus, SDMP Update implementation would not be expected to result in any greater impacts than identified in the General Plan EIR.

Further, as described in Response II(a), above, proposed improvements would be subject to Mitigation Measure AG-1 which would reduce potential impacts to the greatest extent feasible. Following compliance with Mitigation Measure AG-1, a less than significant impact would occur.

### **Cumulative Impacts**

The SDMP Update identifies the stormwater drainage infrastructure improvements and expansions needed to accommodate future development envisioned by the General Plan through buildout. Because of this, implementation of the SDMP Update would not induce any additional or new population growth not already identified in the General Plan or studied in the General Plan EIR. As discussed above, the proposed Project would not cause a new impact related to agricultural resources to occur, nor an increase in the severity of an impact related to agricultural resources previously disclosed in the General Plan EIR, with implementation of the mitigation measure discussed in this section. Therefore, the proposed Project

would not cause either a new cumulative impact to occur, nor a substantial increase in the severity of a cumulative impact previously disclosed.

III. AIR QUALITY

WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors adversely affecting a substantial number of people)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

RESPONSES TO CHECKLIST QUESTIONS

**Threshold (a) Would the project conflict with or obstruct implementation of the applicable air quality plan?**

**No Impact.** The proposed Project lies within the central portion of the San Joaquin Valley Air Basin (SJVAB). The San Joaquin Valley Air Pollution Control District (SJVAPCD) has jurisdiction over most air quality matters in the SJVAB and is tasked with implementing programs and regulations required by the federal and State Clean Air Acts. If a project is found to interfere with the region’s ability to comply with federal and State air quality standards, local governments then need to consider project modifications or provide mitigation measures to eliminate the inconsistency of the project plans. In order for a project to be considered “consistent” with the latest Air Quality Plan (AQP), the project must be consistent with the goals, objectives, and assumptions in the respective plan to achieve Federal and State air quality standards. Additionally, both construction-related and long-term emissions are required to be quantified and compared to the SJVAPCD significance thresholds.

The infrastructure identified by the SDMP would accommodate the anticipated growth from buildout of the General Plan and recent changes in land use development patterns. Thus, the infrastructure improvements identified by the SDMP would not result in greater vehicle miles traveled (VMT) than studied in the General Plan EIR and the master plan could result in a conflict with SJVAPCD AQPs. SDMP Update implementation would not be expected to result in any greater impacts than identified in the General Plan EIR. Therefore, the Project would not impact the implementation of any applicable air quality plan and no impact would occur.

**Threshold (b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?**

**Less Than Significant With Mitigation Incorporated.** Air quality emissions would be generated during operation and construction of the proposed Project. Because of the region's non-attainment status for ozone, PM<sub>2.5</sub>, and PM<sub>10</sub>, if project-generated emissions of either of the ozone precursor pollutants (i.e., ROG and NO<sub>x</sub>), PM<sub>10</sub>, or PM<sub>2.5</sub> would exceed the SJVAPCD's significance thresholds, then the proposed Project uses would be considered to conflict with the attainment plans. Discussion of construction and operational-related air quality impacts is provided below.

Construction

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

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from construction sites, emissions produced at the sites as the equipment is used, and emissions from trucks transporting materials to and from the sites. Emitted pollutants would include carbon monoxide (CO), reactive organic gasses (ROG), nitrogen dioxide (NO<sub>x</sub>), sulfur dioxide (SO<sub>x</sub>), and coarse particulate matter (PM<sub>10</sub>). Standard SJVAPCD regulations such as maintaining all construction equipment in proper tune and shutting down equipment when not in use for extended periods of time would be required.

Control measures are required and enforced by the SJVAPCD under Regulations IV and VIII. The SJVAPCD considers construction-related emissions from all projects in this region to be mitigated to a less than significant level if SJVAPCD-recommended PM<sub>10</sub> fugitive dust rules and equipment exhaust emissions controls are implemented. The proposed Project would be required to comply with all applicable measures from SJVAPCD, including Rules 4201, 4202, and 8011 through 8071.

The SDMP Update identifies the infrastructure necessary to ensure that there are adequate stormwater facilities capable of accommodating the projected demand and flows under near-term (2025), future (2040) and ultimate General Plan buildout. A specific buildout schedule for the identified stormwater facilities has not yet been developed because individual facility construction would occur as needed. Implementation of proposed components of the SDMP would be dependent on increased stormwater demands within the City limits and SOI. However, **Table 1: Typical Project Unmitigated Construction Criteria Pollutant Emissions**, below shows the construction emissions results for a typical stormwater improvement project that may occur as a result of the infrastructure identified by the SDMP Update.

<b>Table 1: Typical Project Unmitigated Construction Criteria Pollutant Emissions</b>						
Year	Pollutant (maximum tons per year) <sup>1</sup>					
	ROG	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>	SO <sub>x</sub>
2025	0.12	1.10	1.12	0.32	0.14	0.00
SJVAPCD Significance Threshold <sup>2</sup>	10	10	100	15	15	27
Exceed SJVAPCD Threshold?	No	No	No	No	No	No
1. Emissions were calculated using CalEEMod version 2020.4.0. PM <sub>10</sub> and PM <sub>2.5</sub> estimates assume 50% control of fugitive dust from watering and associated dust control measures provided by water trucks as specified. 2. San Joaquin Valley Air Pollution Control District, updated 2015. Source: Refer to the CalEEMod outputs provided in Appendix A, <i>Air Quality and Greenhouse Gas Modeling Data</i> .						

The results of the emissions modeling were compared with the SJVAPCD thresholds of significance for criteria pollutant emissions (see **Table 1**). The modeled results indicate that construction emissions from a typical stormwater improvement project from the SDMP Update would not considerably increase any of the criteria pollutants for which the project region is non-attainment. However, future implementation of improvements identified in the SDMP Update shall require implementation of Mitigation Measure AQ-1 as described below. Implementation of this measure will ensure short-term construction emissions for individual projects from the infrastructure identified by the SDMP Update would be less than significant.

***Mitigation Measure AQ-1:*** Prior to the issuance of grading permits the contractor for individual infrastructure improvement projects shall submit a construction emission plan to demonstrate to the City of Tracy that demonstrates how construction activities would comply with the following emissions control measures:

- Properly and routinely maintain all construction equipment, as recommended by manufacturer’s manuals, to control exhaust emissions.
- Shut down equipment when not in use for extended periods of time, to reduce exhaust emissions associated with idling engines.
- Encourage ride-sharing and use of transit transportation for construction employees commuting to the individual sites.
- Use electric equipment for construction whenever possible in lieu of fossil fuel-fired equipment.
- Curtail construction during periods of high ambient pollutant concentrations.
- Construction equipment shall operate no longer than eight cumulative hours per day.
- All construction vehicles shall be equipped with proper emission control equipment and kept in good and proper running order to reduce NOx emissions.
- On-Road and Off-Road diesel equipment shall use aqueous diesel fuel if permitted under manufacturer’s guidelines.
- On-Road and Off-Road diesel equipment shall use diesel particulate filters if permitted under manufacturer’s guidelines.

- On-Road and Off-Road diesel equipment shall use cooled exhaust gas recirculation (EGR) if permitted under manufacturer's guidelines.
- Use of Caterpillar pre-chamber diesel engines or equivalent shall be utilized if economic and available to reduce NOx emissions.
- All construction activities within the individual sites shall be discontinued during the first stage smog alerts.
- Construction and grading activities shall not be allowed during first stage ozone alerts. First stage ozone alerts are declared when the ozone level exceeds 0.20 ppm (1-hour average).

### Operations

Long-term operational emissions would be generated from the day-to-day operations of the buildout of the SDMP Update facilities. Operation of SDMP Update facilities would involve two primary activities that would generate air emissions: 1) electricity generation for pump stations and pressure regulating stations operations stormwater treatment plants; and, 2) mobile source emissions from employees. Further, long-term electricity and fossil fuels would be necessary in certain instances to operate some of the infrastructure identified by the SDMP Update (i.e. booster pump stations, percolation stations, etc.). However, operational emissions from the identified infrastructure would be minimal and would accommodate the City's anticipated growth under the near-term (2025), future (2040), and buildout of the General Plan. Thus, the Project would not be expected to result in any greater impacts than identified in the General Plan EIR and impacts would be less than significant.

### **Threshold (c) Would the project expose sensitive receptors to substantial pollutant concentrations?**

**Less Than Significant Impact.** Sensitive receptors (i.e., children, senior citizens, and acutely or chronically ill people) are more susceptible to the effects of air pollution than the general population. Land uses that are considered sensitive receptors typically include residences, schools, playgrounds, childcare centers, hospitals, convalescent homes, and retirement homes. Development of the storm drainage facilities facilitated by the Project could result in pollutant emissions from short-term construction activities. However, these emissions would be temporary in nature and would cease upon construction completion. In addition, implementation of Mitigation Measure AQ 4.3-1 would ensure that short-term construction impacts are less than significant.

During operations, the infrastructure identified by the SDMP Update (e.g. detention facilities, conveyance facilities, pump stations, percolation facilities) would not be expected to expose sensitive receptors to substantial pollutant concentrations as this equipment and infrastructure does not typically emit substantial amounts of noxious or hazardous pollutants. Moreover, a great majority of the infrastructure would be constructed below ground. Thus, the improvements identified by the SDMP Update would be expected to result in less than significant impacts in this regard.

**Threshold (d) Would the project result in other emissions (such as those leading to odors adversely affecting a substantial number of people?)**

**Less Than Significant Impact.** Construction activities may generate detectable odors from heavy-duty equipment exhaust. Odors associated with diesel and gasoline fumes would occur during the construction phase and may affect residents in the vicinity of individual projects. However, these odors would be temporary in nature and would cease upon the completion of construction.

Storm drainage infrastructure generally does not emit objectionable odors as the majority of the infrastructure is located in pipes and underground. The facilities would be consistent with applicable standards and requirements to reduce odors. Thus, during the operational phase, the storm drainage infrastructure identified by the SDMP Update would not be anticipated to create objectionable odors in and of itself that could affect a substantial number of people. Consequently, during operation, impacts would be less than significant.

**Cumulative Impacts**

A project that has a significant impact on air quality with regard to emissions of PM<sub>10</sub>, PM<sub>2.5</sub>, NO<sub>x</sub> and/or ROG<sub>s</sub> as determined above would have a significant cumulative effect. In the event direct impacts from a project are less than significant, a project may still have a cumulatively considerable impact on air quality if the emissions from the project, in combination with the emissions from other proposed, or reasonably foreseeable future projects are in excess of screening levels identified above, and the project's contribution accounts for more than an insignificant proportion of the cumulative total emissions. With regard to past and present projects, the background ambient air quality, as measured at the monitoring stations maintained and operated by the SJVAPCD, reflects the concentrations of pollutants from existing sources. Past and present project impacts are therefore included in the background ambient air quality data.

As discussed above, the proposed Project would not cause a new air quality impact to occur, nor an increase in the severity of an air quality impact previously disclosed in the General Plan EIR, with implementation of the mitigation measures discussed in this section. Additionally, Mitigation Measures AQ 4.3-1 is applicable to the proposed Project and would be expected to reduce the severity of the impact to a less than significant level. Therefore, air quality impacts would not be greater than those previously analyzed. The proposed Project would not cause either a new cumulative impact to occur, nor a substantial increase in the severity of a cumulative impact previously disclosed.

**IV. BIOLOGICAL RESOURCES**

WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**RESPONSES TO CHECKLIST QUESTIONS**

**Threshold (a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

**Less Than Significant with Mitigation Incorporated.** The recommended storm drainage infrastructure improvements are within City and its SOI, which are within the jurisdictional boundaries of the SJMSCP. Further, the City of Tracy is an eligible SJMSCP participant. The SJMSCP outlines mitigation measures for species and habitats known or likely to occur in the region. Covered species were reviewed prior to a reconnaissance field survey and cross referenced with California Natural Diversity Data Base (CNDDDB)

records to refine a targeted list of sites that were sampled. Particular attention was given to federally and/or state-listed species, plants considered rare by the California Native Plant Society (CNPS 2010, 2012), protected wildlife, and wildlife species of special concern.

The following ten federal and State endangered and threatened plant and wildlife species have the potential to occur on one or more of the proposed City of Tracy long-term master plans project sites: large-flowered fiddleneck, Conservancy fairy shrimp, longhorn fairy shrimp, vernal pool fairy shrimp, valley elderberry longhorn beetle, California tiger salamander, California red legged frog, giant garter snake, Swainson’s hawk, and San Joaquin kit fox. “Take” of one or more of these species could occur during construction of infrastructure facilities throughout the proposed project area, and would constitute a significant impact under CEQA. However, implementation of the following mitigation measures would facilitate compliance with the SJMSCP and reduce impacts on these species to a less than significant level.

***Mitigation Measure BIO-1:*** -construction surveys shall be conducted by the City (as project proponent) prior to any project-related activities that may impact special status-species identified in Table 2 (as per section 5.2.2.1 through 5.2.2.5 of the SJMSCP, Appendix I). If construction activities would result in impacts to any of these species, the mitigation measures specified for that particular species and habitat within Tables 2 and 3 shall be implemented.

Table 2: Incidental Take Minimization Measures – FESA and CESA Species		
Species	Status	Incidental Take Minimization Measures
Large-flowered fiddleneck ( <i>Amsinckia grandiflora</i> )	FE, SE, CNPS 1B.1	Pre-construction surveys will need to be performed as detailed in Section 5.2.2.1(A, B, and D) and 5.2.2.2 through 5.2.2.5 of the SJMSCP. If large-flowered fiddleneck is found, the SJMSCP requires complete avoidance of plant populations onsite in accordance with the identified measures in Section 5.5.2.1 and 5.5.9(F).
Conservancy fairy shrimp ( <i>Branchinecta conservatio</i> )	FE	Delay construction until pools are dry, collect and store soil samples, and conduct pre-construction surveys, as described in Section 5.2.4.4 of the SJMSCP.
Longhorn fairy shrimp ( <i>Branchinecta longiantenna</i> )	FE	Delay construction until pools are dry, collect and store soil samples, and conduct pre-construction surveys, as described in Section 5.2.4.4 of the SJMSCP.
Vernal pool fairy shrimp ( <i>Branchinecta lynchi</i> )	FT	Delay construction until pools are dry, collect and store soil samples, as described in Section 5.2.4.4 of the SJMSCP.
Valley elderberry longhorn beetle ( <i>Desmocerus californicus dimorphus</i> )	FT	Survey site for presence of elderberry shrubs; if elderberry shrubs present, implement measures in Section 5.2.4.25 of the SJMSCP.
California tiger salamander ( <i>Ambystoma californiense</i> )	FT, ST	Project implementation could be delayed due to species lengthy presence/ absence surveys at sites indicated. See Sections 5.2.4.5 and 5.2.4.6 of the SJMSCP.

Species	Status	Incidental Take Minimization Measures
California red-legged frog ( <i>Rana draytonii</i> )	FT, CSSC	Establish a 300-foot setback around occupied habitat, as described in Section 5.2.4.7 of the SJMSCP.
Swainson's hawk ( <i>Buteo swainsoni</i> )	ST	Retention of nest trees or removal of such trees between September 1 and February 15, as detailed in Section 5.2.4.11 of the SJMSCP.
Giant garter snake ( <i>Thamnophis gigas</i> )	FT, ST	Full avoidance of giant garter snake known occupied habitat is required. Implement the nine avoidance and minimization measures detailed in Section 5.2.4.25 of the SJMSCP.
San Joaquin kit fox ( <i>Vulpes macrotis mutica</i> )	FE, ST	Pre-construction surveys prior to commencement of ground disturbance for projects located in the Southwest Zone or Southwest/Central transition Zone, as detailed in Section 5.2.4.1 of the SJMSCP.

Source: City of Tracy Draft Initial Study, RBF Consulting, November 2012.

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

Source: City of Tracy Draft Initial Study, RBF Consulting, November 2012.

Future infrastructure development facilitated by the SDMP Update would have the potential to result in loss of habitat of federal and State endangered and threatened plant and wildlife species covered under

the SJMSCP. Losses of habitat occupied by any these species would constitute a significant impact under CEQA. However, implementation of the following mitigation measures would reduce impacts to these species to less than significant levels and fully comply with the SJMSCP.

***Mitigation Measure BIO-2:*** *Incidental take minimization measures shall be completed per the requirements of the SJMSCP, as outlined in Table 2, above. Implementation of these measures would reduce the potential of take of federal and state endangered and threatened wildlife species to less than significant levels and fully comply with the SJMSCP.*

***Mitigation Measure BIO-3:*** *Under the SJMSCP, mitigation for loss of habitat of federal and state endangered and threatened plant and wildlife species allows for a fee based approach based on the habitat type that is to be converted from open space uses. The fee structure for 2022 is as follows, and updates annually:*

*A. \$9,781 per acre for Conversion of Multi-Purpose Open Space Lands*

*B. \$19,561 per acre for Conversion of Agricultural Habitat Lands and Natural Lands (except for vernal pools)*

*C. \$174,040 per acre for the wetted surface area of vernal pools and \$80,453 per acre for the upland grasslands surrounding vernal pools. The SJMSCP assumes a 12 percent wetted surface area for vernal pool grasslands.*

The following 23 state species of special concern, state fully protected, and other SJMSCP covered plant and wildlife species have the potential to occur on one or more of the proposed City of Tracy long-term master plans project sites:

- Slough thistle
- diamond-petaled California poppy
- showy golden madia
- caper-fruited tropidocarpum
- midvalley fairy shrimp
- western spadefoot
- western pond turtle
- San Joaquin coachwhip
- coast horned lizard
- burrowing owl
- Cooper’s hawk
- western grebe
- tricolored blackbird
- short-eared owl
- northern harrier
- white-tailed kite
- California horned lark
- loggerhead shrike
- western mastiff bat
- western red bat
- long-eared myotis
- Yuma myotis
- American badger

While the SDMP Update does not propose construction or operation of specific water supply infrastructure projects at this time, the potential for injury or mortality of one or more of these species could occur during future construction of infrastructure facilities throughout the project area. Injury or mortality of significant numbers of individuals of species of special concern, state fully protected, and

other SJMSCP-covered species would constitute a significant impact under CEQA. However, implementation of Mitigation Measure BIO-1 through BIO-3 above, in addition to the following mitigation measures would reduce impacts to these species to less than significant levels and fully comply with the SJMSCP:

**Mitigation Measure BIO-4:** *Incidental take minimization measures shall be completed per the requirements of the SJMSCP, as outlined in Table 4 below. Implementation of these measures would reduce the potential of injury or mortality of state species of special concern, state fully protected, and other SJMSCP-covered wildlife species to less than significant levels and fully comply with the SJMSCP.*

<b>Name</b>	<b>Status</b>	<b>Incidental Take Minimization Measures</b>
Slough thistle ( <i>Cirsium crassicaule</i> )	CNPS 1B.1	Pre-construction surveys shall be performed as detailed in Section 5.2.2.1(A, B, and D) and 5.2.2.2 through 5.2.2.5 of the SJMSCP. If slough thistle is found, complete avoidance of plant populations on site is required in accordance with the identified measures in Section 5.5.2.1 and 5.5.9(F).
Diamond-petaled California poppy ( <i>Eschscholzia rhombipetala</i> )	CNPS 1B.1	Pre-construction surveys shall be performed as detailed in Section 5.2.2.1(A, B, and D) and 5.2.2.2 through 5.2.2.5 of the SJMSCP. If diamond-petaled California poppy is found, complete avoidance of plant populations on site is required in accordance with the identified measures in Section 5.5.2.1 and 5.5.9(F).
Showy golden madia ( <i>Madia radiata</i> )	CNPS 1B.1	Pre-construction surveys shall be performed as detailed in Section 5.2.2.1(A, B, and D) and 5.2.2.2 through 5.2.2.5 of the SJMSCP. If showy golden madia is found, complete avoidance of plant populations on site is required in accordance with the identified measures in Section 5.5.2.1 and 5.5.9(F).
Caper-fruited tropidiocarpum ( <i>Tropidiocarpum capparideum</i> )	CNPS 1B.1	Pre-construction surveys shall be performed as detailed in Section 5.2.2.1(A, B, and D) and 5.2.2.2 through 5.2.2.5 of the SJMSCP. If caper-fruited tropidiocarpum is found, Section 5.2.4.29C of the SJMSCP specifies acquisition or consultation measures required.

**Table 4: Incidental Take Minimization Measures – CSSC, State Fully Protected and SJMSCP Covered Species**

Name	Status	Incidental Take Minimization Measures
Midvalley fairy shrimp ( <i>Branchinecta mesovallensis</i> )	SJMSCP	Delay construction until pools are dry, collect and store soil samples, as described in Section 5.2.4.4 of the SJMSCP.
Western spadefoot ( <i>Spea hammondi</i> )	CSSC	Conduct species surveys in accordance with current Technical Advisory Committee (TAC)-approved protocol, as described in sections 5.2.4.5 and 5.2.4.6 of the SJMSCP.
Western pond turtle ( <i>Actinemys marmorata</i> )	CSSC	300-400 foot buffer area required from known nesting sites, as described in Section 5.2.4.10 of the SJMSCP.
San Joaquin coachwhip (whipsnake) ( <i>Masticophis flagellum ruddocki</i> )	CSSC	Incidental take measures to be formulated by TAC if discovered on a project site, as described in Section 5.2.4.10 of the SJMSCP.
Coast (California) horned lizard ( <i>Phrynosoma blainvillii</i> )	CSSC	Incidental take measures to be formulated by TAC if discovered on a project site, as described in Section 5.2.4.10 of the SJMSCP.
Burrowing owl ( <i>Athene cunicularia</i> )	CSSC	Allow growth of vegetation onsite to a height of 36 inches prior to construction, disk site to prevent colonization by owls, or evict resident owls, if present, as detailed in Section 5.2.4.15 of the SJMSCP.
Cooper's hawk ( <i>Accipiter cooperii</i> )	SJMSCP	Establish 100-foot setback from nesting areas, as described in Section 5.2.4.19 of the SJMSCP.
Western grebe ( <i>Aechmophorus occidentalis</i> )	SJMSCP	Establish a 500-foot setback from nesting areas during the nesting season, as described in Section 5.2.4.17 of the SJMSCP.
Tricolored blackbird ( <i>Agelaius tricolor</i> )	CSSC	Avoid breeding colonies whenever possible. Otherwise, establish a 500-foot buffer during the nesting season, as described in Section 5.2.4.16 of the SJMSCP.
Short-eared owl ( <i>Asio flammeus</i> )	CSSC	Establish a 500-foot setback from nesting areas during the nesting season, as described in Section 5.2.4.17 of the SJMSCP.
Northern harrier ( <i>Circus cyaneus</i> )	CSSC	Establish a 500-foot setback from nesting areas during the nesting season, as described in Section 5.2.4.17 of the SJMSCP.
White-tailed kite ( <i>Elanus leucurus</i> )	SP	Conduct pre-construction surveys, as described in Section 5.2.4.19 of the SJMSCP.

<b>Name</b>	<b>Status</b>	<b>Incidental Take Minimization Measures</b>
California horned lark ( <i>Eremophila alpestris actia</i> )	SJMSCP	Establish a 500-foot setback from nesting areas during the nesting season, as described in Section 5.2.4.17 of the SJMSCP.
Loggerhead shrike ( <i>Lanius ludovicianus</i> )	CSSC	Establish a 100-foot setback from nesting areas, as described in Section 5.2.4.16 of the SJMSCP.
Western mastiff bat ( <i>Eumops perotis californicus</i> )	CSSC	Remove colonial roosting trees only outside the nursery/hibernation season and only after dusk, as described in Section 5.2.4.28 of the SJMSCP.
Western red bat ( <i>Lasiurus blossevillii</i> )	CSSC	Remove colonial roosting trees only outside the nursery/hibernation season and only after dusk, as described in Section 5.2.4.28 of the SJMSCP.
Long-eared myotis ( <i>Myotis evotis</i> )	SJMSCP	Remove colonial roosting trees only outside the nursery/hibernation season and only after dusk, as described in Section 5.2.4.28 of the SJMSCP.
Yuma myotis ( <i>Myotis yumanensis</i> )	SJMSCP	Remove colonial roosting trees only outside the nursery/hibernation season and only after dusk, as described in Section 5.2.4.28 of the SJMSCP.
American badger ( <i>Taxidea taxus</i> )	CSSC	Monitor occupied dens and destroy only when burrow is unoccupied; establish a 200-foot buffer around natal dens, as described in Section 5.2.4.26 of the SJMSCP.

Source: City of Tracy Draft Initial Study, RBF Consulting, November 2012.

The following plant species are not covered in the SJMSCP, but are tracked by the CNDDDB and CNPS:

- California androsace
- big tarplant
- round-leaved filaree
- Lemmon's jewelflower
- Parry's red tarplant
- gypsum-loving larkspur
- hogwallow starfish

These species could be directly construction of infrastructure facilities throughout the project area. Implementation of Mitigation Measure BIO-3 would reduce the potential impact on these species to a less

than significant level. If any of the CNPS-listed plant species are found within or directly adjacent to the proposed work area, the project proponent would implement Mitigation Measure BIO-5, which requires a species-specific determination of potential significance would be conducted for each plant species by a qualified plant ecologist to determine whether project activities would result in the loss of:

- (a) suitable habitat for less than five percent of the known individual plants of the species documented as occurring within 50 miles of the impact location, if known; or,
- (b) less than five percent of the known populations of the species if the total number of individuals is unknown, then impacts would be deemed less than significant and no further mitigation measures would be required. This impact would be considered less than significant because regional populations would remain abundant following project implementation and the project would not substantially reduce the number or range of these species.

If project activities would result in loss of habitat for more than five percent populations or individuals of these species regionally documented as occurring within 50 miles of the impact location, the project proponent would be required to implement Mitigation Measures BIO-6 and BIO-7.

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

***Mitigation Measure BIO-5:*** SDMP Update project sites shall be surveyed for special status plant species in a year with rainfall totals within the normal range for the area. Surveys shall be floristic in nature and be conducted in accordance with the most current USFWS, CDFG, and CNPS guidelines. Surveys shall cover all areas intended for both development and compensatory mitigation.

***Mitigation Measure BIO-6:*** Potentially significant impacts to special status plants shall be avoided to the extent feasible. In consultation with a plant ecologist, the project shall, to the extent feasible, be redesigned, constructed, and operated to reasonably avoid direct and indirect impacts to special status plant populations.

***Mitigation Measure BIO-7:*** To compensate for permanent impacts to special-status plant species, habitat that is not already public land shall be preserved and managed in perpetuity at a 1:1 mitigation ratio (one acre preserved for each acre impacted). Impacts could include direct impacts resulting from loss of habitat or indirect impacts if a significant population or portion thereof is unable to be avoided. The preserved habitat for significantly impacted plant species shall be of equal or greater habitat quality to the impacted areas in terms of soil features, extent of disturbance,

*vegetation structure, and dominant species composition, and shall contain verified extant populations of the special-status species impacted. The permanent protection and management of mitigation lands shall be ensured through an appropriate mechanism, such as a conservation easement or fee title purchase. A conservation easement could be held by CDFG or an approved land management entity and shall be recorded within a time frame agreed upon by CDFG.*

The proposed SDMP Update project sites, which include detention basins and conveyance channels and pipelines, would potentially result in losses of habitat for state species of special concern, state fully protected, other SJMSCP-covered wildlife species, and CNPS listed plant species covered under the SJMSCP. Losses of habitat occupied by any of these species could constitute a significant impact under CEQA. However, implementation of Mitigation Measures BIO-1 through BIO-7 would compensate for losses of habitat of state species of special concern, state fully protected, other SJMSCP-covered wildlife species, and CNPS listed plant species to less-than-significant levels and fully comply with the SJMSCP.

**Threshold (b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?**

**Less Than Significant with Mitigation Incorporated.** The ephemeral drainages located within SDMP Update project sites DET OFF2, DET LW9, DET LW10, and GP L16 meet the definition of a stream, and may fall under the jurisdiction of CDFG. These features in addition to all canals, ditches and other irrigation features a long Road 224 potentially qualify as “waters of the state” and are subject to regulation by the Regional Board. The California Fish and Game Commission maintains a “no net loss” policy related to wetlands. Construction activities that impact areas defined as “wetlands” may be considered significant under CEQA. Mitigation Measure BIO-3 identified above and the following Mitigation Measure BIO-8 would reduce any possible impacts to this habitat to a less-than-significant level.

***Mitigation Measure BIO-8:*** *Pre-construction surveys shall be conducted prior to any project related activities that may encroach into regulated habitats or disturb native vegetation to identify significant impacts. If regulated habitats are impacted by project activities planned activities can either avoid these resources or work in conjunction with the regulatory agencies to minimize, mitigate, and permit the activities. A Streambed Alteration Agreement typically can be obtained within 90 days of submittal of a complete application, including a permit fee. Project activities that reduce the cross-sectional area of a stream and/or remove riparian and wetland vegetation require compensatory mitigation and monitoring. Moreover, CDFG agreements for projects in agricultural and native settings frequently include pre-construction surveys and reporting and construction monitoring to ensure protection of wildlife resources. Activities that result in impacts to waters of the state, may require that the project applicant file a Report of Waste Discharge with the Regional Board.*

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

**Less Than Significant with Mitigation Incorporated.** A detailed wetland delineation was not conducted on any of the SDMP Update project sites. A review of the *United States Fish and Wildlife Service Wetlands Geodatabase* indicated the presence of several potential jurisdictional wetlands within the City and its SOI, based on review of aerial imagery and GIS data, none occur within any of the SDMP Update project sites.

The vernal pool habitat within SDMP Update project site DET MHW3a is isolated from other waters. The ephemeral drainages located within SDMP Update project sites DET OFF2, DET LW9, DET LW10, GP L16, and GP L17, are isolated, intermittent watercourses with no obvious hydrologic connection to any navigable or perennial surface water source or tributary. Therefore, neither feature is likely to be subject to the jurisdiction of the USACE under provisions of Section 404 of the Clean Water Act (1972) and Section 10 of the Rivers and Harbors Act (1899). The Delta Mendota Canal and the California Aqueduct may be subject to the jurisdiction of the USACE. However, the project is unlikely to affect these canals, and likely to only affect small lateral canals and ditches excavated in uplands. These lateral canals and ditches are maintained on an annual basis, and are dry for a significant part of the year. Based upon field characteristics encountered in the project area, these lateral canals and ditches do not represent habitats within the regulatory jurisdiction of the USACE. Therefore, future project activities are unlikely to affect jurisdictional waters. The following avoidance and mitigation measures shall be implemented to reduce the potential impacts to wetlands to a less-than-significant level.

***Mitigation Measure BIO-9:*** *Section 5.6 of the SJMSCP states that until such time that the Clean Water Act regional general permit or its equivalent is issued for coverage under the SJMSCP, acquisition of a Section 404 permit by the City (as project proponent) will continue to occur as required by existing regulations. Project proponents shall comply with all requirements for protecting federally protected wetlands.*

**Threshold (d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

**Less Than Significant with Mitigation Incorporated.** The proposed SDMP Update project sites are sufficiently small and widely dispersed such that that no substantial interference with native wildlife movements or corridors would occur as a result of any individual project. The proposed channel parkways, greenbelt parkways and open channel, while linear in design, are of relatively short lengths and are designed to facilitate crossing by wildlife.

Projects in which nursery sites could be impacted are addressed in impact discussions associated with take of federal and state endangered and threatened wildlife species and injury or mortality of state species of special concern, state fully protected, and other SJMSCP-covered wildlife species in 4.4 (a), above. Species with the potential to have nursery sites at individual SDMP Update project sites are

identified in **Table 4**. However, implementation of Mitigation Measures BIO-1 through BIO-4 would incorporate the implementation of the relevant incidental take minimization measures detailed in the SJMSCP. Implementation of these Mitigation Measures would reduce impacts to nursery sites to less-than-significant levels and fully comply with the SJMSCP.

**Threshold (e) Would the project conflict with any local policies or ordinances related to protecting biological resources, such as a tree preservation policy or ordinance?**

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

**Threshold (f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

**Less Than Significant with Mitigation Incorporated.** The SDMP Update Project area is comprised of the City and its SOI which are located within the jurisdiction of the SJMSCP. Implementation of Mitigation Measures BIO-1 through BIO-9 described above would ensure that any potential impacts to special-status species or habitats, which may be associated with SDMP Update implementation, are addressed accordingly to the provisions of the SJMSCP. Therefore, the Project would not conflict with the provisions of an adopted habitat conservation plan, natural communities conservation plan, or other approved local, regional, or state habitat conservation plan, including the SJMSCP.

**Cumulative Impacts**

The SDMP Update identifies the storm drainage infrastructure improvements and expansions needed to accommodate future development envisioned by the General Plan through buildout. SDMP Update implementation would not induce any additional or new population growth not already identified in the General Plan or studied in the General Plan EIR. As discussed above, the proposed Project would not cause a new impact related to biological resources to occur, nor an increase in the severity of a biological impact previously disclosed in the General Plan EIR, with implementation of the mitigation measures discussed in this section. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor a substantial increase in the severity of a cumulative impact previously disclosed.

V. CULTURAL RESOURCES

WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

RESPONSES TO CHECKLIST QUESTIONS

**Threshold (a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?**

**Less Than Significant with Mitigation Incorporated.** Historic resources generally consist of buildings, structures, improvements, and remnants associated with a significant historic event or person(s) and/or represent a historically significant style, design, or achievement. Damage to or demolition of such resources is typically considered a significant impact. Direct impacts on historic resources can occur through their destruction or removal and indirect impacts can occur from a change in the setting of a historic resource.

According to the General Plan EIR, policies and guiding mechanisms in the General Plan would reduce potential impacts on cultural resources, including historic resources that could occur as a result of total buildout of the General Plan to less than significant. Storm drainage infrastructure identified by the SDMP Update would be necessary during the total buildout development scenario analyzed in the General Plan EIR. As such, when specific infrastructure identified by the SDMP Update is proposed for construction and operation, it would be expected to result in less than significant impacts on historic resources through the implementation of policies and guiding mechanisms identified in the General Plan.

No facilities associated with the SDMP Update are proposed in areas that currently contain known historic resources. However, during construction, unknown and/or undocumented historic resources may be uncovered. As a result, infrastructure project identified within the SDMP Update, would be subject to Mitigation Measure CR-1, which identifies procedures related to historic resource assessment and preservation. Implement

***Mitigation Measure CR-1:*** *In accordance with the requirements of Tracy General Plan Community Character Element Objective CC-3.1, Policy P4 and P5 if any resources are found during construction, all operations within the project area shall halt until an assessment can be made by appropriate professionals regarding the presence of historic resources and the potential for adverse impacts on these resources. Any resources on private property shall be either preserved on their sites or*

*adequately documented and conserved as a condition of removal. If any resources are found unexpectedly during development, construction shall cease immediately until accurate study and conservation measures are implemented.*

**Threshold (b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?**

**Less Than Significant with Mitigation Incorporated.** Archaeological sites are locations that contain resources associated with former human activities, and may contain human skeletal remains, waste from tool manufacture, tool concentrations, and/or discoloration or accumulation of soil or food remains. The City and its SOI contain known archaeological sites and likely contains undiscovered archaeological sites as well, particularly in undeveloped areas.

As described above, the General Plan EIR concluded that impacts on cultural resources resulting from total buildout of the General Plan would be reduced to less than significant with adherence to policies and guiding mechanisms identified by the General Plan. These policies and guiding mechanisms address potential impacts on archaeological resources. The infrastructure identified by the SDMP Update would be necessary during the total buildout development scenario timeframe analyzed in the General Plan EIR for this resource. Therefore, implementation of the SDMP Update would not be expected to result in any greater impacts on cultural resources than those identified by the General Plan EIR.

Construction activities associated with implementation of the proposed SDMP Update facilities may result in adverse effects on unknown archaeological sites. Implementation of Mitigation Measure CR-2 would reduce potential impacts to less than significant.

***Mitigation Measure CR-2:*** *Prior to the issuance of a grading permit for individual infrastructure projects, an archaeological resource monitoring plan shall be developed by a qualified archaeologist and submitted to the City for review and approval. This plan shall include a grading observation schedule to be maintained when grading occurs on and offsite in upper soils to identify and further evaluate cultural resources that may be discovered in the Project area. A qualified archaeologist shall be retained to attend pre-grade meetings and to monitor earth moving activities, including clearing, grubbing, cutting, and trenching at the site. The archaeologist shall carefully inspect these areas to assess the potential for significant prehistoric or historic remains. If potential archaeological and historical resources are uncovered, the construction contractor shall cease grading operations in the vicinity of the find until further evaluation is undertaken to assess the discovery. Further subsurface investigation may be needed if the resource is determined unique or important for its prehistoric or historic information.*

**Threshold (c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?**

**Less Than Significant Impact.** Ground-disturbing activities, such as grading or excavation, have the potential to disturb human remains. If human remains are found, those remains would require proper treatment, in accordance with applicable laws. The Native American Graves Protection and Repatriation

Act (NAGPRA) includes provisions for unclaimed and culturally unidentifiable Native American cultural items, intentional and inadvertent discovery of Native American cultural items on federal and tribal lands, and penalties for noncompliance and illegal trafficking. California Public Resources Health and Safety Code § 7050.5-7055 describes the general provisions regarding human remains, including the requirements if any human remains are accidentally discovered during excavation of a site.

The General Plan EIR found that compliance with policies and guiding mechanisms identified in the General Plan would reduce any impacts on human remains associated with General Plan buildout to less than significant. Given that the infrastructure identified in the SDMP Update would occur within the buildout timeframe and footprint of the General Plan, the SDMP Update would not be expected to result in any greater impacts on human remains than identified in the General Plan EIR.

### **Cumulative Impacts**

The SDMP Update identifies storm drainage infrastructure improvements and expansions needed to accommodate future development envisioned by the General Plan through buildout. Accordingly, SDMP Update implementation would not induce any additional or new population growth not already identified in the General Plan or studied in the General Plan EIR. As discussed above, the proposed Project would not cause a new impact related to cultural resources to occur, nor an increase in the severity of an impact related to cultural resources previously disclosed in the General Plan EIR, with implementation of the mitigation measures discussed in this section. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor a substantial increase in the severity of a cumulative impact previously disclosed.

VI. ENERGY

WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Threshold (a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

**Less Than Significant Impact.** Construction of infrastructure recommended by the SDMP Update would consume energy primarily from fuel consumed by construction vehicles and equipment. Fossil fuels used for construction vehicles and other equipment would be used during site clearing, grading, paving, and building construction. Fuel consumed during construction would be temporary in nature and would not represent a significant demand on available fuel. The recommended storm drainage infrastructure does not have unusual characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or State.

Additionally, Project-related design features and mitigation measures would provide fuel and energy reduction during construction. Overall fuel and energy reductions are difficult to quantify; however, certain air quality emission reduction measures would also reduce fuel and electricity use during construction of the SDMP Update facilities. Mitigation Measure AQ-1 would reduce energy consumption by requiring the contractor to minimize equipment idling time. Additionally, all diesel-fueled construction vehicles would be required to meet the latest emissions standards. These measures would further reduce fuel and energy use during all stages of construction and avoid the wasteful, inefficient, or unnecessary consumption of fuel energy. Therefore, construction of the SDMP Update facilities would not result in inefficient, wasteful, or unnecessary consumption of fuel energy as it would comply with relevant standards.

SDMP Update implementation would not induce substantial growth and would not result in significant generation of construction or operational energy usage. During operation, energy consumption and maintenance for SDMP Update infrastructure would involve the same usage and activities as the existing drain/pipelines, pump stations, and percolation stations, etc. Further, operation of SDMP Update infrastructure would result in nominally greater vehicle trips associated with routing maintenance activities and no notable increase in fuel consumption would occur. Finally, SDMP Update infrastructure and equipment used to implement the infrastructure improvements would directly consume a minimal

amount of energy and would comply with the State's most current energy efficiency standards. Therefore, operation of the SDMP Update facilities would not result in inefficient, wasteful, or unnecessary consumption of fuel energy. Impacts would be less than significant in this regard.

**Threshold (b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?**

**No Impact.** As discussed above, the Project would not result in inefficient, wasteful, or unnecessary consumption of energy. Therefore, the Project would not conflict with or obstruct any State or local plans for renewable or energy efficiency. No impact would occur.

**Cumulative Impacts**

As discussed above, the proposed Project would not cause a new energy impact to occur, nor an increase in the severity of an energy impact previously identified in the General Plan EIR. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor a substantial increase in the severity of a cumulative impact previously disclosed.

VII. GEOLOGY AND SOILS

WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

RESPONSES TO CHECKLIST QUESTIONS

**Threshold (a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**

- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

**Less Than Significant with Mitigation Incorporated.** The General Plan EIR identified potential risks associated with ground shaking and earthquake fault rupture in the southwest portion of the City and its SOI for developments within the buildout timeframe of the General Plan. The suggested infrastructure improvements would occur within this timeframe, and therefore are not anticipated to result in any greater impact than detailed in the General Plan EIR.

Future construction of storm drainage infrastructure to support buildout may be located near the southwest portion of the City and its SOI. As a result, any individual storm drainage infrastructure projects proposed in this area would be subject to Mitigation Measure GEO-1. This requires the preparation of site-specific design-level geotechnical investigations pursuant to General Plan Safety Element Policy Objective SA-1.1, P2, which requires that geotechnical engineering studies be undertaken for any development in areas where potentially serious geologic risks exist.

***Mitigation Measure GEO-1:*** *In accordance with the requirements of Tracy General Plan Objective SA-1.1, Policy 1, potential for geological hazards shall be addressed in design-level geotechnical engineering investigations. The Development and Engineering Services Department shall ensure that all appropriate measures are implemented in order to reduce the risk of geological hazards prior to the issuance of a grading permit.*

#### **ii.Strong seismic ground shaking?**

**Less Than Significant Impact.** According to the General Plan EIR, data from the State Department of Conservation and the U.S. Geological Survey indicate that there are six inactive faults in the City and its SOI. Furthermore, the City has a low to moderate seismic history. However, the City has the potential to experience ground shaking caused by seismic activity on nearby major active faults, which have historically been the source of earthquakes felt in Tracy.

The General Plan EIR analyzed the seismic ground shaking risks associated with buildout of the General Plan and found risks would be less than significant following compliance with the latest California Uniform Building Code (UBC) standards and policies identified in the General Plan. The infrastructure identified by the SDMP Update would be required to comply with the latest UBC, as required by the City Municipal Code Section 9.04.030, which would reduce risks associated with seismic ground shaking to the maximum extent practicable. Additionally, SDMP Update improvements would support General Plan buildout operations, and would not result in additional growth beyond General Plan assumptions. As such, the infrastructure identified by the SDMP Update would be at no greater risk from seismic ground shaking than what was identified in the General Plan EIR.

#### **iii.Seismic-related ground failure, including liquefaction?**

**Less Than Significant with Mitigation Incorporated.** The General Plan EIR states that the potential risk of liquefaction for developments in the General Plan buildout timeframe would be reduced to less than significant through the implementation of General Plan Safety Element Policy Objective SA-1.1, P2, which requires that geotechnical engineering studies be undertaken for any development in areas where potentially serious geologic risks exist. Given that the infrastructure

identified by the SDMP Update would be implemented during the total buildout development scenario outlined in the General Plan EIR, impacts associated with the SDMP Update would not be expected to be any greater than those identified by the General Plan EIR. Notwithstanding, individual storm drainage infrastructure projects facilitated by the SDMP Update would be required to implement General Plan Safety Element Policy Objective SA-1.1, P1, as identified in Mitigation Measure GEO-1 above, which would reduce the potential risk of liquefaction. Any potential impact from liquefaction is, therefore, considered to be less than significant with incorporation of Mitigation Measure GEO-1.

#### **iv. Landslides?**

**Less Than Significant Impact.** The landslide risk in Tracy is low in most areas. However, limited potential for risk exists for grading and construction activities in the foothills and mountain terrain of the upland areas in the southwest portion of the City and its SOI. The potential for small scale slope failures along riverbanks also exists. No SDMP Update facilities are proposed within these types of areas. Therefore, less than significant impacts would occur.

#### **Threshold (b) Would the project result in substantial soil erosion or the loss of topsoil?**

**Less Than Significant Impact.** A majority of the City is on flat land with little risk of erosion. However, there is potential for the loss of topsoil with any development that occurs on hillsides because removal of vegetation can increase erosion. None of the facilities identified in the SDMP Update are proposed within hillside areas. Therefore, less than significant impacts would occur.

#### **Threshold (c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?**

**Less Than Significant with Mitigation Incorporated.** Refer to responses VII (a)(ii-iv), above.

#### **Threshold (d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?**

**Less Than Significant with Mitigation Incorporated.** The General Plan EIR identified that the City has a moderate to high risk for expansive soils, depending on the location and soil type. The General Plan EIR concluded that the risk for exposure to expansive soils would increase as a result of implementation of the General Plan, but that this risk could be mitigated to less than significant by compliance with General Plan policy Objective SA-1.1, P2, which requires geotechnical reports for all development proposed in areas with risk of geological hazard.

The storm drainage infrastructure improvements recommended by the SDMP Update would support General Plan buildout and would be expected to result in no greater impacts than identified in the General Plan EIR. Individual projects would be required to comply with General Plan policy Objective SA-1.1, P2, as identified by Mitigation Measure GEO-1 and Mitigation Measure GEO-2, which requires that a certified geotechnical engineer be retained during construction activities, would ensure that soils are evaluated for

expansive potential. Therefore, with implementation of Mitigation Measure GEO-1 and GEO-2, impacts would be less than significant.

***Mitigation Measure GEO-2:*** *During excavation activities, a certified geotechnical engineer shall be retained by the Project Applicant/future Project Applicants to evaluate subgrade soils for the extent of their expansive potential. For areas found to contain soft, potentially expansive clays, the soil shall be removed (i.e., over excavated) and/or stabilized prior to the placement and compaction of fill. Stabilization techniques include, but are not limited to, the placement of 18 inches of ½-inch to ¾-inch crushed rock over stabilization fabric (such as Mirafi 500X or equivalent), placement of larger, angular stabilization rock (1-inch to 3-inch, clean) and use of chemical treatments such as lime to reduce the soil's expansive potential. In addition, building construction alternatives, such as the use of alternative foundation types (i.e., post-tension, piles, etc.) versus end-bearing foundations, shall be considered and implemented where appropriate. Final techniques shall be: (a) developed by a certified geotechnical engineer or engineering geologist; and (b) reviewed and approved by the City prior to issuance of a grading permit.*

**Threshold (e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

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

**Threshold (f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**Less Than Significant with Mitigation Incorporated.** The General Plan EIR identifies that the City and its SOI likely contain undiscovered paleontological sites, and development could occur in these areas, resulting in a potentially significant impact. If a unique paleontological resource or geological feature, is discovered during construction, the impact could be significant. Because the infrastructure recommended by the SDMP Update would occur within the City and its SOI, development would be required to demonstrate compliance with General Plan Community Character Element Policy Objective CC-3.1, P4 and P5 as identified in Mitigation Measure CR-1, above. Implementation of Mitigation Measure CR-1 would ensure any potential impacts related to the direct or indirect destruction of a unique paleontological resource or geologic feature would be less than significant.

### **Cumulative Impacts**

The SDMP Update recommends storm drainage infrastructure improvements and expansions needed to accommodate future development envisioned by the General Plan through buildout. Accordingly, SDMP Update implementation would not induce any additional or new growth not already identified in the General Plan or studied in the General Plan EIR. As discussed above, the proposed Project would not cause a new impact related to geologic resources to occur, nor an increase in the severity of an impact related

to geologic resources previously disclosed in the General Plan EIR, with compliance with General Policies and implementation of the mitigation measures discussed in this section. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor a substantial increase in the severity of a cumulative impact previously disclosed.

VIII. GREENHOUSE GAS EMISSIONS

WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

Global climate change refers to changes in average climatic conditions on Earth as a whole, including temperature, wind patterns and precipitation. Global temperatures are moderated by naturally occurring atmospheric gases, including water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O), as well as hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>). These “greenhouse” gases allow solar radiation (sunlight) into the Earth’s atmosphere, but prevent radiative heat from escaping; thus, warming the Earth’s atmosphere. GHG’s are emitted by both natural processes and human activities. Concentrations of GHG have increased in the atmosphere since the industrial revolution. Human activities that generate GHG emissions include combustion of fossil fuels (CO<sub>2</sub> and N<sub>2</sub>O); natural gas generated from landfills, fermentation of manure and cattle farming (CH<sub>4</sub>); and industrial processes such as nylon and nitric acid production (N<sub>2</sub>O).

GHGs have varying global warming potential (GWP). The GWP is the potential of a gas or aerosol to trap heat in the atmosphere; it is the “cumulative radiative forcing effect of a gas over a specified time horizon resulting from the emission of a unit of mass of gas relative to a reference gas”. The reference gas for GWP is CO<sub>2</sub>; therefore, CO<sub>2</sub> has a GWP factor of 1. The other main greenhouse gases that have been attributed to human activity include CH<sub>4</sub>, which has a GWP factor of 21, and N<sub>2</sub>O, which has a GWP factor of 310. When accounting for GHGs, all types of GHG emissions are expressed in terms of CO<sub>2</sub> equivalents (CO<sub>2</sub>e) and are typically quantified in metric tons (MT) or million metric tons (MMT).

Assembly Bill (AB) 32, the California Global Warming Solutions Act, established a state goal of reducing GHG emissions to 1990 levels by the year 2020, which would require a reduction of approximately 29 percent from “business as usual” or forecasted emission levels. Senate Bill (SB) 97, a companion bill, directed the California Natural Resources Agency (Resources Agency) to certify and adopt guidelines for the mitigation of GHG or the effects of GHG emissions. SB 97 was the State Legislature’s directive to the Resources Agency to specifically establish that GHG emissions and their impacts are appropriate subjects for CEQA analysis.

Executive Order B-30-15, which was issued in April 2015, requires statewide GHG emissions to be reduced 40 percent below 1990 levels by 2030. SB 32 (SB 32), signed into law in September 2016, codifies the 2030 GHG reduction target in Executive Order B-30-15. SB 32 authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030 and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions. With SB 32, the California Legislature passed companion legislation AB 197, which provided additional direction for developing an updated Scoping Plan. CARB released the second update to the Scoping Plan to reflect the 2030 target set by Executive Order B-30-15 and codified by SB 32 in November 2017.

Additionally, signed into Law in September 2018, SB 100 increased California's renewable electricity portfolio from 50 to 60 percent by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

**Threshold (a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

**Less Than Significant Impact.** The General Plan EIR found that buildout would result in a significant and unavoidable GHG emission impact. Given that the SDMP Update proposes infrastructure improvements that would serve the growth envisioned by the General Plan at buildout, consistent with the total buildout timeframe analyzed by the General Plan EIR for GHG emissions. Accordingly, the infrastructure identified by the SDMP Update is not expected to result in any greater GHG emission impacts than identified in the General Plan EIR. The SDMP Update is a policy document, and as such, does not propose the construction or operation of storm drainage infrastructure at this time. Notwithstanding, SDMP Update implementation would indirectly facilitate future construction of storm drainage infrastructure within the City and its SOI.

As the SDMP Update serves to meet General Plan buildout, implementation would not induce substantial growth and would not result in significant generation of construction or operational GHG emissions. Construction related GHG emissions would be temporary and would cease upon Project completion. During operation, the storm drainage infrastructure proposed by the SDMP Update is not anticipated to generate substantial amounts of GHGs either directly or indirectly as the majority of the infrastructure (e.g. pipelines, pump stations, pressure regulating stations, and wells, etc.) does not rely on sources of GHG emitting inputs for their operation. Emissions associated with infrastructure operations and maintenance would not be great enough to approach established significance thresholds. Therefore, impacts would be less than significant.

**Threshold (b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

**Less Than Significant Impact.** The 2010 General Plan EIR found that although the General Plan and the City's Sustainability Action Plan (SAP) include many goals, policies, and measures that would reduce the GHG emissions associated with buildout of the General Plan from projected business as usual (BAU) levels, these goals, policies, and measures would not meet the SJVAPCD's threshold of a 29 percent reduction in

GHG emissions from BAU projected emissions, resulting in a significant and unavoidable GHG emission impact.

The SDMP Update proposes infrastructure improvements that would serve the built out condition of the City and its SOI as envisioned by the General Plan, consistent with the total buildout timeframe analyzed by the General Plan EIR for energy resources. Thus, the SDMP Update is not expected to result in any greater GHG emission impacts than identified in the General Plan EIR. Further, the SDMP Update is a policy document that does not propose the construction or operation of any stormwater infrastructure at this time, although its' implementation would indirectly facilitate the construction of stormwater infrastructure.

Phasing of the various facilities identified by the SDMP Update would be dependent on development and the need for additional stormwater facilities. It is anticipated that these various facilities would be developed over time. The proposed SDMP facilities would serve existing and planned development consistent with the General Plan. As described above, implementation of the SDMP Update would not induce substantial growth and would not result in significant generation of construction or operational GHG emissions. As the SDMP Update is consistent with the General Plan, neither master plan would conflict with the City's Sustainability Action Plan. Therefore, the SDMP Update would not conflict with applicable GHG, policies, and/or regulations. Less than significant impacts would result.

### **Cumulative Impacts**

As discussed above, the proposed Project would not cause a new greenhouse gas impact to occur, nor a substantial increase in the severity of a greenhouse gas impact previously disclosed in the General Plan EIR, with implementation of the mitigation measures discussed in this section. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor a substantial increase in the severity of a cumulative impact previously disclosed.

**IX. HAZARDS AND HAZARDOUS MATERIALS**

WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**RESPONSES TO CHECKLIST QUESTIONS**

**Threshold (a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

**Less Than Significant Impact.** Potential short-term impacts from future construction of infrastructure recommended by the SDMP Update could involve the transport of debris material from grubbing and clearing agricultural lands and possibly the demolition of existing infrastructure, which may contain hazardous substances such as petroleum products that could be harmful if accidentally released during transport. However, this is unlikely, as recommended facilities, upgrades or modifications would primarily be sited on undeveloped land or within existing roadways. In addition, clearing of project sites would be

conducted during a relatively short time; thus, the transport of potentially hazardous material would not be “routine.”

The General Plan EIR found that the safety risk from the routine transport of hazardous materials in the City and its SOI would be less than significant due to a combination of General Plan policies and actions and existing federal and State regulation. The SDMP Update would not result in any greater impacts than identified in the General Plan EIR, as the identified storm drainage infrastructure would accommodate growth envisioned by the General Plan within the total buildout timeframe analyzed by the General Plan EIR for this resource. As noted above, the SDMP Update is a policy document and would not result in the construction or operation of specific infrastructure projects at this time, however, would indirectly facilitate the construction and operation of storm drainage infrastructure.

Transport of hazardous material would occur on public roads and be subject to Occupational Health and Safety Standards Guidelines (Hazardous Waste Operations and Emergency Response Standard, Title 29 Code of Federal Regulations (CFR) Part 1910.120), as well as the Department of Toxic Substances Control (DTSC). Unless specifically exempted, hazardous waste transporters must comply with the California Highway Patrol Regulations; the California State Fire Marshal Regulations; and the U.S. Department of Transportation Regulations. In addition, hazardous waste transporters must comply with Division 20, Chapter 6.5, Article 6 and 13 of the California Health and Safety Code and the Title 22, Division 4.5, Chapter 13, of the California Code of Regulations, which are administered by DTSC (<http://www.dtsc.ca.gov/HazardousWaste/Transporters.html>). All of these regulations are designed to minimize the danger of hazardous materials being released and causing a significant hazard to the public or the environment. It is not anticipated that chemicals would be used regularly and, therefore, be routinely transported. Following compliance with the established regulatory framework, impacts would be less than significant. No mitigation is required.

**Threshold (b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

**Less Than Significant with Mitigation Incorporated.** The General Plan EIR acknowledges two superfund sites in the City , in addition to areas in the City that have the potential to contain contamination in the buildings (such as asbestos), soil, or groundwater from past uses. According to the General Plan EIR, because no growth is planned on either superfund site through General Plan buildout, there would be no related impact. In addition, the General Plan EIR concluded that adherence to General Plan policy (Objective SA-4.1, P2), which requires developers to conduct the necessary level of environmental investigation prior to project approval, buildout of the General Plan involving redevelopment of areas with hazardous materials present would prevent significant accidental releases of hazardous materials.

The SDMP Update identifies the infrastructure necessary to accommodate the storm drainage demands from growth envisioned by the General Plan at buildout. The recommended improvements identified in the SDMP Update would be within the same footprint analyzed in the General Plan EIR and would not result in any greater impacts than identified in the General Plan EIR. The SDMP Update would indirectly

facilitate the construction and operation of storm drainage infrastructure. Construction of individual projects could potentially result in exposure to contaminated soil or groundwater from past uses. Implementation of future site-specific projects would be required to conduct the necessary level of environmental investigation prior to project approval, consistent with General Plan policy (Objective SA-4.1, P2), as described above as identified in Mitigation Measure HAZ-1 below. With compliance with the aforementioned policies and implementation of Mitigation Measure HAZ-1, the proposed Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant with mitigation incorporated.

***Mitigation Measure HAZ-1:*** *In accordance with the requirements of Tracy General Plan policy (Objective SA-4.1, P2), potential for significant accidental releases of hazardous materials shall be addressed based on the findings of design-level environmental investigations. Design-level investigations shall be required to document any reasonably foreseeable storage, use, production or storage of hazardous or potentially hazardous materials or substances associated with implementation of the infrastructure improvements. The Development and Engineering Services Department shall ensure that all appropriate measures are implemented in order to reduce the risk of accidental releases of hazardous materials prior to the issuance of a grading permit.*

**Threshold (c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

**Less Than Significant with Mitigation Incorporated.** As described above under Threshold VII (a), the SDMP Update is a policy document that identifies the storm drainage infrastructure required to accommodate growth envisioned by the General Plan at buildout, which is consistent with the total buildout development scenario studied in the General Plan EIR for this resource. Moreover, as noted above under Threshold VIII (a), future construction of infrastructure identified in SDMP Update would require the use and transport of hazardous materials. However, construction activities would be conducted during a relatively short time; thus, the transport of potentially hazardous material would not be “routine.” It is likely that this infrastructure would be within one-quarter mile of schools throughout the City. However, as stated in Response 4.8(a), future operation of storm drainage facilities would not involve the routine use of hazardous materials and, thus, the potential to emit hazardous materials near schools would be less than significant. Moreover, individual projects would be required to implement Mitigation Measure HAZ-1, identified above, which would further reduce the risk of exposure to hazardous materials within one-quarter mile of a school by requiring individual projects to address the potential for significant accidental releases of hazardous materials based on the findings of design-level environmental investigations.

**Threshold (d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and as a result, would create a significant hazard to the public or the environment?**

**No Impact.** The Environmental Protection Agency (EPA) has listed two hazardous waste sites on the Superfund National Priorities List (NPL) within the City and its SOI. One is the Tracy Defense Depot, which

is located on the east side of Tracy, on Chrisman Road between Valpico and Schulte Roads. The second is the Lawrence Livermore National Lab, located in the southwest corner of the City and its SOI. Both sites currently have human exposure under control but have not yet mitigated effects to groundwater migration. The SDMP Update does not recommend any infrastructure improvements within these two sites. As noted above under Threshold VIII (a), the General Plan EIR found that there would be a less than significant impact regarding either site through buildout of the General Plan as no growth is planned within these areas. Therefore, there would be no related impact.

**Threshold (e) Would the project be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?**

**No Impact.** The Tracy Municipal Airport is a general aviation airport owned by the City and managed by the Parks and Community Services Department. It is located in the southern portion of the City. Several detention basins and pipelines are proposed within two miles of the airport. However, due to the infrastructure recommended by the SDMP Update would primarily be located below-grade within existing rights-of-way and no impacts would occur regarding safety hazards and airport use. Furthermore, implementation of policies and actions identified in the General Plan (Objective LU-6.3, P1 and P2, Objective SA5.1, P1, and Objective SA-5.1, A1) would avoid a significant safety impact with the Tracy Municipal Airport.

The SDMP Update identifies infrastructure improvements necessary to accommodate the growth envisioned by the General Plan through buildout consistent with the timeframe analyzed by the General Plan EIR. Thus, the infrastructure improvements identified by the SDMP Update would not be expected to result in any greater impacts than identified in the General Plan EIR. No impacts would occur regarding safety hazards and airport use.

**Threshold (f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**Less Than Significant with Mitigation Incorporated.** The City has an emergency preparedness plan. According to the General Plan EIR, the General Plan includes actions for the City to update its emergency preparedness plan in response to changes in land use, population and city boundaries associated with General Plan buildout, and to conduct periodic drills using the emergency response systems to test the effectiveness of City procedures (Objective SA-6.1, A1 and A4). The General Plan EIR found that new development and population growth within the City due to General Plan buildout would increase demand for emergency services during disasters, but that General Plan policies and actions, such as Objective SA-6.1, A1 and A4 would reduce any impacts associated with emergency preparedness to a less than significant level.

The infrastructure improvements identified by the SDMP Update would be necessary to serve the total buildout development scenario analyzed in the General Plan EIR and would not be expected to result in any greater demand for emergency services during disasters than identified in the General Plan EIR. Thus, construction of proposed infrastructure is not expected to cause significant impacts on emergency

response plans or emergency evacuation plans. Additionally, future infrastructure projects would implement Mitigation Measure HAZ-2 which would require implementation of a Traffic Management Plan to allow the continued vehicular use of the existing roadways or relegate traffic to agency-approved detour routes around any given construction sites. With implementation of Mitigation Measure HAZ-2, the construction of those facilities located outside of urbanized areas would be less than significant.

***Mitigation Measure HAZ-2:*** A Traffic Management Plan (TMP) shall be prepared and implemented to the satisfaction of the City of Tracy where construction of infrastructure improvements would affect roadways. The TMP shall include, but not limited to, the following measures:

- *Limit construction to one side of the road or out of the roadbed where possible.*
- *Provision of continued access to commercial and residential properties adjacent to construction sites.*
- *Provide alternate bicycle routes where existing bicycle routes are disrupted by construction activities.*
- *Submit a truck routing plan, for approval by the City of Tracy in order to minimize impacts from truck traffic during material delivery and disposal.*
- *Where construction is proposed for two-lane roadways, confine construction to one half of the pavement width. Establish one lane of traffic on the other half of the roadway using appropriate construction signage and flagmen, or submit a detour plan for approval by the City Traffic Engineer.*

**Threshold (g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**

**Less Than Significant with Mitigation Incorporated.** Facilities recommended by the SDMP Update would be located throughout the City and its SOI, including within urbanized and undeveloped land. Those facilities located adjacent to or within undeveloped wildland areas could be subject to increased fire hazards. Implementation of Mitigation Measure HAZ-3, which includes requirements for fuel-modification zones, fire equipment access, and emergency preparedness protocol, would reduce these impacts to a less than significant level.

***Mitigation Measure HAZ-3:*** Prior to approval of site design, facilities located within area of high susceptibility to wildfire hazards shall include fuel-modification zones, road standards that provide for fire equipment access, the assured provision of minimum water supply reserves for emergency fire use, fuel breaks and greenbelts, clearances around structures, and emergency preparedness protocol and procedures as recommended by the General Plan.

### **Cumulative Impacts**

The SDMP Update identifies the storm drainage infrastructure improvements and expansions needed to accommodate future development envisioned by the General Plan through buildout. Therefore, SDMP

Update implementation would not induce any additional or new population growth not already identified in the General Plan or studied in the General Plan EIR. As discussed above, the proposed Project would not cause a new impact related to hazards and hazardous materials to occur, nor an increase in the severity of an impact related to hazards and hazardous materials previously disclosed in the General Plan EIR, with compliance with General Policies and implementation of the mitigation measures discussed in this section. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor a substantial increase in the severity of a cumulative impact previously disclosed.

**X. HYDROLOGY AND WATER QUALITY**

WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**RESPONSES TO CHECKLIST QUESTIONS**

**Threshold (a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?**

**Less Than Significant Impact.** As identified in the General Plan EIR and SDMP Update, the City’s Storm Water Management Plan (SWMP) establishes Best Management Practices (BMPs) to limit the discharge of pollutants from the City’s storm sewer system to the Maximum Extent Practicable (MEP), as specified by Section 402(p) of the Clean Water Act. The SWMP includes BMPs related to construction site and post-construction runoff controls, illicit discharge detection and elimination, pollution prevention, as well as public education and outreach. The General Plan EIR concludes that implementation of the BMPs identified in the City’s SWMP, as well as General Plan policies and other regulatory requirements regarding stormwater management ensure that the buildout of the General Plan would not have a significant impact on storm water quality or waste discharge requirements.

The SDMP Update identifies infrastructure improvements necessary to accommodate the growth envisioned by the General Plan through buildout. This time period is consistent with the timeframe analyzed by the General Plan EIR for this resource. Thus, the improvements and expansions identified by the SDMP Update would not be expected to result in any greater impacts than identified in the General Plan EIR.

Short-term water quality impacts during construction of proposed facilities could result from sediment from grading operations, oil and grease from equipment, trash from worker and construction activities, nutrients from fertilizers, heavy metals, pathogens, and other substances. Discharge of these pollutants into waters of the U.S. is regulated by the State Water Resources Control Board (SWRCB). The SWRCB has adopted General Permit No. CAS000002- Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activity (General Permit) for California that applies to most construction-related storm water discharges within California. The General Permit requires that projects disturbing greater than one acre develop and implement a Storm Water Pollution Prevention Plan (SWPPP) that specifies BMPs to prevent pollutants from construction erosion from moving offsite into receiving waters. The future construction of infrastructure recommended by the SDMP Update would be subject to the provisions of the General Permit and would be required to submit a SWPPP to the SWRCB, Central Valley Region (Regional Board). Therefore, short-term construction operations would have a less than significant impact on water quality standards or discharge requirements.

During infrastructure operations, individual projects would be required to implement BMPs identified in the City's SWMP, which have been identified to limit the discharge of pollutants from the City storm sewer system to the MEP. Individual projects would be required to comply with maintenance procedures identified in the City's SWQC Manual to ensure that selected control measures would be maintained to provide effective, long-term pollution control. Therefore, there would be less than significant impacts on water quality during construction and operation.

**Threshold (b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**

**Less Than Significant Impact.** The proposed SDMP Update is intended to be utilized as a guideline document for the identification of storm drainage facilities needed to serve future land development projects under the buildout condition for the City and its SOI. The proposed SDMP Update also includes storm drainage facility upgrades needed to correct existing deficiencies. Several SDMP Update facilities, working in conjunction with onsite facilities constructed with new development would facilitate a degree of groundwater recharge, resulting in a beneficial impact. Therefore, implementation of the SDMP Update would not deplete groundwater supplies or interfere with groundwater recharge and may have a beneficial impact on groundwater recharge. The SDMP Update would not result in any greater impacts than identified in the General Plan EIR, as the infrastructure improvements this document identifies would be necessary to accommodate growth envisioned by the General Plan under the total buildout timeframe analyzed by the General Plan EIR for this resource. Therefore, impacts would be less than significant.

**Threshold (c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**

**i. Result in substantial erosion or siltation on- or off-site?**

**Less Than Significant with Mitigation Incorporated.** Any site development or construction of new facilities has the potential to alter existing drainage patterns, primarily due to runoff from construction activities, increase in impervious surfaces, and vegetation removal. Implementation of Mitigation Measure HYD-1 would require minimization of time periods in which natural drainages are disturbed. Further, erosion and siltation would be controlled via detention basins identified by the SDMP Update and onsite facilities constructed with new development in conformance with the City's SWQC Manual. Therefore, with the implementation of Mitigation Measure HYD-1, impacts would be less than significant.

***Mitigation Measure HYD-1:*** *Where drainage courses are crossed, temporarily altering their capacity or flow characteristics, appropriate precautions shall be incorporated into the project design to minimize the time period in which drainages are disturbed while maintaining the natural flow or provide additional capacity within the drainages during the construction period to handle designed flows.*

**ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?**

**Less Than Significant with Mitigation Incorporated.** Refer to Response 4.10 (c) (i) above.

SDMP Update implementation would mitigate increased rate and amount of surface runoff generated by new development at General Plan buildout. Future projects would be required to implement Mitigation Measure HYD-2 concerning conformance with SDMP Update and City SWQC Manual requirements. Less than significant impacts would occur with implementation of Mitigation Measures HYD-1 and HYD-2.

***Mitigation Measure HYD-2:*** *Prior to the issuance of grading permits, new development shall be required demonstrate to the satisfaction of the City Engineer that it has incorporated storm drainage facilities that conform to the SDMP and the City's SWQC Manual or that it has incorporated temporary retention facilities when downstream SDMP facilities are not constructed or operational.*

**iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

**No Impact.** The SDMP Update recommends storm drainage infrastructure improvements to adequately manage sources of runoff throughout the City and its SOI through General Plan buildout. Project implementation would accommodate projected development and would not create or contribute runoff water which would exceed the capacity of existing or planning systems or provide additional sources of polluted runoff. No impact would occur.

**iv. Impede or redirect flood flows?**

**Less Than Significant Impact.** The majority of the City and its SOI is located outside of a 100-year flood zone. However, portions of the northern SOI area are located within a 100-year flood zone. The SDMP Update recommends storm drainage facilities to manage sources of stormwater runoff throughout the City, including 100-year flood areas, through General Plan buildout. Further, a majority of infrastructure recommended by the SDMP Update would be constructed below ground and within street ROWs. Accordingly, implementation of future infrastructure identified by the SDMP Update would not impede or redirect flood flows. A less than significant impact would occur.

**Threshold (d) Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?**

**Less Than Significant Impact.** The General Plan EIR found portions of San Joaquin County could be subject to flooding due to tsunamis or seiches resulting in levee failure. However, the City and its SOI are not near the areas most likely to be affected. Additionally, the General Plan EIR identified some potential seiche risk for the Area City and its SOI through General Plan buildout due to overtopping of the San Luis Reservoir dam or other enclosed body of water during a seismic event. However, these risks were determined to be low and unaffected by General Plan implementation. Further, the hillsides in the southwest portion of the City and its SOI could be at risk for mudflows as a result of a seiche during the buildout scenario timeframe of the General Plan. However, no new development is proposed in the hillsides during the buildout scenario timeframe of the General Plan.

The improvements identified by the SDMP Update would accommodate growth in the City and its SOI during through the total buildout timeframe analyzed by the General Plan EIR. Accordingly, construction and operation of infrastructure would not be expected to result in any greater seiche, tsunamis, or mudflow impacts than identified in the General Plan EIR.

The proposed storm drainage infrastructure improvements identified by the SDMP Update would not be at risk from inundation by seiche, tsunamis or mudflows for the following reasons: the City is not located near areas likely to be affected by seiche flooding; the City is located inland and could not be affected by a tsunami; and the none of the infrastructure improvements would be located near any physical or geologic features that would pose a mudflow hazard, such as a volcano or hillsides. Impacts would be less than significant.

**Threshold (e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**

**Less Than Significant Impact.** A majority of facilities recommended by the SDMP Update would be constructed below grade within street ROWs. However, construction of select above-ground facilities would result in a minimal increase in impervious surfaces and would not substantially interfere with groundwater drainage and infiltration.

### **Cumulative Impacts**

The SDMP Update identifies the storm drainage infrastructure needed to accommodate future development envisioned by the General Plan through buildout. Because of this, implementation of the SDMP Update would not induce any additional or new population growth not already identified in the General Plan or studied in the General Plan EIR. As discussed above, the proposed Project would not cause a new hydrological impact to occur, nor an increase in the severity of a hydrological impact previously disclosed in the General Plan EIR, with implementation of the Mitigation Measures HYD-1 and HYD-2. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor a substantial increase in the severity of a cumulative impact previously disclosed.

**XI. LAND USE AND PLANNING**

WOULD THE PROJECT:

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**RESPONSES TO CHECKLIST QUESTIONS**

**Threshold (a) Would the project physically divide an established community?**

**No Impact.** An example of a project that has the potential to divide an established community includes the construction of a new freeway or highway through an established neighborhood. Numerous land uses exist within the Project area, primarily public, residential, agricultural, and open space. The infrastructure improvements recommended by the SDMP (e.g. detention facilities, conveyance facilities, pump stations, percolation facilities) would consist of the installation of below-grade pipelines within and adjacent to street ROWs and would not have any impact on General Plan designations, Zoning classifications, or existing development. New detention basins and open channels are proposed throughout the City and its SOI, but are proposed in open space areas and would not result in significant impacts to established communities. Therefore, no impacts would occur in this regard.

**Threshold (b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?**

**No Impact.** As part of the SDMP Update, current drainage capacity and demand data was reviewed to ensure that City facilities could accommodate anticipated regional growth. Typically, the buildout horizon for a General Plan is approximately 20 years, while an infrastructure Master Plan has a life-span of approximately 5 to 10 years. With this in mind, the proposed SDMP Update is based on the most current information available for the City and its SOI, and the analysis conducted provides adequate resources to accommodate growth through anticipated General Plan buildout. Therefore, no impact would be associated with potential conflict with any land use policy, plan, or regulation.

**Cumulative Impacts**

The SDMP Update identifies the storm drainage infrastructure improvements and expansions needed to accommodate future development envisioned by the General Plan through buildout. Because of this, SDMP Update implementation would not induce any additional or new population growth not already

identified in the General Plan or studied in the General Plan EIR. As discussed above, the proposed Project would not cause a new land use impact to occur, nor an increase in the severity of a land use impact previously disclosed in the General Plan EIR, with compliance with General Plan policies discussed in this section. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor a substantial increase in the severity of a cumulative impact previously disclosed.

**XII. MINERAL RESOURCES**

WOULD THE PROJECT:

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

**RESPONSES TO CHECKLIST QUESTIONS**

**Threshold (a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

**No Impact.** The General Plan EIR found that potential development under the General Plan could occur on or around land containing important mineral resources, potentially resulting in significant loss of mineral resources and associated recovery sites. The General Plan designates specific areas for aggregate mining in the Southern portion of Tracy that the City and State have agreed to protect. Future improvements to the storm drainage infrastructure would be designed to avoid these areas. According to the General Plan EIR, these potentially significant impacts would be less than significant due to policies in the General Plan designed to minimize potential land use conflicts between aggregate resource activities and other uses, and generally ensure that new development would not impact the future availability of mineral resources or mineral resource recovery sites. Therefore, the recommended SDMP Update improvements would not be expected to result in any greater impacts than previously identified in the General Plan EIR. Therefore, no impacts would result.

**Threshold (b) Would the project result in the loss of availability of a locally- important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

**No Impact.** Refer to response XII(a), above.

**Cumulative Impacts**

As discussed above, the proposed Project would not cause a new mineral resource impact to occur, nor an increase in the severity of mineral resource impacts previously identified in the General Plan EIR. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor a substantial increase in the severity of a cumulative impact previously disclosed.

XIII. NOISE

WOULD THE PROJECT:

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

RESPONSES TO CHECKLIST QUESTIONS

**Threshold (a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

**Less Than Significant with Mitigation Incorporated.** Construction and operation of facilities identified in the SDMP Update would depend upon increased stormwater generation in the City and its SOI. Short-term construction noise would be dependent upon the phasing schedule of subsequent components. However, it is anticipated that future construction of various infrastructure would result in similar construction noise impacts.

Construction noise estimates are based upon noise levels on typical noise levels generated by construction equipment published by the Federal Transit Administration (FTA) and FHWA. Construction noise is assessed in dBA  $L_{eq}$ . This unit is appropriate because  $L_{eq}$  can be used to describe noise level from operation of each piece of equipment separately, and levels can be combined to represent the noise level from all equipment operating during a given period. The Federal Transit Administration’s (FTA) *Transit Noise and Vibration Impact Assessment Manual* (2018) (FTA Noise and Vibration Manual) identifies a maximum 1-hour noise level standard of 90 dBA  $L_{eq}$  at residential uses and 100 dBA  $L_{eq}$  at commercial and industrial uses for short-term construction activities.

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g. land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential neighborhoods surrounding the construction site. Future construction of infrastructure identified by the SDMP Update would occur

approximately 25 feet from existing sensitive receptors. During construction, exterior noise levels could affect the residential neighborhoods near the construction site. However, construction activities would occur throughout project sites and would not be concentrated at a single point near sensitive receptors. Noise levels typically attenuate (or drop off) at a rate of 6 dB per doubling of distance from point sources, such as industrial machinery.

Construction activities associated with implementation of future improvements facilitated by the SDMP Update would include demolition, grading, building construction and paving. Such activities may require graders, dozers, and tractors during grading; cranes, forklifts, generators, tractors, and welders during building construction; and pavers, rollers, mixers, tractors, and paving equipment during paving. Grading and excavation phases of project construction tend to be the shortest in duration and create the highest construction noise levels due to the operation of heavy equipment required to complete these activities. It should be noted that only a limited amount of equipment can operate near a given location at a particular time. Equipment typically used during this stage includes heavy-duty trucks, backhoes, bulldozers, excavators, front-end loaders, and scrapers. Operating cycles for these types of construction equipment may involve one or two minutes of full-power operation followed by three to four minutes at lower power settings. Other primary sources of noise would be shorter-duration incidents, such as dropping large pieces of equipment or the hydraulic movement of machinery lifts, which would last less than one minute.

Typical noise levels associated with individual construction equipment are listed in **Table 5: Typical Construction Equipment Noise Levels**.

Noise impacts for mobile construction equipment are typically assessed as emanating from the center of the equipment activity or construction site. This analysis conservatively assumes a center point approximately 50 feet from the nearest sensitive receptor, as this analysis is a “Tier 1” evaluation of overall SDMP Update objectives, goals, and policies. “Tier 2” evaluations, including evaluation of required onsite infrastructure, would occur on a project-by-project basis. The assumptions herein represent the worst-case noise scenario because construction activities would typically be spread out throughout any given project site, and thus some equipment would be further away from the affected receptors. In addition, construction noise levels are not constant, and in fact, construction activities and associated noise levels would fluctuate and generally be brief and sporadic, depending on the type, intensity, and location of construction activities. Construction noise would also be acoustically dispersed throughout the Project site and will be masked by freeway noise and roadway noise.

<b>Equipment</b>	<b>Typical Noise Level (dBA) at 50 Feet from the Source</b>	<b>Typical Noise Level (dBA) at 100 Feet from the Source</b>
Concrete Mixer	85	79
Concrete Pump	82	76
Concrete Vibrator	76	70
Cranes	83	77
Dozer	85	79
Generator	82	76

Grader	85	79
Loader	80	74
Paver	85	79
Pump	77	71
Roller	85	79
Saw	76	70
Scraper	85	79
Shovel	82	76
Truck	84	78
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.		
Notes:		
1. Calculated using the inverse square law formula for sound attenuation: $dBA_2 = dBA_1 + 20 \log(d_1/d_2)$ Where: $dBA_2$ = estimated noise level at receptor; $dBA_1$ = reference noise level; $d_1$ = reference distance; $d_2$ = receptor location distance		

As seen in **Figure 6**, the SDMP Update recommends storm drainage infrastructure improvements in developed areas of the City. Accordingly, future infrastructure projects facilitated by the SDMP Update would have the potential to occur within 50 feet of sensitive receptors including, but not limited to, residential land uses and schools. As indicated in **Table 5**, construction noise levels would range between 76 dBA and 85 dBA at the sensitive receptors approximately 50 feet away from any given project site. The highest anticipated construction noise level of 85 dBA is expected to occur during the building construction and paving phases from the use of dozers, pavers, concrete mixer. Therefore, construction noise would not exceed the FTA's standards of 90 dBA  $L_{eq}$  at residential uses and 100 dBA  $L_{eq}$  at commercial and industrial uses.

To further minimize any extraneous construction noise impacts on adjacent sensitive land uses, future infrastructure project proponents would be required to install noise attenuating buffers near residential areas, place mufflers on equipment engines, and orient stationary sources to direct noise away from sensitive uses as specified in Mitigation Measure NOI-1. Implementation of Mitigation Measure NOI-1 would reduce short-term construction impacts to less than significant.

Operational noise associated with SDMP Update infrastructure would mainly consist of stationary noises, with the exception of occasional maintenance-related traffic or operational related traffic associated with future stormwater treatment plants which would generate minimal traffic noise. Thus, significant traffic related noise impacts would not occur. Additionally, all future facilities would be constructed according to industry standards and according to the City Noise Ordinance requirements, which would ensure that any operational noise impacts would not be excessive or significant. In addition, implementation of Mitigation Measure NOI-2 would require that facilities located within 150 feet of sensitive receptors have a noise study prepared to determine potential noise impacts. With the implementation of Mitigation Measure NOI-2, operational impacts would be less than significant.

***Mitigation Measure NOI-1:*** Prior to the issuance of grading permits and to the satisfaction of the City of Tracy, the Project Contractor shall be required to implement feasible noise control measures to reduce daytime construction noise levels to meet the daytime speech interference criterion of 70-dBA for infrastructure projects located within 500 feet of any noise-sensitive receptors (e.g., residences, schools, childcare centers, churches, hospitals, and nursing homes). Such control measures could include any of the following, as appropriate:

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

***Mitigation Measure NOI-2:*** *Infrastructure or facility improvements located within 150 feet of sensitive receptors (i.e., residential homes, schools, or hospitals) shall require preparation of a noise study to verify that the design shall meet the applicable City noise standards. Note that these noise limitations are for steady-state, base load operations, and exclude startups, shutdowns, and off-normal or emergency conditions.*

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**Threshold (b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?**

**Less Than Significant Impact.** Increases in groundborne vibration levels attributable to the Project would be primarily associated with construction-related activities. Construction on infrastructure project sites would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The FTA has published standard vibration velocities for construction equipment operations. In general, depending on the building category of the nearest buildings adjacent to the potential pile driving area, the potential construction vibration damage criteria vary. For example, for a building constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.50 inch per second (in/sec) peak particle velocity (PPV) is considered safe and would not result in any construction vibration damage. In general, the FTA architectural damage criterion for continuous vibrations (i.e. 0.2 in/sec) appears to be conservative. The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience cosmetic damage (e.g. plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on soil composition and underground geological layer between vibration source and receiver.

**Table 6: Typical Construction Equipment Vibration Levels**, lists vibration levels at 25 and 50 feet for typical construction equipment. Groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in **Table 6**, based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during project construction range from 0.001 to 0.089 in/sec PPV from 25-50 feet from the source of activity. Construction of SDMP facilities could be located adjacent to urbanized areas that contain sensitive receptors, including schools, hospitals, and residential areas.

As shown in **Table 6: Typical Construction Equipment Vibration Levels**, the highest vibration levels are achieved with the large bulldozer operations. This construction activity is expected to take place during grading. The active construction zone for the proposed project would be approximately 50 feet from the closest structure. Therefore, construction equipment vibration velocities would not exceed the FTA's 0.20 PPV threshold. In addition, construction activities would occur throughout the project site and would not be concentrated at the point closest to the nearest sensitive receptor(s). Therefore, construction vibration impacts associated with the project would be less than significant.

<b>Equipment</b>	<b>Typical Level (dBA) 25 Feet from the Source<sup>1</sup></b>	<b>Typical Level (dBA) 50 Feet from the Source<sup>1</sup></b>
Large Bulldozer	0.089	0.032
Loaded Trucks	0.076	0.027
Rock Breaker	0.059	0.021
Jackhammer	0.035	0.012
Small Bulldozer/Tractors	0.003	0.001

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018  
Notes: Calculated using the inverse square law formula for sound attenuation:  $dBA_2 = dBA_1 + 20\log(d_1/d_2)$ . Where:  $dBA_2$  = estimated noise level at receptor;  $dBA_1$  = reference noise level;  $d_1$  = reference distance;  $d_2$  = receptor location distance

Due to the nature of the SDMP Update, operational vibration would be negligible and impacts would be less than significant.

**Threshold (c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels??**

**Less Than Significant Impact.** The Tracy Municipal Airport (TMA) is a general aviation airport owned by the City and managed by the Parks and Community Services Department. The proposed Project consists of updating the City's SDMP and would not include development that would expose people to excessive noise levels from airports. Impacts would be less than significant.

#### **Cumulative Impacts**

The SDMP Update identifies storm drainage infrastructure improvements to accommodate future development envisioned by the General Plan through buildout. As discussed above, the proposed Project would not cause a new noise impact to occur, nor an increase in the severity of a noise impact previously disclosed in the General Plan EIR, with implementation of Mitigation Measure NOI-1 and NOI-2. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor a substantial increase in the severity of a cumulative impact previously disclosed.

**XIV. POPULATION AND HOUSING**

WOULD THE PROJECT:

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**RESPONSES TO CHECKLIST QUESTIONS**

**Threshold (a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

**No Impact.** The SDMP Update identifies storm drainage infrastructure and facility improvements necessary to accommodate the growth envisioned by the General Plan through buildout, as analyzed in the General Plan EIR. Therefore, SDMP Update implementation would not induce any additional or new population growth not already identified in the General Plan or studied in the General Plan EIR. No impact would occur, and no mitigation is required.

**Threshold (b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

**No Impact.** Facilities recommended by the SDMP Update would be located within vacant land and/or existing ROW and would not displace existing people or housing. Therefore, no impacts would occur.

**Cumulative Impacts**

The SDMP Update identifies the storm drainage infrastructure improvements and expansions needed to accommodate future development envisioned by the General Plan through buildout. Implementation of the SDMP Update would not induce any additional or new population growth not already identified in the General Plan or studied in the General Plan EIR. As discussed above, the proposed Project would not cause a new impact related to population and housing to occur, nor an increase in the severity of an impact related to population and housing previously disclosed in the General Plan EIR. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor a substantial increase in the severity of a cumulative impact previously disclosed.

**XV. PUBLIC SERVICES**

WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**RESPONSES TO CHECKLIST QUESTIONS**

**Threshold (a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?**

**i. Fire Protection**

**Less Than Significant with Mitigation Incorporated.** Future construction of facilities recommended by the SDMP Update could delay Fire Department response due to work areas within ROWs requiring temporary roadblocks and detours. However, with implementation of detour plans and coordination with the Tracy Fire Department, as identified in Mitigation Measure PS-1, impacts to fire services would be less than significant. Long-term operational impacts of infrastructure projects facilitated by the SDMP Update could include the need for fire protection services at new and expanded storm drainage facilities. However, these impacts would represent a nominal increase and would not increase demand beyond what was anticipated for the City’s service area by the General Plan EIR. Accordingly, operational impacts would be minimal and are considered less than significant.

***Mitigation Measure PS-1:*** Prior to construction of individual infrastructure facilities, the City shall coordinate with the Fire Department and other affected fire protection services in surrounding jurisdictions to review construction detour plans. Specifically, the following shall occur:

- *Emergency vehicle access to structures and fire hydrants in the project area shall be maintained*
- *A prior notice of at least 24 hours in advance of an impact even such as a road closure or disruption of water service shall be given to the appropriate authorities*
- *Traffic control measures, such as the use of flagmen, shall be used, if deemed necessary, in order to regulate traffic to ensure that access will be maintained to all structures for emergency response*

## ii. Police Protection

**Less Than Significant with Mitigation Incorporated.** Future construction of facilities recommended by the SDMP Update could delay Police Department response due to work areas within ROWs requiring temporary roadblocks and detours. However, with implementation of detour plans and coordination with the Tracy Police Department, as identified in Mitigation Measure PS-2, impacts to police services would be less than significant. Long-term operational impacts include the need for police protection services of additional facilities. However, these impacts would be minimal and are considered less than significant.

**Mitigation Measure PS-2:** *Prior to construction of individual infrastructure facilities, the City shall coordinate with the Tracy Police Department to review construction detour plans. Specifically, the following shall occur:*

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

## iii. Schools

**No Impact.** The infrastructure improvements recommended by the SDMP Update would support General Plan buildout and would not generate students either directly or indirectly and, therefore, would not result in impacts to school services.

## iv. Parks

**No Impact.** The infrastructure improvements recommended by the SDMP Update would support General Plan buildout and would not generate residents either directly or indirectly and, therefore, would not result in impacts to parks.

**v. Other Public Facilities**

**No Impact.** The infrastructure improvements recommended by the SDMP Update would support General Plan buildout, and would not generate residents either directly or indirectly, therefore, would not result in impacts to other public facilities.

**Cumulative Impacts**

The SDMP Update identifies the storm drainage infrastructure improvements and expansions needed to accommodate future development envisioned by the General Plan through buildout. SDMP Update implementation would not induce any additional or new population growth not already identified in the General Plan or studied in the General Plan EIR. With implementation of Mitigation Measures PS-1 and PS-2 the proposed Project would not cause a new public services impact to occur, nor increase the severity of an impact previously disclosed in the General Plan EIR. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor a substantial increase in the severity of a cumulative impact previously disclosed.

**XVI. RECREATION**

WOULD THE PROJECT:

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

**RESPONSES TO CHECKLIST QUESTIONS**

**Threshold (a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

**No Impact.** The infrastructure improvements recommended by the SDMP Update would support General Plan buildout and would not generate residents either directly or indirectly. Therefore, Project implementation would not create significant impacts to parks.

**Threshold (b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

**No Impact.** The proposed SDMP Update would not require the construction or expansion of recreational facilities, and as a result would not create any adverse physical effects on the environment. Therefore, there would be no impact.

**Cumulative Impacts**

The SDMP Update identifies the stormwater drainage infrastructure improvements and expansions needed to accommodate future development envisioned by the General Plan through buildout. Accordingly, SDMP Update implementation would not induce any additional or new population growth not already identified in the General Plan or studied in the General Plan EIR. As discussed above, the proposed Project would not cause a new impact related to recreation to occur, nor an increase in the severity of an impact related to recreation facilities. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor a substantial increase in the severity of a cumulative impact previously disclosed.

**XVII. TRANSPORTATION**

WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**RESPONSES TO CHECKLIST QUESTIONS**

**Threshold (a) Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?**

**Less Than Significant Impact.** The SDMP Update identifies storm drainage infrastructure improvements and expansions needed to accommodate future development envisioned by the General Plan through buildout. Automobile and truck traffic volumes associated with future infrastructure construction activities would vary, as different activities occur. Further, construction could result in temporary detours. However, construction-related traffic would be temporary and cease upon project completion. During operations, the project would generate minimal vehicle trips to support ongoing facility maintenance. Therefore, SDMP Update implementation would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts would be less than significant.

**Threshold (b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?**

**Less Than Significant Impact.** SDMP Update implementation would not result in a conflict with an applicable CMP or travel demand measure, as the Project does not propose direct construction of infrastructure. Future construction of facilities recommended by the SDMP Update would be subject to subject to project-level review and would be required to demonstrate consistency with the established regulatory framework. Further, infrastructure operations would generate minimal vehicle trips for ongoing maintenance activities. Thus, the proposed changes would not result in conflict with an applicable CMP or TDM strategies. Impacts would be less than significant.

**Threshold (c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

**No Impact.** The SDMP Update is a policy document prepared to support water supply needs at General Plan buildout. Accordingly, the Project does not propose the construction or operation of infrastructure at this time. Future infrastructure projects facilitated by the SDMP Update would include areas of work within and adjacent to street ROWs. However, impacts to roadways would be temporary and no changes to roadway design would occur. Additionally, recommended storm drainage infrastructure improvements would not introduce incompatible uses within the City and its SOI. Due to the nature and scope of the proposed SDMP Update, Project implementation would not have the capacity to increase hazards due to a design feature or incompatible uses. The vast majority of proposed facilities would be underground pipelines and would not affect roadway operations. Therefore, no impacts would result.

**Threshold (d) Result in inadequate emergency access?**

**Less Than Significant with Mitigation Incorporated.** Future construction of facilities identified in the proposed SDMP Update could delay emergency response times due to roadblocks, construction delays, and detours. However, with implementation of Mitigation Measures PS-1 and PS-2 identified above, impacts associated with inadequate emergency access would be less than significant.

**Cumulative Impacts**

The SDMP Update identifies storm drainage infrastructure needed to accommodate future development envisioned by the General Plan through buildout. Accordingly, SDMP Update implementation would not induce any additional population growth not already identified in the General Plan or studied in the General Plan EIR. As discussed above, the proposed Project would not cause a new transportation impact to occur, nor an increase in the severity of a transportation impact previously disclosed in the General Plan EIR, with implementation of the mitigation measures discussed in this section. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor a substantial increase in the severity of a cumulative impact previously disclosed.

**XVIII. TRIBAL CULTURAL RESOURCES**

WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**RESPONSES TO CHECKLIST QUESTIONS**

Since certification of the General Plan EIR, the topic Tribal Cultural Resources was added to the Appendix G checklist of CEQA thresholds. On September 25, 2014, Governor Brown signed Assembly Bill (AB) 52 into law, which requires tribal cultural resources to be considered during the CEQA process. AB 52 is applicable to projects for which a Notice of Mitigated Negative Declaration has been filed on or after July 2015. The proposed SDMP Updates provides an evaluation of several changed conditions, from what was included in the 2012 Citywide SDMP, therefore the City has initiated consultation with local tribal representatives consistent with the requirements of AB 52. Mitigation measures related to potential impacts to historic and archeological resources in the City and its SOI are described in this section.

Senate Bill (SB) 18 went into effect in January 2005, which establishes new requirements for local governments (city and county) to consult with Native American tribes to aid in the protection of traditional tribal cultural places through local land use planning. SB 18 provides California Native American tribes an opportunity to participate in local land use decisions at an early stage of planning, for the purpose of protecting, or mitigating impacts to cultural places. The purpose of involving tribes at these early planning stages is to allow consideration of cultural places in the context of broad local land use policy, before individual site-specific, project-level land use designations are made by a local government. SB 18 is applicable to general plan or specific plan processes proposed on or after March 2005. Because the SDMP was completed in 2012, and the proposed updates to these plans are after March 2005, the City has initiated consultation with local tribal representatives consistent with the requirements of AB 52 and SB 18, as discussed further below.

**Threshold (a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**

- i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?**
- ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?**

**Less Than Significant with Mitigation Incorporated.** In compliance with PRC § 21080.3.1(b), the City has provided formal notification to California Native American tribal representatives that have previously requested notification from the City regarding projects within the geographic area traditionally and culturally affiliated with the tribe. Native American groups may have knowledge about cultural resources in the area and may have concerns about adverse effects from development on tribal cultural resources as defined in PRC Section 21074.

Letters with an invitation to consult with Native American tribes pursuant to Assembly Bill 52 and Section 21080.3.1 (d) of the Public Resources Code, were sent out on December 22, 2021 based on the County's existing list of tribal contacts. Additional letters were sent to tribes on January 20, 2022 based on an updated Native American Tribal Government Consultation List provided by the Native American Heritage Commission.

As discussed in Section V, Cultural Resources, the City and its SOI contain known archaeological sites and likely contains undiscovered archaeological sites as well, particularly in undeveloped areas. Thus, the potential exists for storm drainage improvements to affect previously unidentified tribal cultural resources during construction activities. However, as noted throughout this document, the SDMP Update is a policy document and does not propose the construction or operation of specific storm drainage infrastructure projects at this time. Consequently, adoption of the SDMP Update would not directly result in the construction and operation of infrastructure that could have negative environmental effects. However, adoption would indirectly facilitate the construction and operation of storm drainage infrastructure. As such, implementation of Mitigation Measures CR-1 and CR-2 in Section V, Cultural Resources, would reduce impacts to archaeological resources, including resources that could be of cultural value to a tribe. Compliance with PRC Section 21083.2 and the listed mitigation measures would ensure the SDMP Update improvements would not cause a substantial adverse change in the significance of a tribal cultural resource. For these reasons, impacts associated with tribal cultural resources would be reduced to a less than significant level with mitigation.

### **Cumulative Impacts**

The SDMP Update identifies the storm drainage infrastructure improvements and expansions needed to accommodate future development envisioned by the General Plan through buildout. Accordingly, the proposed Project would not cause a new impact related to tribal cultural resources to occur, nor an increase in the severity of an impact related to tribal cultural resources previously disclosed in the General Plan EIR, with implementation of the mitigation measures discussed in this section. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor a substantial increase in the severity of a cumulative impact previously disclosed.

**XIX. UTILITIES AND SERVICE SYSTEMS**

WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**RESPONSES TO CHECKLIST QUESTIONS**

**Threshold (a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

**Less Than Significant Impact.** Future construction of infrastructure recommended by the SDMP Update would not impact facilities required to provide electric power, natural gas, or telecommunications facilities. As described throughout this document, the proposed SDMP Update identifies the storm drainage infrastructure improvements and expansions needed to accommodate future development envisioned by the General Plan through buildout. A variety of environmental effects could occur because of the construction of new improvements or expansion of existing improvements as identified in the SDMP Update. However, all identified impacts would be reduced to less than significant with implementation of mitigation measures identified in this document.

**Threshold (b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?**

**No Impact.** The proposed Project would not require water supplies. No impact would occur.

**Threshold (c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

**No Impact.** The proposed Project would not require wastewater treatment. No impact would occur.

**Threshold (d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

**Less Than Significant Impact.** Construction debris from pipeline trenching and site preparation of the various facilities would generate solid waste that would need to be properly disposed of in the appropriate landfill. The generation of additional construction-related waste would only be temporary and would cease upon completion of the proposed Project. Road detours due to pipeline installation may temporarily require re-routing of solid waste collection vehicles. However, affected roadways would remain open during construction. Solid waste generation during operation of the proposed facilities is anticipated to be minimal and would not result in a significant increase in waste for disposal in area landfills. Therefore, impacts would be less than significant.

**Threshold (e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

**Less Than Significant Impact.** Future construction of infrastructure recommended by the SDMP Update would comply with all federal, state, and local statutes and regulations related to solid waste. As discussed above, Project implementation would supported development anticipated at General Plan buildout and analyzed in the General Plan EIR. Accordingly, Project implementation would not generate substantial increase in solid waste and impacts would be less than significant.

### **Cumulative Impacts**

The SDMP Update identifies the storm drainage infrastructure improvements and expansions needed to accommodate future development envisioned by the General Plan through buildout. Accordingly, SDMP Update implementation would not induce any additional or new population growth not already identified in the General Plan or studied in the General Plan EIR. As discussed above, the proposed Project would not cause a new impact concerning utilities and service systems to occur, nor an increase in the severity of an impact previously disclosed in the General Plan EIR. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor a substantial increase in the severity of a cumulative impact previously disclosed.

XX. WILDFIRE

WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Threshold (a) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?**

**No Impact.** Since the approval of the General Plan EIR, the State CEQA Guidelines Appendix G checklist has been updated to include Wildfire. However, Wildland Fires were evaluated as part of the Hazards and Hazardous Materials in the General Plan EIR. There are no very high fire hazard severity zones within the City. The General Plan states that the City will provide fire and emergency response facilities and personnel necessary to meet growth of the area. The proposed SDMP Update improvements would not induce additional growth within the City and its SOI or expand the City’s service area. Therefore, no impact would occur.

**Threshold (b) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**

**No Impact.** There are no very high fire hazard severity zones within the City. The General Plan policies detail that any new developments must satisfy fire flow and other design requirements as established by the Fire Department, as well as assess steep terrain. The future infrastructure projects facilitated by the SDMP Update would be required to demonstrate compliance and would not create any new risks or exposure. Therefore, no impact would occur.

**Threshold (c)** If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

**No Impact.** There are no very high fire hazard severity zones within the City. General Plan policies state that in addition to the fire flow requirements, the City will promote coordination between land use planning and fire protection by requiring fire hazard surveying and implementing infrastructure design requirements. As previously concluded in the General Plan EIR, any future improvements would also have to satisfy all requirements and would be subject to separate review from applicable departments. Therefore, no impact would occur.

**Threshold (d)** If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

**Less than Significant with Mitigation Incorporated.** There are no very high fire hazard severity zones within the city. Facilities proposed as part of the SDMP Update would be located throughout the City and its SOI, including within urbanized and undeveloped land. Therefore, those facilities located adjacent to or within undeveloped wildland areas have the potential to be subject to increased fire hazards. Depending on a facility's proximity to areas of high susceptibility to wildfires, that facility may be exposed to significant impacts due to wildfires. Implementation of Mitigation Measure WF-1, which includes requirements for fuel-modification zones, fire equipment access, and emergency preparedness protocol, would reduce these impacts to a less than significant level.

***Mitigation Measure WF-1:*** *Prior to approval of site design, facilities located within area of high susceptibility to wildfire hazards shall include fuel-modification zones, road standards that provide for fire equipment access, the assured provision of minimum water supply reserves for emergency fire use, fuel breaks and greenbelts, clearances around structures, and emergency preparedness protocol and procedures as recommended by the General Plan.*

### **Cumulative Impacts**

As discussed above, the proposed Project would not cause a new wildfire impact to occur, nor an increase in the severity of a wildfire impact previously identified in the General Plan EIR, with implementation of the mitigation measures discussed in this section. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor a substantial increase in the severity of a cumulative impact previously disclosed.

**XIX. MANDATORY FINDINGS OF SIGNIFICANCE**

WOULD THE PROJECT:

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

**RESPONSES TO CHECKLIST QUESTIONS**

**Threshold (a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

**Less Than Significant with Mitigation Incorporated.** As discussed in Section IV (Biological Resources) and Section V (Cultural Resources) of this Initial Study/CEQA Guidelines Section 15183 Analysis, the SDMP Update has the potential to result in potentially significant impacts on the environment. However, Mitigation Measures BIO-1 through BIO-9 would reduce impacts on biological resources to less than significant, while Mitigation Measures CR-1 and CR-2 would reduce impacts on cultural resources to less than significant.

**Threshold (b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

**Less Than Significant Impact.** Construction of storm drainage infrastructure identified in the SDMP Update would occur over time and would be dependent on future development within the City and its SOI. Therefore, it is not anticipated that cumulative impacts would result from implementation of

improvements. Adherence to the mitigation measures identified throughout this document would reduce potential short-term and long-term impacts to less than significant.

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

**Less Than Significant Impact.** As stated in various sections of this Initial Study/State CEQA Guidelines Section 15183 Analysis, the SDMP Update has the potential to result in significant impacts on the environment. However, with implementation of mitigation measures identified throughout this document, impacts would be less than significant.

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## **SECTION 7.0 REFERENCES**

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

*California Environmental Quality Act (CEQA) Guidelines, 2021.*

City of Tracy, *Amendment to the Draft EIR*, March 2006.

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

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

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

Wood Rodgers, Inc. *City of Tracy, Citywide Storm Drainage Master Plan*, September 2021.