

WAL-MART EXPANSION
CITY OF TRACY
3010 W. GRANT LINE ROAD, TRACY
DRAFT ENVIRONMENTAL IMPACT REPORT
SCH No. 2004012040



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PLANNING DIVISION
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OCTOBER 2005

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1.0 INTRODUCTION

Existing Tracy Wal-Mart and parking lot.



This section summarizes the purpose of the Environmental Impact Report (EIR); describes the environmental procedures that are to be followed according to State law; describes the intended uses of the EIR; describes the project's relationship to the City of Tracy's General Plan and I-205 Specific Plan; and the EIR's scope and organization.

1.1 BACKGROUND AND PURPOSE

This Environmental Impact Report (EIR) has been prepared in conformance with the California Environmental Quality Act (CEQA) to evaluate the environmental effects of the proposed expansion of the Wal-Mart store in the Tracy Marketplace shopping center.

The proposed Wal-Mart expansion and associated parking and landscaping is situated in the northwestern edge of the City of Tracy, in the Tracy Marketplace Shopping Center. The shopping center is located on Grant Line Road with visual exposure along the I-205 Freeway. This section of the city constitutes a retail gateway area for Tracy, with two retail centers, a regional mall and an Auto Mall all within the immediate area. The continued commercial growth is a goal described in the I-205 Specific Plan (May 1990) and the subsequent I-205 Corridor Specific Plan Amendment (July 1999). The Specific Plan is the planning document that governs this part of the City. The expansion will increase the size of the retail business from 125,689 square feet by approximately 82,704 square-feet, for a total retail area of approximately 208,393 square-feet (219,425 square feet including the existing garden center and garden center expansion) or approximately 4.913 acres. Approximately 33,928 square feet of the additional retail space will be devoted to grocery sales; the remaining space will be used for other uses, including a garden center, general retail, a snack bar, storage, and a vision center. The retail store will also have adjacent outdoor sales, which includes the garden center expansion (11,032 square feet) area, and a 5,282 square foot outdoor sales area. Together, the garden center (existing plus expansion) and the outdoor sales area total 16,314 square feet. The complete development, including the existing building and parking lot would be approximately 19.33 acres or 842,000 square feet.

What is a "Lead Agency"?

The "Lead Agency" is the agency (in this case, the City of Tracy, which will be primarily responsible for approving and overseeing the implementation of a project.

The project site encompasses approximately 4.913 acres adjacent to and west of the existing Wal-Mart building. *Please see Section 3.0 of this report for a detailed description of proposed structures and activities.*

The City of Tracy, acting as **lead agency**, has prepared this Draft EIR to provide the public and responsible and trustee agencies with information about the potential environmental effects of the proposed project. As described in CEQA Guidelines Section 15121(a), an EIR is a public **informational document** that assesses potential environmental effects of a proposed project, and identifies mitigation measures and alternatives to the proposed project to avoid adverse environmental impacts of the proposed development or identify possible ways to minimize the

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significant effects. Public agencies are charged with the duty to consider and minimize environmental impacts of proposed development where feasible, and an obligation to balance a variety of public objectives, including economic, environmental, and social factors.

CEQA requires the preparation of an environmental impact report prior to approving any "project" which may have a significant effect on the environment. For the purposes of CEQA, the term "project" refers to the whole of an action, which has the potential for resulting in a direct physical change or a reasonably foreseeable indirect physical change in the environment (CEQA Guidelines Section (15378[a])). With respect to the proposed project, Tracy has determined the development is a "project" within the definition of CEQA, and that it has the potential for resulting in significant environmental effects.

1.2 TYPE OF DOCUMENT

CEQA identifies several types of EIRs, each applicable to different project circumstances. This EIR has been prepared as a **Project EIR** pursuant to CEQA Guidelines Section 15161. This type of analysis focuses primarily on the changes in the environment that would occur as a result of implementing the proposed project, and examines all phases of a particular project (i.e. planning, construction, and operation).

The project-level analysis in this report addresses impacts associated with the development and operation of the expanded retail store, and provision of infrastructure and services for the project.

Ultimately, the EIR is intended to be used by the City of Tracy as a tool in evaluating a proposed project's environmental impacts and can be further used to modify, approve, or deny approval of the proposed project based on the analysis provided in the EIR.

The environmental impacts of commercial development on the project site were also addressed in the following documents: (1) the EIR for the Tracy General Plan, certified by the City Council on July 19 1993 (Resolution No. 93-226); (2) the EIR for the I-205 Specific Plan, certified by the City Council on August 21, 1990 (Resolution No. 90-326); and (3) the Negative Declaration for Amendments to the I-205 Specific Plan adopted by the City Council on July 6, 1999 (Resolution No. 99-240).

1.3 INTENDED USES OF THE EIR

This EIR has been prepared in accordance with the California Environmental Quality Act and the CEQA Guidelines. The EIR is intended to evaluate the environmental impacts of the proposed project to the greatest extent possible. This EIR, in accordance with CEQA Guidelines Section 15126, should be used as the primary environmental document to evaluate all subsequent planning and permitting actions associated with the project. Subsequent actions include, but are not limited to the following:

- Project approval by the Tracy City Council,
- Grading plans, and
- Building permits

1.4 ORGANIZATION AND SCOPE

Sections 15122 through 15132 of the CEQA Guidelines identify the content requirements for Draft and Final EIRs. An EIR must include:

- A description of the environmental setting,
- An environmental impact analysis,
- Mitigation measures,
- Alternatives,
- Growth-inducing impacts,
- Significant non-avoidable impacts, and
- Cumulative impacts

The environmental issues addressed in the Draft EIR were established through review of environmental documentation developed for the project, environmental documentation for nearby projects.

This Draft EIR is organized as follows:

Section 1.0 - Introduction

Section 1.0 provides an introduction and overview describing the intended use of this EIR and the review and certification process.

Section 2.0 - Executive Summary

This section summarizes the proposed project and provides a concise summary matrix of the project's environmental impacts and associated mitigation measures.

Section 3.0 - Project Description

This section provides a detailed description of the proposed project, including intended objectives, background information, and physical and technical characteristics.

Section 4.0 - Environmental Setting, Impacts and Mitigation Measures

Section 4.0 contains an analysis of environmental topic areas as identified below. Each subsection contains a description of the existing setting of the project area, identifies project-related impacts, and recommends Mitigation measures.

The following major environmental topics are addressed in this section:

Land Use Planning/ Agriculture/ Economics: This section addresses the land use impacts associated with implementation of the project, including consistency with City land use goals and policies, agricultural lands and consistency with applicable land use regulations contained in the I-205 Specific Plan and the Tracy Zoning Ordinance and Municipal Code.

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The section also addresses the potential physical effects and possible urban decay related to the proposed Wal-Mart expansion and the cumulative impacts if both the Wal-Mart expansion and the WinCo Foods project are completed.

Aesthetics: This section assesses the overall increase in nighttime illumination produced by the project and the light spill-over into adjoining uses, as well as overall aesthetic impacts of the development and operation of the proposed project.

Hazards and Hazardous Materials: Addresses the presence of hazardous conditions or materials on the site, or associated with the project, and the manner in which such hazards can be mitigated. This section concludes that the project would have a less-than-significant effect with regard to this issue.

Transportation/Traffic: Addresses the impacts on the local and regional road system. In addition, the section assesses impacts on transit, bicycle, and pedestrian facilities.

Noise: Examines noise impacts during construction and at project buildout, as related to potential noise generation from mobile and stationary sources. This section also addresses the impact of noise generation on nearby residential uses.

Air Quality: Discusses the local and regional air quality impact associated with the proposed project.

Hydrology and Water Quality: Examines the impacts of the project on local hydrological conditions, including drainage areas, groundwater, and changes in drainage flow rates. This section also addresses the potential impacts the project may have on soils, soil suitability for development, and seismic hazards.

Geology and Soils: Discusses potential seismic hazards and soil conditions that may be affected by the proposed project.

Biological Resources: The project's impacts biological resources on the site are addressed. This section includes a summary of a study of the project site conducted for this project.

Cultural Resources: Addresses the potential impacts on archeological resources at the project site.

Public Services: Addresses the project's impact on public services such as police and fire. This section concludes that the project would have a less-than-significant effect on public services.

Utilities and Service Systems: Addresses the impact of the project on the utilities, including the ability of the existing utility systems to provide service to the project. This section concludes that the project would have a less-than-significant effect on public utilities and service systems.

Effects Found Not to be Significant

The following resource topics were not discussed in this EIR as they were found as the result of this report's analysis to be less than significant. These sections include:

Mineral Resources: *There are no mineral resources that would be affected by the Wal-Mart Expansion project area. According to the City of Tracy General Plan FEIR, the project area is in an area where adequate information indicates that no significant mineral deposits are present or where it is judged that little likelihood exist for their presence.*

Population and Housing: *The proposed project would not have an effect on Population and Housing, as it is an expansion of a commercial enterprise. Persons already residing in the Tracy area would most likely fill any jobs created by the project.*

Section 6.0 - Alternatives to the Project

CEQA Guidelines Section 15126.6 requires that an EIR describe a range of reasonable alternatives to the project, which could feasibly attain the basic objectives of the project and avoid and/or lessen the environmental effects of the project. This alternatives analysis provides a comparative analysis between the project and the selected alternatives, which include:

No Project: Expansion would not occur

The alternatives analysis also included an examination of a variety of other alternatives, which were dismissed from detailed analysis. See the Alternatives section for a detailed discussion of these dismissed alternatives and the reasons why they were not examined in detail.

Grocery Only Expansion Alternative:

This alternative assumes expansion of the existing Wal-Mart with only the components related to the proposed grocery expansion. No other proposed project components would be constructed. **Figures 6.0-1** and **6.0-2** display the lay out of the proposed grocery only alternative.

Chrisman Road Relocation Alternative:

This alternative assumes relocation and replacement of the existing Wal-Mart as a Wal-Mart Supercenter store with all components of the existing store and the proposed project at an approximately 112-acre City-owned site located north of Eleventh Street on Chrisman Road. **Figure 6.0-3** illustrates the location of the Chrisman Road alternative.

Section 7.0 - Other Sections Required by CEQA

This section examines a variety of topics which are required by state law, including:

Cumulative Impacts: A cumulative significant impact would result in a new substantial change in the environment from effects of the project when evaluated in the context of reasonably foreseeable development in the surrounding area.

Significant Unavoidable Environmental Effects: Any impacts that cannot be avoided or reduced to a less-than-significant level.

Growth Inducement And Secondary Effects Of Growth: The ability of the proposed project to cause other growth or to cause other projects to be constructed.

1.0 INTRODUCTION

Section 8.0 - Report Preparers and References

This section lists the authors and agencies that assisted in the preparation of the report by name, title, and company or agency affiliation.

Appendices

This section includes all notices and other procedural documents pertinent to the EIR, as well as all technical material prepared to support the analysis. Technical reports are included in a separate bound appendices volume.

1.5 ENVIRONMENTAL REVIEW PROCESS

The review and certification process for the EIR will involve the following procedural steps. (“” indicates that a step has been completed; “” shows a step to be completed in the future.)

NOTICE OF PREPARATION (*ALREADY COMPLETED*)

In accordance with Section 15082 of the CEQA Guidelines, the City of Tracy prepared a Notice of Preparation (NOP) of an EIR, which began circulating for review by the public and other agencies in January 2004. The City of Tracy was identified as the lead agency for the proposed project. The NOP is shown in **Appendix A**. This notice was circulated to the public, local, State, and Federal agencies, and other interested parties to solicit comments on the proposed project. No concerns were raised in response to the NOP.

DRAFT EIR (THIS DOCUMENT)

This document constitutes the Draft Environmental Impact Report (DEIR). The DEIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives. Upon completion of the DEIR, the City will file the Notice of Completion (NOC) with the State Office of Planning and Research to begin the public review period (Public Resources Code, Section 21161).

PUBLIC NOTICE/PUBLIC REVIEW

Concurrent with the release by the City of the DEIR, the City will provide public notice of the availability of the DEIR for public review, and invite comment from the general public, agencies, organizations, and other interested parties. The public review and comment period should be no less than 30 days or longer than 90 days. The review period in this case is expected to be 45 days. Public comment on the DEIR will be accepted both in written form and orally at public hearings. All comments or questions regarding the DEIR should be addressed to:

Victoria Lombardo
City of Tracy
Planning Division
520 Tracy Boulevard
Tracy, CA 95376
E-Mail: victoria.lombardo@ci.tracy.ca.us

The City will accept comments on the Draft EIR which are e-mailed to Ms. Lombardo, provided that the e-mail message contains the following:

- An e-mail address to which a receipt confirmation can be sent.
- The name and mailing address of the commentor.
- A phone number should be provided, but is optional.
- If the commentor represents an organized group, this must be disclosed.

1.0 INTRODUCTION

RESPONSE TO COMMENTS/FINAL EIR (*FUTURE STEP*)

Following the public review period, a Final EIR (FEIR) will be prepared. The FEIR will respond to written comments received during the public review period and to oral comments made at any public hearing. The Planning Commission and City Council will review and consider the FEIR prior to their decision to approve, revise, or reject the proposed project.

CERTIFICATION OF THE EIR/PROJECT CONSIDERATION (*FUTURE STEP*)

If the City finds that the FEIR is "adequate and complete", the City may certify the FEIR. The rule of adequacy generally holds that the EIR can be certified if: 1) it shows a good faith effort at full disclosure of environmental information; and 2) provides sufficient analysis to allow decisions to be made regarding the project in contemplation of its environmental consequences.

Upon review and consideration of the FEIR, the City may act upon the project. A decision to approve the project would be accompanied by written findings in accordance with CEQA Guidelines Section 15091 and, if applicable, Section 15093. The City would also adopt a Mitigation Monitoring Program, as described below, for mitigation measures that have been incorporated into or imposed upon the project to reduce or avoid significant effects on the environment. This Mitigation Monitoring Program will be designed to ensure that these measures are carried out during project implementation.

MITIGATION MONITORING (*FUTURE STEP*)

CEQA Section 21081.6(a) requires lead agencies to adopt a reporting and mitigation monitoring program to describe measures which have been adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment. The specific "reporting or monitoring" program required by CEQA is not required to be included in the EIR, however it will be presented to the City Council for adoption. Throughout the EIR, however, mitigation measures have been clearly identified and presented in language that will facilitate establishment of a monitoring and reporting program. Any mitigation measures adopted by the City as conditions for approval of the project will be included in a Mitigation Monitoring Program to verify compliance.

What is "Mitigation"?

"Mitigate" is defined by Webster's Dictionary as "1. to lessen in force or intensity . . . 2. to make less severe . . . 3. to make milder or more gentle . . ."

As used in this report, "mitigation" is a change which is imposed on the project to make a potential impact less severe (for instance, a measure which reduces noise would "mitigate" a potential noise impact. Some mitigation measures are more effective than others; this document will identify when they are effective enough to reduce impacts to acceptable levels, or whether some unacceptable impacts would result even if proposed measures are implemented.

1.6 TERMS USED IN THIS REPORT'S ANALYSIS OF ENVIRONMENTAL IMPACTS

This Draft EIR uses the following terminology to describe environmental effects of the proposed project:

Standards of Significance: A set of criteria used by the lead agency to determine at what level or "threshold" an impact would be considered significant. Significance criteria used in this EIR include the CEQA Guidelines; factual or scientific information; regulatory performance standards of local, state, and federal agencies; and City goals, objectives, and policies.

Less Than Significant Impact: A less than significant impact would cause no substantial change in the environment (no mitigation required).

Significant Impact: A significant impact would cause (or would potentially cause) a substantial adverse change in the physical conditions of the environment. Significant impacts are identified by the evaluation of project effects using specified standards of significance. Mitigation measures and/or project alternatives are identified to reduce project effects to the environment.

Significant Unavoidable Impact: A significant and unavoidable impact would result in a substantial change in the environment that cannot be avoided or mitigated to a less than significant level if the project is implemented.

Cumulative Significant Impact: A cumulative significant impact would result in a new substantial change in the environment from effects of the project when evaluated in the context of reasonably foreseeable development in the surrounding area.

2.0 EXECUTIVE SUMMARY

This section provides an overview of the project and the environmental analysis. For additional detail regarding specific issues, please consult the appropriate chapter of Section 4.0, Environmental Setting, Impacts, and Mitigation Measures.

2.1 PURPOSE AND SCOPE OF THE EIR

This EIR provides an analysis of the potential environmental effects associated with the proposed expansion of the existing Wal-Mart in the City of Tracy, with Wal-Mart as the project applicant



and the City as the Lead Agency. The project site is currently zoned as a Planned Unit Development (PUD). According to the Tracy Municipal Code, the Planned Unit Development (PUD) Zone is "designed to allow flexibility and creativity in site planning for residential, commercial, or industrial uses to achieve greater efficiency in land use by maximizing open space, preserving natural amenities, and creating additional amenities." The site is also designated as Commercial in the City of Tracy General Plan. The I-205 Specific Plan

land use designation of General Commercial is implemented through the PUD Zoning.

The existing Wal-Mart received their building and use permits in April of 1993 and began construction the fall of that year. Discretionary reviews of the project, consisting of a Conditional Use Permit, a Development Review, and a lot line adjustment are required to secure building entitlements. The Development Plan Review is a Preliminary and Final Development Plan (PDP/FDP), and needs to obtain Planning Commission and City Council because of the PUD zoning on the site.

The EIR analysis focuses on potential impacts arising from construction and operation of the expanded Wal-Mart facility. The EIR provides a credible worst-case scenario of the impacts resulting from project implementation. In addition to site-specific impacts that relate to development of the project itself, the EIR also analyzes the cumulative effect of the project, when considered with other projects in the surrounding area or region that create similar impacts.

2.2 PROJECT CHARACTERISTICS

Based upon the application submitted by Wal-Mart, the project would include the expansion and operation of an existing 125,689 square-foot Wal-Mart store located at 3010 W. Grant Line Road, within the Tracy Marketplace Shopping Center in the City of Tracy. The expansion will increase the size of the retail business from 125,689 square feet by approximately 82,704 square feet, for a total retail area of approximately 208,393 square feet (219,425 square feet including existing garden center and garden center expansion). Approximately 33,928 square feet of the additional retail space will be devoted to grocery sales; the remaining space will be used for other uses, including a garden center, general retail, a snack bar, storage, and a vision center. The retail store will also have adjacent outdoor sales, which includes the existing garden center with expansion (totaling 11,032 square feet), and a 5,282 square foot outdoor sales area. Together, the garden center (existing plus expansion) and the outdoor sales area total 16,314 square feet. The complete development, including the existing building and parking lot would be approximately 19.33 acres, or 842,000 square feet.

The principal objectives identified by the applicant (Wal-Mart) are to:

2.0 EXECUTIVE SUMMARY

- Design a project consistent with the City of Tracy General Plan and Zoning Ordinance;
- Expand the existing facility to provide the region with an affordable shopping alternative to bring a wide variety of products to the City of Tracy as well as the surrounding communities;
- Achieve an architectural design that softens the scale and mass of the proposed building, as expanded, with features designed to blend with the surrounding area
- Provide sufficient landscaping to soften the design and create a pleasant and attractive shopping appearance that unifies the old building with the new addition and compliments the surrounding area;
- Minimize potential automobile and pedestrian conflicts through site planning that clearly separates automobile and pedestrian access areas;
- Minimize noise impacts to the surrounding uses by using structures such as sound walls and/or by placing potentially noisy activities such as loading and unloading deliveries and waste either within the main structure (i.e., at loading docks);
- Provide sufficient off-street parking to ensure that adequate on-site parking is provided for store customers and employees, and
- Provide a retail element that will provide significant benefits to the City and community in terms of employment opportunities, sales tax revenues, shipping opportunities and community programs.

2.3 PROJECT ALTERNATIVES SUMMARY

CEQA Guidelines Section 15126.6 requires that an EIR describe a range of reasonable alternatives to the project, which could feasibly attain the basic objectives of the project and reduce the degree of environmental impact. Section 6.0, Alternatives to the Project, provides a qualitative analysis of four scenarios that include:

No Project: The Wal-Mart Expansion Project would not occur.

The alternatives analysis also included an examination of a variety of other alternatives, which were dismissed from detailed analysis. See the Alternatives section for a detailed discussion of these dismissed alternatives and the reasons why they were not examined in detail.

2.4 ISSUES EXAMINED IN THIS REPORT

Based on an initial review of the proposed project by City staff, the following issues were identified by the City of Tracy Planning Division as having potentially significant impacts and are examined in this EIR:

Land Use Planning: This section addresses the land use impacts associated with implementation of the project, including consistency with City land use goals and policies, and consistency with applicable land use regulations contained in the I-205 Specific Plan and the Tracy Zoning Ordinance and Municipal Code.

Economics: This section addresses the potential physical effects and possible urban decay related to the proposed Wal-Mart expansion and the cumulative impacts if both the Wal-Mart expansion and the WinCo Foods project are completed.

Visual/Aesthetics: This section assesses the overall increase in nighttime illumination produced by the project and the light spill-over into adjoining uses, as well as overall aesthetic impacts of the development and operation of the proposed project.

Transportation/Traffic: Addresses the impacts on the local and regional road system. In addition, the section assesses impacts on transit, bicycle, and pedestrian facilities.

Noise: Examines noise impacts during construction and at project buildout, as related to potential noise generation from mobile and stationary sources. This section also addresses the impact of noise generation on nearby residential uses.

Air Quality: Discusses the local and regional air quality impact associated with the proposed project.

Hydrology and Water Quality: Examines the impacts of the project on local hydrological conditions, including drainage areas, groundwater, and changes in drainage flow rates. This section also addresses the potential impacts the project may have on soils, soil suitability for development, and seismic hazards.

Geology and Soils: Discusses potential seismic hazards and soil conditions that may be affected by the proposed project.

Biological Resources: The project's impacts on biological resources on the site are addressed. This section includes a summary of a study of the project site conducted for this project.

Hazards and Hazardous Materials: Addresses the presence of hazardous conditions or materials on the site, or associated with the project, and the manner in which such hazards can be mitigated. This section concludes that the project would have a less-than-significant effect with regard to this issue.

Cultural Resources: Addresses the potential impacts on archeological resources at the project site.

Public Services: Addresses the project's impact on public services such as police and fire. This section concludes that the project would have a less-than-significant effect on public services.

The following issues are also examined, but were found to have impacts that are considered to be less than significant:

Utilities and Service Systems: Addresses the impact of the project on the utilities, including the ability of the existing utility systems to provide service to the project. This section concludes that the project would have a less-than-significant effect on public utilities and service systems.

The following issues were not examined further in this EIR as there was no impact to these resources based upon review of the project expansion:

2.0 EXECUTIVE SUMMARY

Agricultural Resources

Mineral Resources

Population and Housing

2.5 SUMMARY OF ENVIRONMENTAL IMPACTS

Table 2-1 presents a summary of project impacts and proposed mitigation measures that would avoid or minimize potential impacts. In the table, the level of significance of each environmental impact is indicated after the application of the recommended mitigation measure(s).

For detailed discussions of all project impacts and mitigation measures, the reader is referred to topical environmental analysis sections in Section 4.0, Environmental Setting, Impacts, and Mitigation Measures.

**TABLE 2.0-1
PROJECT IMPACTS AND PROPOSED MITIGATION MEASURES**

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Land Use			
Impact 4.1.1 Implementation of the proposed project would be consistent with the City of Tracy General Plan land use designations (a general plan update is in process and the project would be consistent with the land use designation in the proposed general plan update)	LTS	None required.	LTS
Impact 4.1.2 Implementation of the proposed project would be consistent with the City of Tracy Zoning Ordinance.	LTS	None required.	LTS
Impact 4.1.3 Implementation of the proposed project would be consistent with the City of Tracy I-205 Corridor Specific Plan and Specific Plan Amendment.	LTS	None required.	LTS
Impact 4.1.4 Construction of the proposed project and associated infrastructure could produce short-term adverse effects on adjacent uses due to dust, noise, and construction-related activities.	PS	MM 4.1.4a Prior to commencement of any construction activities requiring complete or partial closure of existing public roadways surrounding the project site, the project applicant shall perform the following tasks to the satisfaction of the City of Tracy Development and Engineering Services: <ul style="list-style-type: none"> • Obtain written approval from the Director of Public Works and/or City Engineer for the proposed temporary road closure or detour route; • Ensure access for any users onto the I-205 Interstate and Grant Line Road; • Provide written notice to property owners along affected roadways one week prior to roadway closures (if closures are required); • Post notice of planned closure on affected 	LTS

2.0 EXECUTIVE SUMMARY

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		<p>roadways two weeks prior to roadway closures;</p> <ul style="list-style-type: none"> • To ensure public safety, clearly marked and secure roadway construction areas; and • Steel plates or other appropriate measures shall be placed over open trenches at the end of each workday to restore vehicle access to all residents and nearby commercial properties. <p><i>Timing/Implementation: Prior to commencement of any construction activities requiring complete or partial closure of existing roadways surrounding the project site.</i></p> <p><i>Enforcement/Monitoring: City of Tracy Public Works Department and DES Department.</i></p> <p>MM 4.1.4b During construction activities, the project applicant shall limit the amount of daily construction equipment traffic by staging construction equipment and vehicles on the project site at the end of each workday rather than removing them. Construction staging areas shall be included on improvement and grading plans in a location acceptable to the City.</p> <p><i>Timing/Implementation: Prior to improvement plan approval.</i></p> <p><i>Enforcement/Monitoring: City of Tracy Development and Engineering Services Department.</i></p>	
<p>Impact 4.1.5 The proposed expansion will be compatible with the existing and future development of the parcels near and adjacent to the Wal-Mart expansion project site.</p>	<p>LTS</p>	<p>None required</p>	<p>LTS</p>
<p>Impact 4.1.6 The proposed Wal-Mart expansion may conflict with some businesses and stores within the I-205 Corridor. The proposed project would not lead to physical degradation such as store vacancies or urban decay by causing a significant impact due to economic change.</p>	<p>LTS</p>	<p>None required</p>	<p>LTS</p>

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Visual Resources			
Impact 4.2.1 Implementation of the proposed project would not substantially alter the existing landscape characteristics of the project site from commercial/retail and vacant to a larger commercial/retail warehouse type building.	LTS	None required	LTS
Impact 4.2.2 Implementation of the proposed project would result in the introduction of glare sources in a previously undeveloped area.	LTS	None required	LTS
Impact 4.2.3 Development of the Wal-Mart expansion project would add to existing sources of nighttime lighting and glare, resulting in a minor increase to ambient nighttime lighting levels due to the expanded store hours (operating 24 hours per day, 7 days a week).	LTS	None required	LTS
Impact 4.2.4 The proposed project would not impact any existing scenic resources, as none are located on or near the project site.	LTS	None required.	LTS
Human Health and Hazards			
Impact 4.3.1 The proposed project would include the limited transportation, handling, and use of hazardous materials that may result in adverse environmental impacts.	LTS	None required.	LTS
Impact 4.3.2 Due to historical agricultural activities, the Wal-Mart expansion project site and surrounding vicinity is located in an area that may contain hazardous materials. Site reconnaissance indicated no environmental concerns; however, it is possible that agricultural chemicals were used on site.	PS	MM 4.3.2 Prior to issuance of grading permits, the project area shall be surveyed to accurately identify areas where hazardous materials may be present. The applicant shall perform soil sampling if necessary to determine the potential of soil and groundwater contamination present on and adjacent to the project site. Any remediation or exporting of soils from the project site shall be undertaken in accordance with the requirements of the California Department of Toxic Substances Control (DTSC),	LTS

2.0 EXECUTIVE SUMMARY

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		<p>the Regional Water Quality Control Board, and San Joaquin County Environmental Health Department (SJCEHD).</p> <p><i>Timing/Implementation: Prior to issuance of grading permits.</i></p> <p><i>Enforcement/Monitoring: City of Tracy Department of Development & Engineering Services</i></p>	
<p>Impact 4.3.3 Implementation of the proposed project could result in exposure to existing hazardous materials substances or waste within one-quarter mile of an existing or proposed school.</p>	LTS	None required.	LTS
Transportation			
<p>Impact 4.4.1 The addition of project traffic to the Grant Line Road / Byron Road intersection in the Existing plus Project scenario will add traffic to an intersection that is already operating at a deficient level of service.</p>	SI	<p>MM 4.4.1 By signaling the intersection the average delay would be reduced to 30 seconds, an acceptable LOS C. In addition to the installation of a signal, signal preemption and coordination with the rail road crossing and detection system is also required.</p> <p>The affected study intersection is within the jurisdiction of San Joaquin County, and the City has no improvement plan for the affected intersection. Furthermore, there is no existing traffic impact mitigation fee program in place, and therefore, the mitigation cannot be implemented, and the impact would remain significant and unavoidable.</p>	SU
<p>Impact 4.4.2 The addition of project traffic to the Grant Line Road/Corral Hollow Road intersection would add traffic to the intersection that is already operating at a deficient level of service.</p>	PS	<p>MM 4.4.2 Creating an exclusive free-flow right-turn lane of 450 feet on eastbound Grant Line Road approaching the intersection with a receiving lane of 400 feet extending south from the intersection on Corral Hollow Road is recommended. Optimizing the signal timing for Existing plus Project traffic volumes is also recommended. These mitigations are expected to reduce the average intersection delay to 33</p>	LTS

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		<p>seconds in the PM peak hour.</p> <p><i>Timing/Implementation: The City of Tracy shall be responsible for the intersection improvement and acquisition of right-of-way, both of which would be funded by the proposed project. With implementation of this mitigation, project impacts under Impact 4.4.2 would be reduced to less-than-significant.</i></p> <p><i>Enforcement/Monitoring: The City of Tracy Development and Engineering Services Department</i></p>	
<p>Impact 4.4.3 The addition of project traffic would increase the volume on I-205.</p>	PS	None required.	LTS
<p>Impact 4.4.4 The addition of Project traffic, along with other cumulative development traffic, would result in unacceptable operations at seven of the ten study intersections with existing intersection geometries.</p>	PS	<p>MM 4.4.4 To mitigate its contribution to Cumulative traffic impacts, the proposed project would be responsible for participating in and funding a Roadway Finance and Implementation Plan to determine its fair share of required improvements.</p> <p><i>Timing/Implementation: Prior to issuance of any building permit for the Wal-Mart project, an update to the "Finance and Implementation Plans" FIPs for the I-205 Corridor Specific Plan Area shall be completed in order to update the list of impacted intersections and estimates of the costs to make necessary roadway improvements as identified in Table 4.4-8. Wal-Mart shall be subject to its fair share of the increase in costs to roadway improvements that will result from the update of the FIPs. Wal-Mart shall pay its fair share of the increase in costs that result from the FIP update prior to issuance of any building permit or certificate of occupancy for the proposed project. However, if such fees are not fully paid prior to issuance of a building permit, Wal-Mart shall enter into an agreement with the City to pay the fees prior</i></p>	LTS

2.0 EXECUTIVE SUMMARY

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		<p><i>to issuance of a certificate of occupancy. The agreement shall contain a legal description of the property and shall be recorded in the Office of the County Recorder. The agreement shall be secured by a lien against the property and/or other security in a form acceptable to the City Attorney.</i></p> <p><i>Enforcement/Monitoring: City of Tracy Development and Engineering Services Department.</i></p>	
<p>Impact 4.4.5 The addition of project traffic, along with other cumulative development traffic, to Grant Line Road/Corral Hollow Road intersection in the Cumulative plus Project scenario will add delay to an intersection that is already operating at a deficient level of service.</p>	<p>SI</p>	<p>MM 4.4.5 Construction of a single-point urban interchange (SPUI) is recommended, along with the through traffic being grade separated allowing for free-flow along Grant Line Road. By grade separation of Grant Line Road, the average intersection delay would be reduced to an acceptable 22 seconds.</p> <p>The City intends on making a finding that this mitigation is infeasible, therefore, the impacts will be significant and unavoidable.</p>	<p>SU</p>
<p>Impact 4.4.6 The proposed Project, along with other Cumulative development traffic, would add traffic to the Eleventh Street/Corral Hollow Road intersection in the Cumulative plus Project scenario, contributing to an already deficient level of service at this intersection.</p>	<p>SI</p>	<p>MM 4.4.6 Construction of a single-point urban interchange (SPUI) is recommended along with the through traffic being grade separated allowing for free-flow along Eleventh Street. By grade separation of Corral Hollow Road, the average intersection delay would be reduced to an acceptable 27 seconds (LOS C).</p> <p>The City intends on making a finding that this mitigation is infeasible, therefore, the impacts will be significant and unavoidable.</p>	<p>SU</p>
<p>Impact 4.4.7 Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.</p>	<p>LTS</p>	<p>None required.</p>	<p>LTS</p>

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Impact 4.4.8 The proposed project would not result in inadequate emergency access.	LTS	None required.	LTS
Impact 4.4.9 The proposed project would not result in insufficient parking capacity.	LTS	None required.	LTS
Impact 4.4.10 The proposed project would not conflict with adopted policies plans or supporting alternative transportation.	LTS	None required.	LTS
Noise			
Impact 4.5-1 Project-related traffic is expected to result in no appreciable traffic noise level increase over no-project levels, as indicated by Table 4.5-5 .	LTS	None Required.	LTS
Impact 4.5-2 During the construction phases of the project, noise from construction activities would generate noise, but that noise would be partially to completely masked by existing Highway 205 traffic noise.	LTS	None Required.	LTS
Impact 4.5-3 Noise generated by new loading dock activities and additional mechanical equipment is predicted to be well within compliance with City of Tracy noise standards, and well below existing background noise levels at the nearest residences to the project site.	LTS	None Required.	LTS
Impact 4.5-4 Cumulative plus project traffic is expected to result in traffic noise level increases over cumulative no-project levels of 0 to 1 dB Ldn (Table 4.5-6) on the roadways in the immediate project vicinity.	LTS	None required.	LTS
Air Quality			
Impact 4.6-1 Implementation of the proposed project would result in temporarily increased PM ₁₀ levels in the immediate vicinity during construction.	PS	MM 4.6.1 The following measures are appropriate dust control strategies to be implemented that go beyond the requirements of SJVAPCD Regulation VIII: <ul style="list-style-type: none"> • Limit traffic speeds on unpaved roads to 15 mph. 	LTS

2.0 EXECUTIVE SUMMARY

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		<ul style="list-style-type: none"> • Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site. • Suspend excavation and grading activities when winds exceed 20 mph. • Limit size of area subject to excavation, grading or other construction activity at any one time to avoid excessive dust. • Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent. • Expediently remove the accumulation of mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring <p><i>Timing/Implementation: During construction activities.</i></p> <p><i>Enforcement/Monitoring: City of Tracy DES Department</i></p>	
Impact 4.6.2 Traffic from the proposed project would result in an increase in carbon monoxide concentrations.	LTS	None required.	LTS
Impact 4.6.3 The proposed project would result in a small increase in diesel truck trips to the loading dock area.	LTS	None required.	LTS
Impact 4.6.4 Development of the project would result in increases in emission of both ozone precursors and PM ₁₀ .	LTS	None required.	LTS
Impact 4.6.5 This project in combination with other reasonably foreseeable projects would increase regional air emissions well beyond the SJVAPCD significance threshold.	SU	<p>MM 4.6.5 To mitigate for cumulative impacts the following design features are recommended</p> <ul style="list-style-type: none"> • Use energy efficient design including automated control system for heating/air conditioning and energy efficiency, utilize lighting controls and energy-efficient lighting in buildings and use light colored roof materials to reflect heat. • Plant deciduous trees on the south and westerly facing sides of buildings. 	SU

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
Hydrology			
Impact 4.7.1 Construction of the proposed project has the potential to introduce constituents associated with construction activities into storm water runoff. When a site is disturbed for construction activity, there is a potential for pollutants to discharge from the site into downstream receiving waters; with the implementation of BMPs in compliance with the Clean Water Act.	LTS	None required	LTS
Impact 4.7.2 The proposed project has the potential to introduce constituents associated with post-construction activities into storm water runoff. When a project includes new impervious surfaces, there is a potential for pollutants to discharge from the site into downstream receiving waters; compliance with the City's Storm Water Management Plan	LTS	None required	LTS
Impact 4.7.3 According to Flood Insurance Rate Map (FIRM) Panel 060299 0705, effective April 2, 2002, published by the Federal Emergency Management Agency (FEMA) for San Joaquin County, California (Unincorporated Areas), the project site in its entirety is located outside the 100-year flood zone.	LTS	None required.	LTS
Impact 4.7.4 The proposed development must comply with applicable local, state, and/or federal policies and standards associated with hydrology and water quality.	LTS	None required.	LTS
Geology and Soils			
Impact 4.8.1 Development of the project may expose the proposed building to seismic ground shaking.	PS	MM 4.8.1 Construction and Design Recommendations: The latest edition of the California Building Code (CBC), and the grading and building ordinances of the City of Tracy and San Joaquin County shall be used as a minimum guideline for all development	LTS

2.0 EXECUTIVE SUMMARY

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		<p>occurring within the planning area. The applicant shall design project utilities and infrastructure to withstand expected seismic forces.</p> <p><i>Timing/Implementation: Prior to the Applicant submittal of final site design and engineering plans to the City of Tracy.</i></p> <p><i>Enforcement: City Department of Development and Engineering Services.</i></p>	
<p>Impact 4.8.2 Surface soils on the site have a high shrink/swell potential and could result in differential settlement.</p>	PS	<p>MM 4.8.2 Highly expansive soils shall be removed or covered with non-expansive soils. Surface water control and specialized foundation systems shall be used as necessary.</p> <p><i>Timing/Implementation: Prior to the issuance of building permits.</i></p> <p><i>Enforcement: City Department of Development and Engineering Services.</i></p>	LTS
<p>Impact 4.8.3 Project development could result in increased erosion and/or loss of topsoil. The inclusion of erosion control Best Management practices (BMPs) in the project construction plans and implementation of these BMPs during project construction.</p>	LTS	<p>MM 4.8.3 Applicable erosion control BMPs for the construction phase of the project shall be implemented, including, but not limited to soil stabilization techniques, inlet protection at downstream storm drain outlets, and post-construction inspection and clearing of all drainage structures of debris and sediment.</p> <p><i>Timing/Implementation: During construction activities.</i></p> <p><i>Enforcement: City Departments of Development and Engineering Services and Public Works.</i></p>	LTS
Biology			
<p>Impact 4.9.1 Construction may cause disturbance to Swainson’s hawk and raptor nests within ½ mile of the construction site. The Swainson’s hawk is a species covered by the SJMSCP.</p>	LTS	None Required.	LTS
Cultural Resources			

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
<p>Impact 4.10.1 Implementation of the proposed project could result in the potential disturbance of undiscovered cultural resources.</p>	PS	<p>MM 4.10.1a If any prehistoric or historic artifacts, or other indications or archaeological resources are discovered during construction, all work in the immediate vicinity must stop and the City of Tracy shall be immediately notified. An archaeologist meeting the Secretary of Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, shall be retained to evaluate the finds and recommend appropriate mitigation measures.</p> <p><i>Timing/Implementation: As a condition of project approval, and implemented during construction activities.</i></p> <p><i>Enforcement/Monitoring: City of Tracy Planning Division.</i></p> <p>MM 4.10.1b If human remains are discovered, all work must stop in the immediate vicinity of the find, and the County Coroner must be notified, according to Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.</p> <p><i>Timing/Implementation: As a condition of project approval, and implemented during construction activities.</i></p> <p><i>Enforcement/Monitoring: City of Tracy Planning Division.</i></p>	LTS
Public Services			
<p>Impact 4.11.1 The proposed project would increase the demands on existing police services, impairing their ability to respond to calls and ensure public safety.</p>	PS	<p>MM 4.11.1 Wal-Mart shall increase their in-house loss prevention and on-security presence to the appropriate levels for the proposed project expansion to ensure adequate coverage. Wal-Mart shall coordinate with the Tracy Police Department on their security plans, including but not limited to adequate security procedures and personnel, and</p>	LTS

2.0 EXECUTIVE SUMMARY

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		parking lot lighting. <i>Timing/Implementation: Prior to approval of development plans.</i> <i>Enforcement/Monitoring: City of Tracy Police Department.</i>	
Impact 4.11.2 The construction of the proposed project would not increase the demand for construction of additional police facilities.	LTS	None Required.	LTS
Impact 4.11.3 The proposed project would not increase the demand for fire protection staff, services, and infrastructure.	LTS	None Required.	LTS
Impact 4.11.4 The proposed project would result in an increased generation of solid waste and demand for municipal waste service.	PS	MM 4.11.4 The Tracy Delta Solid Waste Management Inc., shall be provided the opportunity to review development plans for the project site to ensure that the following items are addressed: <ul style="list-style-type: none"> • There is a sufficient plan for collecting, storing, and transporting recyclable and non-recyclable materials; • There are a sufficient number of receptacles placed throughout Wal-Mart that would encourage proper disposal of recyclable materials; • Acceptable means and method for pickup and transportation of solid waste shall be coordinated between Wal-Mart and TDSWM. <i>Timing/Implementation: Prior to issuance of a building permit.</i> <i>Enforcement/Monitoring: City of Tracy Planning Division.</i> MM 4.11.5 Wal-Mart project planners shall consult with the Tracy Delta Solid Waste Management Inc., regarding the timing of project development. A formal agreement between the Tracy Delta Solid Waste Management Inc., and Wal-Mart shall be developed that will specify how adequate solid	LTS

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
		<p>waste disposal services, consistent with the TDSWM performance standards, would be provided. In addition Wal-Mart shall take all steps to ensure the store is equipped with a recycling program and moves toward reducing the amount of solid waste generated and disposed of.</p> <p><i>Timing/Implementation: Prior to issuance of a building permit.</i></p> <p><i>Enforcement/Monitoring: City of Tracy Planning Division.</i></p>	
Impact 4.11.5 The construction of the proposed Wal-Mart expansion would increase the demand for the construction of additional school facilities.	LTS	None Required	LTS
Impact 4.11.6 The proposed project would result in a slightly increased demand for parks and recreational facilities.	LTS	None Required	LTS
Utilities			
Impact 4.12.1 The proposed project would result in increased demand for treated water. Adequate infrastructure has been planned by the City of Tracy to accommodate the uses identified for the Wal-Mart expansion project.	LTS	None required.	LTS
Impact 4.12.2 The proposed project would increase demand for water to irrigate landscaped areas and planters. Adequate infrastructure has been planned by the City of Tracy to accommodate the uses identified for the Wal-Mart expansion project.	LTS	None required.	LTS
Impact 4.12.3 The project would not result in increased demand for wastewater treatment services.	LTS	None Required.	LTS
Impact 4.12.4 The proposed project would result in increased demand for electrical service.	LTS	None required.	LTS
Impact 4.12.5 The proposed project would result in increased	LTS	None required.	LTS

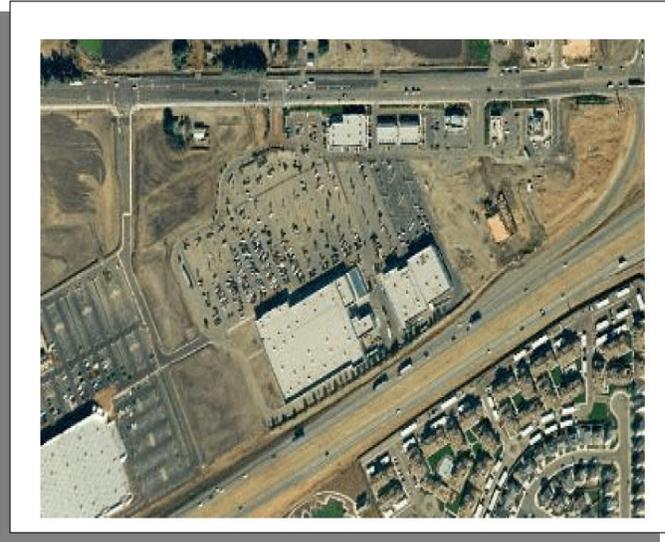
2.0 EXECUTIVE SUMMARY

Impact	Level of Significance Without Mitigation	Mitigation Measure	Resulting Level of Significance
demand for natural gas service.			
Impact 4.12.6 The proposed project would result in increased demand for telephone service.	LTS	None required.	LTS
Impact 4.12.7 The proposed project would result in increased demand for cable television service.	LTS	None required.	LTS

3.0 PROJECT DESCRIPTION

3.0 PROJECT DESCRIPTION

This chapter describes the Wal-Mart expansion project ("proposed project"), providing information needed for adequate evaluation of potential environmental effects as required by CEQA Guidelines Section 15124. The project description includes: (a) the project site location, surroundings and conditions; (b) project background; (c) project's physical and operational characteristics; and (d) required permits and approvals.



3.1 PROJECT SITE AND VICINITY

The City of Tracy is located on the northwestern edge of the San Joaquin Valley. Tracy is an historical hub of commerce; both retail businesses and the military have used the City's highway and rail resources to distribute goods making Tracy a northern California distribution center. The City has experienced rapid growth and the population has more than

doubled over the past decade. The 1990 Census reported the City's population to be 33,558, the 2000 Census estimated 56,929, and the San Joaquin Council of Governments estimates a population projection of 79,070 by 2005. A housing boom has accompanied this growth and the City has focused its planning efforts on adding destination retail services, affordable housing, and a high quality of life to its list of assets. Neighboring communities within 20 miles include Manteca and Lathrop to the east, Stockton to the northeast, Mountain House and Livermore to the west. The regional location of the City is illustrated in **Figure 3.0-1**.

The proposed Wal-Mart expansion is situated in the northwestern edge of the City of Tracy, in the Tracy Marketplace Shopping Center. The shopping center is located on Grant Line Road with visual exposure along the I-205 Freeway. The Tracy Marketplace Shopping Center began development in 1993 and currently includes approximately 417,413 square feet of retail (excluding the proposed expansion area). Other retail uses within the shopping center include fast food, minor retail, Michael's, Staples, Bed Bath and Beyond, Petco and a recently developed Costco. This section of the City is a retail gateway area for Tracy, with two retail centers, a regional mall and an Auto Mall all within the immediate area. The continued commercial growth is a goal described in the I-205 Corridor Specific Plan (1990) and the Specific Plan Amendment (1999), the planning document that governs this part of the City. The Tracy Pavilion Shopping Center, anchored by Home Depot and PetSmart is situated directly north of the project site. The West Valley Mall, a regional shopping center is found just east of Tracy Pavilion. To the north are unincorporated San Joaquin County farmlands. The project site encompasses approximately 6 acres of vacant land immediately adjacent to and west of the existing Wal-Mart building. A Costco retail store borders the western side of the project site. **Figure 3.0-2** shows the project location. **Figure 3.0-3** shows an aerial photograph of the project location.

3.0 PROJECT DESCRIPTION

3.2 EXISTING SETTING

PROJECT SITE

The Tracy Marketplace began development in 1993 and is currently almost built out. The existing Wal-Mart was the first anchor store in the development and was followed by Costco (see **Figures 3.0-4A & 3.0-4B**) approximately nine years later. Previously the site was used as a temporary storm water runoff detention basin for the existing retail buildings. Since then the site has been filled with imported soil and currently is covered in weeds and grasses. The project site, which is located between the two buildings, was left vacant in anticipation of a future Wal-Mart expansion. The expansion includes modifications to the existing building, not only included the garden center, front, rear and side expansion illustrated in **Figure 3.0-5**, but also facade and other architectural changes. The site has been vacant with the exception of asphalt paved parking area, a concrete drainage culvert located along the southern boundary of the site, and a drainage ditch located along the western boundary of the site. High-tension power lines traverse northeast to southwest across the northern portion of the site.

3.3 PROJECT CHARACTERISTICS

3.3.1 PROPOSED NEW FACILITY AND OPERATIONS

The “project” examined in this environmental impact report is the expansion and operation of an existing 125,689 square-foot Wal-Mart store located at 3010 W. Grant Line Road in the City of Tracy. The existing store includes general merchandise sales, a garden center and a tire and lube express, among other uses. The expansion project will increase the size of the retail business from 125,689 square feet by approximately 82,704 square-feet, for a total retail area of approximately 208,393 square-feet (219,425 square feet with the outdoor garden center expansion) or approximately 4.913 acres. Approximately 33,928 square feet of the additional retail space will be devoted to grocery sales; the remaining space will be used for other uses, including a garden center, general retail, a snack bar, storage, and a vision center. The retail store will also have adjacent outdoor sales, which includes the existing garden center with expansion (totaling 11,032 square feet), and a 5,282 square foot outdoor sales area. Together, the garden center (existing plus expansion) and the outdoor sales area total 16,314 square feet. The complete development, including the existing building and parking lot would be approximately 19.33 acres, or 842,000 square feet.

The expansion is occurring in five main segments of the building. **Table 3.0-1** and **Table 3.0-2** describe the expansion areas and the associated square footage. **Figure 3.0-5** and **Figure 3.0-6** details the expansion areas and associated retail usage and square footage for the expanded Wal-Mart project.

The most significant changes to the existing portion of the Wal-Mart building would involve exterior changes as a result of the expansion. The front and right side would be altered due to the expansion. The rear would not be expanded, but would have design elements/features added. The existing receiving dock at the left rear corner would be expanded to add a third receiving door and additional stockroom space. The remainder of the left side would not be altered except to add design elements/features. The entire building (existing and new) would have various features added as a result of the expansion/re-design.

These new features include, but are not limited to, cornices at the parapet lines, and new color schemes on all sides of the building. At the front of the building a covered canopy would be

placed along with wood trellis elements. Several decorative screen walls are proposed, and a decorative patterned sidewalk along the front of the building. At the left side of the building decorative cornices would be installed at the top of the existing garden center. Furthermore, decorative elements would be added to the new receiving area on the left rear corner.

Ornamental pillars would be placed at the back of the building, together with decorative elements along existing and new walls. In addition a screen wall would be located at the truck well. Various decorative features would be added to the right side of the building among them a decorative enclosure to screen the grocery equipment.

Truck Circulation

Delivery trucks would enter the site from Grant Line Road via the shared drive aisle located between the Costco site and the Wal-Mart site. They will travel to the rear of the Wal-Mart property and perform their turnaround maneuver in the paved area located to the southwest of the proposed expansion. After the turnaround, they will back into the proposed truck dock. Upon completion of the delivery, the truck will be in a position to drive forward to the same shared drive aisle and exit the site in reverse order.

Loading Docks

The truck loading docks would include sealed rubber gaskets to reduce noise from loading and unloading activities. Unloading will take place directly from the truck to the interior of the building (with the reverse for loading). Therefore, with the sealed rubber gaskets, the noise impacts from loading/unloading will be minimal. Also, engine idling will be prohibited at the docks. A screen wall shall be constructed at the edge of the truck wells to further reduce noise impacts.

Security Measures

The proposed store will operate 24 hours a day, seven days a week. The proposed security measures (some of which may already be in place at the existing store) include:

- Install closed-circuit camera systems (surveillance cameras) inside and outside the store
- Establish a parking lot patrol for the Wal-Mart store area, which patrol assists customers, ensures safety and takes action to identify and prevent any suspicious activity (such as loitering and vandalism) both during the day and nighttime hours.
- Establish a plainclothes patrol inside the store to ensure safety and security
- Establish a Risk Control Team, which is a team of associates responsible and trained to identify and correct safety and security issues at the site
- Provide lighting in the parking area that will ensure public safety
- Prohibit consumption of alcohol in the Wal-Mart parking lot by having associates regularly "patrol" the parking area while collecting shopping carts, and report and inappropriate activity to the store manager. Also, per state law, alcohol sales will be limited to the hours of 6AM to 2AM of the following day.

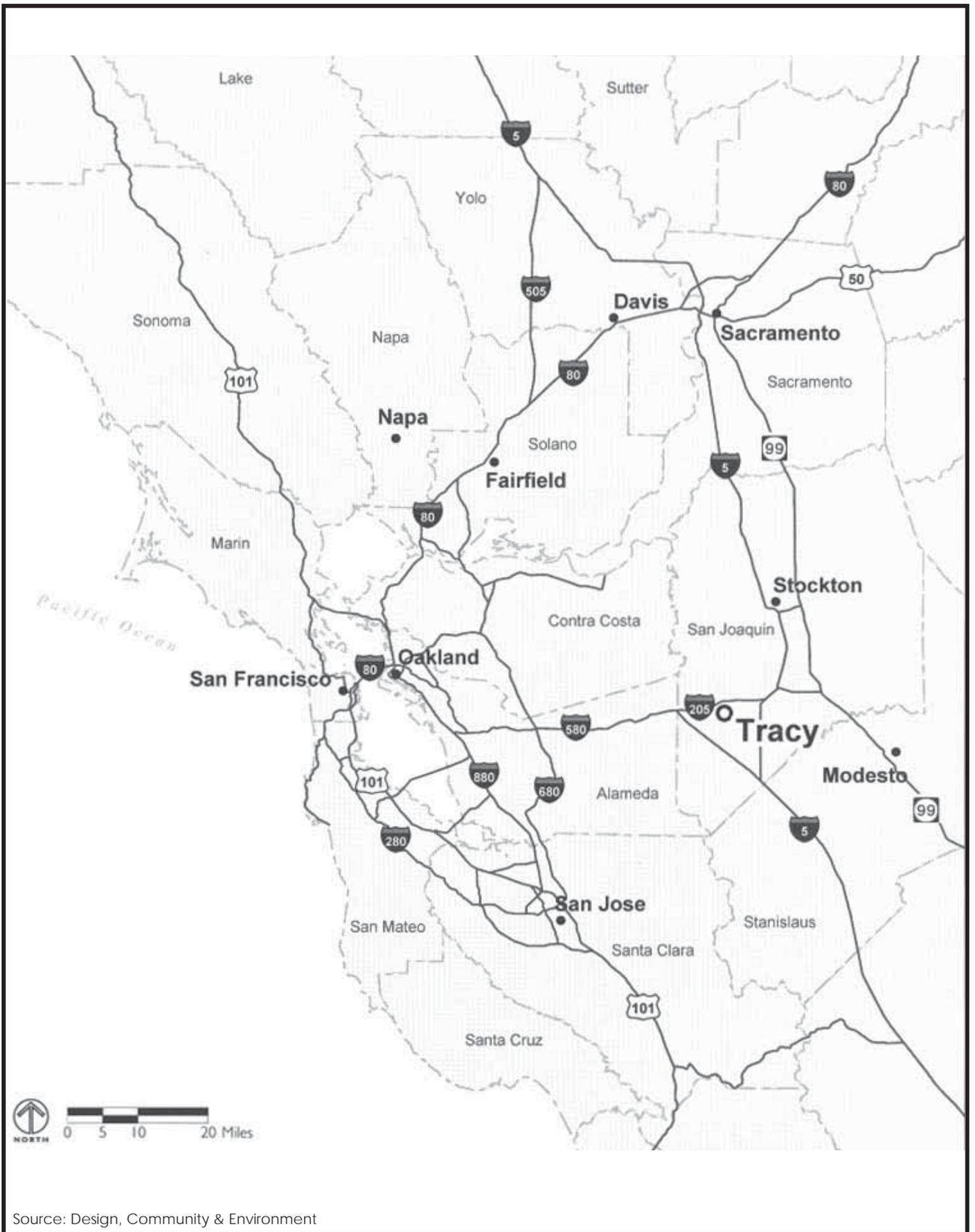
The entire retail store intends to remain in operation 24 hours a day, seven days a week.

3.0 PROJECT DESCRIPTION

3.4 EXISTING FACILITY AND OPERATIONS

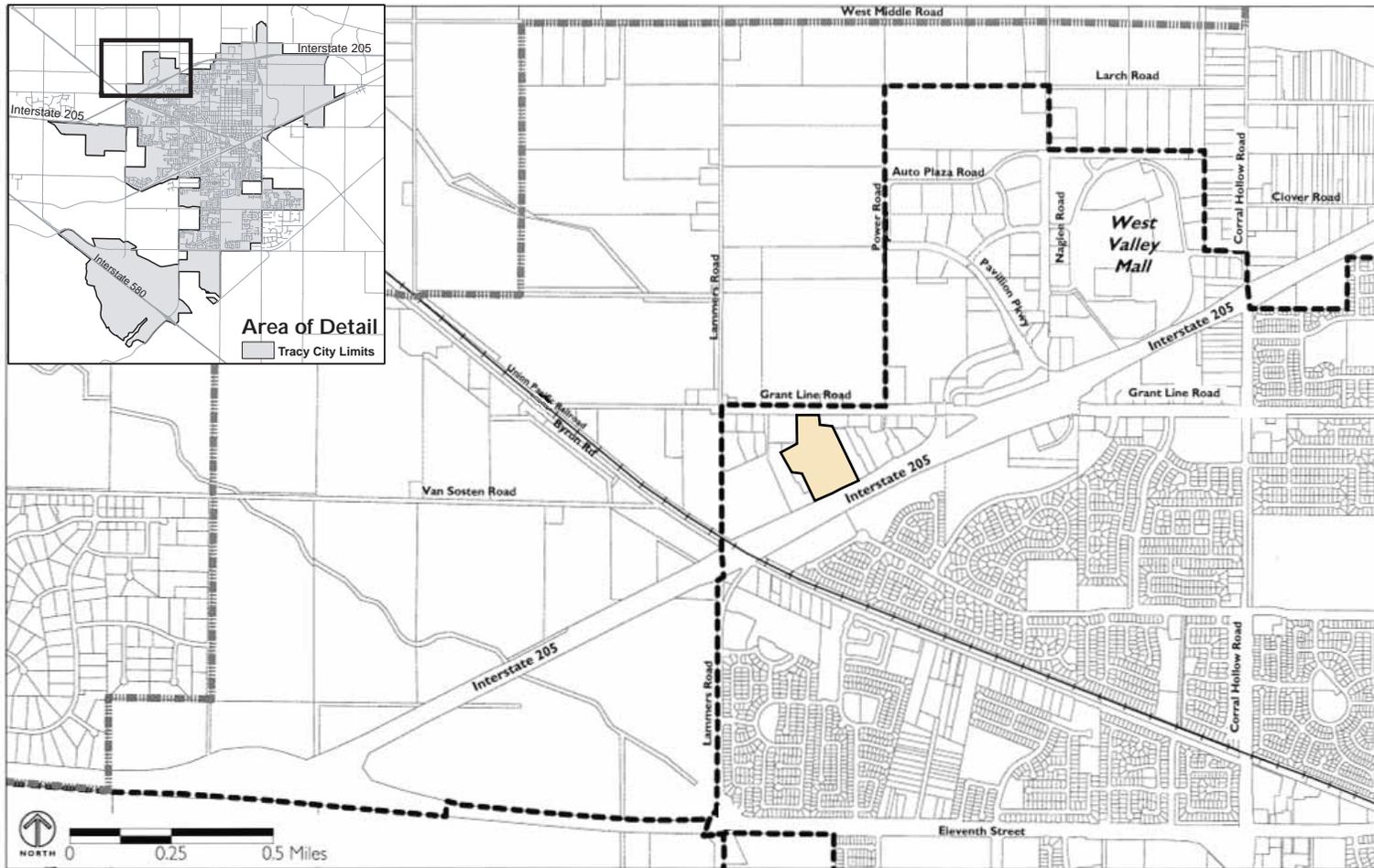
As noted earlier, the "proposed project" examined in this report includes the continued operation of the existing Wal-Mart facility. The existing 125,689 square foot facility is open Monday through Saturday 7am to 11pm and Sunday 8am to 10pm. The existing store includes a garden center, pharmacy, photo center, portrait studio, tire and lube services, and a vision center. The existing store will remain open during construction.

Truck deliveries will be accepted through two truck docks located at the rear of the building. The applicant anticipates approximately 5-7 18-wheeler trucks per day and 10-12 smaller vendor trucks per day. All trailers will be dropped at the truck dock and empty trailers pulled from the store. Trucks will not be allowed to idle at the loading dock.



Source: Design, Community & Environment

FIGURE 3.0-1
REGIONAL LOCATION



-  Sphere of Influence
-  City Limit
-  Project Location

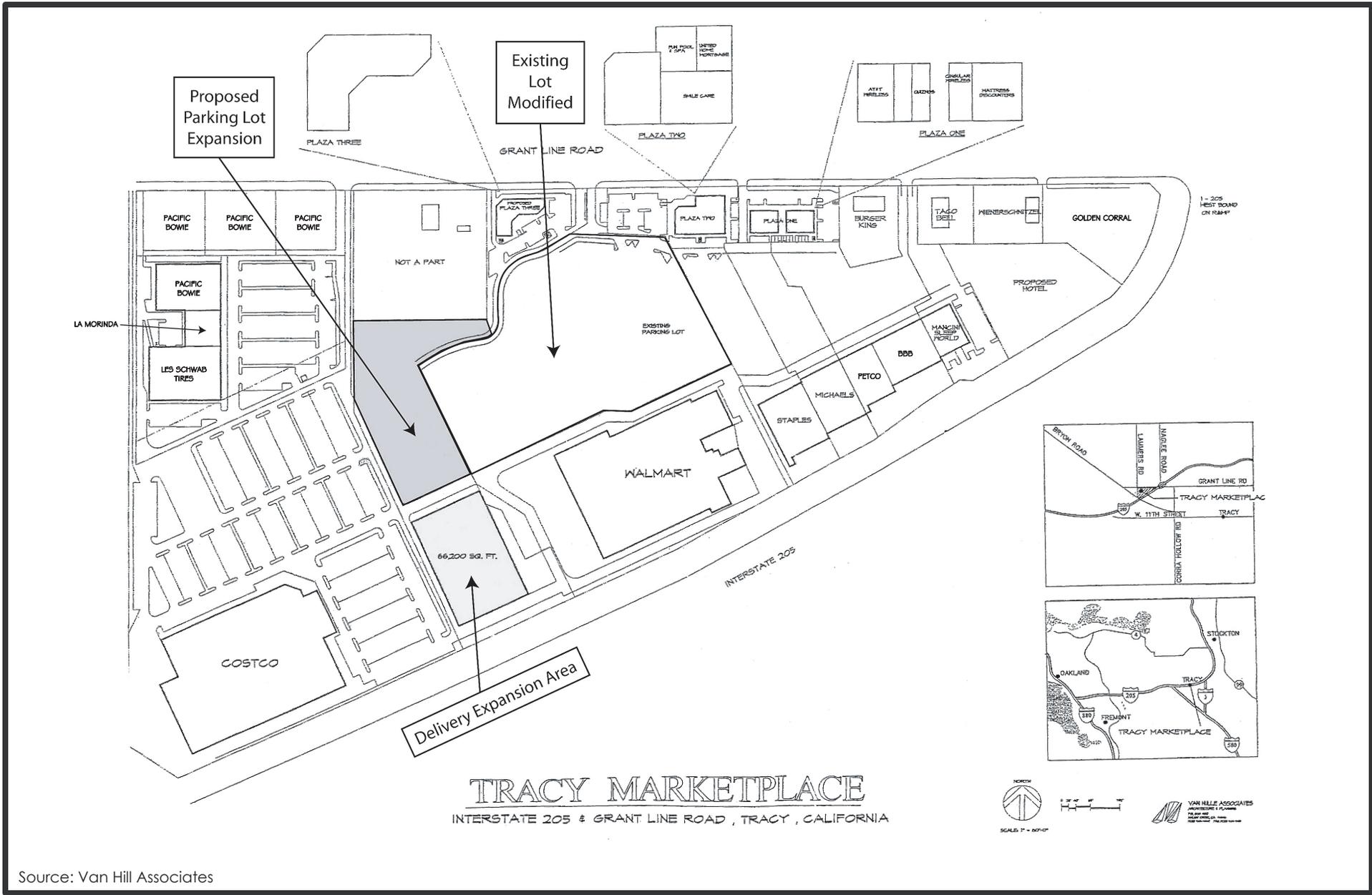
Source: Design, Community & Environment (DC&E)

FIGURE 3.0-2
PROJECT LOCATION



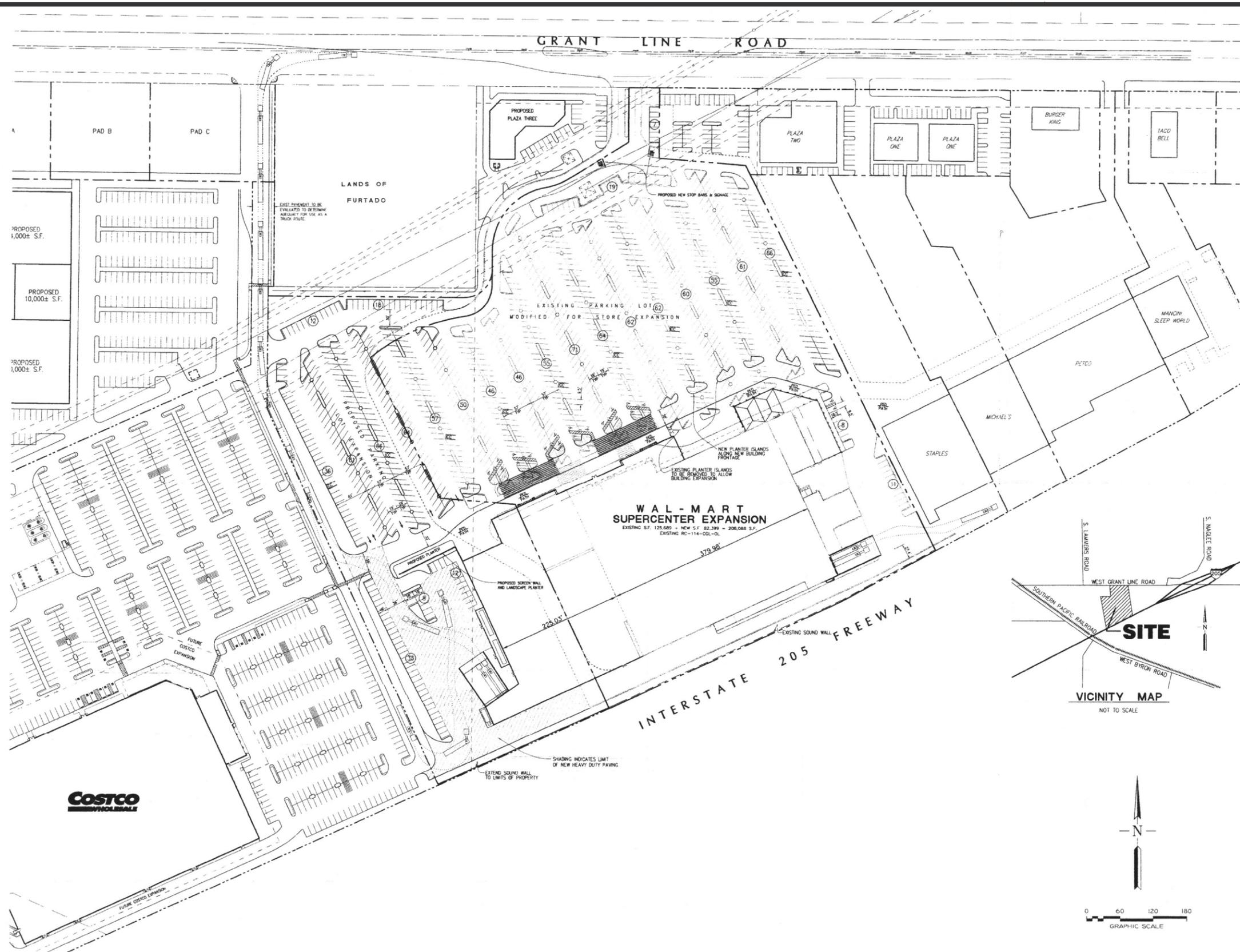
Source: Global Explorer and AirPhoto USA, 2005

FIGURE 3.0-3
AERIAL PHOTO OF PROJECT SITE



Source: Van Hill Associates

FIGURE 3.0-4A
TRACY MARKETPLACE



Source: Robert Karn & Associates, Inc

Table 3.0-1 Wal-Mart Expansion and Square Footage (See **Figure 3.0-5**, Existing building and proposed Wal-Mart Expansion)

**TABLE 3.0-1
WAL-MART EXPANSION AND SQUARE FOOTAGE**

Description	Square Feet
Side Expansion (includes 33,928 square feet of grocery sales, grocery stockroom and ancillary spaces)	75,145
Rear Expansion (includes GM stock and offices)	2,567
Front Expansion (includes pharmacy, hair care, courtesy desk, optical, and room for future tenants)	4,992
Garden Center Expansion (the existing garden center is 5,382 square feet)	5,650
Existing Buildings	125,689
Total Expansion (including existing building and the existing garden center)	219,425

Source: PBA Architects, Existing Building and Proposed Wal-Mart Expansion#2025 illustrations

Table 3.0-2 breaks down the approximate acreage of the existing Wal-Mart building, parking lot, and remaining lot; the expansion of the existing Wal-Mart, parking lot, and remaining lot; and the total area of the expanded Wal-Mart building, parking lot, and total lot.

**TABLE 3.0-2
TOTAL WAL-MART EXPANSION AREA**

Wal-Mart Facility and Stage	Facility	Break Down of Area
Existing Acreage of Project	Building	125,689 square feet/2.885 acres
	Parking Lot	259,200 square feet/5.95 acres
	Remaining Lot for existing Wal-Mart	203,211 square feet/4.665 acres
Total of Existing Project Acreage		588,100 square feet/13.5 acres
Wal-Mart Expansion Acreage	Building Expansion	82,704 square feet/1.89 acres
	Parking Lot Expansion	64,800 square feet/1.488 acres
	Remaining Lot for Wal-Mart Expansion	106,800 square feet/2.452 acres
Total Wal-Mart Expansion		254,304 Square feet/5.83 acres
Total Building Square Feet with the Expansion (including existing and expanded garden center)		219,425 square feet/5.037 acres

Source: Approximations based on Concept Plan for Wal-Mart Store 2025-02, Robert A. Karn & Associates, Inc. Civil Engineers

3.0 PROJECT DESCRIPTION

3.5 HISTORIC USES, ZONING DESIGNATION, AND EXISTING USE PERMIT

ZONING DESIGNATION

What is Zoning?

The method by which a municipality categorizes and regulates land for specified uses.

The City of Tracy approved and adopted the I-205 Specific Plan in 1990 and was amended in July 1999. The project site is currently zoned as a Planned Unit Development (PUD). According to the Tracy Municipal Code, the Planned Unit Development (PUD) Zone is "designed to allow flexibility and creativity in site planning for residential, commercial, or industrial uses to achieve greater efficiency in land use by maximizing open space, preserving natural amenities, and creating additional amenities."

EXISTING USE PERMIT

The existing Wal-Mart received their Preliminary and Final Development Plan (PDP/FDP and Conditional Use permit in April of 1993. Construction began in spring of that year and was finished in September.

3.6 PROJECT OBJECTIVES

Why a Statement of Objectives?

CEQA Guidelines Section 15124(b) requires identification of "A statement of objectives sought by the proposed project. A clearly written statement of objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR...The statement of objectives should include the underlying purpose of the project."

Consistent with CEQA Guidelines Section 15124(b), a clear statement of objectives and the underlying purpose of the project shall be discussed. The following is a statement of the project objectives based on information provided by the project applicant.

- Design a project consistent with the City of Tracy General Plan and Zoning Ordinance;
- Expand the existing facility to provide the region with an affordable shopping alternative to bring a wide variety of products to the City of Tracy as well as the surrounding communities;
- Achieve an architectural design that softens the scale and mass of the proposed building, as expanded, with features designed to blend with the surrounding area
- Provide sufficient landscaping to soften the design and create a pleasant and attractive shopping appearance that unifies the old building with the new addition and complements the surrounding area;
- Minimize potential automobile and pedestrian conflicts through site planning that clearly separates automobile and pedestrian access areas;
- Minimize noise impacts to the surrounding uses by using structures such as sound walls and/or by placing potentially noisy activities such as loading and unloading deliveries and waste either within the main structure (i.e., at loading docks);
- Provide sufficient off-street parking to ensure that adequate on-site parking is provided for store customers and employees, and

- Provide a retail element that will provide significant benefits to the City and community in terms of employment opportunities, sales tax revenues, shipping opportunities and community programs, which includes providing charitable donations to local organizations.

3.7 REQUIRED PERMITS AND APPROVALS

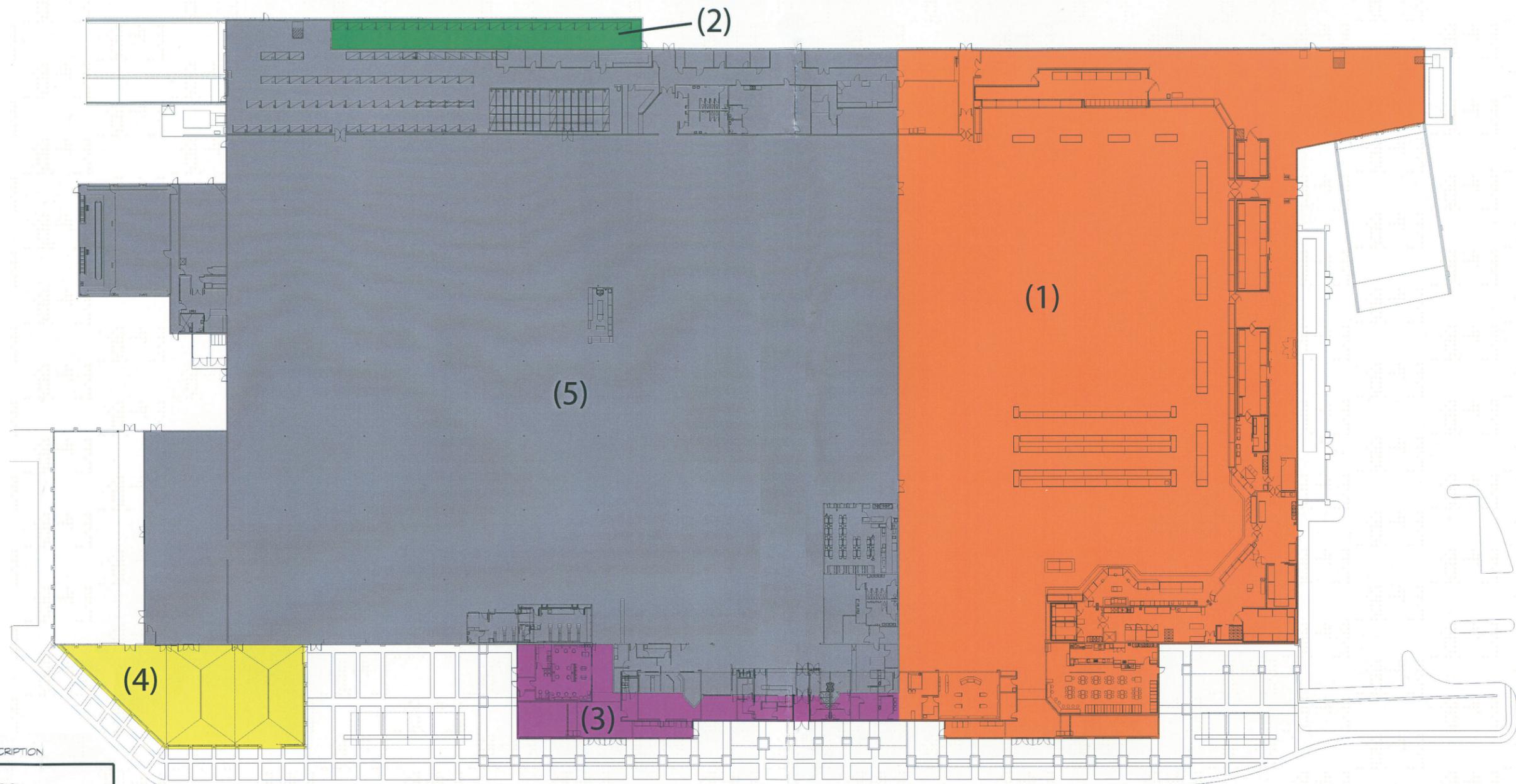
Discretionary reviews of the project, consisting of a Conditional Use Permit, a Development Review, and a lot line adjustment, are required to secure building entitlements. Development Review is a Preliminary and Final Development Plan (PDP/FDP), and needs to go to Planning Commission and City Council because of the PUD zoning for the site. For presentation to the Planning Commission for review and City Council for approval, an elevation or perspective view of the project in context with the remainder of the Tracy Marketplace shopping center is important to allow review of the architecture and building and to review the project as it relates to its surroundings.

Construction of new buildings on the site will also require the approval of building permits; these permits are not discretionary (issuance of building permits is mandatory if the requirements of the applicable Building Code standards are met).

REFERENCES

- Census 2000. American Fact Finder: <http://www.census.gov/>. Site accessed September 14, 2004.
- City of Tracy. I-205 Corridor Specific Plan Amendment. Approved by City Council on July 6, 1999 by Resolution No. 99-240.
- City of Tracy. I-205 Corridor Specific Plan Environmental Impact Report. May 1990. Prepared by Mill Associates.
- PBA Architects. Existing Building and Proposed Wal-Mart Expansion#2025. 2004.
- Robert A. Karn & Associates, Inc. Civil Engineers. Fairfield, CA. Concept Plan for Wal-Mart Store 2025-02. 2003.
- San Joaquin Council of Governments. Research and Forecasting Center, Population: http://www.sjcog.org/sections/departments/planning/research/projections.php?table_id=140§ion_id=36&historic=0. Site accessed September 19, 2004.
- Twining Laboratories, Inc. Phase I Environmental Site Assessment for the Tracy Wal-Mart Expansion. July 2004.

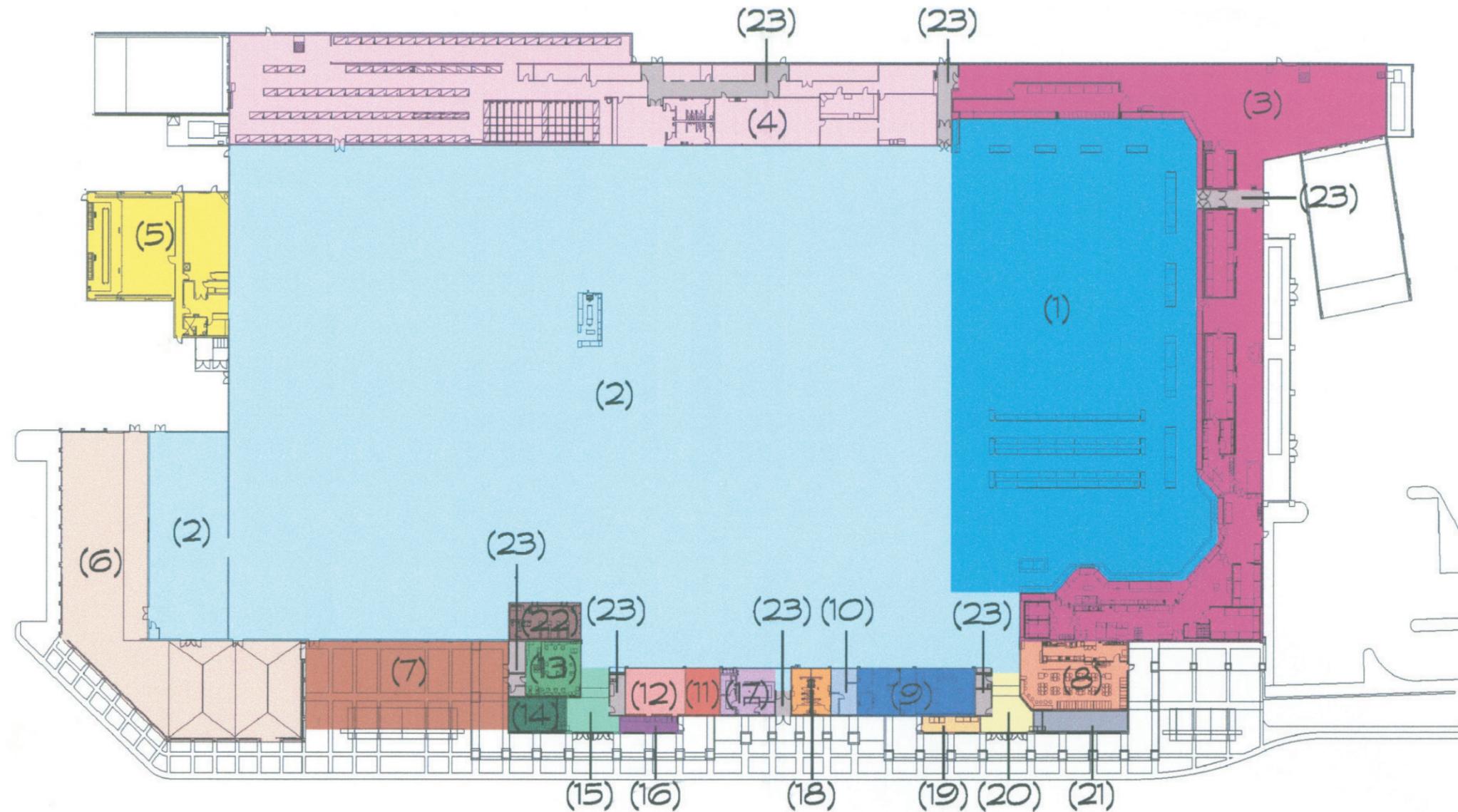
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S.F.	LABEL	DESCRIPTION
75,145 S.F.	(1)	SIDE EXPANSION
2,567 S.F.	(2)	REAR EXPANSION
4,992 S.F.	(3)	FRONT EXPANSION
5,650 S.F.	(4)	GARDEN CENTER EXPANSION
125,689 S.F.	(5)	EXISTING BUILDING

TOTALS
EXISTING BUILDING = 125,689 S.F.
PROPOSED EXPANSION AREA 1,2,3 = 82,704 S.F.
TOTAL = 208,393 S.F.

Source: PBA Architects



S.F.	LABEL	DESCRIPTION	S.F.	LABEL	DESCRIPTION	S.F.	LABEL	DESCRIPTION	S.F.	LABEL	DESCRIPTION	TOTALS
33,928 S.F.	(1)	GROCERY SALES	2193 S.F.	(8)	SNACK BAR	754 S.F.	(15)	GM ENTRY	639 S.F.	(22)	PHARMACY	BUILDING = 208,393 S.F. GARDEN CENTER = 11,033 S.F. OUTDOOR SALES = 5,262 S.F.
114,164 S.F.	(2)	GENERAL MERCHANDISE SALES	1,692 S.F.	(9)	OPTICAL	300 S.F.	(16)	GM OTHER INCOME	1,271 S.F.	(23)	MISC ELEC./JAN./EGRESS CORRIDORS	
21,264 S.F.	(3)	GROCERY STOCKROOM & ANCILLARY SPACES	382 S.F.	(10)	PORTRAIT STUDIO	802 S.F.	(17)	COURTESY DESK				
20,554 S.F.	(4)	GM STOCK & OFFICES	502 S.F.	(11)	FUTURE TENANT	567 S.F.	(18)	PUBLIC TOILETS				
5,170 S.F.	(5)	AUTO CENTER	874 S.F.	(12)	FUTURE TENANT	269 S.F.	(19)	GR OTHER INCOME				
11,032 S.F.	(6)	GARDEN CENTER	901 S.F.	(13)	HAIR CARE	678 S.F.	(20)	GR ENTRY				
5,262 S.F.	(7)	OUTDOOR SALES AREA	619 S.F.	(14)	GM CARTS	670 S.F.	(21)	GR CARTS				

Source: PBA Architects

4.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

4.1 Land Use

4.1 LAND USE/AGRICULTURAL RESOURCES/ECONOMICS

This section provides an overview of existing and planned land uses in the project area and identifies potential environmental impacts resulting from a change in use. It also summarizes existing plans and policies that guide land use decisions in the Tracy area. Although CEQA does not consider economic or social change as a result of a project a significant effect on the environment, if either change results in a physical impact such as urban decay¹, it should be addressed. Therefore, the second part of this section describes a recent market impact analysis conducted as part of the planning process for the proposed Wal-Mart Expansion project. Additional documents reviewed for this section include the City of Tracy General Plan, the I-205 Corridor Specific Plan and Initial Study, City Zoning Ordinance, San Joaquin County General Plan, and other adopted plans and policies.

4.1.1 EXISTING SETTING

REGIONAL SETTING

San Joaquin County

San Joaquin County is located in Central California and contiguous to Sacramento County to the north, Calaveras and Stanislaus Counties to the East, Alameda County to the South, and Contra Costa and Solano County to the west.

San Joaquin County includes the incorporated Cities of Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton (County Seat), and Tracy. The County encompasses approximately 1,400 square miles or 921,600 acres of relatively level, agriculturally productive lands. The County is the 15th largest county in California. The foothills of the Diablo Range define the southwest corner of the County, and the foothills of the Sierra Nevada lie along the County's eastern boundary. **Figure 4.1-1** shows San Joaquin County.

San Joaquin County is one of the most agriculturally rich regions in California and is the number one producer, statewide, of asparagus. Twenty-four thousand acres of county farmland is dedicated to production of this crop. In recent years, the leading crop in the county has been wine grapes. Wineries and vineyards have sprung up from Stockton to Lodi. The region is fast becoming known as one of California's leading premium wine districts. Because of its agricultural heritage, the county offers vast areas of open space and easy access to nature.

City of Tracy

The City of Tracy is located on the northwestern edge of the San Joaquin Valley. The City is surrounded by highways and is easily accessible from all directions. Interstate 5 provides access from Sacramento to the north and Los Angeles to the south. The San Francisco Bay area is accessible by Interstate 580. Modesto and the rest of the Central Valley are accessible by taking Interstate 205 to Highway 99 via the 120 interchange. **Figure 3.0-1** in section 3.0 Project Description of this DEIR illustrates the project's regional setting.

¹ Urban Decay is defined as the deteriorated state of an area due to a reduction of or lack of proper utilization of that area, usually as a result of local physical, economic or social forces. It can occur due to prolonged retail vacancies, the collapse of smaller tenants and their shopping centers from the loss of a larger anchor tenant, and associated physical decline.

4.1 LAND USE /AGRICULTURAL RESOURCES/ECONOMICS

The project site is situated in the northwestern edge of the Tracy City Limits, within the Tracy Sphere of Influence and the Tracy Planning Area. The Tracy Planning Area (TPA) covers all territory within the Tracy City limits and the Sphere of Influence (SOI) as well as land outside the SOI that has been determined to bear a relationship to the City's planning efforts. **Figure 4.1-2** shows the Tracy City limits, sphere of influence, and planning area for the City of Tracy. The Tracy Planning Area (TPA) includes all of the area within the Tracy City Limits, as well as land around the periphery of the City Limits deemed to have a relationship with the City's planning efforts. The City of Tracy consists of approximately 21 square miles, whereas the TPA comprises a total of 114 square miles.

LOCAL SETTING

Project Site

As described in Section 3.0 (Project Description), the proposed Wal-Mart expansion project is located within the northwest limits of the City of Tracy (San Joaquin County), California, along the I-205 corridor. The City of Tracy is located on the northwestern edge of the San Joaquin Valley. Roadway access to the site is via the I-205 highway into the Tracy Marketplace shopping center from the south or Grant Line Road onto Naglee Road from the north. The project site is located within the Tracy Marketplace shopping center, which includes a Costco, Michaels, and Staples among other retailers and restaurants.

The project site is comprised of approximately six acres and is located west of the Wal-Mart, located at 3010 Grant Line Road, in the Tracy Market Place, in the City of Tracy. The project site is vacant, with the exception of asphalt paved parking area, a concrete drainage culvert located along the southern boundary of the site, and a drainage ditch located along the western boundary of the site. High-tension power lines traverse northeast to southwest across the northern portion of the site.

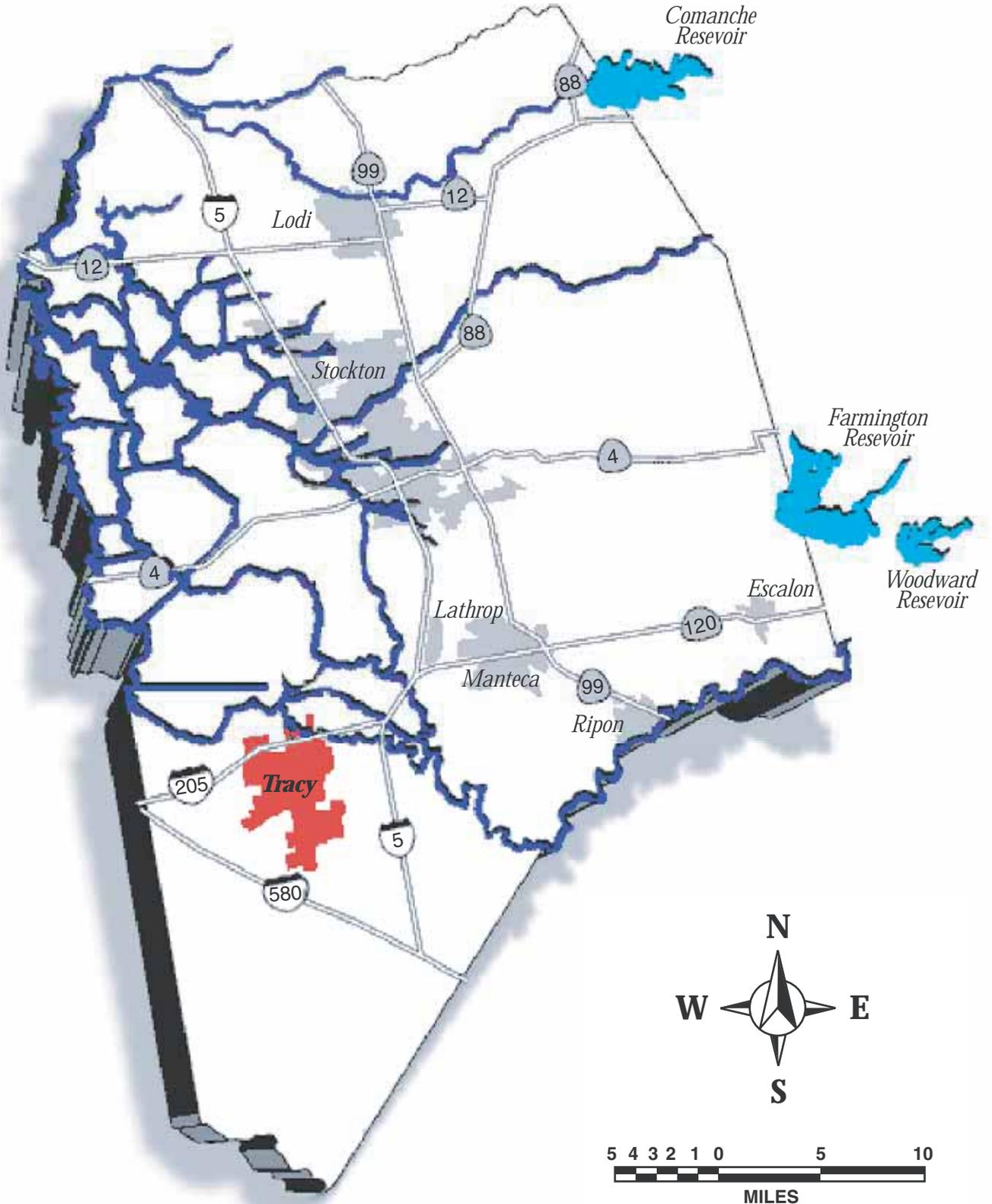
The existing Wal-Mart was built in 1993 as the first anchor store in the Tracy Marketplace development in the I-205 Corridor, and then was followed by several other stores and restaurants, and Costco approximately nine years later. The project site in between these two buildings was left vacant in anticipation of a future Wal-Mart expansion. Currently the site is absent of any vegetation or structures. The site was previously used as a temporary detention basin for the existing retail buildings and has been filled with imported soil.

Adjacent Land Uses

The adjoining property to the north is vacant land. The adjoining properties to the east and west are developed with commercial retail buildings, and the I-205 adjoins the site to the south. Beyond the I-205 is residentially developed property.

The project is located in the Tracy Marketplace in the I-205 Corridor, which encompasses approximately 67 acres. The Tracy Pavilion Shopping Center, anchored by Home Depot and PetSmart is situated directly north of the project site. The West Valley Mall, a regional shopping center is found just east of Tracy Pavilion. A Costco retail store borders the western side of the project site. The project site encompasses approximately six acres of vacant land immediately adjacent to and west of the existing Wal-Mart building. To the north are unincorporated San Joaquin County farmlands. **Figure 3.0-2** in Section 3.0 shows the project location.

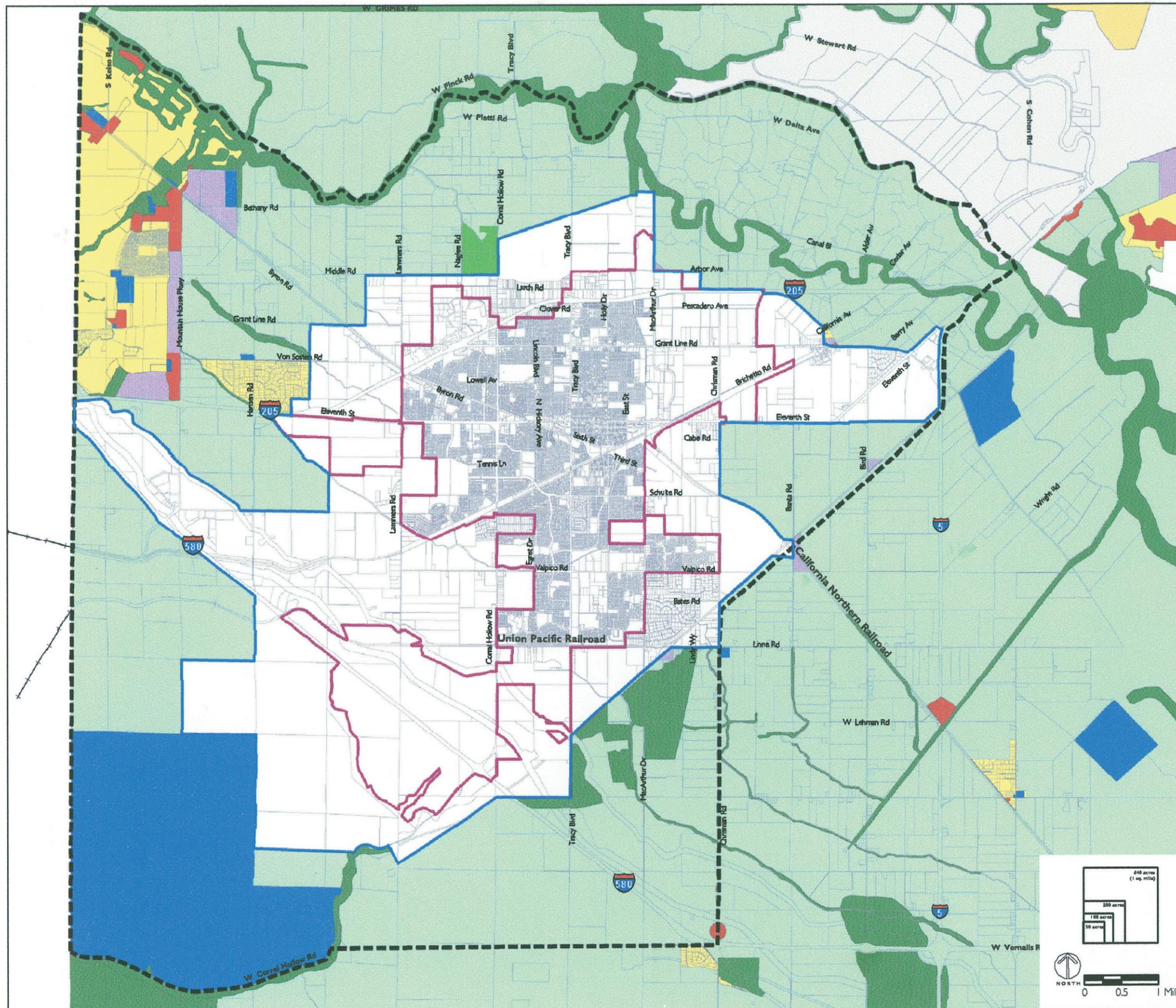
San Joaquin County



Source: San Joaquin County

FIGURE 4.1-1
SAN JOAQUIN COUNTY

**FIGURE 2.
SAN JOAQUIN COUNTY
GENERAL PLAN LAND USE
DESIGNATIONS WITHIN
TRACY PLANNING AREA**



-  Tracy Sphere of Influence Line
 -  Tracy City Limit Line
 -  Planning Area
- County General Plan Designations**
-  Residential
 -  Commercial
 -  Industrial
 -  Public
 -  Park/Open Space
 -  General Agriculture
 -  Limited Agriculture
 -  Urban Reserve
 -  Airport/Multi-Use
 -  City of Lathrop

CITY OF TRACY GENERAL PLAN UPDATE
PUBLIC WORKSHOP FEBRUARY 18, 2004

Source: Design, Community & Environment

The I-205 Corridor was established as a series of designations that allow for orderly development of the area and to position the City to capture regional, freeway-oriented commercial, and industrial demand. The I-205 Corridor Specific Plan was completed in 1990, the I-205 Corridor Specific Plan: Environmental Impact Report was completed in May 1990, and the I-205 Corridor Specific Plan Amendment was completed in July 1999.

Agricultural Uses

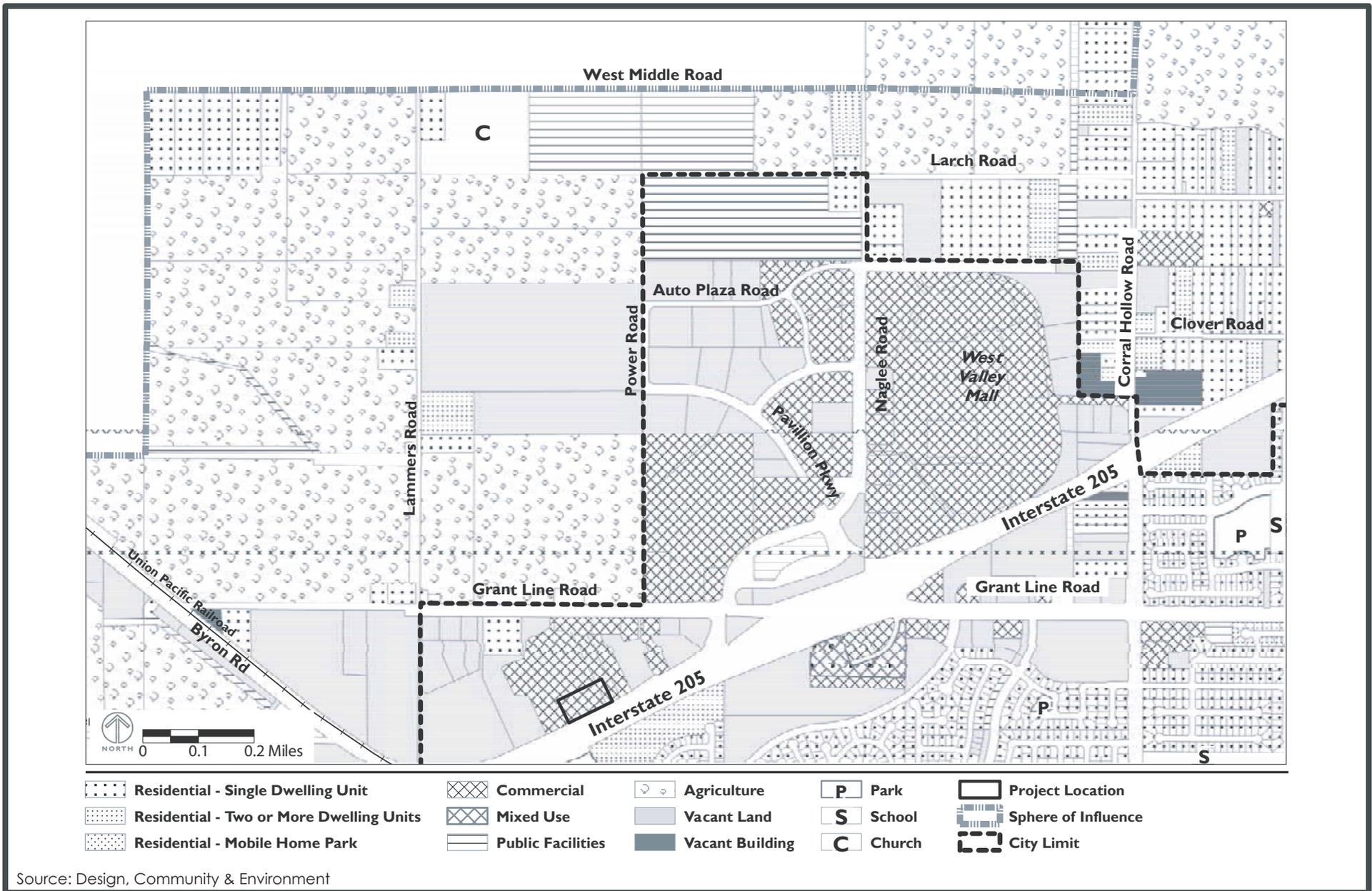
Agriculture is one of San Joaquin County's major industries. Approximately 4,000 farms are located in the County, occupying over 800,000 acres, with an average farm size of 209 acres. Gross agricultural production in San Joaquin County in 2002 was \$1,343,808,000. (http://cesanjoaquin.ucdavis.edu/Agriculture_and_Natural_Resources/, accessed 10/31/2003).

The United States Geological Survey (USGS) prepares the State Important Farmlands Inventory (IFI), which include maps that depict soil types and classifications. The IFI categorizes soil types in Classes I-V, or as Prime Farmland, Unique Farmland, and Farmland of Statewide or Local Importance. Classes I and II typify Prime Farmland, and Class III, IV, and V typify Unique and Farmland of Statewide or Local Importance. Prime Farmland is land having the best combination of physical and chemical characteristics for producing food, feed, fiber, forage, oilseed, and other agricultural crops with minimum inputs of fuel, fertilizer, pesticides and labor. Unique Farmland is land other than prime farmland that is used for the production of specific high-value food and fiber crops, such as citrus, tree nuts, olives, and various fruits and vegetables. Farmland of Statewide or Local Importance is land identified by State or local agencies for agricultural use, but not considered nationally significant.

Farmland of Local Importance is defined as all farmable land within San Joaquin County not meeting the definitions of Prime Farmland, Farmland of Statewide Importance, and Unique Farmland. This includes land that is or has been used for irrigated pasture, dryland farming, confined livestock or dairy facilities, aquaculture, poultry facilities, and dry grazing. It also includes soils previously designated by soil characteristics as Prime Farmland, Farmland of Statewide Importance, and Unique Farmland that has since become idle. According to the Environmental Impact Report prepared for the City of Tracy General Plan, the project site is designated as Prime Farmland. However, since the property has not been irrigated in the recent past, it no longer qualifies for that designation and has been recognized as vacant, disturbed land. The development of the project site will not result in any impacts to Prime Farmland or Farmland of Local Importance.

Land Use Designations

The project site has a General Plan designation from the 1993 General Plan of Commercial (C) and is now zoned as Planned Unit Development (PUD). The City of Tracy is undergoing General Plan updates that should be tentatively completed in late 2005 or early 2006. The proposed zoning for the project site would remain PUD with a General Plan designation of Commercial (C). Previous land uses on and around the site over the past ten years have been Commercial uses. **Figure 4.1-3** shows current General Plan land use designations for the project area.



SOCIOECONOMIC SETTING

According to the California Department of Finance, the City of Tracy population is currently estimated at approximately 78,307 residents (California Department of Finance. 2005), having grown from 33,500 residents in 1990 and 56,929 in the 2000 U.S. Census. Along with the population growth, Tracy has increased in racial and ethnic diversity, home ownership, and household size. The San Joaquin Council of Governments anticipates population growth in the City to remain strong and according to population projections grow to approximately 87,500 by 2010.

The age distribution in Tracy suggests that family households with school-aged children comprise a significant portion of the population. Currently, approximately 25% of the population consists of school-aged children, a percentage which has grown since 1990.

4.1.2 REGULATORY FRAMEWORK

STATE

The Williamson Act (Land Conservation Act of 1965)

The Williamson Act, adopted in 1965, allows for lowered property taxes for property owners who maintain lands for agricultural and certain open space uses. The landowner chooses to enter into a contract with the county or city to restrict land uses to the following uses: land uses compatible with agriculture, wildlife habitat, scenic corridors, recreational use, or open space. In return, local authorities calculate the property tax assessment based on the actual use of the land instead of its potential if the property were developed commercially. Criterion for eligibility is: the land must be designated by a city or county as agricultural preserve, scenic highway corridor, or wildlife habitat area; or it must be actively used for the three years immediately preceding the beginning of the contract as a salt pond, managed wetland, or recreational or open space area.

The contract is renewed automatically for a ten-year period unless the landowner notifies the local government of its desire to not renew the contract. If the contract is not renewed, the land use restrictions remain in effect until the remaining nine years of the contract have passed. Provisions for canceling the contract are available if cancellation is consistent with the purposes of the Williamson Act or otherwise found to be in the public interest. A cancellation fee and deferred taxes (which under some circumstances can be waived) must be paid upon cancellation.²

The project area is not subject to the Williamson Act.

LOCAL

City of Tracy General Plan

Approved in 1993, the City of Tracy General Plan includes a land use map, which is a graphic representation of future land use classifications for all parcels of land in the TPA. The General Plan plans for Core Contiguous development expanding from the City's existing urban core and also envisions self-sustaining development that will contribute to the sense of community without detracting from the existing Tracy downtown core. The General Plan plans for six urban centers targeted for development over a 20-year horizon.

² California Wetlands Information System

4.1 LAND USE /AGRICULTURAL RESOURCES/ECONOMICS

As a policy document, the General Plan sets forth a wide range of goals, policies, and implementation measures intended to guide the type, character, and intensity of growth within the City. Every project considered by the City of Tracy must be either consistent with the General Plan, or found to further the goals of the Plan if modified. The General Plan designates the proposed project site as Commercial (C). The Commercial (C) land use designation allows a relatively wide range of uses, including neighborhood, general and regional commercial and office uses. The maximum Floor Area Ratio (FAR) for this use is 0.25.³ The General Plan designated 2,523 acres within the City limits as Industrial and 1,020 acres within the City limits as Commercial.⁴

The City of Tracy General Plan identifies specific policies regarding land use. While this EIR analyzes the project's consistency with the City of Tracy General Plan pursuant to CEQA Section 15125(d), the Tracy City Council would ultimately make the determination of the project's consistency with this General Plan. Environmental impacts associated with inconsistency with General Plan policies are addressed under the impact discussions of this EIR.

The Land Use Element of the General Plan identifies nine goals to guide the City's decision making for land use and development issues. Four of them are relevant to the proposed project evaluated in this environmental document, within which the General Plan outlines numerous policies and actions to direct their implementation.

Chapter 1: Land Use Element

- **LU 1:** A Balance Between Residential Population, Jobs And Ability To Provide Services.

POLICY LU 1.2: Seeks to maintain competition and affordability for all land use types, in order to encourage businesses to locate in Tracy.

- **LU 6:** A Land Use Mix That Provides Employment Opportunities For All Who Live In Tracy And Wish To Work Here.

In trying to alleviate commuting congestion in the area, Tracy established policies under Goal LU 6 to attract economic growth and employment opportunities to the City.

- **LU 7:** Land Use Patterns That Minimize Conflicts Between Neighboring Uses And Transportation Corridors.

POLICY LU 7.2: Requires that environmental impacts generated by land development proposed within the Tracy area will be fully assessed, and wherever feasible mitigated.

POLICY LU 7.3

AND LU 7.4: Encourage compatible development to be located along freeway corridors while minimizing related transportation, noise and air quality impacts to surrounding areas.

³ The size of a building in square feet (gross floor area) divided by net land area, expressed as a decimal number. For example, a 60,000 square foot building on a 120,000 square-foot parcel would have a floor area ratio of 0.50. The FAR is used in calculating the building intensity of non-residential development.

⁴ DC&E. Land Use, Population and Housing Report for the City of Tracy General Plan and EIR, Released May, 2004 and updated July 2004.

POLICY LU 7.5: Further specifies that employment-generating and regional commercial uses should be located along major transportation corridors to minimize traffic within the City center.

- **LU 9:** Maintain Economic Viability As A Community.

POLICY LU 9.3: Encourages land-uses that contribute positively to Tracy's economic well-being and supports LU 9.1 and 9.4, which require review of all development proposals for potential effects to the City's fiscal resources and applicants to fund any resulting infrastructure expenses or capital improvements.

According to the Tracy General Plan, the Commercial category provides for a relatively wide range of uses, including neighborhood, general and regional commercial and office uses. Regional commercial uses such as discount factory outlets or malls should be located to provide buffering from residential and other areas so that adequate parking and compatibility for adjoining uses can be assured. Highway commercial should be located to take advantage of the traveling motorist.

The City is currently in the process of updating their General Plan. The site is currently zoned as PUD and designated in the General Plan and the future General Plan as Commercial. As such, it is anticipated that the project would not conflict with new or revised policies in the updated General Plan.

I-205 Corridor Specific Plan (1990) and Specific Plan Amendment (1999)

The City of Tracy I-205 Corridor Specific Plan and Specific Plan Amendment sets forth goals and objectives that originate from the Tracy General Plan and are necessary in order to clearly state the intent, purpose, and focus of the I-205 Corridor Specific Plan. In the spring of 1986, the Tracy Economic Development Committee requested the Tracy City Council to explore the potential for commercial and industrial development of properties adjacent to Interstate Highway 205 (I-205). The City Council recognized the importance of the visibility, access and development potential of these properties and directed City staff to investigate planning alternatives for the area. The Specific Plan was influenced by the location and configuration of access to I-205 and the City's General Plan.

Under California Law (Government Code Section 65451 et seq.), Cities and Counties may use Specific Plans to develop policies, programs, and regulations to implement the jurisdiction's adopted General Plan. Specific Plans often function to coordinate individual development proposals within a defined plan.

The law requires that a Specific Plan include text and diagrams specifying:

- The distribution, location, and intensity of land uses, including open space, within the plan area;
- The distribution, location, and capacity of infrastructure, including transportation, sewage, water, storm drainage, solid waste, and energy systems;
- Standards and criteria for development and utilization of natural resources; and
- An implementation program, including capital improvement plans, regulations and financing strategies.

4.1 LAND USE /AGRICULTURAL RESOURCES/ECONOMICS

Goal 11 of the Specific Plan states “Tracy will have six shopping centers in addition to downtown in the year 2000. These shopping centers should be oriented mainly to meet the needs of the community. In the I-205 Corridor area, encourage the location of a regional mall and/or major community shopping center.” The proposed Wal-Mart expansion project is consistent with the Specific Plan goal of a regional shopping center in the I-205 Corridor.

City of Tracy Zoning Regulations

The City of Tracy uses 18 different zoning designations to classify, regulate, restrict and segregate land use, building characteristics and population densities. The project site is zoned as Planned Unit Development (PUD). Under the City of Tracy Zoning Codes, any and all uses are permitted, provided such use or uses are in conformance with the General Plan and are indicated upon an approved development plan. Because the site is under the I-205 Corridor Specific Plan, which was approved in 1999 by Resolution No. 99-240, the PUD zoning for the purposes of the corridor are in conformance with the Specific Plan.

As part of the PUD review and approval process, an applicant must first submit preliminary plans and basic site information to the Development and Engineering Services (DES) to gain insight and advice towards the official application. Formal submittals for each step must follow guidelines outlined in Article 13 of Chapter 10.08.1830 of the City’s Municipal Code. Acceptance of a concept development plan (Step 1) allows for the assignment of the PUD zoning designation. A preliminary development plan (Step 2) and a final development plan (Step 3) must then be approved for issuance of a building permit, each with their own list of required information, and an increased level of detail. Through the PUD process, projects are reviewed for consistency with Specific Plan policies and guidelines, including design guidelines.

Adjacent Zoning and General Plan Designations

Land uses adjacent to the project site within the City of Tracy are designated in the General Plan as Residential Low (RL) to the northwest, Commercial (C) and Residential Medium (M) to the west, and Commercial (C) to the north and to the east. A freeway bisects Land to the south of the project site. Land uses to the south of the project site and south of the freeway are designated as Park (P), Residential Medium (M), and Commercial (C).

San Joaquin County General Plan Land Use Designations

The San Joaquin County General Plan, adopted July 1992, includes policies addressing community development and land use. The 40,000-acre Planning Area designated in the General Plan overlaps with San Joaquin County lands. While this EIR analyzes the project’s consistency with the General Plan pursuant to CEQA Section 15125(d), the Tracy City Council would ultimately make the determination of the project’s consistency with the City’s General Plan. Environmental impacts associated with inconsistency with General Plan policies are addressed under the impact discussions of this EIR.

Proposed General Plan Land Use Designations for the 2005 Update

The City of Tracy is currently preparing an update to its 1993 General Plan. The General Plan Update designates the proposed project site, and surrounding properties within the Grant Line Road portion of the I-205 Corridor Specific Plan area as Commercial. In the proposed 2005 General Plan Update 2,282 acres within the City limits are designated Industrial and 755 acres within the City limits are designated Commercial. As previously mentioned, the 1993 General Plan designated 2,523 acres within the City limits Industrial and 1,020 acres within the City limits Commercial.

4.1.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

A land use impact is considered significant if implementation of the project would result in any of the following:

- 1) Physically divide an established community;
- 2) Conflict with adopted general plan/community plan/specific plan designation(s) or zoning, or policies contained in such plans (e.g., San Joaquin County General Plan, City of Tracy General Plan) that would result in a physical impact on the environment;
- 3) Allow development of land uses that would be incompatible with existing or planned surrounding uses;
- 4) Conflict with any applicable habitat conservation plan or natural community conservation plan.

The land use analysis presented below evaluates the consistency of the proposed Wal-Mart expansion with the type and intensities of the existing and planned land uses on and surrounding the proposed project. Potential land use conflicts or incompatibility are typically the result of other environmental effects, such as the generation of noise, traffic, or objectionable odors. Potential land use conflicts resulting from the effects of the project construction or operation are summarized here, and the reader is also referred to other EIR sections for more detailed discussions of other relevant environmental effects.

METHODOLOGY

Evaluation of potential land use impacts of the proposed Wal-Mart expansion project was based on: review of planning documents pertaining to the project, including the City of Tracy General Plan, City of Tracy Zoning Code, I-205 Corridor Specific Plan and Specific Plan Update, San Joaquin County General Plan, consultation with appropriate agencies, and field review of the project site and surroundings.

The focus of this land use analysis is on land use impacts that would result from the project and all project components. Specific impacts and project consistency issues associated with biological resources, visual resources, noise, traffic, public services/utilities, hydrology, and/or geology are addressed in each technical section and the reader is referred to other EIR sections for detailed analysis of other relevant environmental effects as a result of project development.

PROJECT IMPACTS AND MITIGATION MEASURES

Consistency with the City of Tracy General Plan

Impact 4.1.1 Implementation of the proposed project would be consistent with the City of Tracy General Plan land use designations (a general plan update is in process and the project would be consistent with the land use designation in the proposed general plan update). This would be a **less than significant** impact.

4.1 LAND USE /AGRICULTURAL RESOURCES/ECONOMICS

The project is generally consistent with land use designations of the City of Tracy General Plan, as discussed above under City of Tracy General Plan. The proposed project is generally consistent with General Plan policies, strategies, and concepts related to development. Therefore, no conflict with General Plan land use policies were identified that would result in a physical impact on the environment.

The project site is within the City of Tracy and is designated on the General Plan as Commercial (C) and zoned Planned Unit Development (PUD). The project site is currently vacant and absent of any vegetation or structures.

Mitigation Measures

None required.

Consistency with the City of Tracy Zoning Ordinance

Impact 4.1.2 Implementation of the proposed project would be consistent with the City of Tracy Zoning Ordinance. This would be a **less than significant** impact.

The project site is within the City of Tracy and is designated on the General Plan as Commercial (C) and is zoned Planned Unit Development (PUD). The project site is currently vacant and absent of any vegetation or structures.

The proposed Wal-Mart expansion is under the Planned Unit Development zoning and the uses for the land are detailed under the approved I-205 Corridor Specific Plan. Retail stores are a permitted land use, and grocery stores are a conditionally permitted use, as described in Table A-2 of the I-205 Corridor Specific Plan.

Mitigation Measures

None required.

Consistency with the City of Tracy I-205 Corridor Specific Plan and Specific Plan Amendment

Impact 4.1.3 Implementation of the proposed project would be consistent with the City of Tracy I-205 Corridor Specific Plan and Specific Plan Amendment. This would be a **less than significant** impact.

The project site is within the City of Tracy and meets Goal 11 of the Specific Plan, which states "Tracy will have six shopping centers in addition to downtown in the year 2000. These shopping centers should be oriented mainly to meet the needs of the community. In the I-205 Corridor area, encourage the location of a regional mall and/or major community shopping center." The proposed Wal-Mart expansion project is consistent with the Specific Plan goal of a regional shopping center in the I-205 Corridor.

The Tracy I-205 Corridor Specific Plan Amendment was adopted July 6, 1999 by Resolution No. 99-240, which sets forth the goals and objectives that originate from the Tracy General Plan and are necessary in order to clearly state the intent, purpose, and focus of the I-205 Corridor Specific Plan (1990).

Mitigation Measures

None required.

Construction Related Activities

Impact 4.1.4 Construction of the proposed project and associated infrastructure could produce short-term adverse effects on adjacent uses due to dust, noise, and construction-related activities. This is a **potentially significant** impact.

As described in Section 3.0 (Project Description), the project entails the expansion of the existing 125,689 square-foot Wal-Mart store located at 3010 W. Grant Line Road in the City of Tracy. The expansion will increase the size of the retail business from 125,689 square feet by approximately 82,704 square feet, for a total retail area of approximately 208,393 square feet (219,425 square feet with the outdoor garden center expansion) or approximately 4.913 acres. Approximately 70,000 square feet of the additional retail space will be used for grocery sales; the remaining space will be used for a garden center, general retail, a snack bar, and a vision center. The retail store will also have adjacent outdoor sales, which includes the garden center expansion (11,033 square feet) area, totaling approximately 16,315 square feet. The complete development, including the existing building and parking lot would be approximately 19.33 acres or 842,000 square feet.

Grading activities associated with the proposed project would be the most disruptive aspect of construction. Although, construction of the project would not result in any significant construction impacts offsite, disruption of the surrounding land uses caused by project construction would result from ongoing construction activities, including increased dust, noise, and traffic. There are commercial uses located on the project vicinity with the existing, operating Wal-Mart and businesses located adjacent to and north, west, and east of the project site which could be impacted by noise, dust, and potentially have their access temporarily restricted or impeded as a result of construction activities. The I-205 Interstate is located south of the project site. Residential properties are on distant parcels to the northwest of the project site. The location of construction staging areas has not yet been determined. Depending upon the location of construction staging activities, the potential impacts on adjacent properties would vary. Additionally, existing residents within the City of Tracy, northwest of the project site, may be impacted by construction-related dust and noise. The location of construction staging activities would have an impact on these residents as well.

Physical impacts associated with construction activities (e.g., noise, dust, and traffic) are discussed in the appropriate sections of this EIR.

Mitigation Measures

MM 4.1.4a Prior to commencement of any construction activities requiring complete or partial closure of existing public roadways surrounding the project site, the project applicant shall perform the following tasks to the satisfaction of the City of Tracy Development and Engineering Services and Public Works:

- Obtain written approval from the Director of Public Works and/or City Engineer for the proposed temporary road closure or detour route;
- Ensure access for any users onto the I-205 Interstate and Grant Line Road;

4.1 LAND USE /AGRICULTURAL RESOURCES/ECONOMICS

- Provide written notice to property owners along affected roadways one week prior to roadway closures (if closures are required);
- Post notice of planned closure on affected roadways two weeks prior to roadway closures;
- To ensure public safety, clearly marked and secure roadway construction areas; and
- Steel plates or other appropriate measures shall be placed over open trenches at the end of each workday to restore vehicle access to all residents and nearby commercial properties.

Timing/Implementation: Prior to commencement of any construction activities requiring complete or partial closure of existing roadways surrounding the project site.

Enforcement/Monitoring: City of Tracy Public Works Department and Engineering Division.

MM 4.1.4b

During construction activities, the project applicant shall limit the amount of daily construction equipment traffic by staging construction equipment and vehicles on the project site at the end of each workday rather than removing them. Construction staging areas shall be included on improvement and grading plans in a location acceptable to the City.

Timing/Implementation: Prior to improvement plan approval.

Enforcement/Monitoring: City of Tracy Department of Development and Engineering Services.

The above mitigation measures would reduce the temporary effect of construction activities to **less than significant**. In addition, **sections 4.4 Traffic, 4.5 Noise and 4.6 Air Quality**, also identify mitigation measures that would assist in reducing air quality emissions and noise impacts associated with construction and grading activities.

Adjacent Land Use Compatibility

The Tracy Pavilion Shopping Center, anchored by Home Depot and PetSmart is situated directly north of the project site in the I-205 Corridor. The West Valley Mall, a regional shopping center is found just north of Tracy Pavilion. Also to the north are unincorporated San Joaquin County farmlands. The project site encompasses approximately 6 acres of vacant land immediately adjacent to and west of the existing Wal-Mart building. Single-family residential homes are located to the northwest of the project site. A Costco retail store borders the western side of the project site.

The project's compatibility with surrounding uses is largely based on the interaction of the proposed use and the extent to which adjacent land uses would be affected by this interaction. The addition of the proposed grocery store expansion project to the area will fill a vacant area between the existing Wal-Mart store, and the adjacent Costco within the established shopping center, which will serve the future residents of the properties to the northwest of the site that have a residential land use designation in the City's General Plan.

Mitigation Measures

None required.

Economics

Impact 4.1.6 The proposed Wal-Mart expansion may conflict with some businesses and stores within the I-205 Corridor. The proposed project would not lead to physical degradation such as store vacancies or urban decay by causing a significant impact due to economic change. This would result in a **less than significant** impact.

The CEQA Guidelines do not contain set standards of significance for economic impacts, because as stated in Section 15382, it does not consider an economic or social change by itself a significant effect on the environment. However, the Guidelines also state, "a social or economic change related to a physical change may be considered in determining whether the physical change is significant." Section 15131 echoes this statement and establishes that if included, these issues need only be mentioned to the extent "...necessary to trace the chain of cause and effect." Bay Area Economics (BAE) was retained to prepare an economic impact analysis of the potential impacts of the Wal-Mart Expansion, with and without the development of the nearby WinCo store. Of specific concern to the City and the purposes of this environmental review is the potential for urban decay or additional adverse physical impacts from economic change.

For the purposes of this report, a finding of urban decay is based upon a finding of a negative economic impact so severe that stores might close as a result and that those buildings and/or properties, rather than being reused within a reasonable time, would remain vacant, deteriorate, and lead to the decline of the associated or nearby real estate. If no or minimal negative impact is found, then urban decay would not be a logical result. Store closures alone are not sufficient to cause urban decay as such closures could provide an opportunity for new retailers or other tenants to occupy the vacated space or for property owners to engage in economic development efforts to improve properties.

Existing Setting

Since 1990, Tracy's population has increased 123 percent from 33,500 to 78,307⁵ residents, and continued growth is anticipated with accompanying increases in income and employment opportunities. It has also been determined that Tracy's trade area⁶ has reached a "critical mass" and can therefore successfully develop retail aimed at a broader regional market. The City currently has five major grocery stores and a Costco, comprising a total of 318,000 square feet of food sale area. The current yearly average per square foot sales is \$473, which is well above the national median industry benchmark of \$390.

⁵ California Department of Finance estimate for January, 2004.

⁶ A "trade area" is a geographic region that encompasses most of a retail outlet's customers and is determined through analysis of population densities, traffic counts, commute patterns and existence of competing retail establishments.

4.1 LAND USE /AGRICULTURAL RESOURCES/ECONOMICS

Impact Discussion

BAE's research indicates that if the project were approved and opens as scheduled in 2006, and no other project is built (e.g., Winco), average annual sales per square foot at Tracy's existing supermarkets would decline an estimated six percent to \$443 (2004 dollars), still above the Urban Land Institute (ULI) derived industry median. By 2009, it is estimated that sales will recover and would continue to increase with population to \$510 annually.

Impacts to local grocery retailers will increase further if the nearby Winco is approved. BAE estimates that the annual sales per square foot of grocery retail in Tracy would decline 25 percent from the current figures to \$356, which is below the national average but still well above minimum feasibility levels. Sales recovery is anticipated to reach \$409 by 2009, as long as population growth continues and additional competitors do not establish themselves in Tracy. In general, if sales impacts are distributed evenly throughout the market, all grocery stores could continue operations. However, the BAE report has also indicated that due to the similarity of the market niche that is targeted by Wal-Mart and Winco, the Food Maxx store may suffer the greatest percentage in sales losses. Because the Food Maxx is currently the sole store in the low-cost niche in Tracy, it may have proportionately stronger sales numbers to begin with, in comparison to other supermarkets. However, the cumulative effects of the potential approval of both the Wal-Mart expansion and Winco store may cause a drop in sales from which Food Maxx cannot recover. If that occurs, that retail space can be re-leased for a variety of retail uses.

BAE's analysis of the retail real estate market has shown that historically, Tracy has been able to re-tenant former supermarket sites. Current vacancy rates for retail spaces are low, Tracy and its trade area have higher income levels than the remainder of San Joaquin County, and the trade area is expected to see continued population growth in the short and long term, all of which lead to a demand for all types of retail space. Because of these factors, even if vacancies are created through the closure of existing supermarkets or other types of stores, the overall demand for retail space in Tracy should prevent any long-term vacancies of storefronts, resulting in urban decay.

Because sales would remain robust even with the addition of both the Winco and Wal-Mart projects, retail vacancies are not anticipated in the area as a result of either of them. Thus, significant physical impacts would not occur due to economic change. Moreover, Tracy's entire retail real estate market is very strong. The current low level of retail vacancy rates would avert long-term vacancies should one of the current grocers unexpectedly close as a result of the new developments. For all of these reasons, no significant impact would occur.

Mitigation Measures

None required.

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4.1 LAND USE /AGRICULTURAL RESOURCES/ECONOMICS

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*4.2 Aesthetics/Visual Resources/
Light and Glare*

4.2 AESTHETICS/VISUAL RESOURCES/LIGHT AND GLARE



This section of the EIR describes the existing visual resources of the proposed project, summarizes the landscape characteristics of the site and surrounding area, and discusses the impacts associated with the proposed project. The analysis focuses on the anticipated alteration of the landscape characteristics and visual resources in the vicinity of the proposed project. Visual impacts were evaluated using a combination of site reconnaissance, photo documentation, aerial photographs, and review of City of Tracy General Plan, the I-205 Corridor Specific Plan, and San Joaquin County General Plan policies.

4.2.1 EXISTING SETTING

PHYSICAL SETTING

Aesthetics/Visual Characteristics of the Project Site

The project's visual setting is representative of the I-205 corridor and the Tracy Marketplace. The I-205 Corridor is designated through the I-205 Corridor Specific Plan as a large, retail shopping environment that is easily accessible by car off the I-205 Interstate.

The site for the building expansion is located immediately adjacent to the existing Wal-Mart building. The existing Wal-Mart building is within a shopping center that contains other large regional retail-oriented buildings. The proposed project involves façade and other architectural changes to all of the existing building elevations. Therefore, this section evaluates visual and aesthetic impacts using the proposed post-project elevations for an expanded Wal-Mart building with an emphasis on views of from adjacent parcels and surrounding areas, including views of the Interstate-205 from the project site. This section also addresses potential impacts resulting from increased light and glare from the project. **Figure 4.2-1** and **Figure 4.2-2** show simulations of the Wal-Mart project after the proposed expansion would be completed.

Typical views of the project site from the existing Wal-Mart location are provided in **Photos 4.2-1** through **4.2-5**.

Aesthetics/Visual Characteristics of the Area

The City of Tracy is located at the western edge of the Central Valley region that has been known for agricultural production. It is also in the triangular area defined by Interstates 5, 205, and 580. The San Joaquin River is to the north, and the hills of the Diablo Range are to the west, comprising the natural visual edges for the region. Approximately two-thirds of the land within the Tracy Planning Area (TPA) extends across the San Joaquin Valley floor, while the remaining third ranges into the steep slopes of the Diablo Range. Elevations in the TPA range from near sea level on the valley floor to a height of 1652 feet above mean sea level (MSL) in the Diablo Range.

The Diablo Range comprises a group of northwest trending ridges that extend along the western border of the northern and central portions of the San Joaquin Valley, passing through the

4.2 AESTHETICS/VISUAL RESOURCES/LIGHT AND GLARE

southwest corner of the TPA. These ridgelines separate the western San Joaquin Valley from the California coast creating a major visual and physical barrier between Tracy and the San Francisco East Bay area.

The Diablo Range is the most prominent visual feature within view of Tracy. The foothills and mountains of the Diablo Range are clearly visible from many local roadways, as well as from most unobstructed viewsheds within the TPA.

The general visual character of the region includes urban development at the core of Tracy with agricultural lands at the edge of a flat suburban city. Scattered industrial, freeway-related commercial, and single-family residential uses are located throughout the City. The visual appearance of these developed areas is varied and not organized with a uniform setback or lotting pattern. Architectural quality varies throughout the City and the character of signage also varies in different areas in the City.

Tracy has been undergoing rapid urban development over the past few decades that is resulting in a change to its historic visual atmosphere. The community character transitions outward from downtown Tracy into a newer more suburban atmosphere. Broad arterial streets, new shopping centers, and many new subdivisions contribute to a suburban appearance. Older outlying areas that have not experienced newer development retain a rural character.

The State of California Scenic Highways Program has designated State Highway 580, which transects portions of the TPA as a scenic route. The I-205 is not a scenic highway and large, agricultural fields, interspersed with residential and industrial structures, dominate viewsheds from the I-205.

Community Entry Points

The Tracy Tomorrow Pride and Beautification Task Force identified several "gateways" to the City in 1989. These gateways included East and West Eleventh Street, Grant Line Road, and the I-205 corridor. The Task Force recommendations were aimed at enhancing the aesthetic value of views from these gateways to provide visitors to the City with a "sense of arrival."

East and West Eleventh Street and Grant Line Road provide the primary access routes to Tracy from the I-5 and I-205. Views from these roads are comprised of agricultural open space on the periphery of the City. New housing developments and commercial/retail development can be seen when entering into the I-205.

Traveling toward Tracy, the scenery transitions into rural residential and roadside commercial areas characterized by a mix of vacant and occupied parcels and supporting a variety of structures and land uses that are inconsistent in visual character.

Interstate 205 bisects the northern portion of Tracy and provides non-destination motorists with views of the TPA. Scenic qualities from the I-205 outside of Tracy are agricultural open space, commercial and residential. Views of Tracy from the I-205 comprise freeway commercial businesses, such as motels, fast food restaurants, and gas stations.



PBA
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303.733.1144

TRACY, CALIFORNIA
SUPERCENTER EXPANSION #2025
Preliminary 3D Elevation
October 2, 2015

Source:

PMC
PACIFIC MUNICIPAL
CONSULTANTS

FIGURE 4.2-1
VISUAL SIMULATION



PBA
ARCHITECTS
30 WINTERS STREET, P.O. BOX 200
REVERSH, CALIFORNIA 95745
925-796-1540 FAX 925-796-1686

TRACY, CALIFORNIA
SUPERCENTER EXPANSION #2025
PRELIMINARY RENDERINGS OCTOBER 27, 2005

Source:

FIGURE 4.2-2
VISUAL SIMULATION



FIGURE 4.2-3

Subject Property – Back Is To Wal-Mart - Looking Southeast



FIGURE 4.2-4

Subject Property – Existing Truck Delivery Route – Looking South at I-205

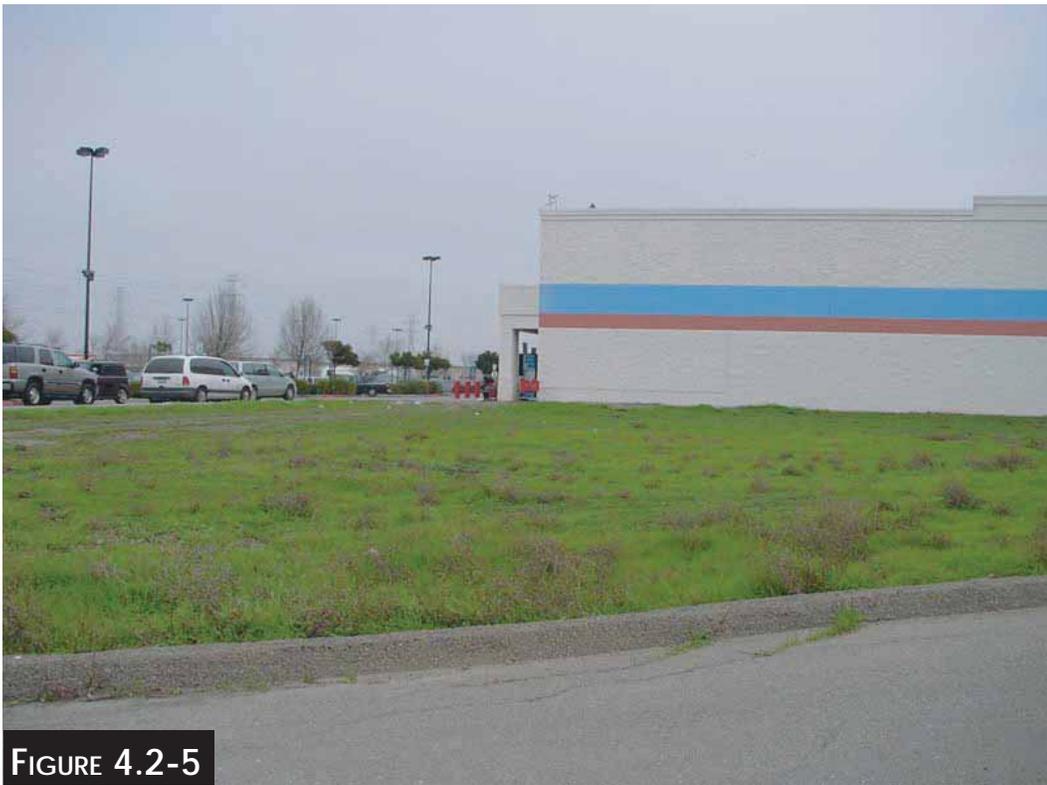


FIGURE 4.2-5

Subject Property – Standing In Truck Route – Looking Northeast

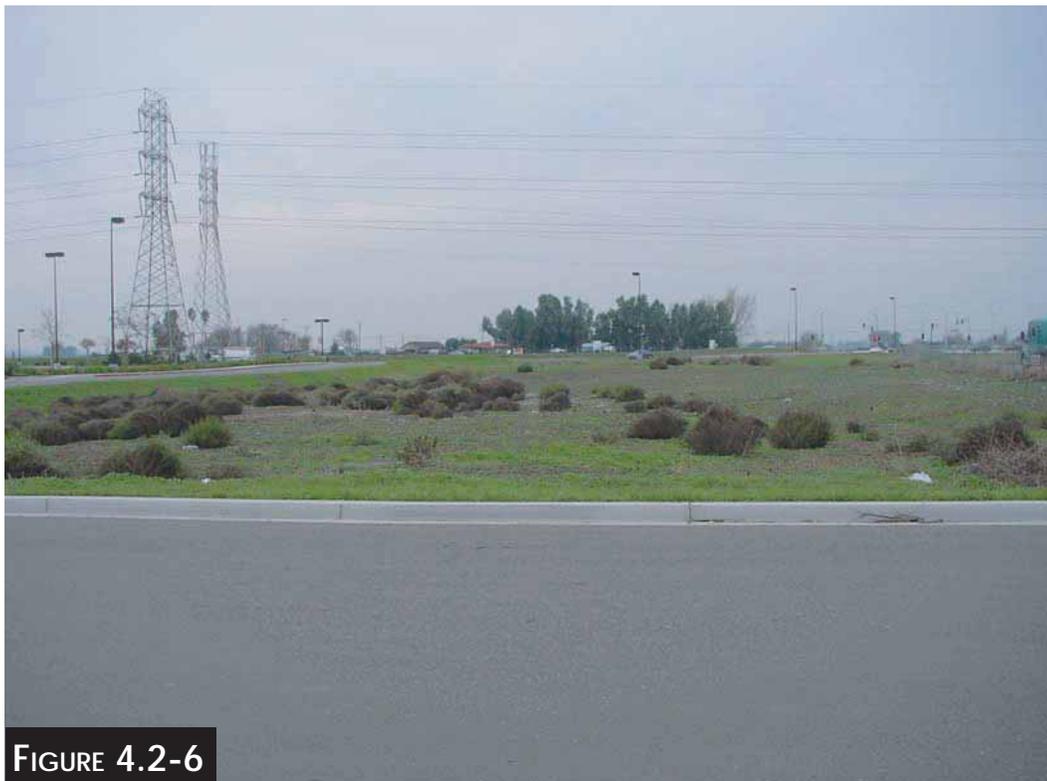


FIGURE 4.2-6

Standing In Parking Lot Access Road, Looking North Into Parking Lot and Grant Line Road. Access Road Is Directly In Front Of Subject Property.



FIGURE 4.2-7

Subject Property, Looking South to I-205

Nighttime Lighting Conditions

Current lighting conditions in the City of Tracy are related to the developed conditions within the City. The City is developed along the I-205 Corridor by freeway lighting and housing. Beyond the commercial/retail and housing to the west and north is agricultural land. To the east and south is scattered development including commercial, urban, and housing.

At nighttime, the City of Tracy has areas with distinct lighting. The central business district has a generally high ambient light level. The northwestern portion of the City of Tracy has a generally low ambient light level, consistent with a rural residential and agricultural area. However, commercial development along I-205 adds to the nighttime lighting conditions. The northeastern portion has a generally low ambient light level and has a large amount of land set aside for industrial development. The southern limits of the City have a low ambient light level consistent with residential areas and limited sand and gravel extraction operations. Because of the high density and mixed uses, the nighttime lighting conditions, within the core of the City have a high ambient brightness level. The project site is currently in a commercial/retail environment and has lighting typically associated with commercial uses.

4.2.2 REGULATORY FRAMEWORK

LOCAL

City of Tracy General Plan

The City of Tracy General Plan does not contain any specific policies regarding visual resources, aesthetics or glare. While this EIR analyzes the project's consistency with the City of Tracy General Plan pursuant to CEQA Section 15125(d), the Tracy City Council would ultimately make the determination of the project's consistency with this General Plan. Environmental impacts associated with inconsistency with General Plan policies are addressed under the impact discussions of this EIR.

City of Tracy Zoning Code

According to the General Plan EIR, the City of Tracy Zoning Code, in combination with design guidelines and Specific Plans, defines appropriate zoning districts for the visual quality and consistency of urbanization along the identified "gateways" to the City.

Title 10 of the City of Tracy Municipal Code provides development standards for expanding and new development.

I-205 Corridor Specific Plan

The proposed Wal-Mart Expansion Project is within the I-205 Corridor Specific Plan area. This Specific Plan contains both general urban design guidelines and specific design standards that bear relation to the project. **Chapter 4, Section 4.1.2.3** of the I-205 Corridor Specific Plan lays out Commercial Standards for siting requirements, parking, on-site pedestrian circulation, building architecture, landscaping, commercial center design guidelines, and architectural design guidelines.

4.2 AESTHETICS/VISUAL RESOURCES/LIGHT AND GLARE

4.2.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines serves as a guideline/general example of consequences that are deemed to have a significant effect on the environment. The project would typically have a significant aesthetic impact if it would have a substantial, demonstrable negative aesthetic effect.

An aesthetic or visual resources impact is considered significant if implementation of the project would result in any of the following:

- 1) Have a substantial adverse effect or obstruct a view on a scenic vista;
- 2) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings;
- 3) Introduction of physical features that are substantially out of character with the existing surrounding conditions;
- 4) Alteration of the natural landscape characteristics of the site and/or view of which the scale or degree of the change appears as a substantial obvious and disharmonious modification of the overall scene to the extent it clearly dominates the view; and
- 5) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area;

METHODOLOGY

This visual resource analysis is based on field surveys and reviews of existing and proposed topographic conditions of the proposed project site in relation to the surrounding vicinity. The project proposed design features associated with commercial/retail development were considered in the analysis.

Several key observation points (KOPs) were established as representative locations to characterize the existing primary view-shed and visual setting in which the proposed project is located. KOPs are representative of critical locations from which the project can be seen. Due to the flat nature of the topography on the project site and within the City of Tracy, photographs were taken and visual evaluations prepared based on views from the project site. Views from the I-205 were taken into consideration, but no photos of the site were taken from the I-205 for safety reasons.

An overall visual sensitivity approach was employed to analyze the existing landscape visual quality, viewer concern, and overall viewer exposure to the project. To assess possible visual changes resulting from the project, staff considered the contrasts of project developments in relation to the existing landscape.

PROJECT IMPACTS AND MITIGATION MEASURES

Alteration of Views

Impact 4.2.1 Implementation of the proposed project would not substantially alter the existing landscape characteristics of the project site from commercial/retail and vacant to a larger commercial/retail warehouse type building. This would be a **less than significant** impact.

The proposed project would not result in a substantial alteration of the existing landscape characteristics of the site from commercial/retail and vacant to a larger commercial building environment.

The project site is located between the existing Wal-Mart and Costco. Currently the project site is absent of any structures and has been vacant with the exception of asphalt paved parking area, a concrete drainage culvert located along the southern boundary of the site, and a drainage ditch located along the western boundary of the site. In anticipation of a future Wal-Mart expansion the project site was left vacant. The expansion will increase the size of the retail business by approximately 82,704 square-feet, for a total retail area of approximately 208,393 square-feet (219,425 including the existing garden center and garden center expansion). Approximately 33,928 square feet of the additional retail space will be used for grocery sales; the remaining space will be used for other uses, including a garden center, general retail, a snack bar, storage, and a vision center. The retail store will also have adjacent outdoor sales, which includes the garden center expansion (11,032 square feet) area, and a 5,282 square foot outdoor sales area. Together, the garden center (existing plus expansion) and the outdoor sales area total 16,314 square feet. The complete development, including the existing building and parking lot would be approximately 19.33 acres or 842,000 square feet.

Mitigation Measures

None required.

Daytime Light and Glare

Impact 4.2.2 Implementation of the proposed project would result in the introduction of glare sources in a previously undeveloped area. This would be a **less than significant impact**.

The proposed project may result in a slight increase in light and glare in the surrounding area of the site. The development associated with the proposed project would include structures and facilities that could create daytime light and glare by reflecting sunlight onto surrounding areas. The extent of this impact would be dependent on the angle of the sun and structure and the type of building material used that could generate a glare effect. It is anticipated that the design of the project and the types of building materials and glass treatments would greatly reduce sources of glare.

Mitigation Measures

None required.

4.2 AESTHETICS/VISUAL RESOURCES/LIGHT AND GLARE

Increased Nighttime Lighting

Impact 4.2.3 Development of the Wal-Mart expansion project would add to existing sources of nighttime lighting and glare, resulting in a minor increase to ambient nighttime lighting levels due to the expanded store hours (operating 24 hours per day, 7 days a week). This would be a **less than significant impact**.

The proposed project would include sources of artificial light, with night lighting levels typical of commercial/retail development that is characteristic of the existing project site and development in the area. New light sources include, but are not limited to parking lot lighting, lighting for the additional retail facilities, street lighting, and additional light generated by automobiles. Stationary light sources have the most potential to adversely affect residents through "spillover" into adjacent properties. Although existing residences in the vicinity of the project site would be shielded from the additional light by intervening commercial properties. It is possible that future residences north and west of the project site may receive spillover light. New light sources would also result in a greater overall level of light at night, thus reducing night sky visibility and affecting the general character of the existing community.

Although no formal design guidelines have been proposed for the project, the conceptual design standards include outdoor lighting standards that would minimize ambient light and trespassing light levels to preserve existing night views. It is anticipated that the project would incorporate the use of motion detectors, low-voltage lighting, shielding and focusing techniques in order to produce a low-lighting ambience. As the project is an expansion of an already existing development, lighting provided would be consistent with the existing lighting.

Mitigation Measures

None required.

Impacts to Scenic Resources

Impact 4.2.4 The proposed project would not impact any existing scenic resources, as none are located on or near the project site. Therefore, this impact is considered **less than significant**.

Mitigation Measures

None required.

REFERENCES

City of Tracy. Municipal Code, Title 10: Planning and Zoning. March 1997.

City of Tracy. I-205 Corridor Specific Plan Amendment. 1999.

City of Tracy. City of Tracy General Plan: An Urban Management Plan. 1993.

City of Tracy. I-205 Corridor Specific Plan EIR. May 1990.

City of Tracy. *General Plan: An Urban Management Plan*. July 1993.

4.2 AESTHETICS/VISUAL RESOURCES/LIGHT AND GLARE

City of Tracy. *Final Environmental Impact Report for the City of Tracy urban Management Plan/General Plan*. July 1993.

PBA Architects. *Existing Building and Proposed Wal-Mart Expansion#2025. Project Simulation Drawings*. 2004.

San Joaquin County. *General Plan 2010*. July 1992. Amended September 2000.

4.3 Human Health and Hazards

This section addresses the potential presence of hazardous materials and conditions in the project area, and analyzes the potential risk of such materials in proximity to proposed development and human activities. Existing problems related to hazardous materials include potential water and soil contamination, health hazards from existing or historic land uses that utilize or generate these materials, and improper disposal of these materials by business, industry and individual households.

4.3.1 EXISTING SETTING

HAZARDOUS MATERIALS DEFINED

A material is considered hazardous if it appears on a list of hazardous materials prepared by a Federal, State, or local agency, or if it has characteristics defined as hazardous by such an agency. A hazardous material is defined in Title 22 of the California Code of Regulations (CCR) section 66260.10 and Health and Safety Code Section 25501as:

(o) "Hazardous material" means any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. "Hazardous materials" include, but are not limited to, hazardous substances, hazardous waste, and any material which a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

Chemical and physical properties cause a substance to be considered hazardous, including the properties of toxicity, ignitability, corrosivity, and reactivity, are defined in the CCR, Title 22, Sections 66261.20 - 66261.24. Factors that influence the health effects of exposure to hazardous material include the dose to which the person is exposed, the frequency of exposure, the exposure pathway, and individual susceptibility.

Existing Hazardous Materials Conditions

Twining Laboratories, Inc. conducted a Phase I Environmental Site Assessment (Phase I) for the project site in July 2004. The subject property has historically been used for agricultural purposes and has remained vacant. The vacant project site is located between the existing Walmart and Costco buildings, which consists of two vacant lots and an asphalt paved parking area. The project site was left vacant in anticipation of a future Wal-Mart expansion.

The Phase I Environmental Site Assessment investigated and evaluated the environmental condition of the project site and surrounding properties to identify the presence and/or impacts of hazardous substances or petroleum products that could adversely affect property use and/or value.

Twining also contracted with Cypress Technology Solutions, Inc. (STAR) in March 2004 to search Federal, state, and local regulatory agency databases to identify known recognized environmental conditions present on the Site and nearby properties which have the potential to adversely impact the Site. The Cypress report identifies the project site and any regulated facilities up to a one-mile radius.

The phase I was performed to evaluate the potential presence of environmental conditions that may have resulted from operations at the Site or at nearby properties. The assessment included a Site reconnaissance, review of available documentation of land-use history for evidence of

4.3 HUMAN HEALTH AND HAZARDS

the use, storage, and/or disposal of hazardous substances, and a review of available regulatory information. The property was evaluated for hazardous materials storage, surficial staining or discoloration, debris, stressed vegetation, or other conditions that may be indicative of potential sources of contamination. The purpose of the assessment was to determine if hazardous materials were historically and/or are currently being used, stored, or disposed of on the site or in the immediate vicinity. The Phase I included the following:

- A review of the current and past uses of the Site since at least 1937;
- A site reconnaissance to assess evidence of current and/or past use of storage of toxic or hazardous material; on-Site ponds, landfills, drywells, waste streams or other disposal units; visible soil discoloration; aboveground or underground storage tanks; electrical transformers containing polychlorinated biphenyls (PCBs); and drums, barrels, and other storage containers;
- A visual review of adjacent properties to assess their potential to adversely impact the site;
- A review of available federal and state Environmental Protection Agency (EPA) lists of known or potential hazardous waste sites or landfills, and sites currently under investigation for environmental violations in the Site area. Using area-profile services provided by Cypress Technology Solutions, Inc., Twining cataloged sites in the vicinity of the Site that have been identified on regulatory agency lists. Search criteria were in conformance with ASTM Standard E 1527-00;
- Considerations and/or identification of business environmental risk issues;
- Contact with relevant municipal, county, and state agencies to review readily available records, and permits; and
- Preparation of a written report to present findings and conclusions.

The Phase I Scope of Services did not include the collection and/or analysis of air, soil, groundwater, or other environmental samples.

As indicated above, the Phase I included a review of Federal, State, and local regulatory agencies' databases or "lists" of businesses and properties that handle hazardous materials or hazardous waste or are the known locations of a hazardous materials release resulting in soil and/or groundwater contamination. The databases are available for review and/or purchase at the regulatory agencies or the information may be obtained through a commercial database service. **Table 4.3-1** illustrates the records review search of all databases conducted as part of the Phase I and the corresponding distance of the radius search.

TABLE 4.3-1
SUMMARY OF REGULATORY LISTS SEARCHED BY STAR AND RECORDS REVIEWED

Federal		State				
Source	Search Radius (mile)	Proximity to Site (miles)				
		On-Site	Within 1/8	1/8-1/4	1/4-1/2	1/2-1
Federal, NPL	1	None	None	None	None	None
Federal, CERCLIS List	½	None	None	None	None	NA
Federal, RCRA CORRACTS TSD Facilities	1	None	None	None	None	None
Federal, RCRA, Non-CORRACTS TSD Facilities	½	None	None	None	None	None
Federal, RCRA Generators	Site and adjoining	None	None	NA	NA	NA
Federal, ERNS List	Site	None	None	None	NA	NA
State (AWP, Cal Sites, CHMIRS, Notify 65 and Toxic Pits)	1	None	None	None	None	None
State (Cortese, CA Bond EXP. Plan)	1	None	None	None	None	None
State, Landfill, WMUDS/SWAT, VCP	½	None	None	None	None	NA
State, SWRCB List of Registered USTs	1/8	None	None	NA	NA	NA
State, RWQCB Facilities with Leaking USTs	½	None	None	1	None	NA
Oil/Gas Wells, Munger Map Book	Site	None	None	NA	NA	NA
CASMBRP	1	None	None	None	None	1
SLIC	1	None	None	None	1	None

Source: Twining, Phase I Environmental Site Assessment City of Tracy, 2004.

The project site, 3010 Grant Line Road West, was listed in the STAR report as a State of California leaking underground storage tank facility. One 1,000-gallon waste oil underground storage tank (UST) was removed during August of 1998. During the removal of the UST, one soil sample was collected from beneath the UST. The analytical results of the soil samples indicated minor concentrations of petroleum product constituents in the soil. An additional four soil samples were collected in the vicinity of the UST for constituents of concern. The analytical results from the additional soil samples were reported as none detected. The San Joaquin County Environmental Health Department (SJCEHD), located in Stockton, California granted closure for this facility in 2001.

Based on distance, direction, and/or status, no facilities were identified in the STAR list and record review that are considered to pose a significant threat to the Site soil and/or groundwater from off-site sources.

Although these facilities are considered to pose a low environmental concern, according to the Phase I, two other sites were identified in the STAR report. These sites include:

- The Old Valley Pipeline-Mansfield Site, 13880 West Grant Line Road, Tracy, CA 95304 was listed on the DTSC Brownfields Database. The status is no further action for DTSC on

4.3 HUMAN HEALTH AND HAZARDS

11/18/1999. The site is the location of an old crude oil spill from the pipeline. The Regional Water Quality Control is making the determination regarding site closure. It was determined from a groundwater investigation and screening risk assessment that residual levels of petroleum-related hydrocarbons in the soil are below levels that would constitute an unacceptable risk. The site is located approximately a half mile from the project site.

- 12450 West Byron Road, Tracy, CA was listed on the Central Valley RWQCB Region 5 Spills, Leaks, Investigation, Cleanup Sites (SLIC) database. This was closed by San Joaquin County for TPH pollutants on 4/21/1997. This site was listed approximately ¼ mile away from the project site.

Three sites within a 1-mile radius of the project site were listed on the STAR database and identified above in **Table 4.3-1**. **Table 4.3-2** includes the name of the sites, address, proximity to the Wal-Mart expansion project site, database identified on, and the status of activities associated with the site.

**TABLE 4.3-2
HAZARDOUS SUBSTANCE RELATED SITES IN THE VICINITY OF PROJECT SITE**

Name of Site	Address	Proximity to Project Site	Regulatory Database	Status Active/Inactive
Old Valley Pipeline-Mansfield Site	13880 W. Grant Line Road	½ Mile	SMBRPD	No Further Action
No name	12450 West Byron Road	¼ Mile	CAR5SLIC	Closed by County
Wal-Mart Store #2025	3010 Grant Line Rd W.	On-Site	CALUSTCA	Case Closed

Source: Twining Phase I Environmental Assessment for Wal-Mart Expansion at the Tracy Market Plaza, 2004.

Historical Hazardous Materials Associated with the Project Site

The proposed project site and surrounding vicinity are associated with historical agricultural operations that are characteristic of the Tracy region. Findings of the Phase I did not identify any hazardous substances on the site, other than the Wal-Mart case listed above in the STAR record search. The facility identified during the records review contained one UST that has since been removed and has been granted case closure by the SJCEHD. No agricultural chemicals were observed at the site, nor were areas where agricultural chemicals may have been stored or formulated identified at the site.

However, it is possible that agricultural chemicals could have been applied to the crops that may have been previously grown on the site. The site appears to have been in agricultural use since at least 1937 until approximately 1985. The site has been vacant, with the exception of an asphalt paved parking area, a concrete drainage culvert located along the southern boundary of the site, and a drainage ditch located along the western boundary of the site, since approximately 1985 to present. The site has been used for agricultural purposes and agricultural chemicals may exist in soils at the site as a result of these past farming practices. There is no indication that agricultural chemicals were stored, formulated, or disposed of at the site. The site is anticipated for commercial use, and the impact of existing pesticide residues on future commercial development is considered low. Additionally, the actual concentrations that exist in the soil are unknown without soil testing. If soils are to be exported off-site, then it is recommended that the collection and analysis of soil samples be conducted at the site.

On-site findings include, but are not limited to a concrete culvert on the southern and southwestern boundary of the project site. The site currently consists of two vacant lots that are covered with overgrown weeds and grasses and an asphalt paved parking area. There are no structures or site improvements with the exception of the asphalt paved parking area. High-tension power lines traverse northeast to southwest across the northern portion of the site. The majority of the site is overgrown with weeds and grasses. No evidence of hazardous substances or wastes was observed at the site on the day of the site reconnaissance. **Figure 4.3-1** shows the site plan of the Tracy Wal-Mart.

PCB Hazards

Concern over the toxicity and persistence in the environment of Polychlorinated Biphenyls (PCBs) led Congress in 1976 to enact Section 6(e) of the Toxic Substances Control Act (TSCA) that included prohibitions on the manufacture, processing, and distribution in commerce of PCBs. PCBs are mixtures of synthetic organic chemicals with the same basic chemical structure and similar physical properties ranging from oily liquids to waxy solids. Due to their non-flammability, chemical stability, high boiling point, and electrical insulating properties, PCBs were used in hundreds of industrial and commercial applications including electrical, heat transfer, and hydraulic equipment; as plasticizers in paints, plastics and rubber products; in pigments, dyes and carbonless copy paper and many other applications. More than 1.5 billion pounds of PCBs were manufactured in the United States prior to cessation of production in 1977.

The Phase I did not identify any PCB containing transformers, nor any other type of transformers, on site or in the immediate vicinity. The Pacific Gas and Electric Company (PG&E) owns all the high-tension power lines that traverse the northeast to southwest and cross a portion of the northwest corner of the site.

Radon

Radon isotope-222 is a colorless, odorless, and tasteless radioactive gas that results from the natural decay of uranium. Uranium and radon are present in varying amounts in rocks and soil and radon is present in background concentrations in the atmosphere. Current evidence indicates that increased lung cancer risk is directly related to radon-decay products.

Geoscience and medical communities in the United States are currently conducting intense research into the radon potential of rocks and soils and indoor radon exposure levels. At this time, the EPA has recommended an "action" level for indoor radon concentrations at or exceeding 4 pico-curies per liter of air (pCi/l). The EPA has extrapolated that a 1 to 3 percent lung cancer mortality rate resulting from a lifetime of exposure at 4 pCi/l. In other words, it is estimated that 1 to 3 persons per 100 exposed to this concentration for life will die of lung cancer induced by radon.

According to a preliminary geologic radon potential assessment of California, and a document prepared by the U.S. Environmental Protection Agency's (EPA's) Office of Radiation and Indoor Air, San Joaquin County and the Great Valley have a low radon potential overall. A radon assessment has not been conducted at the site. However, the site is situated in San Joaquin County, California where the average screening indoor radon level is 0.25 (pCi/l), and is ranked low by the U.S. EPA, Division of Air and Radiation (U.S. EPA, 1993).

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Tracy Municipal Airport

The Tracy Municipal Airport is a general aviation facility, located approximately 5.0 miles southeast of the site. This facility is primarily used for business, flight training, and recreational flights. The airport has two active runways, which are classified as visual runways. There is a non-precision approach procedure to the Tracy airport. This designation means that a navigational aid is available together with an FAA approved flight procedure, to assist in landing during low visibility conditions on any runway utilizing a circle-to-land maneuver. The Tracy Wal-Mart Expansion site does not fall within the Area of Influence of the County Airport Land Use Plan (ALUP).

4.3.2 REGULATORY FRAMEWORK

FEDERAL

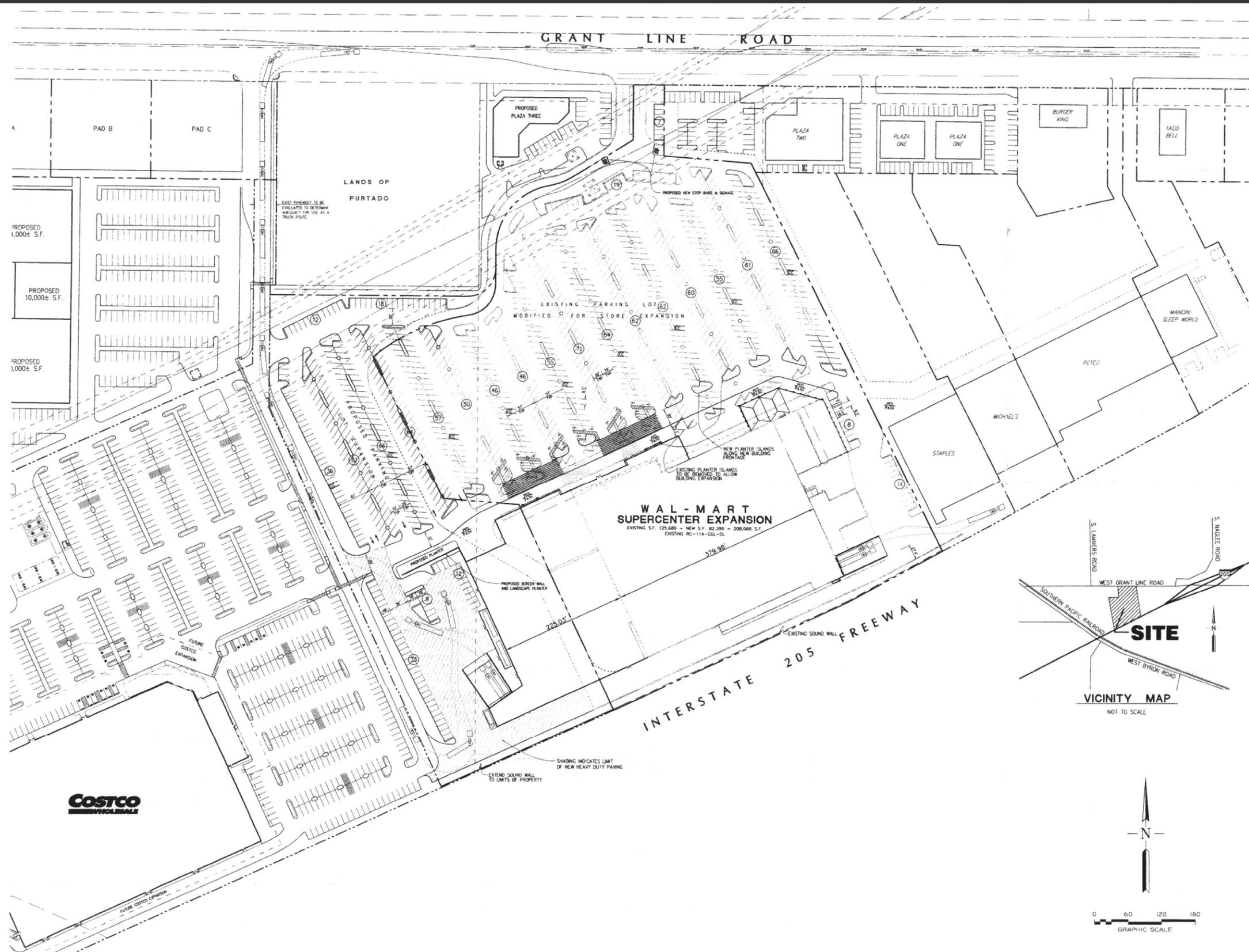
Environmental Protection Agency

The Environmental Protection Agency (EPA) provides leadership in the nation's environmental science, research, education and assessment efforts. The EPA works closely with other federal agencies, state and local governments, and Native American tribes to develop and enforce regulations under existing environmental laws. The EPA is responsible for researching and setting national standards for a variety of environmental programs and delegates to states and tribes responsibility for issuing permits and monitoring and enforcing compliance.

Other Federal Agencies

Other Federal agencies that regulate hazardous materials include the Occupational Safety and Health Administration (OSHA), the Department of Transportation (DOT), and the National Institute of Health (NIH). The following federal laws and guidelines govern hazardous materials.

- Federal Water Pollution Control Act
- Clean Air Act
- Occupational Safety and Health Act
- Federal Insecticide, Fungicide, and Rodenticide Act
- Comprehensive Environmental Response, Compensation, and Liability Act
- Guidelines for Carcinogens and Biohazards
- Superfund Amendments and Reauthorization Act Title III
- Resource Conservation and Recovery Act
- Safe Drinking Water Act
- Toxic Substances Control Act



Source: Robert Karn & Associates, Inc

FIGURE 4.3-1
SITE PLAN - TRACY WAL-MART

Table 4.3-3 lists federal, state, and local regulatory agencies that oversee hazardous materials handling and hazardous waste management, and the statutes and regulations that they administer.

Prior to August 1992, the principal agency at the federal level regulating the generation, transport and disposal of hazardous waste was the EPA under the authority of the Resource Conservation and Recovery Act (RCRA). As of August 1, 1992, however, the California Department of Toxic Substance Control (DTSC) was authorized to implement the State's hazardous waste management program for the EPA. The federal EPA continues to regulate hazardous substances under the Comprehensive Response Compensation and Liability Act (CERCLA).

**TABLE 4.3-3
SUMMARY OF HAZARDOUS MATERIALS REGULATORY AUTHORITY**

Regulatory Agency	Authority
Federal Agencies	
Department of Transportation (DOT)	Hazardous Materials Transport Act - Code of Federal Regulations (CFR) 49
Environmental Protection Agency (EPA)	Federal Water Pollution Control Act Clean Air Act Resource Conservation and Recovery Act (RCRA) Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) Superfund Amendments and Reauthorization Act (SARA) Federal Insecticide, Fungicide and Rodenticide Act
Occupational Safety and Health Administration (OSHA)	Occupational Safety and Health Act and CFR 29
State Agencies	
Department of Toxic Substances Control (DTSC)	California Code of Regulations
Department of Industrial Relations (CAL-OSHA)	California Occupational Safety and Health Act, CCR Title 8
State Water Resources Control Board and Regional Water Quality Control Board	Porter-Cologne Water Quality Act Underground Storage Tank Law
Health and Welfare Agency	Safe Drinking Water and Toxic Enforcement Act
Air Resources Board and Air Pollution Control District	Air Resources Act
Office of Emergency Services	Hazardous Materials Release Response Plans/Inventory Law
Department of Food and Agriculture	Food and Agriculture Code
State Fire Marshall	Uniform Fire Code, CR Title 19

STATE

Environmental Protection Agency

The California Environmental Protection Agency (Cal-EPA) and the State Water Resources Control Board establish rules governing the use of hazardous materials and the management of hazardous waste. Applicable state and local laws include the following:

4.3 HUMAN HEALTH AND HAZARDS

- Public Safety/Fire Regulations/Building Codes;
- Hazardous Waste Control Law;
- Hazardous Substances Information and Training Act;
- Air Toxics Hot Spots and Emissions Inventory Law;
- Underground Storage of Hazardous Substances Act; and
- Porter-Cologne Water Quality Control Act.

Subsequent development under the proposed Draft General Plan may be subject to one of more of the above laws.

Department of Toxic Substances Control

Within Cal-EPA, DTSC has primary regulatory responsibility, with delegation of enforcement to local jurisdictions that enter into agreements with the state agency, for the management of hazardous materials and the generation, transport and disposal of hazardous waste under the authority of the Hazardous Waste Control Law (HWCL).

LOCAL

City of Tracy General Plan

The City of Tracy's General Plan was adopted in 1993 and includes a Safety Element that establishes goals and policies regarding environmental conditions that have the potential to adversely impact the community including flooding, fire, geologic and seismic hazards, and additional issues of concern to the City like personal safety and management of hazardous materials. The Safety Element is a required General Plan Element and is consistent with the other elements of the Tracy General Plan Element. Additionally, the City of Tracy is in the process of updating their General Plan. The General Plan update will not be completed until late 2005.

According to the Safety Element, there are no known sources of especially hazardous or unusual toxic wastes in the City. The project's potential geologic hazards are addressed in Section 4.8 Geology and Soils of this DEIR.

The following City of Tracy GENERAL PLAN goals and policies related to safety are relevant to the project:

Chapter 7: Safety Element

Goal SA 2: Protection of the public and environment from exposure to hazardous materials and hazardous waste.

Policy 2A.1: Protection of the community and environment, through land use controls, site design, and public policy.

City of Tracy Municipal Code

Regulations for hazardous waste discharges and disposal within the City are contained in Title 5, Chapter 5.20 and 5.24, of the Tracy Municipal Code.

I-205 Corridor Specific Plan (1990) and Specific Plan Amendment (1999)

The City of Tracy I-205 Corridor Specific Plan and Specific Plan Amendment sets forth goals and objectives that originate from the Tracy General Plan and are necessary in order to clearly state the intent, purpose, and focus of the I-205 Corridor Specific Plan. In the spring of 1986, the Tracy Economic Development Committee requested the Tracy City Council to explore the potential for commercial and industrial development of properties adjacent to Interstate Highway 205 (I-205). The City Council recognized the importance of the visibility, access and development potential of these properties and directed City staff to investigate planning alternatives for the area. This led to the approval of the I-205 Corridor Specific Plan in 1990. The Specific Plan was influenced by the location and configuration of access to I-205 and the City's General Plan.

The I-205 Corridor Specific Plan (1990) has one policy for hazardous wastes and water pollutants. Chapter 4-51, 2. a. "An on-site reconnaissance for hazardous wastes must be conducted for each parcel within the study area and the resulting report submitted with the application for the first proposed Tentative Map. If hazardous wastes are identified they must be dealt with to the satisfaction of the Tracy Municipal Code, before the application may be approved." A Phase I Site Assessment has been conducted and any hazardous materials concerns are noted in this chapter. The project complies with the I-205 Corridor Specific Plan.

4.3.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

For the purposes of this DEIR, the following criteria were used in determining whether the proposed project would result in a significant impact to hazards and hazardous materials. An impact would be considered significant if the project would:

- 1) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials;
- 2) 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;
- 3) Expose people or property to hazards, including explosives, canal failure, groundwater contamination, or soil contamination;
- 4) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school;
- 5) 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;
- 6) Expose future development to hazards related to abandoned mine features;

4.3 HUMAN HEALTH AND HAZARDS

- 7) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan; or
- 8) Expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands.

METHODOLOGY

This section analyzes the impacts associated with the proposed Wal-Mart expansion project and the risk of upset resulting from hazardous substances, waste contamination or other potential threats to public safety that may exist on the project site or in the project area. This analysis is based on information obtained from the Phase I Environmental Site Assessment conducted for the site by Twining Laboratories, Inc. in July 2004, consultation with relevant agencies, and a review of historical aerial photographs and topographical maps of the project site.

PROJECT IMPACTS AND MITIGATION MEASURES

Transportation and Handling of Hazardous Materials

Impact 4.3.1 The proposed project would include the limited transportation, handling, and use of hazardous materials that may result in adverse environmental impacts. This is considered a **less than significant** impact.

The proposed project would include the use of hazardous materials in both the construction and operational phases of the development. During the construction phase and site preparation, construction equipment and other activities would involve the transport and use of hazardous materials.

The hazardous materials used during the construction phase of the project must comply with federal, state and local regulations regarding the handling and transportation of such materials. The hazardous materials used during the operation phase of Wal-Mart would have to comply with City and County policies. Therefore, this impact is considered **less than significant**.

Mitigation Measures

None required.

Historical Hazardous Materials Contamination

Impact 4.3.2 Due to historical agricultural activities, the Wal-Mart expansion project site and surrounding vicinity is located in an area that may contain hazardous materials. Site reconnaissance indicated no environmental concerns; however, it is possible that agricultural chemicals were used on site. Therefore, this impact is considered **potentially significant**.

The project site and adjacent properties have been used for agricultural activities that are historically associated with hazardous materials and possible soil and groundwater contamination. Agricultural chemicals were potentially used at the site. Residual concentration of environmentally persistent agricultural chemicals may exist in soils at the site as a result of these past farming practices. According to the Phase I Environmental Site Assessment, the

project site and adjacent properties contain no physical evidence of past agricultural contamination. No information was found indicating that agricultural chemicals were stored, formulated, or disposed of at the site.

On-site findings determined that the site is comprised of approximately six acres and is located west of the Wal-Mart located at 3010 Grant Line Road, in the Tracy Market Plaza, in the City of Tracy. The site appears to have been in agricultural use since at least 1937 until approximately 1985. The site has been vacant with the exception of an asphalt paved parking area, a concrete drainage culvert located along the southern boundary of the site, and a drainage ditch located along the western boundary of the site, since approximately 1985 to present. Historical research conducted by Twining, including aerial photograph review did not reveal any significant features or buildings where environmentally sensitive activities may have taken place.

Off-site findings identified in the Phase I included, but were not limited to adjoining properties that were once agricultural lands. A State of California Leaking Underground Storage Tank (LUST) was found by the STAR report at the existing Wal-Mart 3010 Grant Line Road and is located adjacent and east of the site. One 1,000-gallon waste oil underground storage tank (UST) was removed during August of 1998. During the removal of the UST, one soil sample was collected from beneath the UST. The analytical results of the soil sample indicated minor concentrations of petroleum product constituents of concern. Analytical results from additional soil samples reported as none detected for constituents of concern. The SJCEHD granted closure for this facility in 2001.

Based on distance, direction and/or status, no facilities were identified in the list and record review that are considered to pose a significant threat to the site soil and/or groundwater from off-site sources. Therefore, the environmental concern posed to the site from off-site sources appears to be low.

Mitigation Measures

MM 4.3.2 Prior to issuance of grading permits, the project area shall be surveyed to accurately identify areas where hazardous materials may be present. The applicant shall perform soil sampling if necessary to determine the potential of soil and groundwater contamination present on and adjacent to the project site. Any remediation or exporting of soils from the project site shall be undertaken in accordance with the requirements of the California Department of Toxic Substances Control (DTSC), the Regional Water Quality Control Board, and San Joaquin County Environmental Health Department (SJCEHD).

Timing/Implementation: Prior to issuance of grading permits.

Enforcement/Monitoring: City of Tracy Department of Development & Engineering Services

Historical and Existing Hazardous Materials Contamination

Impact 4.3.3 Implementation of the proposed project could result in exposure to existing hazardous materials substances or waste within one-quarter mile of an existing or proposed school. This is a **less than significant** impact.

4.3 HUMAN HEALTH AND HAZARDS

There is one (1) Hazardous Substance Related Site in the vicinity of the project site. This is the Wal-Mart located at 3010 Grant Line Road that is located adjacent and east of the site. The site is listed on the Leaking Underground Storage Tank (LUST) database as having leaked gasoline. Based on the distance, direction and closure status for this facility in 2001, this hazardous site would not pose an environmental concern for the proposed project site, and the impact would be **less than significant**.

Mitigation Measures

None required

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San Joaquin County. Environmental Health Department Website. <http://www.co.san-joaquin.ca.us/EHD/>. Site accessed August 25, 2004.

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4.4 Traffic and Circulation

The Traffic and Circulation Section analyzes traffic impacts associated with development of the Tracy Wal-Mart. The analysis is based upon a traffic impact study conducted by Fehr & Peers Associates. A copy of the Traffic Impact Study for the Tracy Wal-Mart Expansion is provided in **Appendix C** of this document.

4.4.1 EXISTING SETTING

PROJECT DESCRIPTION

The proposed project would expand an existing 125,689 square-foot Wal-Mart facility by approximately 82,704 square-feet, for a total retail area of approximately 208,393 square-feet. Approximately 33,928 square feet of the additional retail space will be used for grocery sales; the remaining space will be used for general retail and other related uses.

The project site is located adjacent to the existing Wal-Mart, which is south of Grant Line Road in the City of Tracy. The Project study area is bounded by *Corral Hollow Road* to the east, *Eleventh Street* to the south, *Lammers Road* to the west, and *Naglee Road* to the north. A brief description of the important roadways in the vicinity of the project site follows; **Figure 4.4-1** shows the study intersections.

EXISTING ROADWAY NETWORK

A description of the roadway network near the project study area is illustrated in **Figure 4.4-1**. Discussed below are the freeways and major roads in the project study area, which include Interstate 205 (I-205), Lammers Road, Eleventh Street, Corral Hollow Road and Grant Line Road.

Interstate 205 (I-205) – A freeway extending through the northern portion of Tracy and providing access to Interstate 580 and Interstate 5. In the study area, I-205 is a four-lane freeway with a posted speed limit of 70 mph. The interchange nearest the project site is located at Grant Line Road/ Naglee Road.

Grant Line Road – An east-west roadway, which intersects Byron Road, Lammers Road, Naglee Road, Corral Hollow Road, and Tracy Boulevard. Access to the Project is provided via Grant Line Road. The posted speed limit along Grant Line Road is 40 mph. Grant Line Road is six lanes between Corral Hollow Road and Naglee Road and five lanes (three eastbound and two westbound) between Naglee Road and Lammers Road. West of Lammers Road, Grant Line Road narrows to two lanes. The Grant Line Road/Corral Hollow Road and Grant Line Road/Naglee Road intersections are signalized.

Naglee Road – A six-lane roadway accessing I-205, Grant Line Road, Pavilion Parkway, Robertson Road, and Auto Plaza Drive in the study area. The Auto Plaza Drive/Naglee Road, Robertson Drive/Naglee Road, Naglee Road/Pavilion Parkway, and Grant Line Road/Naglee Road intersections are signalized. The posted speed limit on Naglee Road in the project study area is 35 mph.

Eleventh Street - A four-lane roadway with a median and a posted speed limit of 55 mph between I-205 and Lammers Road. Between Lammers Road and Corral Hollow Road, Eleventh Street has six lanes, a median and bike lanes. The posted speed limit for this segment of Eleventh Street is 45 mph.

4.4 TRAFFIC AND CIRCULATION

Corral Hollow Road – A four-lane north-south divided roadway extending from I-580 at the southern City limit to north of I-205 in San Joaquin County. The posted speed limit along Corral Hollow road is 40 mph. Bike lanes and sidewalks are available along the roadway. In the project study area, Corral Hollow Road intersects Grant Line Road, Lowell Avenue, Byron Road and Eleventh Street. There is a planned future extension of Auto Plaza Drive to Corral Hollow Road.

Lammers Road - A north-south roadway running parallel to Corral Hollow Road serving the western portion of the developed Tracy. In the study area, Lammers Road is a two-lane road with a posted speed limit of 45 mph.

Byron Road is a rural two-lane roadway that runs diagonally between the northwest and southeast.

STUDY INTERSECTIONS

The study intersections listed below were chosen in consultation with City of Tracy staff. The locations of these intersections are shown on **Figure 4.4-1**, and represent the locations most likely to experience traffic impacts associated with the Project.

- 1) Grant Line Road/Byron Road
- 2) Grant Line Road/Naglee Road/I-205 WB On-Ramp
- 3) Naglee Road/Pavilion Parkway
- 4) Grant Line Road/I-205 EB Ramps
- 5) Grant Line Road/Corral Hollow Road
- 6) Eleventh Street/Lammers Road
- 7) Eleventh Street/Corral Hollow Road
- 8) Robertson Drive/Naglee Road
- 9) Auto Plaza Drive/Naglee Road
- 10) Auto Plaza Drive Extension/Corral Hollow Road (future only)

All study intersections listed above are in the Tracy city limits except the Grant Line Road/Byron Road intersection, which is under the jurisdiction of San Joaquin County. Intersections 2-4 are part of the Grant Line Road/I-205 interchange.

Freeway Study Segments

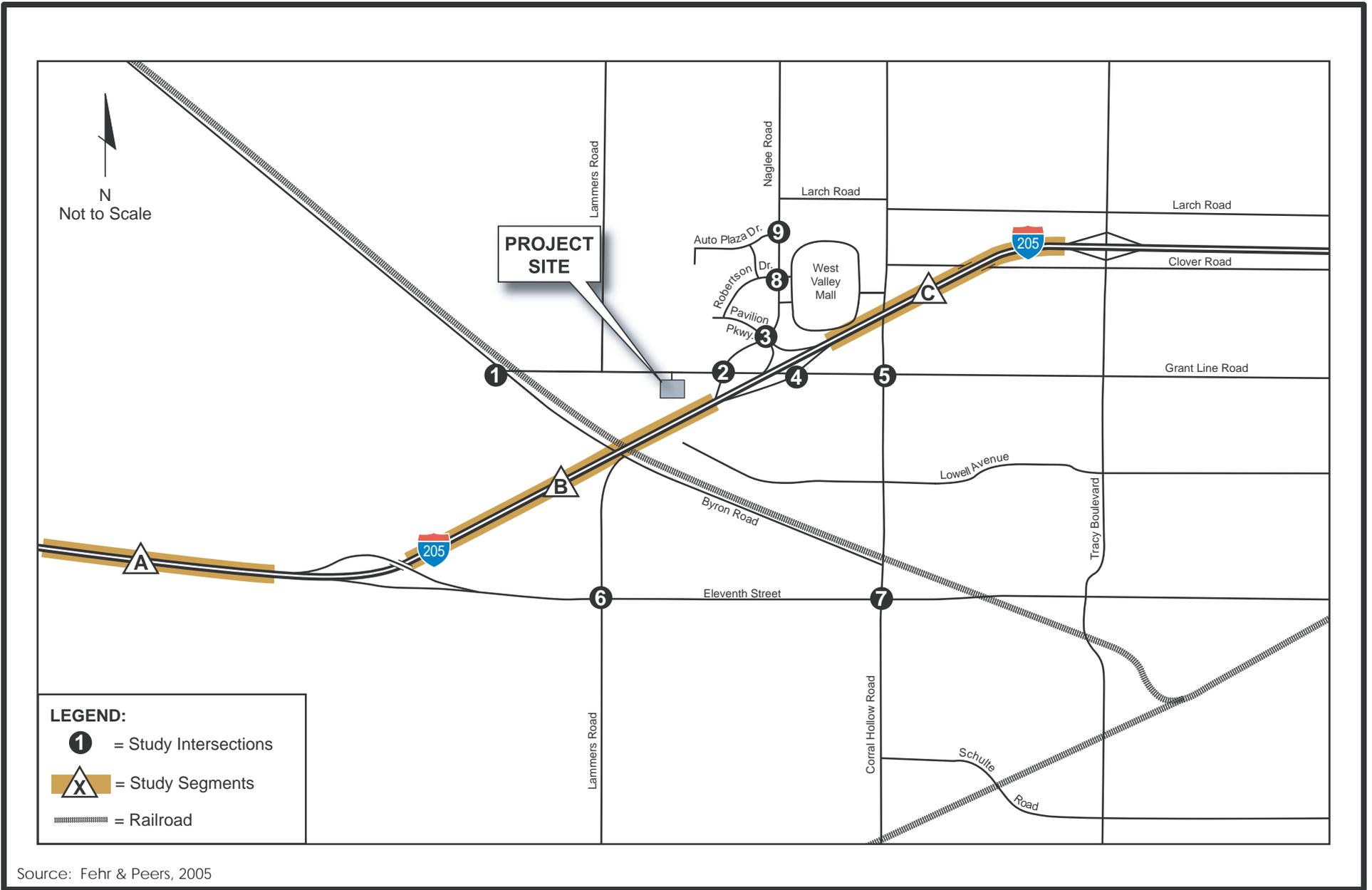
Operating conditions along the following freeway segments in the study area were also analyzed:

Segment A – I-205 from Mountain House Parkway to Eleventh Street

Segment B – I-205 from Eleventh Street to Grant Line Road

Segment C – I-205 from Grant Line Road to Tracy Boulevard

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Source: Fehr & Peers, 2005

FIGURE 4.4-1
EXISTING ROADWAY NETWORK AND STUDY LOCATIONS

STUDY APPROACH

The process for conducting this traffic analysis began by creating the background volumes, which were developed for the existing scenario by collecting traffic counts, and generating, distributing, and assigning approved projects trips. The cumulative background scenario was developed using the Tracy General Plan Travel Demand Model. The resulting traffic volumes were analyzed. Deficiencies caused by future development without improvements were identified and improvements were made to bring the cumulative background operations to acceptable levels of service. Project trips were generated, distributed, and added to the background volumes. Project-specific impacts were identified and mitigations were recommended. Details of the analysis scenarios are presented in the remainder of this section.

Analysis Scenarios

For this study, the following four scenarios were evaluated:

Scenario 1: Existing No Project Conditions – Existing volumes obtained from counts plus estimated traffic generated by projects in the study area which are approved but not occupied as of March 31, 2005. It should be noted that WinCo Foods is proposing a new grocery store on Pavilion Parkway near the Wal-Mart expansion site, and a traffic study on the WinCo Foods project, along with redesignation of a parcel north of the WinCo Foods from industrial to general commercial, is being prepared concurrently with this report on the Wal-Mart expansion. As WinCo Foods is not currently an approved project, it was not included in the existing Wal-Mart expansion analysis. The proposed WinCo Foods and the northern parcel are, however, considered reasonably foreseeable projects, and were therefore included in the cumulative analyses described below in scenarios 3 and 4.

Scenario 2: Existing Plus Project Conditions – This scenario used the same traffic volumes as Scenario 1 with addition of the estimated traffic generated by the proposed Wal-Mart expansion project. The roadway system was the same as Scenario 1.

Scenario 3: Cumulative No Project Conditions – This scenario looked at future forecast conditions, using the Tracy Finance and Implementation Plan (FIP) Travel Demand Model as the basis for generating regional cumulative background traffic forecasts. For this analysis, the build out of the I-205 Specific Plan based on land use designations and maximum trips per acre allowed in the approved I-205 Specific Plan was used. Trips generated by the WinCo Foods project and northern parcel are included as part of the cumulative background growth. The Wal-Mart expansion was not included in the analysis.

Scenario 4: Cumulative Plus Project Conditions – The analysis for this scenario used the same assumptions as Scenario 3, plus the estimated traffic generated by the proposed Wal-Mart expansion.

ANALYSIS METHODS & SIGNIFICANCE CRITERIA

The analysis methods outlined in the *Highway Capacity Manual* (Transportation Research Board, 2000) were used in this study. The results of this analysis on operational performance of a roadway network are commonly described using a grading system called level of service or LOS. LOS is a description of intersection operating conditions, ranging from LOS A (free-flow traffic conditions with little or no delay) to LOS F (oversaturated conditions where traffic flows exceed design capacity, resulting in long queues and delays). The HCM methods for calculating

4.4 TRAFFIC AND CIRCULATION

LOS and significance criteria for signalized intersections, unsignalized intersections, and freeway segments are described below.

Signalized Intersections

At signalized intersections, traffic conditions were evaluated using the LOS method described in the *2000 Highway Capacity Manual*. The LOS grading system is based on the weighted average control delay measured in seconds per vehicle. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration. **Table 4.4-1** summarizes the relationship between delay and LOS for signalized intersections.

TABLE 4.4-1
SIGNALIZED INTERSECTION LOS CRITERIA

Level of Service	Description	Average Control Delay (Seconds Per Vehicle)
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	< 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	> 80.0

Source: *2000 Highway Capacity Manual, Transportation Research Board, 2000.*

Unsignalized Intersections

For unsignalized (all-way stop-controlled and side-street stop-controlled) intersections, the *2000 Highway Capacity Manual* (Transportation Research Board, National Research Council) methodology for unsignalized intersections was utilized. The LOS is defined by the average control delay per vehicle (measured in seconds) for each stop-controlled movement and for the uncontrolled left turns, if any, from the main street. The control delay incorporates delay associated with deceleration, acceleration, stopping, and moving up in the queue. For side-street stop-controlled intersections, delay is typically represented for each movement and reported for the worst movement from the minor approaches only. **Table 4.4-2** summarizes the relationship between delay and LOS for unsignalized intersections.

TABLE 4.4-2
UNSIGNALIZED INTERSECTION LOS CRITERIA

Level of Service	Description	Average Control Delay (Seconds Per Vehicle)
A	Little or no delays	≤ 10.0
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays with intersection capacity exceeded	> 50.0

Source: 2000 Highway Capacity Manual, Transportation Research Board, 2000.

Freeway Segments

Similar to intersection operations, freeway levels of service range from LOS A (the best operating conditions) to LOS F (the worst). LOS E represents "at-capacity" operation. When the volume exceeds capacity, stop-and-go conditions result, and operations are designated as LOS F. Freeway operations are evaluated using the method provided in the *2000 Highway Capacity Manual*. This method calculates a density for a freeway segment using input data such as the traffic volume, the number of lanes, the percentage of trucks and the free-flow speed. Based on the calculated density, each segment of the freeway can be assigned a level of service. The LOS for a freeway segment is based on the vehicle density (passenger cars/lane/mile) as shown in Table 4.4-3.

TABLE 4.4-3
FREEWAY MAINLINE LEVEL OF SERVICE DEFINITIONS

Level of Service ¹	Maximum Density (Passenger Cars/Lane/Mile)
A	11
B	18
C	26
D	35
E	45
F	> 45

1. Freeway mainline LOS based on a 65 mph free-flow speed.

Source: 2000 Highway Capacity Manual, Transportation Research Board, 2000.

Existing Transit Services

Tracy Trans (dial-a-ride service) and the Stockton Metropolitan Transit District (SMART) currently serve the City of Tracy. Tracy Trans provides on demand service within the city limits, and currently services approximately 300 passengers per day. SMART provides general public fixed route and dial-a-ride service as well as subscription service to commuters traveling between San Joaquin County and the Bay Area. Approximately 430 passengers per day currently use this service across the Altamont Pass, with slightly less than half boarding from Tracy. In May 1998,

4.4 TRAFFIC AND CIRCULATION

the Altamont Commuter Express (ACE) Joint Powers Authority was established to oversee commuter rail service from Stockton to San Jose for an initial three-year period. There are two westbound ACE trains in the morning and two eastbound ACE trains in the evening. The ACE station in Tracy is located at the intersection of Tracy Boulevard and Linne Road. A ridership survey conducted in February 1999 indicates approximately 48% of those passengers using the service across the Altamont Pass are boarding from Tracy.

The Project site is served by a fixed-route bus system termed Tracer, which is operated by the City of Tracy. Tracer follows a loop within the existing city limits and traverses Grant Line Road, Tracy Boulevard, West Eleventh Street, and Schulte Road. The endpoints for the route include City Hall and the West Valley Mall. Service is currently provided on 60-minute headways with operations beginning at 6:58 AM on weekdays and 8:58 AM on Saturdays. Service ends at 6:58 PM on weekdays and 4:58 PM on Saturdays. No service is provided on Sundays.

The San Joaquin Regional Transit District (SJRTD) also operates a flexible fixed-route line, Route 90, within the City of Tracy. This route extends along Grant Line Road with stops at major locations including the Project site, West Valley Mall, the Naglee Park-and-Ride Facility, and the Prime Outlets on Pescadero Avenue. Route 90 operates on 1-hour, 45-minute headways in the evenings with 2-hour headways on weekends and holidays.

Bicycle and Pedestrian System

Currently no bicycle facilities are provided in the immediate Project area. Class II bike lanes exist along Grant Line Road east of I-205, and connect to a system of bike lanes and bike routes within the existing City limits. Pedestrian facilities (i.e., sidewalks) are provided along the south side of Grant Line Road, adjacent to the Project site. Both bicycle and pedestrian activity on Grant Line Road west of I-205 are minimal.

Significance Criteria

As described above, level of service (LOS) is a measure of the level of congestion experienced at an intersection or along a facility, ranging from LOS A (free-flowing conditions) to LOS F (jammed with volume or demand exceeding capacity). Most cities and counties in California have established level of service standards of significance for intersections and facilities within the limits of the city or county.

The level of service standard for the City of Tracy is LOS C, except for intersections located within ¼ mile of a freeway, where the standard is LOS D. For San Joaquin County, the *General Plan 2010* specifies LOS D as the acceptable level of service for intersections. A project impact is considered significant when traffic generated by the proposed project will decrease the level of service at a facility past the applicable level of service criteria. The I-205 freeway segments are in the SJCOG CMP system. The study segments from the Mountain House Parkway to Tracy Boulevard have been "grandfathered" in at a LOS F standard. Under this condition, a project impact is considered significant when it increases the baseline volume by more than 5%.

For this analysis, Existing Project impacts were evaluated by comparing the results of Scenario 2 to Scenario 1, and Cumulative Project impacts were evaluated by comparing the results of Scenario 4 to Scenario 3.

TRAFFIC CONDITIONS AND OPERATIONS

Existing Traffic Volumes and Lane Configurations

In May 2005, mid-week evening peak period (4:00 to 6:00 PM) intersection turning movement counts were collected at all study intersections. Mid-week morning peak period (7:00 to 9:00 AM) intersection turning movement counts were also collected for the Grant Line interchange intersections (Grant Line Road/Naglee Road, Naglee Road/Pavilion Parkway and Grant Line Road/I-205 EB Ramps). For each intersection, the hour within the peak period containing the highest total traffic volume was identified as the peak hour. The peak hour turning movement volumes are used as the basis for traffic operations analysis. Raw traffic count data can be found in **Appendix C** of the Traffic and Circulation analysis.

Approved Projects

Projects in the study area which have been approved, are under construction, or are built and not occupied but are expected to be occupied at approximately the same time the Project is occupied are included in the existing background volume. Traffic generated by these projects were added to existing traffic volumes and used as Existing without Project traffic volumes. The list of approved projects was provided by the City of Tracy and verified via a field visit in May 2005.

Trip generation for the approved projects was calculated using trip generation information from ITE *Trip Generation*, 7th Edition. Pass-by reduction percentages were applied for the PM peak hour based on the ITE *Trip Generation Handbook*. **Table 4.4-4** contains the approved projects list, description, and trip generation information. **Figure 4.4-2** shows the location of these projects by project number.

Figure 4.4-3 depicts the existing traffic volumes, lane configuration, and traffic control at each of the study intersections.

Freeway Volumes

Freeway volumes were derived from count data collected by Caltrans during 2004 and summarized for the average mid-weekday (Tuesday, Wednesday, Thursday). A growth factor of 18% was applied to the 2004 data to represent approximately five years of background volume growth on I-205 under the Existing setting for the Project. The volumes reported on **Figure 4.4-3** represent the highest hourly volume reported within the normal morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak periods. Note that observed volumes on westbound I-205 actually peak around 5:00 - 6:00 AM, outside the normal AM peak period (see **Appendix C**). Actual peak hour traffic volumes are up to 20% higher during the 5:00 AM hour than the reported volumes on **Figure 4.4-3**.

For each of the study intersections, the Existing intersection operating conditions were analyzed using the methods described earlier in this report. The level of service for intersections along the Grant Line Road/I-205 interchange was calculated for AM and PM peak hours and the level of service for all other intersections was calculated for only the PM peak hour. The AM and PM peak hour intersection LOS is shown in **Table 4.4-6** below. Detailed LOS worksheets for the Existing scenario can be found in **Appendix C**.

4.4 TRAFFIC AND CIRCULATION

TABLE 4.4-4
APPROVED PROJECTS TRIP GENERATION

Project	Size	Units LU	ITE Code	Trip Generation	Rate ²	Passby % ³
				AM	PM	
1. Summer Lane	49	du	210	$T = 0.70(X) + 9.43$	$\text{Ln}(T) = 0.90 \text{Ln}(X) + 0.53$	0
2. San Marco	71	du	210	$T = 0.70(X) + 9.43$	$\text{Ln}(T) = 0.90 \text{Ln}(X) + 0.53$	0
3. Huntington Park	27	du	210	$T = 0.70(X) + 9.43$	$\text{Ln}(T) = 0.90 \text{Ln}(X) + 0.53$	0
4. Redbridge	157	du	210	$T = 0.70(X) + 9.43$	$\text{Ln}(T) = 0.90 \text{Ln}(X) + 0.53$	0
5. Corral Hollow Estates	32	du	210	$T = 0.70(X) + 9.43$	$\text{Ln}(T) = 0.90 \text{Ln}(X) + 0.53$	0
6. Lyon Crossroads	3	du	210	$T = 0.70(X) + 9.43$	$\text{Ln}(T) = 0.90 \text{Ln}(X) + 0.53$	0
7. Presidio	25	du	210	$T = 0.70(X) + 9.43$	$\text{Ln}(T) = 0.90 \text{Ln}(X) + 0.53$	0
8. Cintra Park	38	du	210	$T = 0.70(X) + 9.43$	$\text{Ln}(T) = 0.90 \text{Ln}(X) + 0.53$	0
9. Woodfield	14	du	210	$T = 0.70(X) + 9.43$	$\text{Ln}(T) = 0.90 \text{Ln}(X) + 0.53$	0
10. Westgate	80	du	220	$T = 0.49(X) + 3.73$	$T = 0.55(X) + 17.65$	0
11. Microtel Hotel	80	rooms	310	$T = 0.67(X)$	$T = 0.70(X)$	0
12. Alimi Gas Station	4.5	ksf	945	$T = 77.68(X)$	$T = 96.37(X)$	AM - 62 PM - 56
13. Ormonde Office	8.84	ksf	710	$\text{Ln}(T) = 0.80 \text{Ln}(X) + 1.55$	$T = 1.12(X) + 78.81$	0
14. Alzheimer's Care Facility	81	beds	254	$T = 0.14(X)$	$T = 0.22(X)$	0
15. Edelman Auto Repair	42.7	ksf	942	$T = 2.94(X)$	$T = 3.38(X)$	0
16. Tracy Mitsubishi	24.3	ksf	841	$T = 2.05(X)$	$T = 2.64(X)$	0
17. Duong Retail	30.18	ksf	820	$T = 1.03(X)$	$T = 3.75(X)$	AM - 0 PM - 34
18. Texas Roadhouse Restaurant	6.92	ksf	932	$T = 11.52(X)$	$T = 10.92(X)$	AM - 0 PM - 43
19. Golden Corral Restaurant	7.7	ksf	932	$T = 11.52(X)$	$T = 10.92(X)$	AM - 0 PM - 43
20. Pacific Bowie Retail	16	ksf	820	$T = 1.03(X)$	$T = 3.75(X)$	AM - 0 PM - 34
21. La Morinda Retail	38.5	ksf	820	$T = 1.03(X)$	$T = 3.75(X)$	AM - 0 PM - 34
22. Les Schwab Tires	13.8	ksf	848	$T = 2.89(X)$	$T = 4.15(X)$	AM - 0 PM - 28
23. Orchard Plaza Commercial	26.59	ksf	820	$T = 1.03(X)$	$T = 3.75(X)$	AM - 0 PM - 34
24. Sekhon Retail	14.1	ksf	820	$T = 1.03(X)$	$T = 3.75(X)$	AM - 0 PM - 34
25. Faith Realty Office	14.1	ksf	715	$T = 1.8(X)$	$T = 1.73(X)$	0
26. Triad Medical Office	75.73	ksf	720	$T = 2.48(X)$	$T = 3.72(X)$	0
27. La Morinda Retail	25.23	ksf	820	$T = 1.03(X)$	$T = 3.75(X)$	AM - 0 PM - 34

4.4 TRAFFIC AND CIRCULATION

28. Office Building	39.59	ksf	710	$\text{Ln}(T) = 0.80 \text{Ln}(X) + 1.55$	$T = 1.12(X) + 78.81$	0
29. Stonegate Plaza-Retail	18	ksf	820	$T = 1.03(X)$	$T = 3.75(X)$	AM - 0 PM - 34
30. Target Expansion	15.96	ksf	820	$T = 1.03(X)$	$T = 3.75(X)$	AM - 0 PM - 34
31. Fowzer Auto Body	55	ksf	942	$T = 2.94(X)$	$T = 3.38(X)$	0
32. Commercial Building	6.95	ksf	710	$\text{Ln}(T) = 0.80 \text{Ln}(X) + 1.55$	$T = 1.12(X) + 78.81$	0
35. Castro	71	du	210	$T = 0.70(X) + 9.43$	$\text{Ln}(T) = 0.90 \text{Ln}(X) + 0.53$	0

Notes:

1. du = dwelling units; ksf = 1,000 square feet.
2. Trip generation information from Institute of Transportation Engineers (ITE) Trip Generation 7th Edition.
3. Pass-by % from Institute of Transportation Engineers (ITE) Trip Generation Handbook 7th Edition.

Trip Distributions

Trip distributions for the approved projects were developed using the SJCOG/City of Tracy Traffic Demand Model. Because travel behavior to residential and commercial uses differs, residential and commercial approved projects were assigned separate trip distributions. The same trip distribution was used for inbound and outbound for both residential and commercial projects. These trip distributions are reported in **Table 4.4-5** below.

**TABLE 4.4-5
APPROVED PROJECTS TRIP DISTRIBUTION**

Location	Residential Approved Projects		Commercial Approved Projects	
	Inbound	Outbound	Inbound	Outbound
I-205 West	23	23	7	7
Byron Road Northwest	1	1	1	1
Lammers Road North	1	1	1	1
Naglee Road North	1	1	2	2
Corral Hollow North	3	3	3	3
Tracy Boulevard North	1	1	2	2
I-205 East	15	15	3	3
Grant Line Road East	1	1	2	2
Lowell East	1	1	2	2
Eleventh Street East	1	1	3	3
Tracy Boulevard South	1	1	10	10
Corral Hollow South	5	5	6	6
Lammers South	5	5	1	1
Von Sosten Road West	1	1	1	1
Grant Line Road West	1	1	1	1
Internal Zones	39	39	55	55
Total	100	100	100	100

Source: Fehr & Peers, 2005.

4.4 TRAFFIC AND CIRCULATION

Existing Intersection Operating Conditions

For each of the study intersections, the Existing intersection operating conditions were analyzed using the methods described earlier in this report. The level of service for intersections along the Grant Line Road/I-205 interchange was calculated for AM and PM peak hours and the level of service for all other intersections was calculated for only the PM peak hour. The AM and PM peak hour intersection LOS is shown in **Table 4.4-6** below. Detailed LOS worksheets for the Existing scenario can be found in **Appendix C**.

**TABLE 4.4-6
EXISTING INTERSECTION TRAFFIC OPERATIONS**

Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
		Delay (seconds)	LOS	Delay (seconds)	LOS
1. Grant Line Road / Byron Road	SSSC ¹	n/a	n/a	> 50 (SB) > 50	F F
2. Grant Line Road / Naglee Road / I-205 WB On-Ramp	Signal ²	10	B	18	B
3. Naglee Road / Pavilion Parkway	Signal ²	15	B	18	B
4. Grant Line Road / I-205 EB Ramps	Signal ²	12	B	22	C
5. Grant Line Road / Corral Hollow Road	Signal ²	n/a	n/a	44	D
6. Eleventh Street / Lammers Road	Signal ²	n/a	n/a	16	B
7. Eleventh Street / Corral Hollow Road	Signal ²	n/a	n/a	32	C
8. Robertson Drive / Naglee Road	Signal ²	n/a	n/a	6	A
9. Auto Plaza Drive / Naglee Road	SSSC ¹	n/a	n/a	14 (WB) 8	B A

Note: **Bold** indicates intersection operating at deficient level of service. Significance criteria for County intersections (intersection 1) and City intersections within ¼ miles of interchange ramps (intersections 2 through 4) is LOS D. Significance criteria for City intersections (intersections 5 through 9) is LOS C.

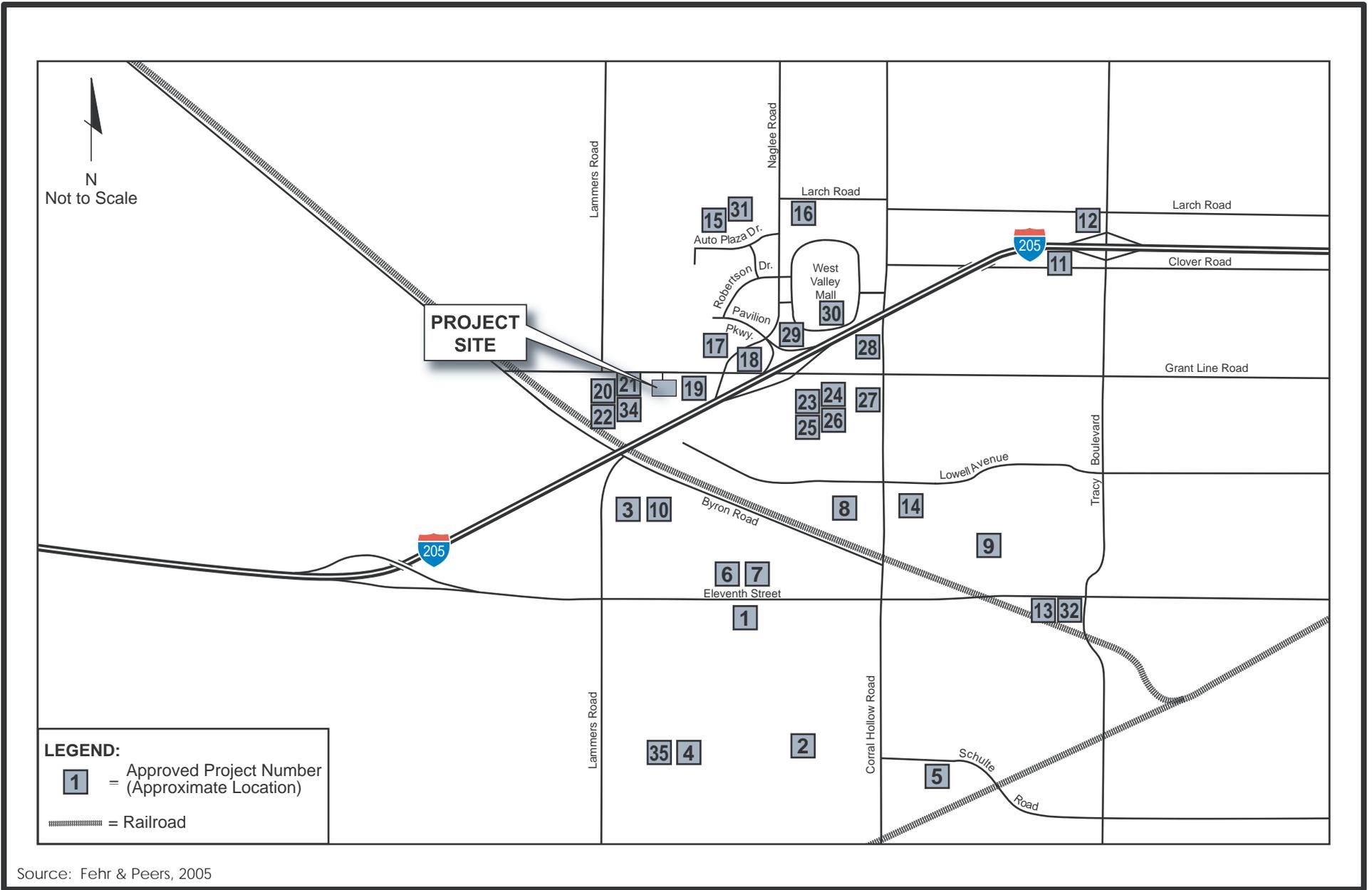
1. Side-street stop intersection. Reported LOS based on control delay per vehicle for the worst approach and average delay per vehicle for the intersection.
2. Signalized intersection LOS based on weighted average control delay per vehicle, Highway Capacity Manual (Transportation Research Board, 2000).

Source: Fehr & Peers, 2005.

As shown in **Table 4.4-6**, all intersections operate at acceptable levels of service under Existing conditions except for Grant Line Road/Byron Road and Grant Line Road/Corral Hollow Road. All other intersections operate at LOS C or better during the PM peak hour. The Grant Line Road interchange intersections operate at LOS B or C during the AM and PM peak hours.

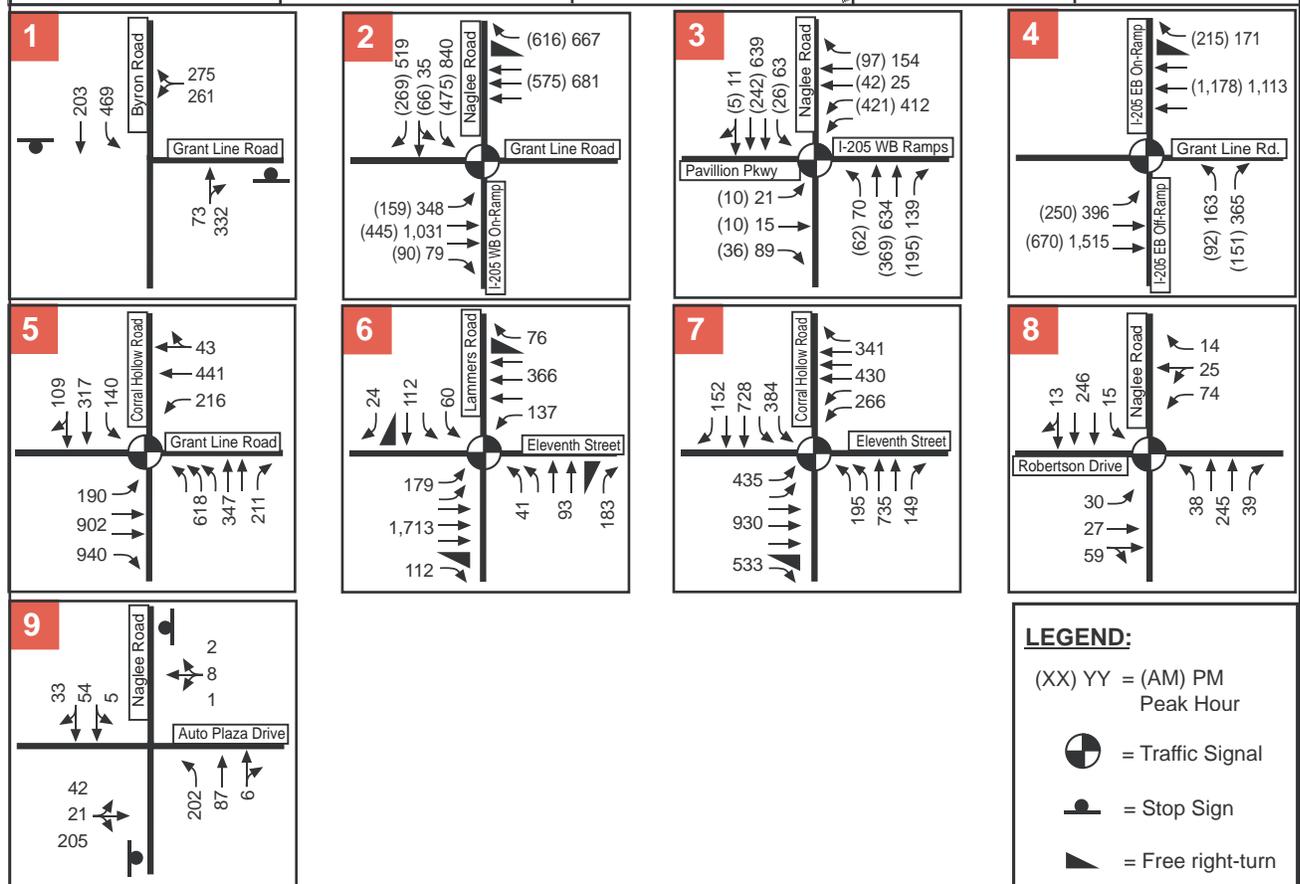
Under existing conditions, the Grant Line Road/Byron Road intersection operates at an unacceptable LOS F during the PM peak hour. This condition is a result of the stop control applied to the higher-volume movements (i.e., northbound and southbound approaches) due to the presence of railroad tracks across the westbound approach. Traffic also diverts through this intersection during peak travel times to avoid congestion along I-205. Although the intersection currently meets signal warrants, signalization of this intersection is not a planned improvement under an adopted Finance and Implementation Plan (FIP). The Grant Line

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Source: Fehr & Peers, 2005

FIGURE 4.4-2
APPROVED PROJECT LOCATIONS



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Source: Fehr & Peers, 2005

FIGURE 4.4-3
EXISTING PEAK HOUR TRAFFIC VOLUMES AND LANE CONFIGURATIONS

Road/Byron Road intersection is located outside of the city limits and is under the jurisdiction of San Joaquin County where the level of service standard is LOS D.

CUMULATIVE SETTING

This section describes the cumulative development, roadway network, traffic volumes, and lane configurations.

Cumulative Development

The Cumulative scenario includes reasonably foreseeable development projects in the City of Tracy. This includes commercial build-out of the following specific plan areas and projects:

- I-205 Specific Plan
- Residential Specific Plan
- Industrial Specific Plan
- Plan C
- Northeast Industrial Plan Area
- Tracy Gateway
- Tracy Hills
- South Schulte
- Tracy Unified Lammers School Site

Residential development was constrained to Measure A limits for an approximate 20-year horizon, with development assumed in the following subdivisions:

- Castro – 767 units
- Elissagaray Ranch – 433 units
- Filios – 400 units
- Kagehiro – 853 units
- Lourence Ranch – 166 units
- Moitoso II – 487 units
- Presidio – 550 units
- Saddlebrook – 385 units
- Soucek – 203 units
- South Schulte – 5,820 units
- Tracy Hills – 5,502 units

In San Joaquin County, development levels are consistent with SJCOG's 2004 RTP.

Cumulative Roadway Network

Roadway improvements consistent with the City of Tracy's Roadway Master Plan were included in the Cumulative roadway network.

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The following improvements in the project study area are under the jurisdiction of the City of Tracy:

- 1) Extension/re-alignment of Lammers Road north of Eleventh Street, including a new I-205 Lammers Road interchange and removal of the existing Eleventh Street interchange.
- 2) Widening I-205 to 3 lanes in each direction through Tracy.
- 3) Extension of Pavilion Parkway west to Byron Road.
- 4) Connecting Power Road (2 lanes) from Auto Plaza Drive to Grant Line Road along the western city limit line.

Extension of Auto Plaza Drive (4 lanes) east to Corral Hollow Road to form a T-intersection and add appropriate lane configurations.

The following improvements in the study area are under the jurisdiction of San Joaquin County:

- 1) Conversion of the Grant Line Road/Byron Road intersection to a Grant Line road overcrossing above Byron Road.
- 2) Addition of a new signalized intersection at Grant Line Road and Lammers Road with appropriate lane configurations.

The Cumulative roadway network including these improvements is shown on **Figure 4.4-4**.

Cumulative Traffic Volumes and Lane Configurations

This section describes the method for generating the traffic volumes and assumed lane configurations for the Cumulative background condition.

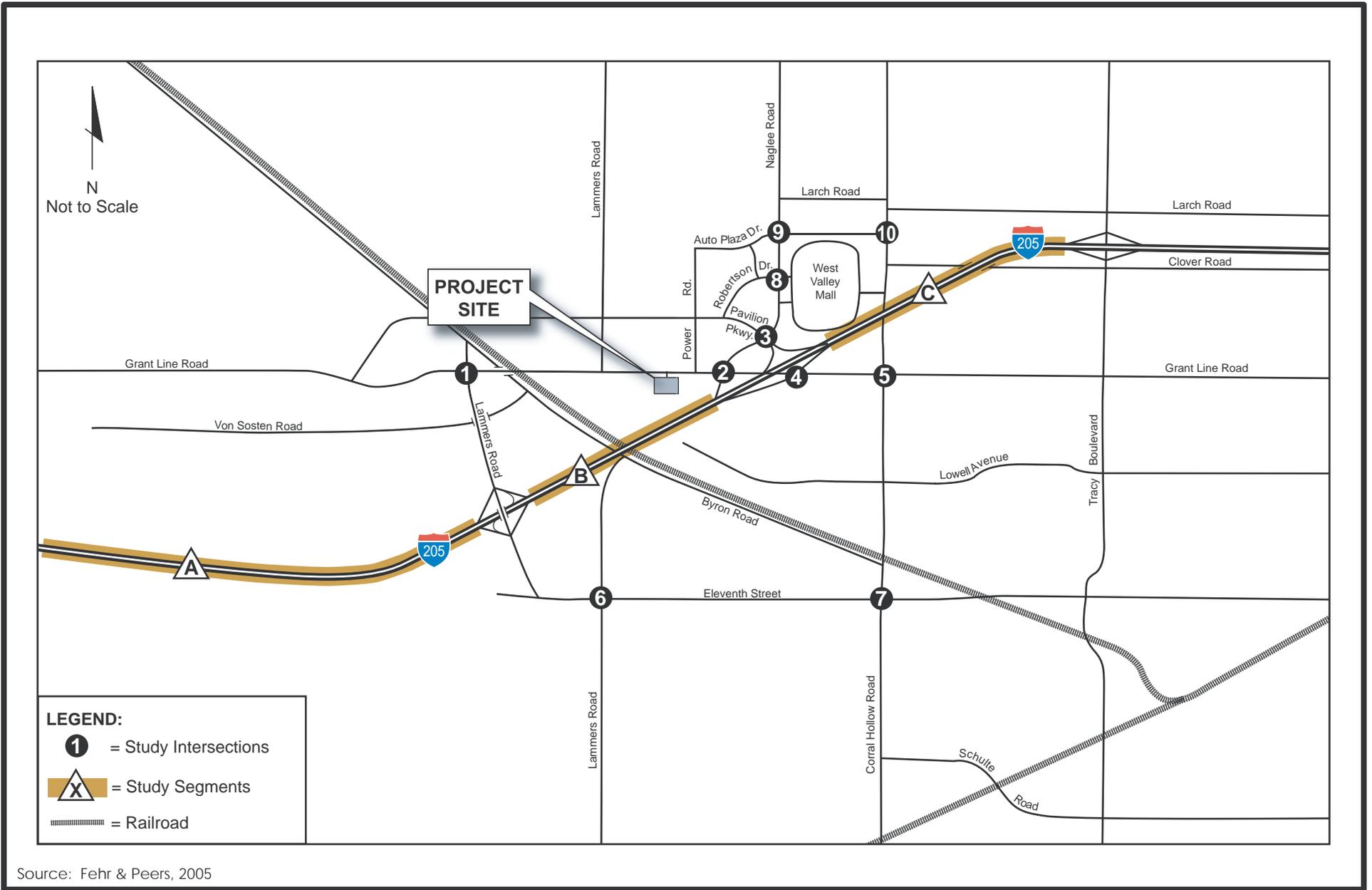
Cumulative Traffic Volumes

The Tracy General Plan traffic demand model (modified from the SJCOG model) was used as the basis for generating regional Cumulative traffic forecasts. Buildout of the I-205 Specific Plan area based on land use designations and maximum trips per acre allowed in the approved I-205 Specific Plan was assumed. Development levels in the Mountain House community in San Joaquin County are consistent with the SJCOG estimates for 2030. In addition to the development described above, the trips generated by the proposed WinCo Foods and the northern parcel on Pavilion Parkway were included in the Cumulative traffic volumes. For the Cumulative Baseline scenario, the existing Wal-Mart store was assumed.

Cumulative Lane Configurations

Intersection operating conditions were assessed assuming no improvements over Existing configurations using the Cumulative traffic volumes described above. The service levels under these conditions are shown in **Table 4.4-7**. The new signalized intersection at Lammers Road/Grant Line Road replaces the intersection of Byron Road/Grant Line Road as study intersection 1 in the Cumulative scenarios. The new Auto Plaza Drive/Corral Hollow Road intersection becomes study intersection 10. Because intersections 1 and 10 are new intersections to be constructed in the Cumulative scenario, analysis under existing configurations is not applicable.

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Source: Fehr & Peers, 2005

FIGURE 4.4-4
CUMULATIVE ROADWAY NETWORK AND STUDY LOCATIONS

TABLE 4.4-7
CUMULATIVE TRAFFIC OPERATIONS WITH EXISTING CONFIGURATIONS

Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
		Delay (seconds)	LOS	Delay (seconds)	LOS
1. Grant Line Road / Lammers Road	Signal ¹	n/a	n/a	n/a	n/a
2. Grant Line Road / Naglee Road / I-205 WB On-Ramp	Signal ¹	26	C	> 80	F
3. Naglee Road / Pavilion Parkway	Signal ¹	49	D	> 80	F
4. Grant Line Road / I-205 EB Ramps	Signal ¹	> 80	F	> 80	F
5. Grant Line Road / Corral Hollow Road	Signal ¹	n/a	n/a	> 80	F
6. Eleventh Street / Lammers Road	Signal ¹	n/a	n/a	> 80	F
7. Eleventh Street / Corral Hollow Road	Signal ¹	n/a	n/a	> 80	F
8. Robertson Drive / Naglee Road	Signal ¹	n/a	n/a	8	A
9. Auto Plaza Drive / Naglee Road	SSSC ²	n/a	n/a	36(EB) 17	D C
10. Auto Plaza Drive/ Corral Hollow Road	SSSC ²	n/a	n/a	n/a	n/a

Note: **Bold** indicates intersection operating at deficient level of service. Significance criteria for County intersections (intersection 1) and City intersections within ¼ miles of interchange ramps (intersections 2 through 4) is LOS D. Significance criteria for City intersections (intersections 5 through 10) is LOS C.

1. Signalized intersection LOS based on weighted average control delay per vehicle, Highway Capacity Manual (Transportation Research Board, 2000).
2. Side-street stop intersection. Reported LOS based on control delay per vehicle for the worst approach and average delay per vehicle for the intersection.

Source: Fehr & Peers, 2005.

Improvements at nine out of ten study intersections have been identified to accommodate additional traffic volumes associated with Cumulative growth. **Table 4.4-8** summarizes these Cumulative improvements. The elimination of the northbound through lane on Naglee Road at the Auto Plaza Drive/Naglee Road intersection is recommended to avoid confusion at the new all-way stop controlled intersection. Figure 4.4-5 displays the improved intersection configurations, the lane configurations for the new Grant Line Road/Lammers Road and Auto Plaza Drive/Corral Hollow Road intersections and Cumulative background traffic volumes.

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**TABLE 4.4-8
WAL-MART EXPANSION CUMULATIVE INTERSECTION IMPROVEMENTS**

Retrofit Existing Intersections	
Location	Improvement
2. Grant Line Road / Naglee Road / I-205 WB On-Ramp	<ul style="list-style-type: none"> Optimize signal timing.
3. Naglee Road/Pavilion Parkway	<ul style="list-style-type: none"> Change existing eastbound right lane to free right on Pavilion Parkway. Add second left turn lane on northbound Naglee Road. Optimize signal timing.
4. I-205 EB Ramps/Grant Line Road	<ul style="list-style-type: none"> Add second eastbound left turn lane on Grant Line Road onto eastbound on-ramp and modify free-flow right turn on westbound Grant Line Road to be permitted right turn. Change existing right lane to free right on I-205 EB off-ramp and receiving/ acceleration lane of 400 feet on eastbound Grant Line Road. Optimize signal timing.
OR	
2-4. Grant Line/I-205 Interchange	<ul style="list-style-type: none"> Implement next phase of Grant Line/I-205 Interchange.
5. Corral Hollow Road/Grant Line Road	<p>The required Cumulative configuration of this intersection to operate at LOS D consists of three through lanes, dual lefts and exclusive right-turn lanes on all approaches with acceleration lanes on all departures. This will involve the following modifications to the existing intersection:</p> <ul style="list-style-type: none"> Modify existing right turn lane into free-flow right turn lane on eastbound Grant Line and receiving/ acceleration lane of 400 feet on southbound Corral Hollow. Modify one northbound left turn lane into southbound receiving lane and modify remaining left turn pockets to be at least 350 feet; Eliminate southbound left turn into shopping center parking lot. Add third through lane to both southbound and northbound Corral Hollow Road. Add third through lane to both eastbound and westbound Grant Line Road. Replace existing shared through-right with one designated through lane and free-flow right turn lane on southbound Corral Hollow and receiving/ acceleration lane of 400 feet on westbound Grant Line Road. Modify existing shared through-right into one through lane and one free-flow right turn lane on westbound Grant Line Road and receiving/ acceleration lane of 400 feet on northbound Corral Hollow.

Retrofit Existing Intersections	
Location	Improvement
	<ul style="list-style-type: none"> • Modify existing right turn to free-flow right turn lane on northbound Corral Hollow and receiving/ acceleration lane of 400 feet on eastbound Grant Line Road. • Add second left turn to southbound, eastbound, and westbound approaches. • Optimize signal timing.
OR	
	<p>The required Cumulative configuration of this intersection to operate at an acceptable LOS C is a grade-separated urban intersection. This will involve the following modifications to the existing intersection:</p> <ul style="list-style-type: none"> • Change to single point urban interchange and signal with Grant Line over-crossing. • Optimize signal timing.
6. Lammers Road/Eleventh Street	<p>The required Cumulative configuration for this intersection is a grade-separated urban intersection. This will involve the following modifications to the existing intersection:</p> <ul style="list-style-type: none"> • Change to single point urban interchange and signal with Lammers Road over-crossing. • Modify existing free-right to permitted on westbound, northbound, and southbound approaches. • Optimize signal timing.
7. Corral Hollow Road/Eleventh Street	<p>The required Cumulative configuration of this intersection to operate at LOS D consists of three through lanes, dual lefts and exclusive right-turn lanes on all approaches with acceleration lanes on all departures. This will involve the following modifications to the existing intersection:</p> <ul style="list-style-type: none"> • Add third through lane on northbound and southbound Corral Hollow. • Change existing right to free right on all approaches. • Optimize signal timing.
OR	
	<p>The required Cumulative configuration of this intersection to operate at an acceptable LOS C is a grade-separated urban intersection. This will involve the following modifications to the existing intersection:</p> <ul style="list-style-type: none"> • Change to single point urban interchange and signal with Eleventh Street over-crossing. • Optimize signal timing.
9. Auto Plaza Drive / Naglee Road	<ul style="list-style-type: none"> • Change existing side-street stop control to an all-way stop control. • Eliminate northbound through lane on Naglee Road, leaving a NB left turn lane and a northbound shared through-right turn lane.

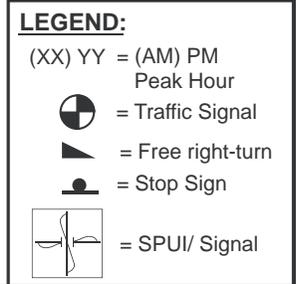
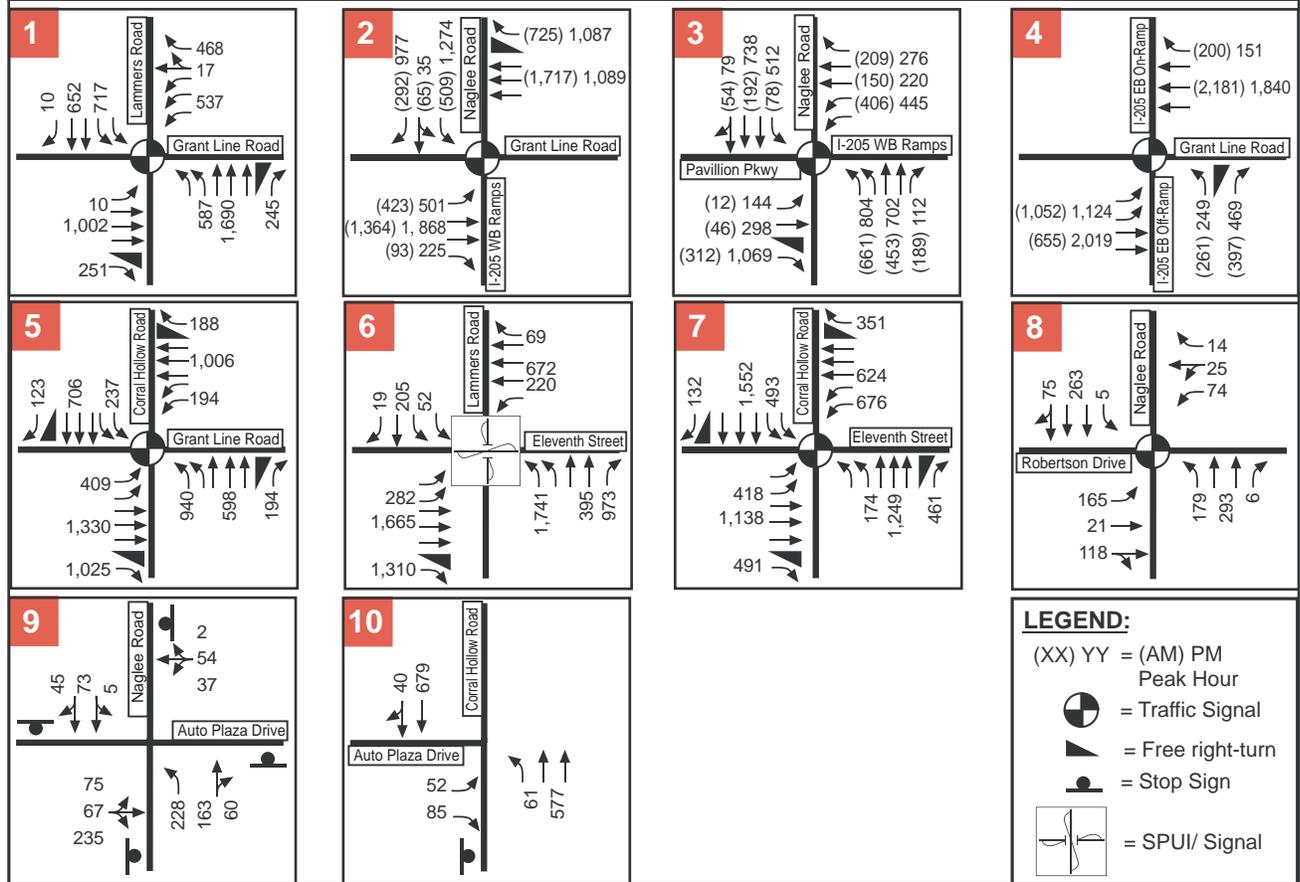
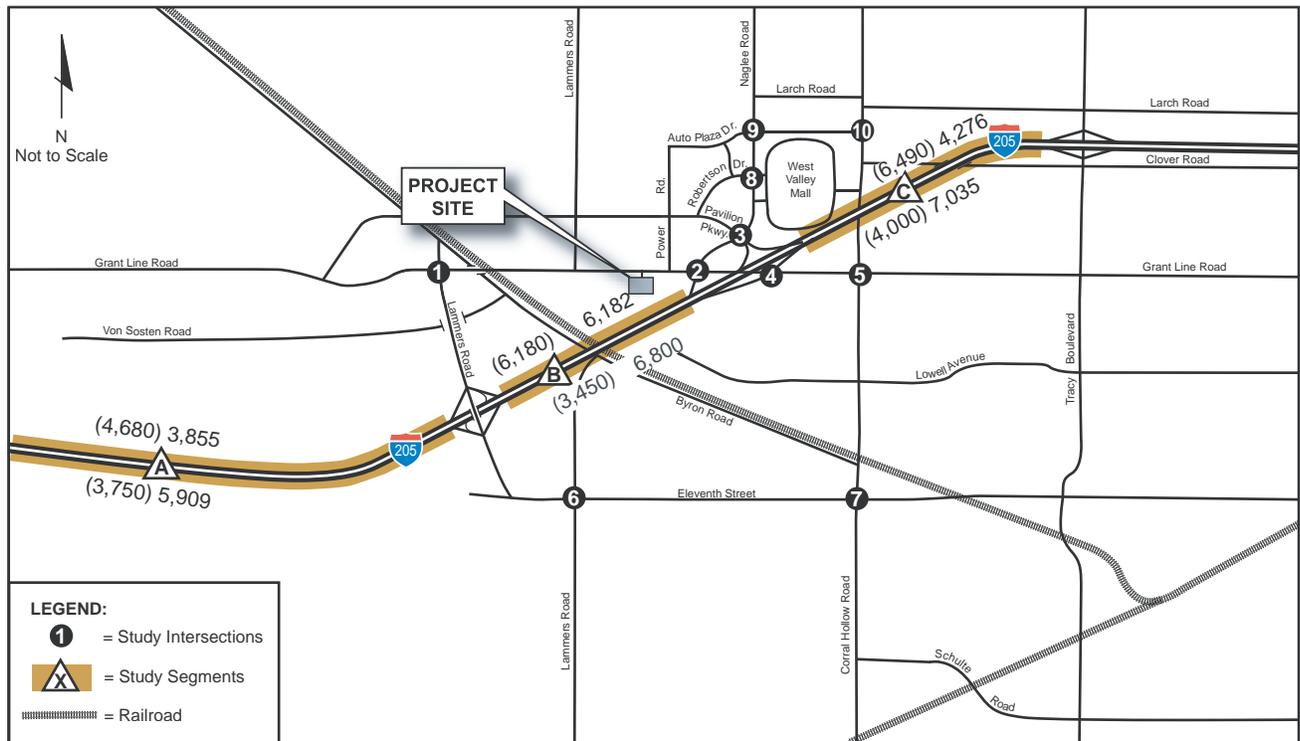
4.4 TRAFFIC AND CIRCULATION

Retrofit Existing Intersections	
Location	Improvement
New Intersections	
1. Lammers Road/Grant Line Road	Construction of new signalized intersection with following configuration: <ul style="list-style-type: none"> • Eastbound: <ul style="list-style-type: none"> ○ One left turn lane ○ Three through lanes ○ One free-right turn lane • Westbound: <ul style="list-style-type: none"> ○ Three left turn lanes ○ One shared through-right lane ○ One right turn lane
	<ul style="list-style-type: none"> • Northbound <ul style="list-style-type: none"> ○ Two left turn lanes ○ Three through lanes ○ One free right turn lane • Southbound
10. Auto Plaza Drive / Corral Hollow Road	Construction of new side-street stop controlled intersection with the following configuration: <ul style="list-style-type: none"> • Northbound <ul style="list-style-type: none"> ○ One left turn lane ○ Two through lanes • Southbound <ul style="list-style-type: none"> ○ One through lane ○ One shared through right turn lane

Source: Fehr & Peers, 2005.

Cumulative Intersection Operating Conditions

Cumulative intersection operating conditions were analyzed using the traffic volumes and intersection improvements described above. **Table 4.4-9** summarizes the calculated level of service under Cumulative No Project conditions. The Grant Line Road interchange intersections would operate at acceptable levels of service during the AM and PM peak hours. All other intersections would also operate at acceptable levels of service during the PM peak hour with the exception of Grant Line Road/Corral Hollow Road and Eleventh Street/Corral Hollow Road. The City of Tracy significance criterion for these intersections is LOS C. However, it is anticipated to operate at LOS D during the PM peak hour with maximum at-grade improvements. The required Cumulative configuration for these intersections to operate at an acceptable LOS C is a grade-separated urban intersection with Grant Line Road and Eleventh Street over-crossings. Detailed LOS worksheets for the Cumulative scenario can be found in **Appendix C**.



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Source: Fehr & Peers, 2005

FIGURE 4.4-5
CUMULATIVE TRAFFIC VOLUMES AND IMPROVED LANE CONFIGURATIONS

TABLE 4.4-9
CUMULATIVE WITH IMPROVED INTERSECTION TRAFFIC OPERATIONS

Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
		Delay (seconds)	LOS	Delay (seconds)	LOS
1. Grant Line Road / Lammers Road	Signal ¹	n/a	n/a	52	D
2. Grant Line Road / Naglee Road / I-205 WB On-Ramp	Signal ¹	24	C	49	D
3. Naglee Road / Pavilion Parkway	Signal ¹	19	B	46	D
4. Grant Line Road / I-205 EB Ramps	Signal ¹	51	D	33	C
5A. Grant Line Road / Corral Hollow Road	Signal ¹	n/a	n/a	41	D
5B. Grant Line Road / Corral Hollow Road	SPUI ²	n/a	n/a	22	C
6. Eleventh Street / Lammers Road	SPUI ²	n/a	n/a	26	C
7A. Eleventh Street / Corral Hollow Road	Signal ¹	n/a	n/a	49	D
7B. Eleventh Street / Corral Hollow Road	SPUI ²	n/a	n/a	27	C
8. Robertson Drive / Naglee Road	Signal ¹	n/a	n/a	8	A
9. Auto Plaza Drive / Naglee Road	AWSC ³	n/a	n/a	13	B
10. Auto Plaza Drive/ Corral Hollow Road	SSSC ⁴	n/a	n/a	18 (WB) 2	C A

Note: **Bold** indicates intersection operating at deficient level of service. Significance criteria for County intersections (intersection 1) and City intersections within ¼ miles of interchange ramps (intersections 2 through 4) is LOS D. Significance criteria for City intersections (intersections 5 through 10) is LOS C.

1. Signalized intersection LOS based on weighted average control delay per vehicle, Highway Capacity Manual (Transportation Research Board, 2000).

2. Single-point urban interchange LOS based on weighted average control delay per vehicle, Highway Capacity Manual (Transportation Research Board, 2000).

3. All-way Stop-controlled intersection level of service is based on average control delay per vehicle (in seconds) according to the 2000 HCM.

4. Side-street stop intersection. Reported LOS based on control delay per vehicle for the worst approach and average delay per vehicle for the intersection.

Source: Fehr & Peers, 2005.

4.4.2 REGULATORY FRAMEWORK

LOCAL

City of Tracy General Plan

The City of Tracy General Plan provides the following policies to address traffic and circulation issues such as LOS standards, road standards, transit, and access. While this draft EIR analyzes the project's consistency with the City of Tracy General Plan pursuant to CEQA Section 15125(d), the determination of the project's consistency with this General Plan rests with the City of Tracy City Council.

The following City of Tracy General Plan goals and policies related to traffic are relevant to the project:

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Chapter 2: Circulation

Policy CI 2.3: Levels of Service should meet the city standard on major streets and intersections within the General Plan Area.

Policy CI 5.2: Within new developments strive to include appropriate bicycle and pedestrian facilities and to connect with the community-wide Master plans for bicycle and pedestrian routes.

I-205 Corridor Specific Plan (1990) and Specific Plan Amendment (1999)

The City of Tracy I-205 Corridor Specific Plan and Specific Plan Amendment sets forth goals and objectives that originate from the Tracy General Plan and are necessary in order to clearly state the intent, purpose, and focus of the I-205 Corridor Specific Plan.

Goal 3: Circulation and Transportation: Plan for safe, well-maintained and integrated circulation and transportation systems.

Design Goal 12: All areas shall have ease of access from the freeway, as well as existing Tracy.

Design Goal 13: All areas shall have easily accessible, well designed, lighted, and landscaped parking lots.

San Joaquin Regional Transportation Plan

In response to regional traffic needs, the San Joaquin County Council of Governments (SJCOG) has prepared the Draft 1998 Regional Transportation Plan. The Regional Transportation Plan is an overall "blueprint" of San Joaquin County's transportation system that will address transportation improvements between 1999 and 2020. The overall goal of the Regional Transportation Plan is to design a transportation system that:

- Meets the travel demand needs of both citizens and businesses;
- Improves the environment or minimizes negative environmental impacts; and,
- Is efficient, safe and economical. (San Joaquin County Council of Governments, 1998).

The Regional Transportation Plan divides desired transportation improvements between Tier 1 (anticipated to be funded) and Tier 2 (no funding currently identified). Proposed transportation improvements include a combination of projects (e.g., roadway system maintenance, roadway and intersection improvements, highway improvements, transit improvements, and non-transportation control measures). Actions proposed under the Regional Transportation Plan for the Tracy area include:

- Preparation of environmental studies and design engineering work for the widening of Interstate 205 between Interstate 5 and Eleventh Street.
- Preparation of major investment studies (or equivalent) for:
 - Interstate 205 corridor, City of Tracy to Interstate 5
 - Interstate 5 corridor, Interstate 205 to State Route 120

- Interstate 580 corridor, Patterson Pass Road to Alameda County line
- Preparation of project study reports for Interstate 5 northbound bridge widening between Interstate 205 and State Route 120.
- Assist in funding and coordination for ACE.

City of Tracy Roadway Master Plan

The Roadway Master Plan identifies roadway improvements required to support long-term City build-out under the General Plan, and includes roadway improvement standards such as alignments, cross-sections, intersection and roadway design, and a roadway classification system based on anticipated volumes.

In the study area, these improvements include the following:

- Lammers Road extension/realignment from Eleventh Street north, with a new interchange at I-205
- I-205 widening to three lanes in each direction through Tracy
- Pavilion Parkway extension west to Byron Road
- Power Road (two lanes) connecting Auto Plaza Drive to Grant Line Road along the western city limit line
- Auto Plaza Drive (four lanes) extension east to Corral Hollow Road

4.4.3 TRAFFIC IMPACTS ANALYSIS

STANDARDS OF SIGNIFICANCE

The proposed project would have a significant impact if:

The impact analysis provided below is based on the following State CEQA Guidelines Appendix G:

- a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections).
- b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.
- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- e) Result in inadequate emergency access.

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- f) Result in inadequate parking capacity.
- g) Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

Conditions without and with the project have been compared to identify significant impacts according to the following criteria specific to the project area:

- 1) If a facility is projected to operate acceptably (i.e., LOS C or better) without the project and the project is expected to cause the facility to operate at an unacceptable LOS, the impact is considered significant under thresholds of significance (a) and (b) above.
- 2) If a facility is projected to operate unacceptably (i.e., LOS F) without the project, and the project is expected to cause an increase in delay (volume-to-capacity ratio increase of 0.05 or greater for roadway segments and signalized intersections or an increase in delay of 5 seconds or greater at a movement or approach at an unsignalized intersections that meets signal warrants), the impact is considered significant under thresholds of significance (a) and (b) above.

The section begins by describing the thresholds for determining when an impact is considered significant, followed by a description of the analysis methodology. As described previously, level of service (LOS) is a measure of the level of congestion of an intersection or facility, ranging from LOS A (free-flowing conditions) to LOS F (jammed with volume or demand exceeding capacity). Most cities and counties in California have established level of service standards of significance for intersections and facilities within the limits of the City or County.

The level of service standard for the City of Tracy is LOS C, except for intersections located within ¼ mile of a freeway, where the standard is LOS D. For San Joaquin County, the *General Plan 2010* specifies LOS D as the acceptable level of service for intersections. A Project impact is considered significant if the traffic generated by the Proposed Project worsens the level of service at an intersection beyond the applicable standards. Therefore, if the proposed project would worsen the intersection LOS to LOS D, there would be a significant impact. The final subsection of the analysis presents specific impacts related to the proposed project and mitigation measures to reduce impacts.

Roadways

- 1) LOS "C" for City roadways, (except for intersections within one-quarter mile of a freeway, where the standard is LOS "D") would be exceeded, or if the project would require an expansion of the roadway facility capacity beyond what is required to support development under baseline and cumulative conditions.
- 2) LOS "D" for County roadways and intersections would be exceeded.
- 3) Implementation of the project would cause a significant percent of traffic capacity to be added between the baseline roadway system and the cumulative roadway system. The percent is significant if the project generates more than 4 percent of the cumulative use added between the baseline development condition and the cumulative development condition.
- 4) Project construction caused damage to project area roadways beyond that caused by the normal wear and tear of existing traffic; or

- 5) Project construction disrupted traffic patterns on project area roadways causing traffic delays or unsafe roadways.

Transit Facilities

- 1) Create demand for public transit service above that which is provided, or planned to be provided;
- 2) Disrupt or interfere with existing or planned public transit services of facilities; or
- 3) Create an inconsistency with policies concerning transit systems set forth in the General Plan for the City of Tracy.

Pedestrian And Bicycle

- 1) Disrupt or interfere with existing or planned bicycle or pedestrian facilities
- 2) Create an unmet need of bicycle or pedestrian facilities; or
- 3) Create an inconsistency with policies related to bicycle or pedestrian systems in the General Plan of the City of Tracy.

Parking

- 1) Result in inadequate parking capacity.

PROJECT CHARACTERISTICS

EXISTING PLUS PROJECT CONDITIONS

This section provides a description of the proposed project components including trip generation, trip distribution and trip assignment.

Project Description

The project will expand an existing 125,689 square-foot Wal-Mart facility by approximately 82,704 square-feet, for a total retail area of approximately 208,393 square-feet. Approximately 33,928 square feet of the additional retail space will be used for grocery sales; the remaining space will be used for general retail and other related uses.

Trip Generation

For purposes of estimating traffic impacts, trip rates from Institute of Transportation Engineers' (ITE) *Trip Generation Handbook* (7th Edition) for free-standing discount store (ITE 815) and free-standing discount superstore (ITE 813) were used to estimate trips for existing and project conditions. The discount superstore is classified as a discount store with a grocery component. Existing trips were estimated based on the 125,689 square feet of discount store and were estimated to be 123 AM peak hour trips and 584 PM peak hour trips. The project condition trips were estimated based on the completed 208,393 square feet of discount superstore and were estimated to be 323 AM peak hour trips and 846 PM peak hour trips. The net increase in peak hour trips (200 AM and 262 PM) are the new trips due to the expansion Project. The difference

4.4 TRAFFIC AND CIRCULATION

accounts for the fact that some of the additional business transacted at the expanded store will be a result of existing shoppers who will extend their visits to shop in the new grocery and general merchandise space, and some of the increase will be a result of new trips attracted to the Wal-Mart store by the expanded merchandise and grocery selections. **Table 4.4-10** summarizes the results of the trip generation.

**TABLE 4.4-10
TRIP GENERATION FOR THE WAL-MART EXPANSION**

	Size	Trip Rate ¹			Trips		
		In	Out	Total	In	Out	Total
AM Peak Hour							
Existing Wal-Mart	125,689 sf	0.67	0.31	0.98	84	39	123
Wal-Mart Expansion	82,704 sf	0.98	1.44	2.42	81	119	200
Project Conditions	208,393 sf	0.79	0.76	1.55	164	158	323
PM Peak Hour							
Existing Wal-Mart	125,689 sf	2.33	2.33	4.65	293	291	584
Wal-Mart Expansion	82,704 sf	1.48	1.69	3.17	122	140	262
Project Conditions	208,393 sf	1.99	2.07	4.06	415	431	846

Notes:

1. Trip generation rates from Institute of Transportation Engineers (ITE) Trip Generation ^{7th} Edition regression equations for Free-standing Discount Store (Land Use Code 815) and Free-standing Discount Superstore (Land Use Code 813).

Source: Fehr & Peers, 2005.

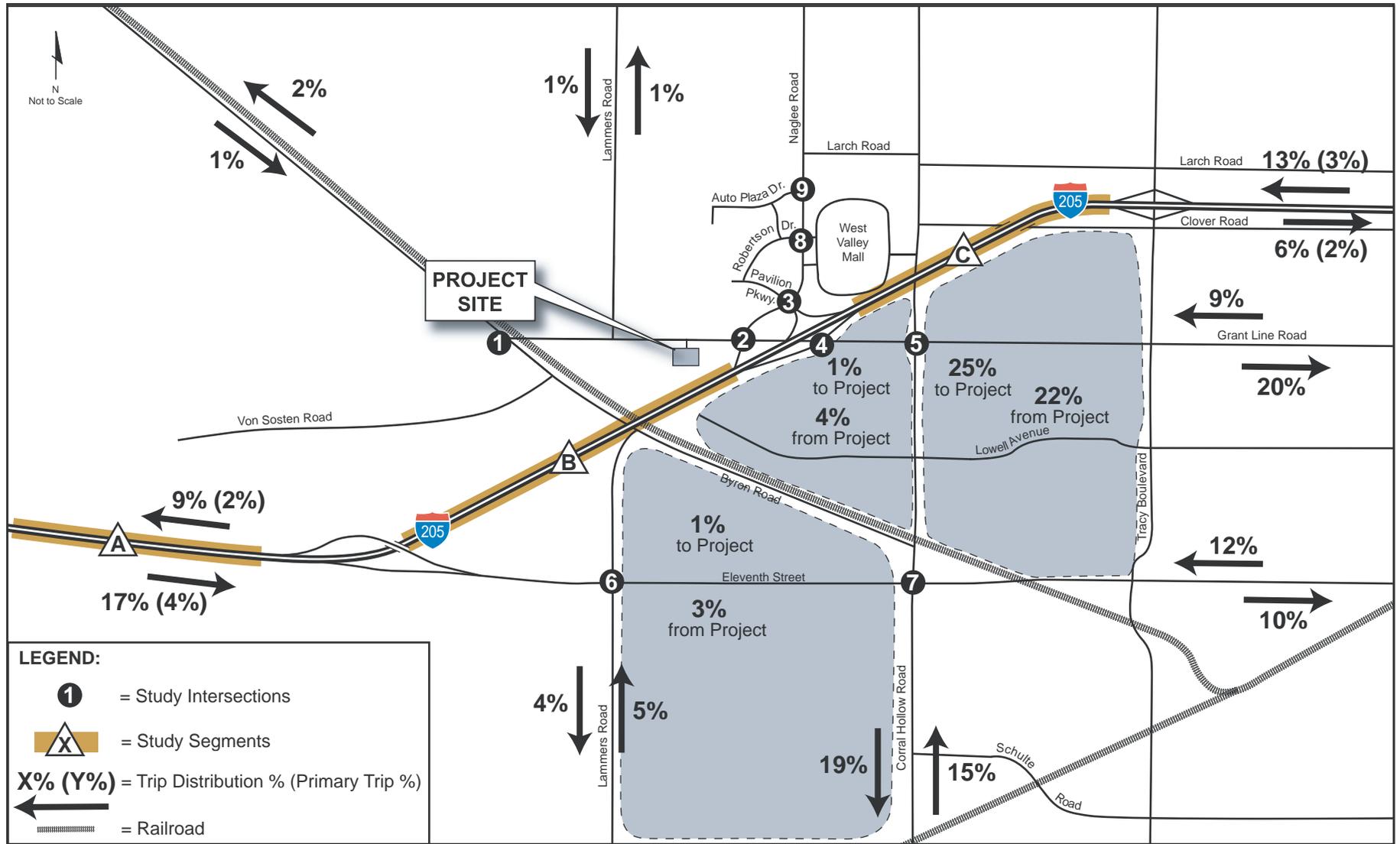
TRIP DISTRIBUTION AND ASSIGNMENT

The City of Tracy General Plan Traffic Demand Model, which was derived from the San Joaquin County Council of Governments (SJCOG) travel demand model, was used to develop trip distributions for the proposed Project. To reflect expected roadway network changes and growth patterns in Tracy and surrounding cities, separate trip distributions were used for the existing and cumulative scenarios.

To account for the lack of a special purpose designation appropriate for a grocery component in the traffic model, modifications were made to the trip distributions obtained directly from the model. For trips to or from outside the City of Tracy, the total trip distribution was divided into primary and non-primary trips. The proportion of primary trips to or from outside the City of Tracy was reduced to account for the number of similar stores in neighboring cities and the tendency for grocery trips to occur closer to the home than other trip purposes.

Table 4.4-11 summarizes the Existing and Cumulative trip distributions for the Wal-Mart expansion. Because the proposed project consists of a discount grocery store and other commercial uses, a large proportion of the trips are distributed to nearby residential areas. Under existing conditions, these trips are distributed to internal zones located in the study area. Existing trip distribution is shown on **Figure 4.4-6**. In the Cumulative trip distribution, a higher percentage of trips will leave the study area to new residential developments expected to the south and east of the study area. Cumulative trip distribution is shown on **Figure 4.4-7**.

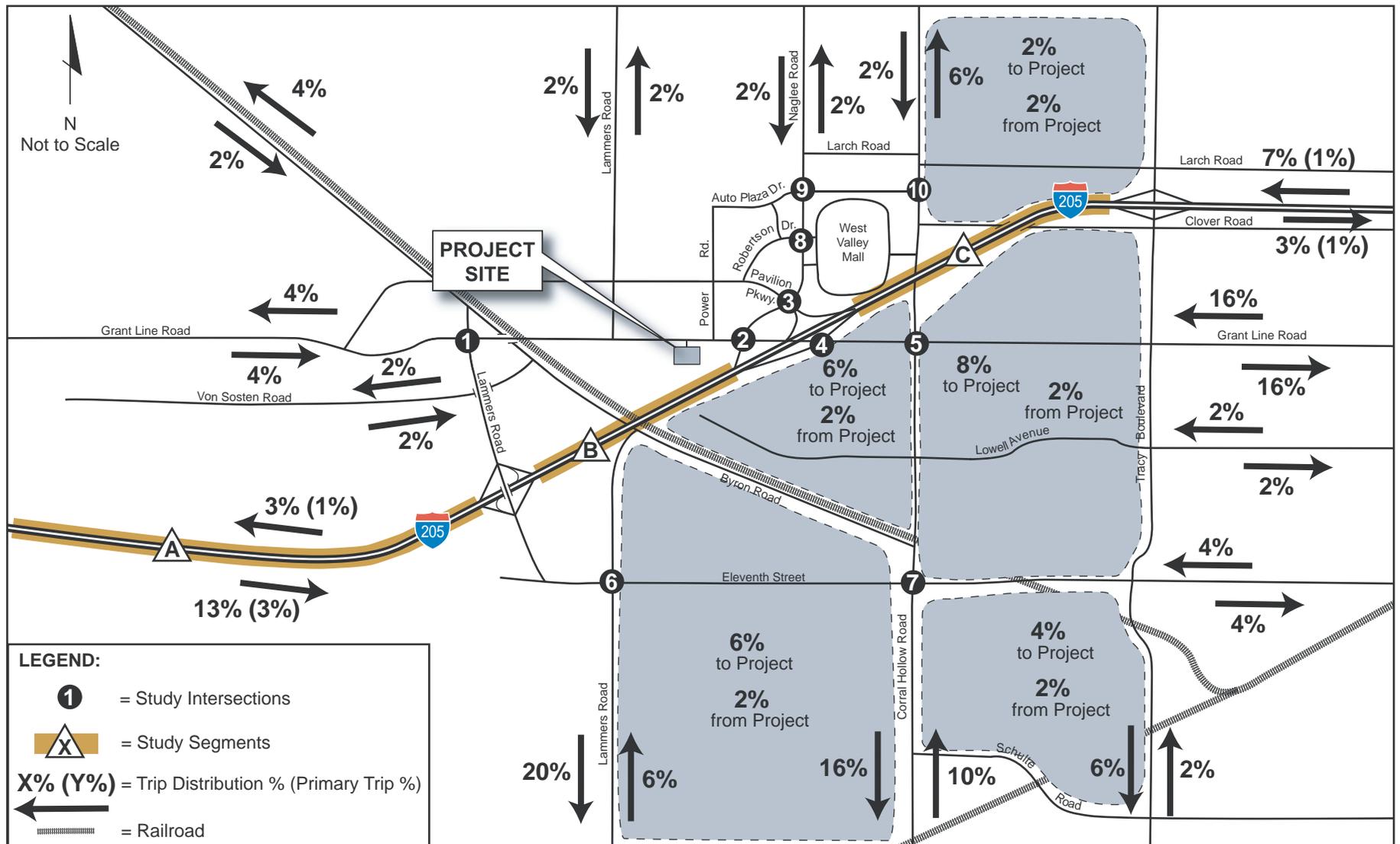
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Source: Fehr & Peers, 2005

FIGURE 4.4-6
EXISTING PROJECT TRIP DISTRIBUTION

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Source: Fehr & Peers, 2005

FIGURE 4.4-7
CUMULATIVE PROJECT TRIP DISTRIBUTION

TABLE 4.4-11
PROJECT TRIP DISTRIBUTION

Location	Existing Distribution (%)		Cumulative Distribution (%)	
	Inbound	Outbound	Inbound	Outbound
I-205 West	17	9	13	3
Byron Road Northwest	1	2	2	4
Lammers Road North	1	1	2	2
Naglee Road North	0	0	2	2
Corral Hollow North	0	0	2	6
I-205 East	13	6	7	3
Grant Line Road East	9	20	16	16
Lowell East	0	0	2	2
Eleventh Street East	12	10	4	4
Tracy Boulevard South	0	0	2	6
Corral Hollow South	15	19	10	16
Lammers South	5	4	6	20
Von Sosten West	0	0	2	2
Grant Line West	0	0	4	4
Internal Zone 1	1	4	6	2
Internal Zone 2	25	22	8	2
Internal Zone 3	1	3	6	2
Internal Zone 4	0	0	4	2
Internal Zone 5	0	0	2	2
Total	100	100	100	100

Source: Fehr & Peers, 2005.

Based on the location of the proposed Wal-Mart expansion (adjacent to a highly traveled arterial road and near freeway ramps), pass-by trips were assumed to be 17 percent and diverted-linked trips were assumed to be 35 percent. Pass-by trips are at the project driveway only. These trips are diverted from eastbound and westbound I-205. The routes these trips are diverted from are based on the trip distribution shown in **Table 4.4-11**. **Table 4.4-12** shows the direction from which these trips are diverted for the near-term and cumulative scenarios.

TABLE 4.4-12
WAL-MART EXPANSION DIVERTED TRIP BREAKDOWN

Direction	Near	Term	Cumulative	
	% Total Trips	Trips	% Total Trips	Trips
WB I-205	15	20	12	16
EB I-205	20	26	23	30
Total	35	46	35	46

Source: Fehr & Peers, 2005.

4.4 TRAFFIC AND CIRCULATION

Existing project trips are assigned to the roadway network using the Existing primary trip distribution shown in **Table 4.4-11** and the Existing diverted routes in **Table 4.4-12**. The Existing project trip assignment is shown on **Figure 4.4-8**. Similarly, Cumulative project trips are assigned to the roadway network using the cumulative primary and diverted trip distribution presented in **Tables 4.4-11** and **4.4-12**. Cumulative project trip assignment is shown on **Figure 4.4-9**.

PROJECT IMPACTS AND MITIGATION MEASURES

This section describes the roadway network and traffic assumptions, analysis results, and proposed mitigation measures for the Existing plus Project and Cumulative plus Project scenarios.

ROADWAY NETWORK

For Existing with Project conditions, no additional roadway or intersection improvements were assumed above the existing setting. The cumulative roadway network was used to analyze Cumulative with Project conditions.

EXISTING PLUS PROJECT

This section describes the Existing plus Project intersection operations and proposed mitigation measures.

Intersection Operating Conditions

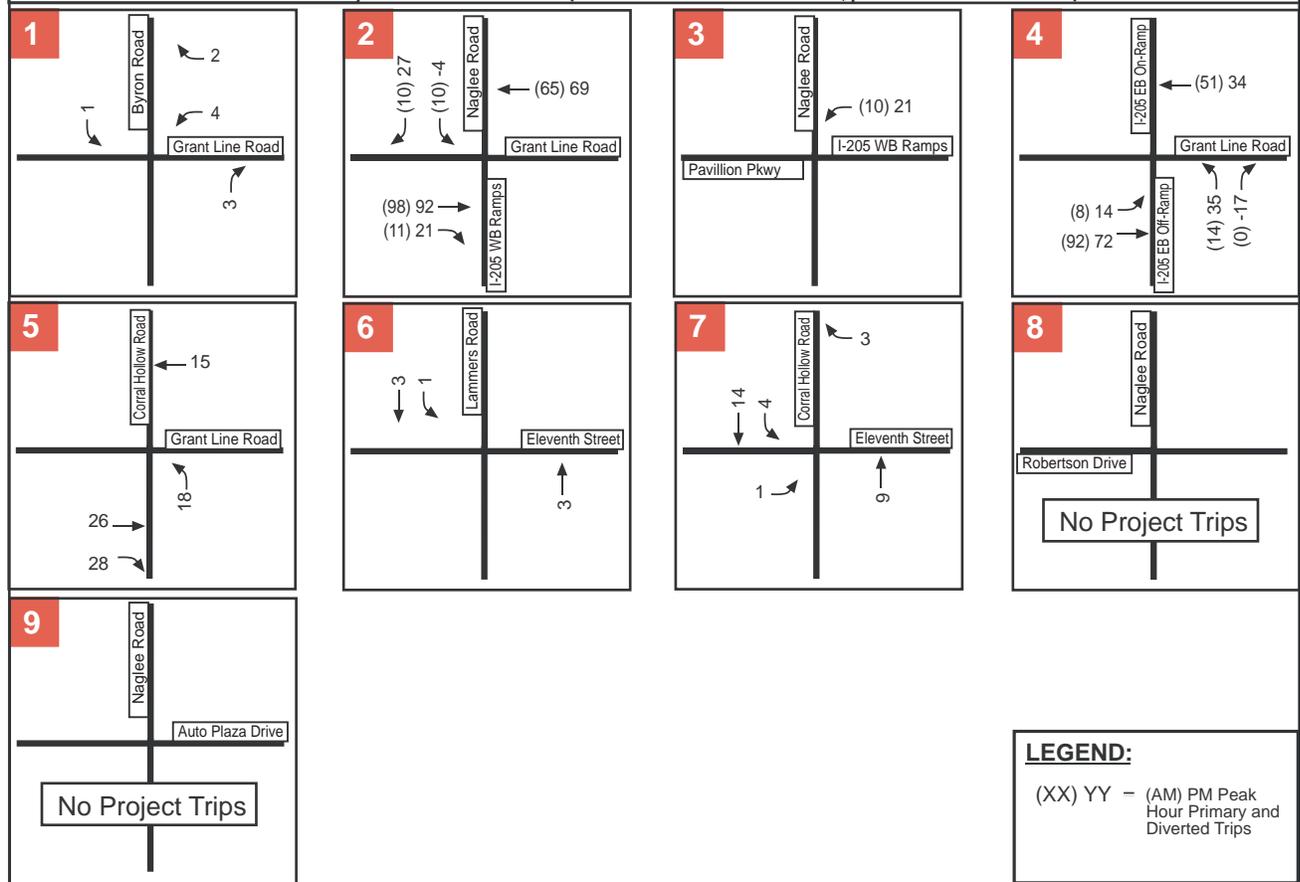
For the Existing plus Project scenario, traffic generated by the proposed project (Wal-Mart expansion) is added to Existing traffic volumes. Existing plus Project traffic volumes and lane configurations are shown on **Figure 4.4-10**.

Intersection operating conditions were analyzed for Existing plus Project traffic volumes. The calculated LOS for the study intersections is reported in **Table 4.4-13** below. Under Existing plus Project conditions, the Grant Line Road/Corral Hollow Road and Grant Line Road/Byron Road intersections operate at unacceptable service levels. During the PM peak hour, the Grant Line Road/Corral Hollow intersection average delay would increase to 47 seconds (LOS D), which is below the City of Tracy standard of LOS C. Detailed LOS worksheets for the Existing plus Project scenario can be found in **Appendix C**

As a side note, the Eleventh Street/Corral Hollow Road intersection delay increases to 32 seconds, just below the LOS C/D threshold of 35 seconds. All other intersections would continue to operate at acceptable levels of service.



LEGEND:
 (XX) YY = (AM) PM Peak Hour Primary Trips
 ① = Study Intersections
 X = Study Segments
 [---] = Railroad



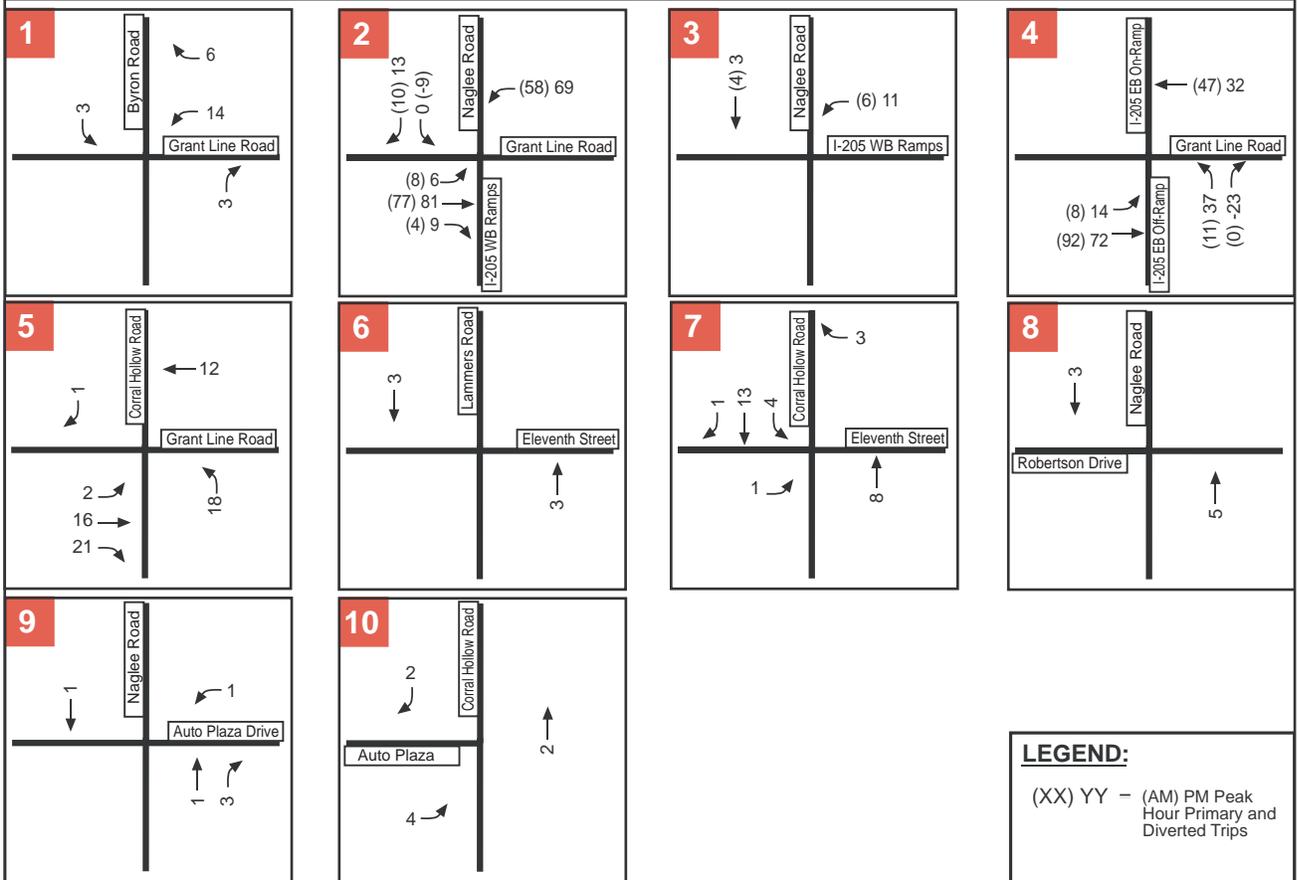
LEGEND:
 (XX) YY - (AM) PM Peak Hour Primary and Diverted Trips

T:\Tracy Wal-Mart\New Figures\AI Files\Figure 4.4-8.ai, September 2005

Source: Fehr & Peers, 2005

FIGURE 4.4-8
 EXISTING PROJECT TRIP ASSIGNMENT

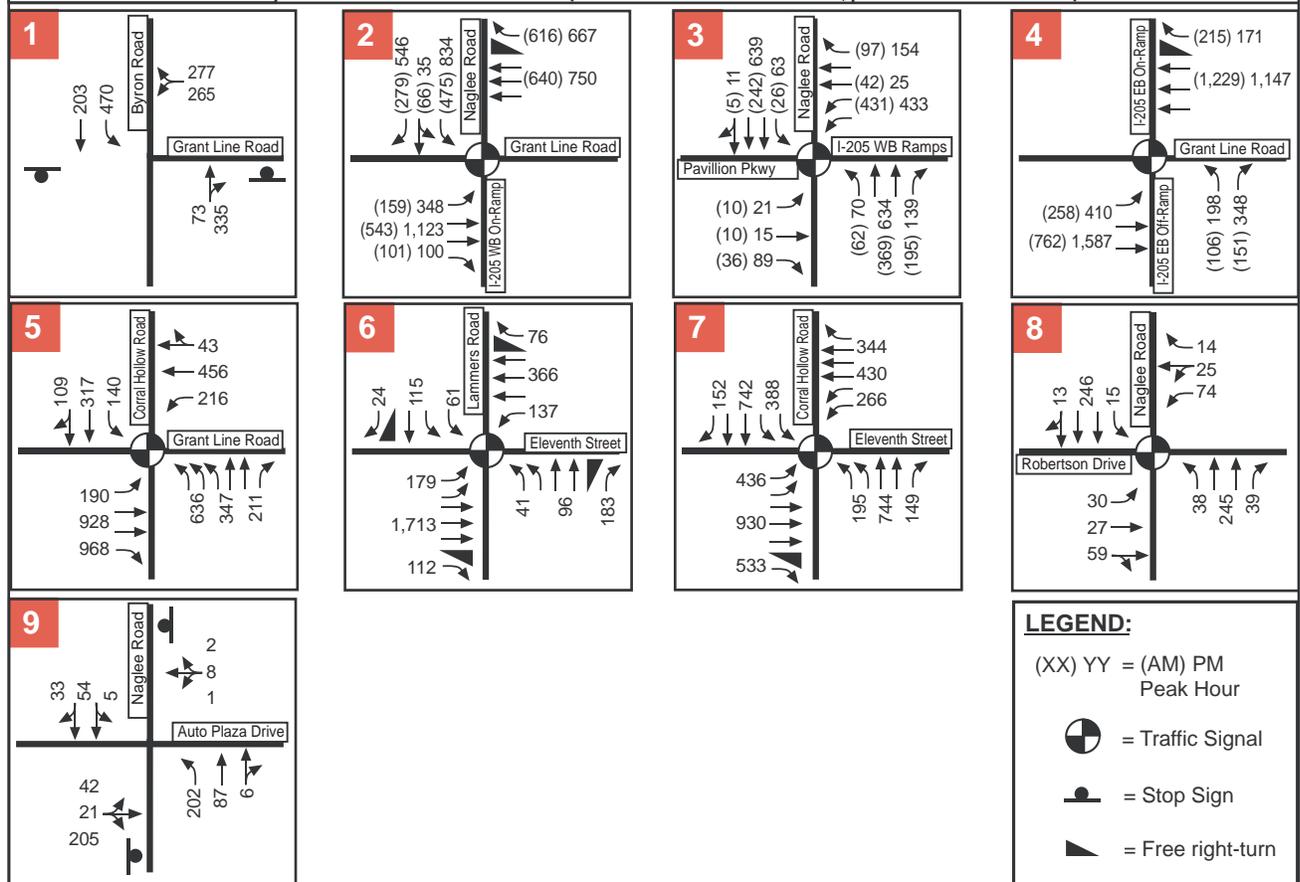




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Source: Fehr & Peers, 2005

FIGURE 4.4-9
CUMULATIVE PROJECT TRIP ASSIGNMENT



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Source: Fehr & Peers, 2005

FIGURE 4.4-10
 EXISTING PLUS PROJECT TRAFFIC VOLUMES AND LANE CONFIGURATIONS

TABLE 4.4-13
EXISTING PLUS WAL-MART EXPANSION INTERSECTION TRAFFIC OPERATIONS

Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
		Delay (seconds)	LOS	Delay (seconds)	LOS
1. Grant Line Road / Byron Road	SSSC ¹	n/a	n/a	> 50 (SB) > 50	F F
2. Grant Line Road / Naglee Road / I-205 WB On-Ramp	Signal ²	10	B	19	B
3. Naglee Road / Pavilion Parkway	Signal ²	15	B	18	B
4. Grant Line Road / I-205 EB Ramps	Signal ²	12	B	22	C
5. Grant Line Road / Corral Hollow Road	Signal ²	n/a	n/a	47	D
6. Eleventh Street / Lammers Road	Signal ²	n/a	n/a	16	B
7. Eleventh Street / Corral Hollow Road	Signal ²	n/a	n/a	32	C
8. Robertson Drive / Naglee Road	Signal ²	n/a	n/a	6	A
9. Auto Plaza Drive / Naglee Road	SSSC ¹	n/a	n/a	14 (WB) 8	B A

Note: **Bold** indicates intersection operating at deficient level of service. Significance criteria for County intersections (intersection 1) and City intersections within ¼ miles of interchange ramps (intersections 2 through 4) is LOS D. Significance criteria for City intersections (intersections 5 through 9) is LOS C.

1. Side-street stop intersection. Reported LOS based on control delay per vehicle for the worst approach and average delay per vehicle for the intersection.
2. Signalized intersection LOS based on weighted average control delay per vehicle, Highway Capacity Manual (Transportation Research Board, 2000).

Source: Fehr & Peers, 2005.

It will be necessary to mitigate the effects of adding the proposed project at two intersections in the PM peak hour. Recommended project mitigations are presented in **Table 4.4-14** and shown on **Figure 4.4-11**. The mitigated traffic operations are presented in **Table 4.4-15**. The intersection of Grant Line Road / Byron Road currently has northbound and southbound approaches stop-controlled and the westbound approach free to limit the queuing across the railroad tracks. The intersection currently meets the peak hour volume signal warrant and requires signalization with or without the addition of project traffic. By signalizing the intersection, the average intersection delay would be reduced to 30 seconds, an acceptable LOS C. In addition to the installation of a signal, signal preemption and coordination with the railroad crossing and detection system is also required.

It is recommended that an eastbound free-flow right turn lane replace the existing right turn lane along Grant Line Road at the Grant Line Road/Corral Hollow Road intersection. This Existing plus Project mitigation would improve the operation at the intersection to LOS C. As shown in **Table 4.4-15** below, the mitigations listed in **Table 4.4-14** improve intersection operations to acceptable service levels.

4.4 TRAFFIC AND CIRCULATION

**TABLE 4.4-14
RECOMMENDED EXISTING PLUS WAL-MART MITIGATIONS**

Location	Improvement
1. Grant Line Road / Byron Road	<ul style="list-style-type: none"> • Install traffic signal. • Coordinate signal with rail road crossing and detection system.
5. Grant Line Road / Corral Hollow Road	<ul style="list-style-type: none"> • Add free-flow right turn lane on eastbound Grant Line and receiving/acceleration lane of 400 feet on southbound Corral Hollow. • Optimize signal timing.

Source: Fehr & Peers, 2005.

**TABLE 4.4-15
EXISTING PLUS WAL-MART MITIGATED INTERSECTION TRAFFIC OPERATIONS**

Intersection	PM Peak	Unmitigated Hour	PM Peak	Mitigated Hour
	Delay (sec)	LOS	Delay (sec)	LOS
1. Grant Line Road / Byron Road	> 50 (SB)	F	30	C
5. Grant Line Road / Corral Hollow Road	47	D	33	C

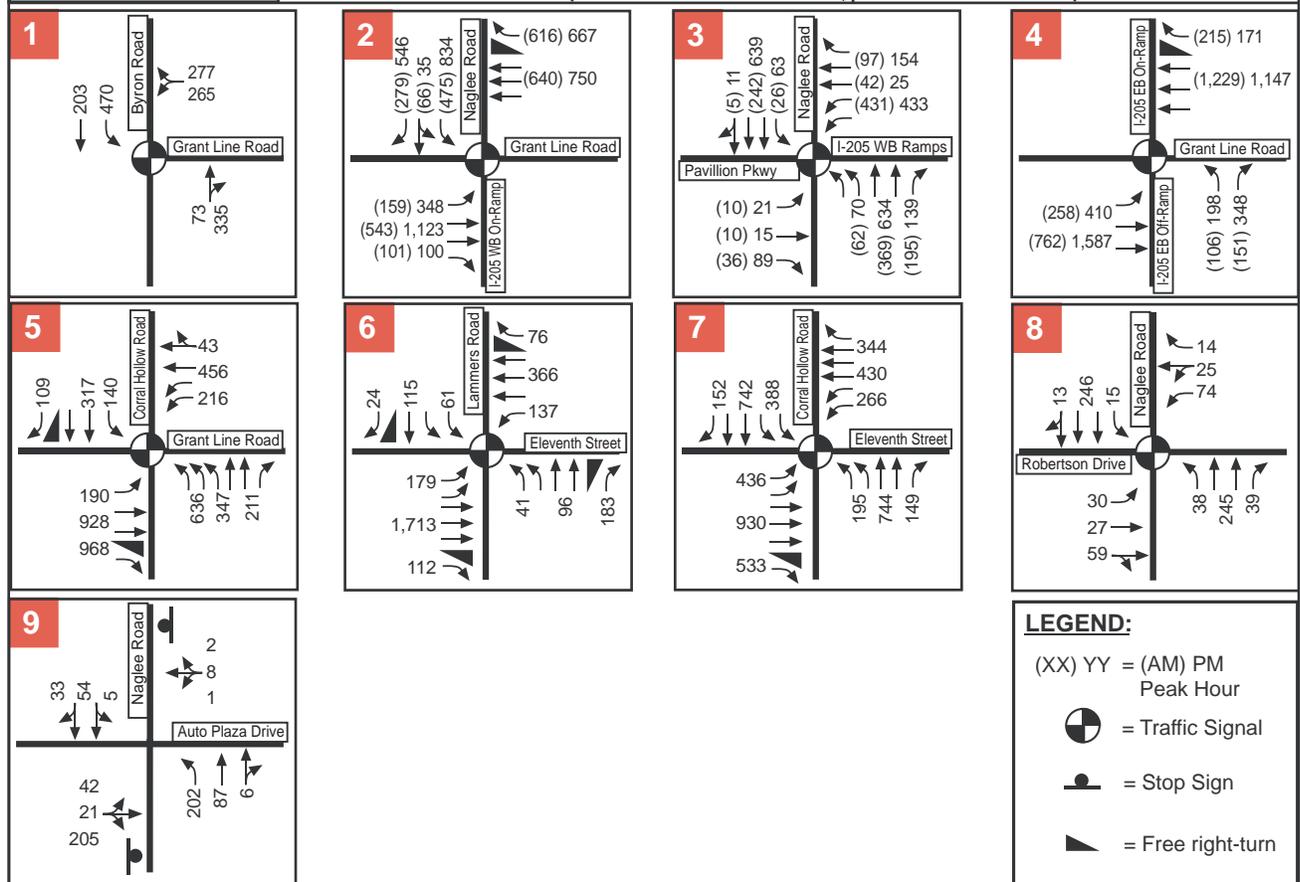
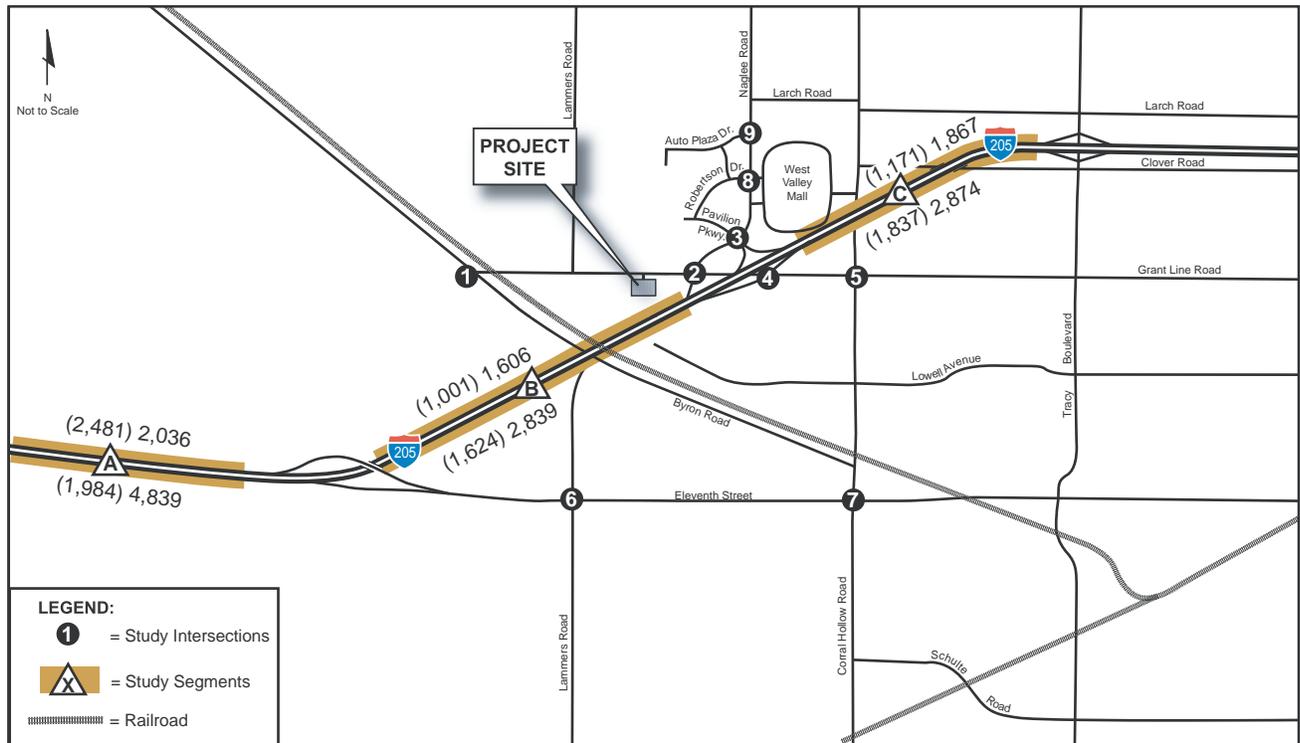
Source: Fehr & Peers, 2005.

EXISTING PROJECT IMPACTS AND MITIGATIONS

Exceed, Either Individually or Cumulatively

Impact 4.4.1 The addition of project traffic to the Grant Line Road / Byron Road intersection in the Existing plus Project scenario will add traffic to an intersection that is already operating at a deficient level of service. This would be considered a **significant impact**.

The Grant Line Road / Byron Road intersection is currently operating at LOS F with more than 50 seconds of average delay. Per the **City of Tracy** standards, the acceptable level of service standard for this intersection is LOS C. The intersection of Grant Line Road / Byron Road currently has northbound and southbound stop controlled and the westbound is free to limit the queuing across the railroad tracks. The intersection currently meets the peak hour volume signal warrant with or without the addition of Project traffic. The addition of project traffic to this intersection would exacerbate an already deficient level of service.



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Source: Fehr & Peers, 2005

FIGURE 4.4-11
EXISTING PLUS PROJECT TRAFFIC VOLUMES AND MITIGATED LANE CONFIGURATIONS

Mitigation Measures

MM 4.4.1 By signaling the intersection the average delay would be reduced to 30 seconds, an acceptable LOS C. In addition to the installation of a signal, signal preemption and coordination with the rail road crossing and detection system is also required.

The affected study intersection is within the jurisdiction of San Joaquin County, and the City has no improvement plan for the affected intersection. Furthermore, there is no existing traffic impact mitigation fee program in place, and therefore, the mitigation cannot be implemented, and the impact would remain **significant and unavoidable**.

Exceed, Either Individually or Cumulatively

Impact 4.4.2 The addition of project traffic to the Grant Line Road/Corral Hollow Road intersection would add traffic to the intersection that is already operating at a deficient level of service. This is considered a **potentially significant impact**.

The Grant Line Road/Corral Hollow Road intersection is signalized and currently operates at LOS D with an average delay of 44 seconds during the PM peak hour. The City of Tracy level of service standard for this intersection is LOS C. The addition of project traffic would increase the average intersection delay from 44 to 47 seconds, but the level of service will remain LOS D. Although the City of Tracy does not have a defined policy on determining what constitutes a project impact when an intersection is currently deficient, addition of 3 seconds of delay caused by the project would to be a **significant impact**.

Mitigation Measures

MM 4.4.2 Creating an exclusive free-flow right-turn lane of 450 feet on eastbound Grant Line Road approaching the intersection with a receiving lane of 400 feet extending south from the intersection on Corral Hollow Road is recommended. Optimizing the signal timing for Existing plus Project traffic volumes is also recommended. These mitigations are expected to reduce the average intersection delay to 33 seconds in the PM peak hour.

Timing/Implementation: The City of Tracy shall be responsible for the intersection improvement and acquisition of right-of-way, both of which would be funded by the proposed project. With implementation of this mitigation, project impacts under **Impact 4.4.2** would be reduced to **less-than-significant**.

Enforcement/Monitoring: The City of Tracy Development and Engineering Services Department

Exceed, Either Individually or Cumulatively

Impact 4.4.3 The addition of project traffic would increase the volume on I-205. This is considered a **potentially significant impact**.

4.4 TRAFFIC AND CIRCULATION

I-205 through the City of Tracy currently operates at LOS F during the peak hour. The actual peak hour of I-205 occurs at 5:00 AM, before the normal AM peak period, and before the project is expected to generate trips. Within the 4:00-6:00 PM period, the project is estimated to increase the eastbound volume by up to 14 trips. This represents about 1% of the total eastbound volume on the freeway during this time period, which is below the significance threshold of 5%. Therefore, project impacts under **Impact 4.4.3** are considered **less-than-significant**.

Mitigation Measure

None required.

CUMULATIVE PLUS PROJECT

This section describes the Cumulative plus Project intersection operations and proposed mitigation measures

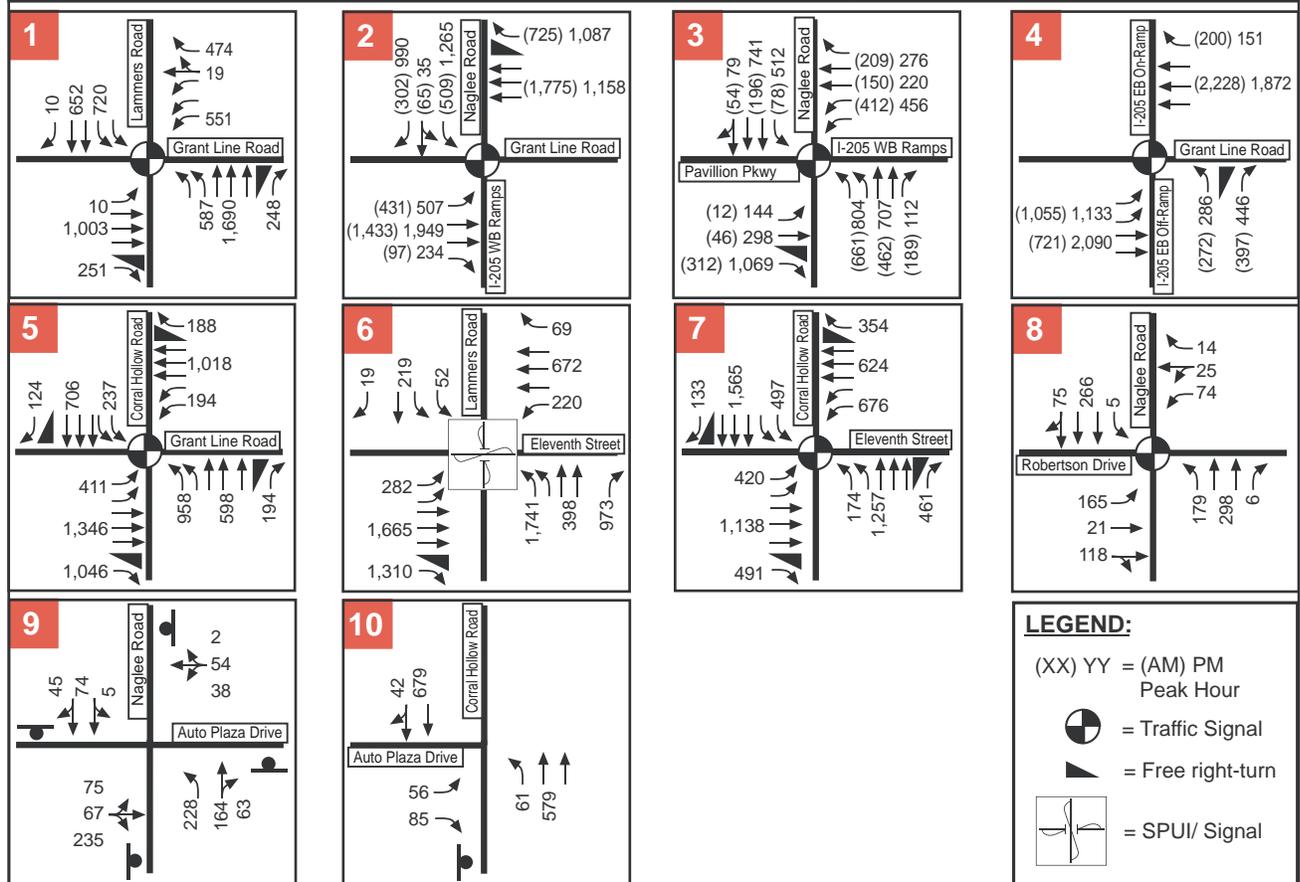
Intersection Operating Conditions

Cumulative plus Project traffic volumes were obtained by adding the trips generated by the Wal-Mart Expansion to the Cumulative background traffic volumes. Using these volumes and the intersections with cumulative improvements identified in **Table 4.4-8**, AM and PM peak hour service levels for the study intersections were calculated. The calculated LOS for the study intersections is reported in **Table 4.4-16** below. With the addition of project traffic, the following intersections would operate at unacceptable conditions in the PM peak hour:

- The Grant Line Road/Corral Hollow Road intersection delay increases to 42 seconds, an unacceptable LOS D
- The Eleventh Street/Corral Hollow Road intersection delay increases to 49 seconds, an unacceptable LOS D

All other intersections would continue to operate at acceptable levels of service with the cumulative intersection improvements in place as shown in **Table 4.4-8**. Cumulative plus Project traffic volumes and lane configurations are shown on **Figure 4.4-12**.

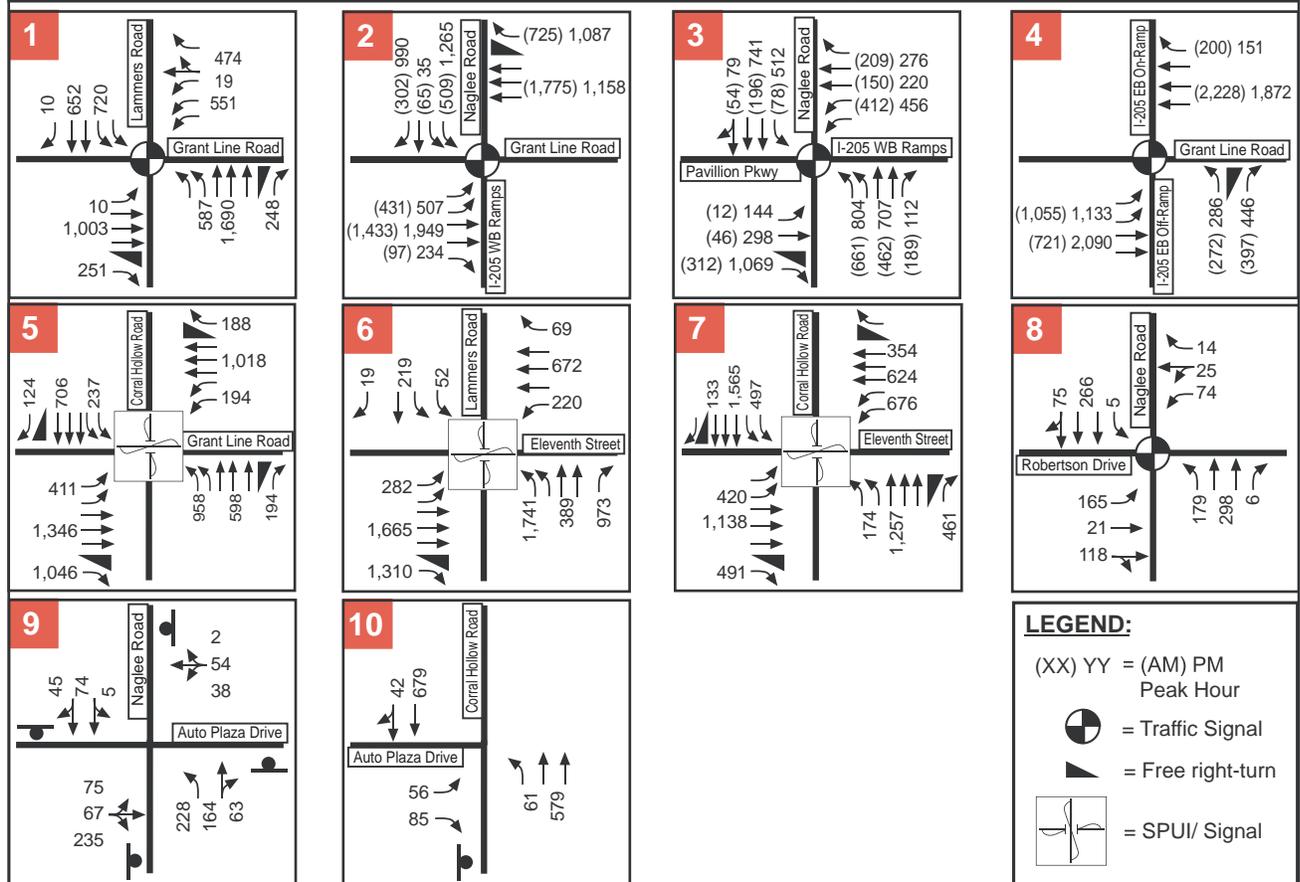
To fully mitigate the intersections of Corral Hollow Road/Grant Line Road and Corral Hollow Road/Eleventh Street, grade separated urban interchanges are required. Changing the at-grade intersection of Corral Hollow Road/Grant Line Road to single point urban interchange and signal with Grant Line Road over-crossing will reduce the average delay to 22 seconds, an acceptable LOS C. Changing the at-grade intersection of Corral Hollow Road/Eleventh Street to single point urban interchange and signal with Eleventh over-crossing will reduce the average delay to 26 seconds, an acceptable LOS C. A summary of these configuration changes can be found on **Figure 4.4-13** and are summarized in **Table 4.4-17**. **Table 4.4-18** shows the intersection operating conditions with the recommended changes. Detailed LOS worksheets for the Cumulative plus Project scenario can be found in **Appendix C**.



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Source: Fehr & Peers, 2005

FIGURE 4.4-12
CUMULATIVE PLUS PROJECT TRAFFIC VOLUMES AND LANE CONFIGURATIONS



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Source: Fehr & Peers, 2005

FIGURE 4.4-13
CUMULATIVE PLUS TRAFFIC VOLUMES AND MITIGATED LANE CONFIGURATIONS

TABLE 4.4-16
CUMULATIVE PLUS WAL-MART INTERSECTION TRAFFIC OPERATIONS (WITH MITIGATION)

Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
		Delay (Seconds)	LOS	Delay (Seconds)	LOS
1. Grant Line Road / Lammers Road	Signal ¹	n/a	n/a	53	D
2. Grant Line Road / Naglee Road / I-205 WB On-Ramp	Signal ¹	26	C	54	D
3. Naglee Road / Pavilion Parkway	Signal ¹	19	B	47	D
4. Grant Line Road / I-205 EB Ramps	Signal ¹	54	D	39	D
5A. Grant Line Road / Corral Hollow Road 5B. Grant Line Road / Corral Hollow Road	Signal ¹ SPUI ²	n/a	n/a	42 22	D C
6. Eleventh Street / Lammers Road	SPUI ²	n/a	n/a	26	C
7A. Eleventh Street / Corral Hollow Road 7B. Eleventh Street / Corral Hollow Road	Signal ¹ SPUI ²	n/a	n/a	49 27	D C
8. Robertson Drive / Naglee Road	Signal ¹	n/a	n/a	8	A
9. Auto Plaza Drive / Naglee Road	AWSC ³	n/a	n/a	13	B
10. Auto Plaza Drive/ Corral Hollow Road	SSSC ⁴	n/a	n/a	19 (WB) 2	C A

Note: **Bold** indicates intersection operating at deficient level of service. Significance criteria for County intersections (intersection 1) and City intersections within ¼ miles of interchange ramps (intersections 2 through 4) is LOS D. Significance criteria for City intersections (intersections 5 through 10) is LOS C.

1. Signalized intersection LOS based on weighted average control delay per vehicle, Highway Capacity Manual (Transportation Research Board, 2000).
2. Single-point urban interchange LOS based on weighted average control delay per vehicle, Highway Capacity Manual (Transportation Research Board, 2000).
3. All-way Stop-controlled intersection level of service is based on average control delay per vehicle (in seconds) according to the 2000 HCM.
4. Side-street stop intersection. Reported LOS based on control delay per vehicle for the worst approach and average delay per vehicle for the intersection.

Source: Fehr & Peers, 2005.

4.4 TRAFFIC AND CIRCULATION

**TABLE 4.4-17
CUMULATIVE PLUS WAL-MART INTERSECTION MITIGATIONS**

Location	Mitigation
5. Grant Line Road / Corral Hollow Road	The required Cumulative configuration for this intersection to be fully mitigated is a grade-separated urban intersection. This will involve the following modifications to the existing intersection: <ul style="list-style-type: none"> • Change to single point urban interchange and signal with Grant Line over-crossing. • Optimize signal timing.
7. Eleventh Street / Corral Hollow Road	The required Cumulative configuration for this intersection to be fully mitigated is a grade-separated urban intersection. This will involve the following modifications to the existing intersection: <ul style="list-style-type: none"> • Change to single point urban interchange and signal with Eleventh Street over-crossing. • Optimize signal timing.

Source: Fehr & Peers, 2005.

**TABLE 4.4-18
CUMULATIVE PLUS WAL-MART MITIGATED INTERSECTION TRAFFIC OPERATIONS**

Intersection	Traffic Control	Unmitigated PM Peak Hour		Mitigated PM Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
5. Grant Line Road / Corral Hollow Road	Signal/SPUI	42	D	22	C
7. Eleventh Street / Corral Hollow Road	Signal/SPUI	49	D	27	C

Source: Fehr & Peers, 2005.

Substantially Increase Traffic in Relation to Existing Traffic Load

Impact 4.4.4 The addition of Project traffic, along with other cumulative development traffic, would result in unacceptable operations at seven of the ten study intersections with existing intersection geometries. This is considered a **potentially significant impact**.

As shown in **Table 4.4-7**, levels of service at seven of the ten study intersections would drop below City standards for those intersections. The project will also add traffic to two study intersections that are currently not constructed, (Grant Line Road/Lammers Road and Auto Plaza Drive/Corral Hollow Road) one of which is replacing an existing study intersection. As citywide development occurs, implementation of components of the City of Tracy Roadway Master Plan will be necessary to maintain acceptable operations. The proposed project, as part of Cumulative development, would generate a portion of the traffic increase that causes LOS to degrade to unacceptable levels. The improvements listed in **Table 4.4-8** above would be required to improve levels of service at the seven affected intersections to acceptable standards.

As citywide development occurs through the year 2025, implementation of components of the City of Tracy Roadway Master Plan will be necessary to maintain acceptable operations. The

proposed project, as part of Cumulative development, would generate a portion of the traffic increase that causes LOS to degrade to levels below those adopted in the City's General Plan. The improvements listed in **Table 4.4-8** would be required to improve the intersection operations to accord with City standards.

The entire I-205 Corridor Specific Plan Area is planned comprehensively for infrastructure improvements. Within the I-205 Corridor Specific Plan Area, there are multiple specific financing plans, otherwise known as a "Finance and Implementation Plans" (FIPs), to fund required improvements. The purpose of an FIP is to provide estimates of the funds required to mitigate each impact and to update the City's Capital Improvement Program Construction Schedule. An FIP also identifies an estimated obligation for roadway improvements.

The Wal-Mart expansion project involves two separate FIPs (GL 17A and GL 17B(1b)). The funding obligations contained in these two FIPs were partially satisfied by Wal-Mart's predecessors in interest to the property. To date, \$15,390 dollars have been deposited into the FIP account for GL 17A and \$918,129 dollars have been deposited into the FIP account for GL 17B(1b).

However, since the adoption of the FIPs for 17A and 17B(1b) in March 1993, there have been new cumulative development scenarios relating to traffic. Therefore, in order to ensure that the Wal-Mart project fully funds its fair share of required improvements, an update to the FIPs is necessary.

Mitigation Measures

MM 4.4.4 To mitigate its contribution to Cumulative traffic impacts, the proposed project would be responsible for participating in and funding a Roadway Finance and Implementation Plan to determine its fair share of required improvements.

Timing/Implementation: Prior to issuance of any building permit for the Wal-Mart project, an update to the FIPs for the I-205 Corridor Specific Plan Area shall be completed in order to update the list of impacted intersections and estimates of the costs to make necessary roadway improvements as identified in **Table 4.4-8**. Wal-Mart shall be subject to its fair share of the increase in costs to roadway improvements that will result from the update of the FIPs. Wal-Mart shall pay its fair share of the increase in costs that result from the FIP update prior to issuance of any building permit or certificate of occupancy for the proposed project. However, if such fees are not fully paid prior to issuance of a building permit, Wal-Mart shall enter into an agreement with the City to pay the fees prior to issuance of a certificate of occupancy. The agreement shall contain a legal description of the property and shall be recorded in the Office of the County Recorder. The agreement shall be secured by a lien against the property

4.4 TRAFFIC AND CIRCULATION

and/or other security in a form acceptable to the City Attorney.

Enforcement/Monitoring: City of Tracy Development and Engineering Services Department.

The completion of the above-listed mitigation measure would reduce the impacts to a level that is **less than significant**.

Substantially Increase Hazards Due to Design Features

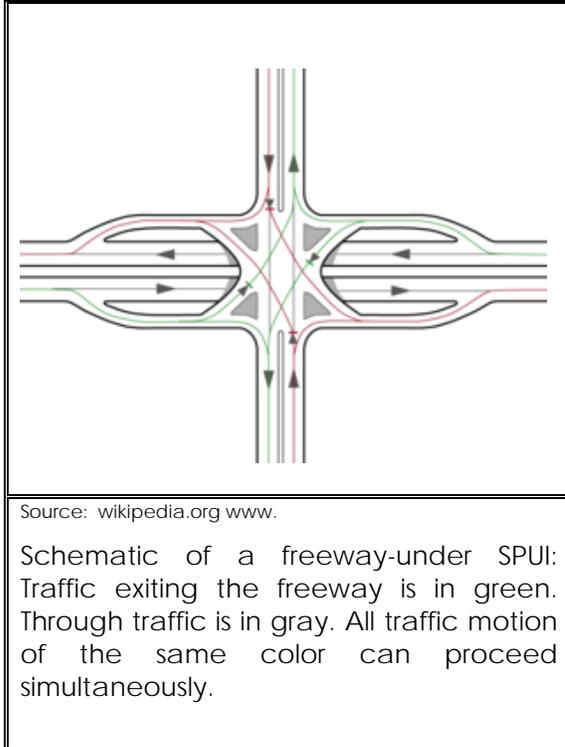
Impact 4.4.5 The addition of project traffic, along with other cumulative development traffic, to Grant Line Road/Corral Hollow Road intersection in the Cumulative plus Project scenario will add delay to an intersection that is already operating at a deficient level of service. This is considered a **significant impact**.

With the addition of project traffic, the delay at the Grant Line Road/Corral Hollow Road intersection is projected to increase from 41 seconds to 42 seconds, but the level of service will remain LOS D. The City of Tracy level of service standard for this intersection is LOS C. Although the City does not have a policy on determining what constitutes a project impact when an intersection is currently deficient, the additional 1-second of delay caused by the project would be considered to be a **significant impact**.

Mitigation Measures

MM 4.4.5 Construction of a single-point urban interchange (SPUI) is recommended, along with the through traffic being grade separated allowing for free-flow along Grant Line Road. By grade separation of Grant Line Road, the average intersection delay would be reduced to an acceptable 22 seconds.

The City intends on making a finding that this mitigation is infeasible, therefore, the impacts will be **significant and unavoidable**.



Exceed, Either Individually or Cumulatively

Impact 4.4.6 The proposed Project, along with other Cumulative development traffic, would add traffic to the Eleventh Street/Corral Hollow Road intersection in the Cumulative plus Project scenario, contributing to an already deficient level of service at this intersection. This is considered a **significant impact**.

With the addition of Project traffic, the delay at the Eleventh Street/Corral Hollow Road intersection is projected to remain at 49 seconds. The City of Tracy level of service standard for this intersection is LOS C. Although the City does not have a policy on determining what constitutes a project impact when an intersection is currently deficient, the additional traffic caused by the Project would be considered a **significant impact**.

Mitigation Measures

MM 4.4.6 Construction of a single-point urban interchange (SPUI) is recommended along with the through traffic being grade separated allowing for free-flow along Eleventh Street. By grade separation of Corral Hollow Road, the average intersection delay would be reduced to an acceptable 27 seconds (LOS C).

The City intends on making a finding that this mitigation is infeasible, therefore, the impacts will be **significant and unavoidable**.

4.4 TRAFFIC AND CIRCULATION

Change Air Traffic Patterns

Impact 4.4.7 Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. Would be a **less than significant** impact.

The proposed project is not in an area where it would change or increase traffic patterns and levels resulting in a substantial safety risk. Therefore, this would be a **less than significant** impact

Mitigation Measures

None required.

Result in Inadequate Emergency Access

Impact 4.4.8 The proposed project would not result in inadequate emergency access. This would be a **less than significant** impact.

The project site is proposed to expand and modify an existing Wal-Mart. The site design incorporates would comply with all City of Tracy emergency vehicle access codes. Therefore, This would be a **less than significant** impact

Mitigation Measures

None required.

Result in Insufficient Parking Capacity

Impact 4.4.9 The proposed project would not result in insufficient parking capacity. This would be a **less than significant** impact.

The parking lots will be constructed as described in the proposed site plan to adequately serve Wal-Mart Expansion Project. Therefore, would be a **less than significant** impact

Mitigation Measures

None required.

Conflict with Adopted Policies, Plans or Programs

Impact 4.4.10 The proposed project would not conflict with adopted policies plans or supporting alternative transportation. This would be a **less than significant** impact.

Mitigation Measures

None required.

REFERENCES

- City of Tracy. 1993a. *City of Tracy General Plan*. Tracy, California. July 19, 1993.
- City of Tracy. 1993b. *Final EIR for the City of Tracy General Plan*. Tracy, California. July 19, 1993.
- City of Tracy, 1994. City of Tracy. *City of Tracy Roadway Master Plan*. Tracy, California. September 22, 1994.
- City of Tracy. *City of Tracy Roadway Master Plan, Amendment No. 1*. Tracy, California.
- City of Tracy. I-205 EIR and 1999 Amendment with Mitigated Negative Declaration.
- San Joaquin County. Various dates. *Average Daily Traffic*.
- San Joaquin County Council of Governments, 1998. *Draft 1998 Regional Transportation Plan*. Stockton, California. August, 1998.

4.5 Noise

This section discusses the existing noise environment in the project vicinity, and noise impacts associated with the expansion of an existing Wal-Mart store located at 3010 W. Grant Line Road in the City of Tracy. The expansion consists of retail space, which will be used for grocery sales, a garden center, general retail, a snack bar, and a vision center. **Figure 4.5-1** shows the overall project site vicinity, and **Figure 4.5-2** shows the specific areas of the Wal-Mart Store, which are proposed for expansion. The Tracy Wal-Mart Expansion Noise Analysis, dated December 2004, is hereby incorporated by reference and provided as **Appendix D**. Bollard Acoustical Consulting has prepared a revision to this report in July 2005 based on the revisions to the traffic study.

4.5.1 EXISTING SETTING

BACKGROUND AND TERMINOLOGY

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second, called Hertz (Hz).

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals of pressure), as a point of reference, defined as 0 dB. Other sound pressures are then compared to the reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in decibel levels correspond closely to human perception of relative loudness. **Figure 4.5.3** illustrates common noise levels associated with various sources.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by weighing the frequency response of a sound level meter by means of the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (Leq). The Leq is the foundation of the day/night average noise descriptor, Ldn, and shows very good correlation with community response to noise.

EXISTING NOISE ENVIRONMENT IN THE PROJECT VICINITY

The ambient noise environment in the immediate project vicinity is dominated by noise from I-205, which runs the entire length of the southern site boundary and that of the neighboring uses to the east and west. Intermittent truck delivery operations at the existing Wal-Mart, Costco, and other commercial uses, also contribute to the ambient noise environment at the project site, but to a far lesser extent than Highway I-205.

4.5 NOISE

To generally quantify the existing ambient noise environment in the project vicinity, a short-term ambient noise level measurement survey was conducted at four locations on the project site on November 24, 2004. The noise measurement locations are shown on Figure 1.

Larson Davis Laboratories (LDL) Model 820 precision integrating sound level meters were used for the noise level measurement survey. The meters were calibrated before and after use with an LDL Model CA200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all pertinent specifications of the American National Standards Institute for Type 1 sound level meters (ANSI S1.4).

The noise level measurement survey results are provided below in **Table 4.5-1**. The ambient noise monitoring survey revealed that ambient noise levels in the immediate project vicinity are typical of commercial areas located adjacent to major transportation corridors (I-205).

**TABLE 4.5-1
AMBIENT NOISE MONITORING RESULTS TRACY WAL-MART
EXPANSION PROJECT VICINITY - NOVEMBER 24, 2004**

Site	Location	Average (Leq)	Maximum (Lmax)
1	West Corner of Existing Wal-Mart	70	74
2	North of Project Site	60	64
3	Near Northeast corner of Shopping Center	66	71

Notes:

1. *Noise measurement locations are shown on Figure 1.*
2. *Source: Bollard & Brennan, Inc.*

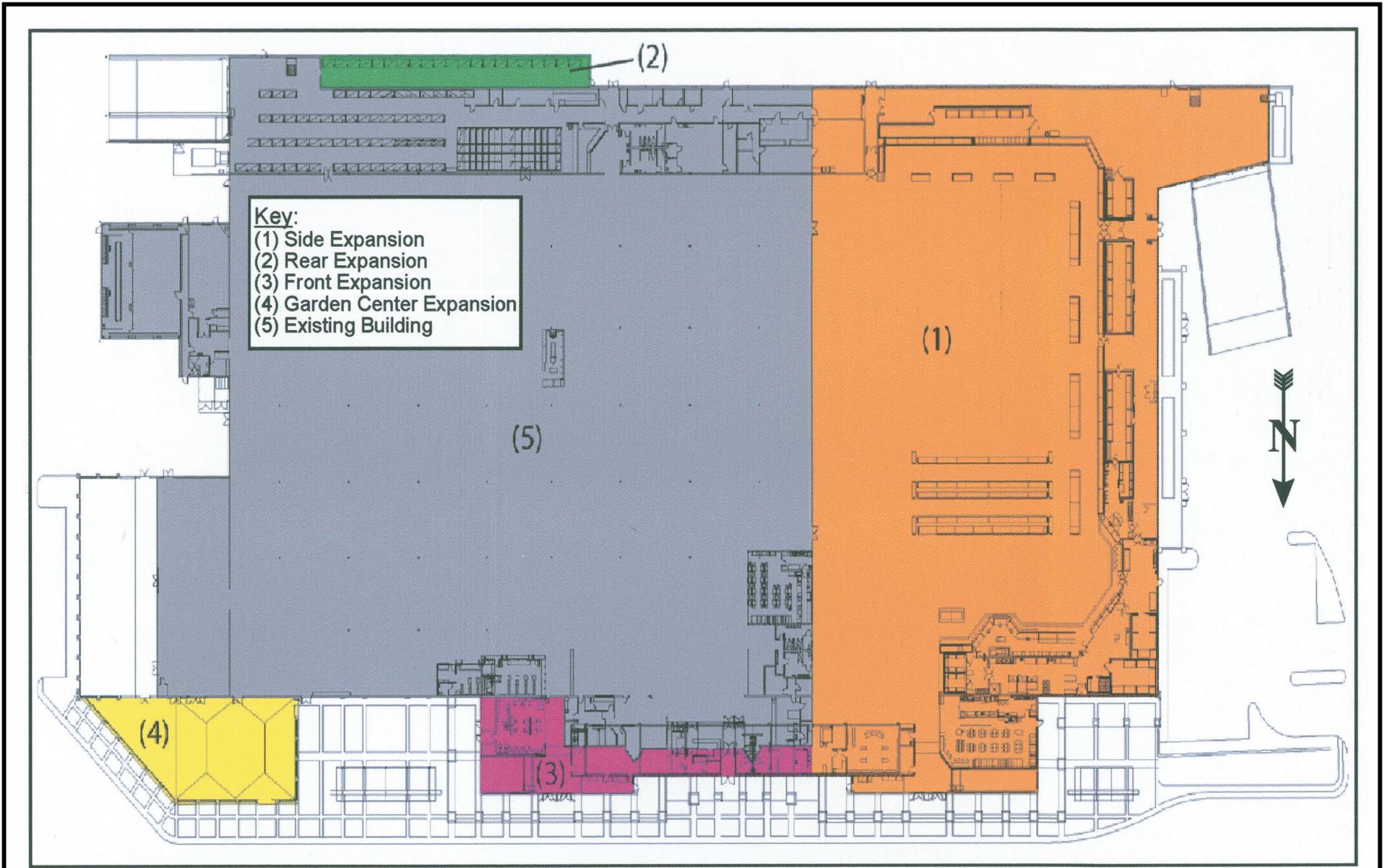
4.5.2 REGULATORY FRAMEWORK

CITY OF TRACY GENERAL PLAN GOALS, POLICIES, AND ACTIONS

The City and County General Plans each contain policies designed to protect sensitive land uses and residents from noise impacts, and to provide an acceptable noise environment. County General Plan policies focus on planning and design to minimize noise impacts, as well as establishing acceptable noise levels. The General Plan provides additional specificity, and provides more detailed policies and actions regarding the location of land uses, mapping of noise hazards, control of known noise sources and methods to avoid noise conflicts.



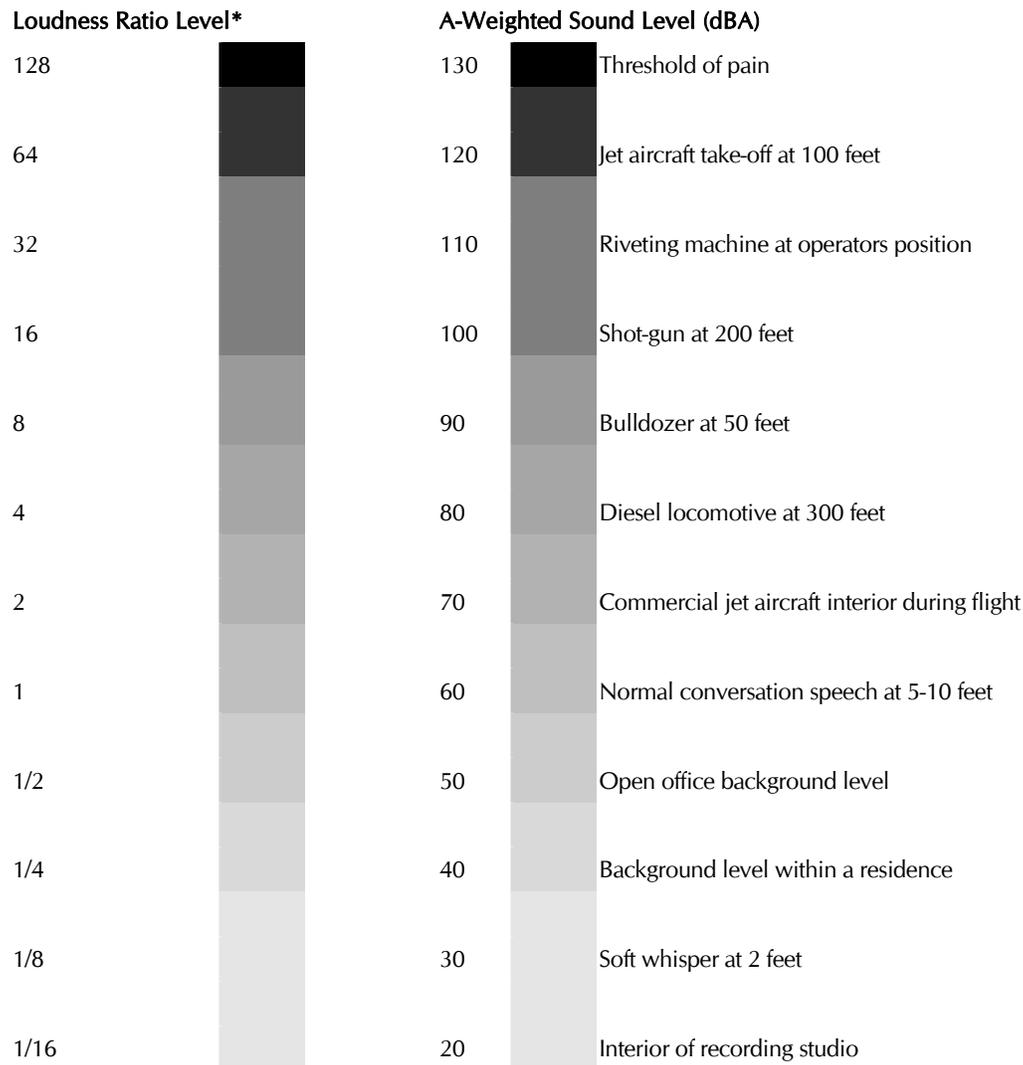
Source: Global Explorer and AirPhoto USA , 2005



Source: PBA Architects and Bollard & Brennan

**FIGURE 4.5-2
 EXISTING VS. NEW SITE PLAN**

FIGURE 4.5-3
TYPICAL A-WEIGHTED SOUND LEVELS OF COMMON NOISE SOURCES



Notes: * The loudness ratio is an expression of the magnitude increase of noise. A 10 dBA increase in noise is perceived as twice as loud. For example, 70 dBA is perceived as twice as loud as 60 dBA. The Day-night Average Level (Ldn) is based upon the average noise level over a 24-hour day, with a +10 decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because Ldn represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

The following City of Tracy General Plan goals and policies related to safety are relevant to the project:

Chapter Six: Noise Element

Action NO 1.1.1: Incorporate measures into all development projects to attenuate exterior and/or interior noise levels to acceptable levels. Noise standards for land use compatibility are provided in City of Tracy General Plan Table 6-1 Noise Maximums within Zoning Districts. See Table 4.5-2 below.

4.5 NOISE

Goal NO 3: Promote the Control of Noise Between Uses Utilize the City of Tracy Noise Ordinance to control noise between land uses after planning activities have ended.

Policy NO 3.1: Establish the maximum permitted noise levels at property lines to minimize impact on adjacent land uses.

Tracy Municipal Code Noise Control Ordinance Section 4.12.710

Except for exempted activities and sounds or exempted properties, it shall be unlawful for any person to cause or allow the creation of any noise to the extent that the one-hour average sound level at any point on or beyond the boundaries of the property in the applicable Base Zone District on which the sound is produced exceeds the applicable limits set forth below (Table 4.5-2 and 4.6-3).

**TABLE 4.5-2
NOISE MAXIMUMS WITHIN ZONING DISTRICTS (MEASURED IN LDN AT THE PROPERTY LINE)**

Land Use	Interior Standard	Exterior Standard
Residential	45	65
Public Uses ¹	50 (Living/office areas) 45 (Sleeping areas)	65 (School Playgrounds)

¹Applies only to noise sensitive land uses such as hospitals, convalescent homes, and schools.
Source: City of Tracy General Plan, Table 6-1.

**TABLE 4.5-3
GENERAL SOUND LEVEL LIMITS (MEASURED IN HOURLY AVERAGE LEQ AT THE PROPERTY LINE)**

Base Zone District	General Sound Level Limits
Residential	55
Commercial	65
Industrial	75
Agricultural	75

Source: City of Tracy Municipal Code, Section 4.12.710

4.5.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

CEQA guidelines and the City of Tracy Noise Control Ordinance and Noise Element have been used to establish impact standards for this section. Implementation of the project would result in significant noise impacts if the project would result in any of the following:

- 1) Exposure of persons to or generation of noise levels in excess of standards established in the Tracy General Plan Noise Element or Tracy Municipal Code Noise Control Ordinance, or applicable standards of other agencies.
- 2) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, defined as 5 dB.

- 3) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project, defined as 5 dB.
- 4) Expose people to or generate excessive ground borne vibration or ground borne noise.

METHODOLOGY

A combination of use of existing literature, and application of accepted noise prediction and sound propagation algorithms, were used to predict changes in ambient noise levels resulting from the Wal-Mart Expansion Project. Specific noise sources evaluated in this section include off-site traffic, project construction, and on-site noise sources associated with the proposed expansion (new loading dock area and mechanical equipment). Potential noise impacts of each of these major noise sources are described below.

Off-Site Traffic Noise Impact Assessment Methodology

Traffic Noise Prediction Model

To describe existing and projected noise levels due to traffic, the Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA RD-77-108) was used. The FHWA model is the analytical method currently favored for traffic noise prediction by most state and local agencies. The model is based upon the Calveno reference noise factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site.

The FHWA model was developed to predict hourly Leq values for free-flowing traffic conditions. To predict Ldn values, it is necessary to determine the day/night distribution of traffic and adjust the traffic volume input data to yield an equivalent hourly traffic volume.

FHWA Traffic Noise Prediction Model Inputs and Results

Peak Hour traffic volumes for near term (2005) and cumulative (2025) conditions were obtained from the project transportation consultant (Fehr & Peers) for both project and no-project scenarios. The FHWA Model inputs are contained in the Technical Appendices. The predicted traffic noise levels at a representative distance of 100 feet from the centerlines of the project-area roadways are shown in **Table 4.5-4**.

TABLE 4.5-4
PREDICTED 2005 TRAFFIC NOISE LEVELS (LDN @ 100 FEET FROM ROADWAY CENTERLINES)
TRACY WAL-MART EXPANSION PROJECT VICINITY ROADWAYS

Intersection	Direction	Year 2005 Conditions			
		Without Project	With Project	Change	Distance to 65 dB Ldn with Project
Naglee Rd. At Grant Line Rd.	North	66	66	0	110
	East	67	67	0	136
	South	52	53	1	15
	West	66	66	0	121
Corral Hollow Rd. at Grant Line Rd.	North	62	62	0	67

4.5 NOISE

	East	65	65	0	97
	South	66	66	0	118
	West	67	67	0	134
Bryon Rd. at Grant Line Rd.	North	62	62	0	62
	East	63	63	0	161
	South	61	61	0	56
	West	N/A	N/A	N/A	N/A

Notes: FHWA Model input data are provided in Appendix B.

Source: FHWA-RD-77-108 with inputs from Traffic Section and Bollard & Brennan, Inc.

Distances to 65 dB Ldn traffic noise contours are measured in feet from the centerlines of the roadways.

Construction Noise Impact Assessment Methodology

During the construction phases of the project, noise from construction activities would add to the noise environment in the immediate project vicinity. Activities involved in construction would generate maximum noise levels, as indicated in **Table 4.5-5**, ranging from 85 to 90 dB at a distance of 50 feet. Construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours.

Noise would also be generated during the construction phase by increased truck traffic on area roadways. A significant project-generated noise source would be truck traffic associated with transport of heavy materials and equipment to and from construction sites. This noise increase would be of short duration, and would likely occur primarily during daytime hours.

**TABLE 4.5-5
CONSTRUCTION EQUIPMENT NOISE**

Type of Equipment	Maximum Level, dB at 50 feet
Bulldozers	87
Heavy Trucks	88
Backhoe	85
Pneumatic Tools	85

Source: *Environmental Noise Pollution*, Patrick R. Cunniff, 1977.

On-Site Activity Noise Impact Assessment Methodology

The noise producing components of this project identified as potentially significant consist of increased project-related truck traffic circulation (on the project site), new loading dock operations, and the addition of mechanical equipment for cold food storage and expanded store air conditioning. Each of these sources is discussed below.

Truck Circulation Noise

Based on information provided by the applicant, truck activity at the project site would conservatively consist of approximately 12 semi-trailer truck deliveries per day. Assuming that approximately half or those deliveries already occur at the site on a daily basis, the expansion would add 6 new heavy truck deliveries in a day. Six new deliveries would result in 12 new truck pass-bys when the separate arrivals and departures are considered. The truck traffic noise

analysis was based on these figures and on reference noise level measurements conducted at similar commercial truck loading docks.

Truck pass-bys en route to the loading dock areas are expected to be relatively brief, and are estimated to produce an average Sound Exposure Level (SEL) of approximately 87 dB at a distance of 50 feet. The typical Lmax level due to a truck pass-by has been measured to be approximately 75 dB at a distance of 50 feet. At the nearest residential location (appx. 200 feet away from the truck passage area), Leq and Lmax values associated with truck pass-bys are predicted to be approximately 45 dB and 63 dB, respectively, based on a 6 dB decrease in noise level for each doubling of distance from the noise source.

Loading Dock Noise

To determine typical loading dock noise levels associated with the proposed WalMart project, noise level measurement data collected for a similar loading dock were used. These noise level measurements were conducted at a distance of 50 feet from the loading dock. During an one-hour sample of loading dock noise levels, there were three truck arrivals and four truck departures, and associated unloading activities.

The noise level measurements were conducted for an one-hour period, and the noise measurements of the loading dock activities were confirmed to represent a typical busy hour of loading dock operations. The results of the loading dock noise measurements indicate that a typical busy hour generated a maximum level of approximately 80 dB Lmax, and an average noise level of 55 dB Leq, at a reference distance of 50 feet.

The primary noise source associated with the loading dock areas is the heavy trucks stopping (air brakes), backing into the loading docks (back-up alarms), and pulling out of the loading docks (revving engines). If the heavy truck engines idle while the trucks are being unloaded, then this would be an additional source of noise at this location. Once the trucks have backed into the loading dock, they are unloaded from the inside of the store using a fork lift or hand cart, and most of that unloading noise is contained within the building and truck trailer.

The proposed loading dock configuration for the Wal-Mart would locate the new loading dock approximately 1,000 feet from the closest residential use. Using the data described above, the predicted hourly Leq and Lmax noise levels at the closest residence (south side of Grant Line Road) were conservatively calculated to be about 29 dB and 54 dB, respectively.

Mechanical Equipment Noise

The HVAC system for maintaining comfortable shopping temperatures within the store will consist of packaged rooftop air conditioning systems. The units will be relatively evenly distributed across the roof of the building, starting about 30 feet in from the edges of the roof. These HVAC units, which typically stand about 4-5 feet tall, would be shielded from view by the project building parapet, as are the existing units. Such rooftop HVAC units typically generate noise levels of approximately 55 dB Leq at a reference distance of 100 feet from the building, including shielding by the building.

To quantify the noise emissions from food cold storage refrigeration equipment, Bollard & Brennan, Inc. conducted noise level measurements at a similar WalMart in Reno, Nevada (2001). At a distance of 50 feet from these units, a noise level of 66 dB Leq was recorded. This figure is the basis for noise level calculations for the cold storage systems.

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The nearest residence to the north is located approximately 800 feet from the proposed mechanical equipment areas. At this distance, the predicted noise levels from the combined air conditioning and food cold storage equipment would be reduced to approximately 40 dB Leq or less, not including shielding by the building walls or parapets. Actual levels would be even lower.

PROJECT IMPACTS AND MITIGATION MEASURES

Traffic Noise Impacts

Impact 4.5-1: Project-related traffic is expected to result in no appreciable traffic noise level increase over no-project levels, as indicated by **Table 4.5-5**. This is considered a **less than significant** impact.

Pursuant to significance criteria number for this analysis, a substantial increase in traffic noise levels is typically defined as 5 dB. Because the project related traffic noise level increase is predicted to be less than 1 dB, this impact is considered less than significant based on significance criteria number 2.

Mitigation Measures

None Required.

Construction Noise Impacts

Impact 4.5-2: During the construction phases of the project, noise from construction activities would generate noise, but that noise would be partially to completely masked by existing I-205 traffic noise. This is a **less than significant** impact.

Activities involved in construction would typically generate maximum noise levels ranging from 85 to 90 dB at a distance of 50 feet. Construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours. Although construction activities would result in periods of elevated noise levels, these increases would be relatively short-term in nature and would be partially to completely masked by noise from existing traffic on I-205. Therefore, this impact is considered less than significant.

Mitigation Measures

None Required.

Noise Impacts Associated with On-site Activities

Impact 4.5-3: Noise generated by new loading dock activities and additional mechanical equipment is predicted to be well within compliance with City of Tracy noise standards, and well below existing background noise levels at the nearest residences to the project site. Increased noise due to top loading dock activities is considered a **less than significant** impact.

The proposed expansion area is approximately 800-1000 feet from the nearest existing residence to the north, and the truck pass by area is approximately 200 feet from that nearest residence.

At that distance, predicted noise levels from additional truck passbys, mechanical equipment, and loading dock activities, would be approximately 45 dB Leq or less, and 63 dB Lmax or less. These levels would satisfy the City of Tracy Noise Element and Noise Ordinance standards, and would be well below measured existing ambient conditions at the nearest residence. The project would also reduce noise impacts at the loading docks from loading/unloading by providing sealed rubber gaskets at the truck docks. Therefore, this impact is considered less than significant.

Mitigation Measures

None Required.

CUMULATIVE CONDITIONS

Cumulative Setting

The future ambient noise environment following cumulative build out of the area is expected to continue to be defined primarily by surface traffic, specifically I-205 traffic, as it is now. Due to the increased traffic which will result from the build out of the area, future traffic noise levels are predicted to be higher than existing traffic noise levels. **Table 4.5-6** shows the predicted year 2025 traffic noise levels on the major project area roadways, both with and without the proposed project.

**TABLE 4.5-6
PREDICTED 2025 TRAFFIC NOISE LEVELS (LDN @ 100 FEET FROM ROADWAY CENTERLINES)
TRACY WAL-MART EXPANSION PROJECT VICINITY ROADWAYS**

Intersection	Direction	Year 2025 Conditions			
		Without Project	With Project	Change	Distance to 65 dB Ldn with Project
Naglee Rd. At Grant Line Rd.	North	67	67	0	138
	East	69	69	0	185
	South	56	56	1	40
	West	69	69	0	174
Corral Hollow Rd. at Grant Line Rd.	North	65	65	0	106
	East	67	67	0	130
	South	67	67	0	144
	West	69	69	0	173
Bryon Rd. at Grant Line Rd.	North	67	67	0	143
	East	67	67	0	126
	South	68	68	0	144
	West	65	65	0	81

Notes: FHWA Model input data are provided in Appendix B.

Source: FHWA-RD-77-108 with inputs from Traffic Section and Bollard & Brennan, Inc.

Distances to 65 dB Ldn traffic noise contours are measured in feet from the centerlines of the roadways.

4.5 NOISE

Impact 4.5-4 Cumulative plus project traffic is expected to result in traffic noise level increases over cumulative no-project levels of 0 to 1 dB Ldn (**Table 4.5-6**) on the roadways in the immediate project vicinity. This impact is considered **less than significant**.

Pursuant to Significance Criteria number 2, a substantial increase in traffic noise levels is typically defined as 5 dB. Because the project-related contribution to cumulative noise levels is well below that level, this impact is considered less than significant based on significance criteria number 2.

Mitigation Measures

None Required.

REFERENCES

Bollard and Brennan, Inc. 2004. *Noise Evaluation Report for the Tracy Wal-Mart Expansion Project*.

Bollard Acoustical Consulting. 2005. *Revised Noise Evaluation Report for the Tracy Wal-Mart Expansion Project*. July 2005

City of Tracy Municipal Code.

City of Tracy. 1993. General Plan Noise Element.

Federal Highway Administration Highway Traffic Noise Prediction Model (RD-77-108).

Fehr & Peers Transportation Consultants. 2004. Traffic Analysis for the Tracy Wal-Mart Expansion Project.

4.6 Air Quality

This section describes the impacts of the proposed Wal-Mart Expansion Project on local and regional air quality. The topics discussed in this section include a description of the existing setting (e.g., topography, climate and ambient air quality), a discussion of the regulatory framework and of air quality standards including standards of significance. This section was prepared using methodologies and assumptions recommended within the air quality impact assessment recommendations of the San Joaquin Valley Air Pollution Control District. In keeping with these recommendations, the section describes existing air quality, construction-related impacts, direct and indirect emissions associated with the project, the impacts of these emissions on both the local and regional scale, and mitigation measures warranted to reduce or eliminate any identified significant impact. The Air Quality Impact Evaluation report, dated December 2004, is hereby incorporated by reference and provided as **Appendix E**. Don Ballanti prepared a revision to this report in July 2005 based on revisions to the traffic study.

4.6.1. EXISTING SETTING

TOPOGRAPHIC CONSIDERATIONS

The City of Tracy is located in the northwestern portion of the San Joaquin Valley in the area designated as the San Joaquin Valley Air Basin by the California Air Resources Board (CARB). The air basin, which is defined by the Sierra Nevada in the east, the Coast Ranges in the west, and the Tehachapi mountains in the south. The surrounding topographic features restrict air movement through and out of the basin and, as a result, impede the dispersion of pollutants from the basin. Inversion layers are formed in the San Joaquin Valley air basin throughout the year. An inversion layer is created when a mass of warm dry air sits over cooler air near the ground, preventing vertical dispersion of pollutants from the air mass below. During the summer, the San Joaquin Valley experiences daytime temperature inversions at elevations from 2,000 to 2,500 feet above the valley floor. During the winter months, inversions occur from 500 to 1,000 feet above the valley floor (SJVAPCD 1998).

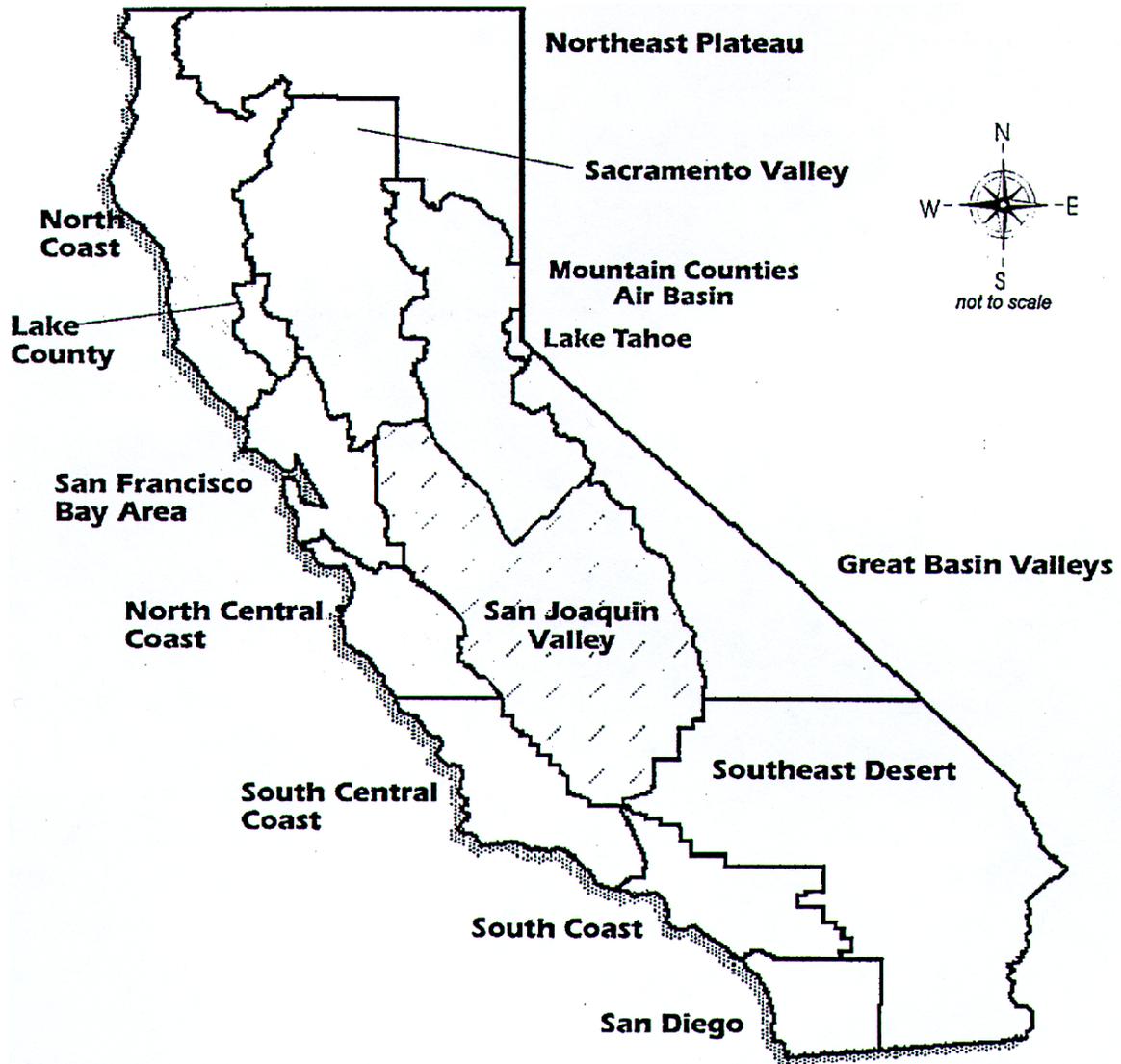
AIR BASIN CHARACTERISTICS

The climate of the project area is typical of inland valleys in California, with hot dry summers and cool, mild winters. Daytime temperatures in the summer often exceed 100 degrees, with lows in the 60's. In the winter, daytime temperatures are usually in the 50's, with lows around 35 degrees. Radiation fog is common in the winter, and may persist for days. Winds are predominantly up-valley (from the north) in all seasons, but more so in the summer and spring months. Winds in the fall and winter are generally lighter and more variable in direction (CARB 1974).

The pollution potential of the San Joaquin Valley is very high. Surrounding elevated terrain in conjunction with temperature inversions frequently restrict lateral and vertical dilution of pollutants. Abundant sunshine and warm temperatures in summer are ideal conditions for the formation of photochemical oxidant, and the Valley is a frequent scene of photochemical pollution.

4.6 AIR QUALITY

FIGURE 4.6-1 SAN JOAQUIN VALLEY AIR BASIN BLACK AND WHITE



San Joaquin Valley Air Basin

4.6.2 REGULATORY FRAMEWORK

AMBIENT AIR QUALITY STANDARDS

Federal and State Air Quality Standards

Both the U. S. Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established ambient air quality standards for common pollutants under the Federal Clean Air Act and the California Clean Air Act. These ambient air quality standards are levels of contaminants that represent safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called "criteria" pollutants because the health and other effects of each pollutant are described in criteria documents.

The federal and California ambient air quality standards are summarized in **Table 4.6-1** for important pollutants. The federal and state ambient standards were developed independently with differing purposes and methods, although both processes attempted to avoid health-related effects. As a result, the federal and state standards differ in some cases. In general, the California state standards are more stringent. This is particularly true for ozone and particulate matter (PM_{2.5} and PM₁₀).

TABLE 4.6-1
Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	Federal Primary Standard	State Standard
Ozone	1-Hour	0.12 ppm	0.09 ppm
	8-Hour	0.08 ppm	0.07 ppm
Carbon Monoxide	8-Hour	9.0 ppm	9.0 ppm
	1-Hour	35.0 ppm	20.0 ppm
Nitrogen Dioxide	Annual	0.05 ppm	--
	1-Hour	--	0.25 ppm
Sulfur Dioxide	Annual	0.03 ppm	--
	24-Hour	0.14 ppm	0.04 ppm
	1-Hour	--	0.25 ppm
PM ₁₀	Annual	50 µg/m ³	20 µg/m ³
	24-Hour	150 µg/m ³	50 µg/m ³
PM _{2.5}	Annual	15 µg/m ³	12 µg/m ³
	24-Hour	65 µg/m ³	--
Lead	30-Day Avg.	--	1.5 µg/m ³
	Month Avg.	1.5 µg/m ³	--

Notes: ppm = parts per million, µg/m³ = Micrograms per Cubic Meter

Source: CARB 2005

The State of California regularly reviews scientific literature regarding the health effects and exposure to particulate matter and other pollutants. On May 3, 2002, the California Air Resources Board (CARB) staff recommended lowering the level of the annual standard for PM₁₀

4.6 AIR QUALITY

and establishing a new annual standard for PM_{2.5} (particulate matter 2.5 micrometers in diameter and smaller). The new standards became effective on July 5, 2003.

In addition to the criteria pollutants discussed above, Toxic Air Contaminants (TACs) are another group of pollutants of concern. Toxic Air Contaminants (TACs) are injurious in small quantities and are regulated despite the absence of criteria documents. The identification, regulation and monitoring of TACs is relatively recent compared to that for criteria pollutants. Unlike criteria pollutants, TACs are regulated on the basis of risk rather than specification of safe levels of contamination.

Ambient Air Quality

The California Air Resources Board (CARB) currently operates a monitoring site in Tracy that measures two gaseous pollutants: ozone and nitrogen dioxide. The CARB also operates four monitoring sites within metropolitan Stockton measuring these pollutants and two additional pollutants: carbon monoxide and PM₁₀. Data from these monitoring sites are shown in **Table 4.6-2**. Air quality in Tracy and San Joaquin County generally meets the state and federal ambient air quality standards except for ozone and PM₁₀.

Health Effects of Pollutants

The primary air quality problems in the San Joaquin Valley Air Basin are ozone and particulate matter. Carbon monoxide has been a problem in the past within the San Joaquin Valley Air Basin in larger cities such as Fresno, Bakersfield, Modesto and Stockton. The following is a discussion of the health effects of these important pollutants.

Ozone

Ozone is produced by chemical reactions, involving nitrogen oxides (NO_x) and reactive organic gases (ROG) that are triggered by sunlight. Nitrogen oxides are created during combustion of fuels, while reactive organic gases are emitted during combustion and evaporation of organic solvents. Since ozone is not directly emitted to the atmosphere, but is formed as a result of photochemical reactions, it is considered a secondary pollutant. In the San Joaquin Valley Air Basin ozone is a seasonal problem, occurring roughly from April through October.

Ozone is a strong irritant that attacks the respiratory system, leading to the damage of lung tissue. Asthma, bronchitis and other respiratory ailments as well as cardiovascular diseases are aggravated by exposure to ozone. A healthy person exposed to high concentrations may become nauseated or dizzy, may develop headache or cough, or may experience a burning sensation in the chest.

Research has shown that exposure to ozone damages the alveoli (the individual air sacs in the lung where the exchange of oxygen and carbon dioxide between the air and blood takes place). Research has shown that ozone also damages vegetation.

**TABLE 4.6-2
AIR QUALITY DATA SUMMARY FOR TRACY AND STOCKTON, 2002-2004**

Pollutant	Standard	Monitoring Site	Number of Annual Violations During:		
			2002	2003	2004
Ozone	State 1-Hour	Stockton (Hazelton)	2	3	1
		Stockton (E. Mariposa)	5	-	-
		Tracy	11	5	4
Ozone	Federal 1-Hour	Stockton (Hazelton)	0	0	0
		Stockton (E. Mariposa)	0	-	-
		Tracy	0	0	0
Ozone	Federal 8-Hour	Stockton (Hazelton)	0	1	0
		Stockton (E. Mariposa)	1	-	-
		Tracy	3	2	1
PM ₁₀	State 24-Hour	Stockton (Hazelton)	110	3	3
		Stockton (Wagner Holt)	6	3	0
PM ₁₀	Federal 24-Hour	Stockton (Hazelton)	0	0	0
		Stockton (Wagner Holt)	0	0	0
PM _{2.5}	Federal 24-Hour	Stockton (Hazelton)	0	0	0
Carbon Monoxide	State/Federal 8-Hour	Stockton (Hazelton)	0	0	0
Nitrogen Dioxide	State 1-Hour	Stockton (Hazelton)	0	0	0
		Tracy	0	0	0

Source: CARB 2004

Suspended Particulate

Suspended particulate matter (PM) is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot, soil, and dust. "Inhalable" PM consists of particles less than 10 microns in diameter, and is defined as "suspended particulate matter" or PM₁₀. Particles between 2.5 and 10 microns in diameter arise primarily from natural processes, such as wind-blown dust or soil.

Fine particles are less than 2.5 microns in diameter (PM_{2.5}). PM_{2.5}, by definition, is included in PM₁₀. Fine particles are produced mostly from combustion or burning activities. Fuel burned in cars and trucks, power plants, factories, fireplaces and wood stoves produces fine particles.

The level of fine particulate matter in the air is a public health concern because it can bypass the body's natural filtration system more easily than larger particles, and can lodge deep in the lungs. The health effects vary depending on a variety of factors, including the type and size of particles. Research has demonstrated a correlation between high PM concentrations and increased mortality rates. Elevated PM concentrations can also aggravate chronic respiratory illnesses such as bronchitis and asthma.

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Carbon Monoxide

Carbon monoxide is a local pollutant in that high concentrations are found only very near the source. The major source of carbon monoxide, a colorless, odorless, poisonous gas, is automobile traffic. Elevated concentrations, therefore, are usually only found near areas of high traffic volumes.

Carbon monoxide's health effects are related to its affinity for hemoglobin in the blood. At high concentrations, carbon monoxide reduces the amount of oxygen in the blood, causing heart difficulties in people with chronic diseases, reduced lung capacity and impaired mental abilities.

Carbon monoxide concentrations are highly seasonal, with the highest concentrations occurring in the winter. This is partly due to the fact that automobiles create more carbon monoxide in colder weather and partly due to the very stable atmospheric conditions that exist on cold winter evenings when winds are calm. Concentrations typically are highest during stagnant air periods within the period November through January.

Toxic Air Contaminants

In addition to the criteria pollutants discussed above, toxic air contaminants (TACs) are another group of pollutants of concern. Unlike criteria pollutants, no safe levels of exposure to TACs can be established. There are many different types of TACs, with varying degrees of toxicity. Sources of TAC's include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners, and motor vehicle exhaust. Public exposure to TACs can result from emissions from normal operations, as well as accidental releases of hazardous materials during upset conditions. The health effects of TACs include cancer, birth defects, neurological damage and death.

Diesel exhaust is a TAC of growing concern in California. The California Air Resources Board in 1998 identified diesel engine particulate matter as a TAC. The exhaust from diesel engines contains hundreds of different gaseous and particulate components, many of which are toxic. Many of these compounds adhere to the particles, and because diesel particles are so small, they penetrate deep into the lungs. Diesel engine particulate has been identified as a human carcinogen. Mobile sources, such as trucks, buses, automobiles, trains, ships and farm equipment are by far the largest source of diesel emissions.

SENSITIVE RECEPTORS

"Sensitive receptors" are defined as facilities where sensitive population groups (children, the elderly, the acutely ill and the chronically ill) are likely to be located. These land uses include residences, schools, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals and medical clinics. The closest sensitive receptors to the project site are residences fronting Grant Line Road and across I-205 from the site.

ATTAINMENT STATUS

Federal and state air quality laws require identification of areas not meeting the ambient air quality standards. These areas must develop regional air quality plans to eventually attain the standards. Under both the federal and state Clean Air Acts, the San Joaquin Valley Air Basin is a

non-attainment area (standards have not been attained) for ozone, PM₁₀ and PM_{2.5}. The air basin is either attainment or unclassified for other ambient standards.

The following are air quality designations/classifications for air basins as set forth in the Federal and California Clean Air Acts.

Federal

Nonattainment: any area that does not meet (or that contributes to ambient air quality in a nearby area that does not meet) the national primary or secondary ambient air quality standard for the pollutant.

Attainment: any area that meets the national primary or secondary ambient air quality standard for the pollutant.

State

Nonattainment: any area where at least one violation of a State standard for a specific pollutant occurs.

Attainment: any area where the state standard for a specific pollutant was not violated at any site within the designated area during a three-year period.

REGIONAL AIR QUALITY PLANNING

To meet federal Clean Air Act requirements, the San Joaquin Valley Air Pollution Control District (SJVAPCD) has adopted an *Ozone Attainment Demonstration Plan* and in June 2003 adopted the *2003 PM₁₀ Plan*. The most recent federal ozone plan (*Amended 2002 and 2005 Rate of Progress Plan for San Joaquin Valley Ozone*, December 2002) determined that it could not be demonstrated that the federal ozone standards could be met by the required date of November 15, 2005. In December 2003, the SJVAPCD requested that the U.S. Environmental Protection Agency (EPA) downgrade the Valley's ozone status from "severe" to "extreme" non-attainment, and in April 2004 the U.S. EPA approved the downgrade. The downgrade avoids automatic sanctions and would extend the deadline for meeting attainment until November 15, 2010, but requires implementation of stricter controls on existing and future air pollutant sources.

On April 28, 2004, U.S. EPA finalized its approval of provisions of the San Joaquin Valley's *2003 PM₁₀ Plan* and Plan Amendments as meeting the Clean Air Act requirements for serious PM₁₀ non-attainment areas. The *2003 PM₁₀ Plan* and Plan Amendments address the Clean Air Act requirements for serious PM₁₀ non-attainment areas such as the San Joaquin Valley, including but not limited to a demonstration that best available control measures (BACM) are implemented for all significant sources and a demonstration that attainment is to be achieved as expeditiously as practicable.

To meet California Clean Air Act requirements, the SJVAPCD is currently drafting the *2003 Triennial Plan* for updating the Air Quality Attainment Plan (AQAP) and addressing the California ozone standard. The California Legislature, when it passed the California Clean Air Act in 1988, excluded PM₁₀ from the basic planning requirements of the Act. The Act did require the CARB to prepare a report to the Legislature regarding the prospect of achieving the state ambient air quality standard for PM₁₀. This report did not recommend imposing a planning process similar to

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that for ozone or other pollutants for achievement of the standard within a certain period of time.

City of Tracy General Plan

Action AQ 2.1.1: Approve development that could significantly impact air quality, either individually or cumulatively, only if it is conditioned with all reasonable mitigation measures to avoid, minimize or offset the impact.

Policy AQ 2.2: Minimize land use conflicts between emission sources and sensitive receptors.

Action AQ 2.2.1: Locate stationary air pollutant emission sources (e.g., factories) distant and downwind from residential areas and other sensitive receptors.

Policy AQ 2.3: Reduce impacts of environmentally damaging air pollutants.

Action AQ 2.3.2: Require new sources of toxic air pollutants to: (1) prepare Health Risk Assessments as required under the Air Toxics "Hot Spots" Act; and (2) establish appropriate land use buffer zones around those areas posing substantial health risks.

4.6.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The San Joaquin Valley Air Pollution Control District (SJVAPCD) has established the following standards of significance (SJVAPCD 1998):

- 1) A project results in estimated carbon monoxide concentrations exceeding the California Ambient Air Quality Standard of 9 parts per million averaged over 8 hours and 20 ppm for 1-hour.
- 2) A project results in new direct or indirect emissions of ozone precursors (ROG or NO_x) in excess of 10 tons per year.
- 3) A project has the potential to frequently expose members of the public to objectionable odors will be deemed to have a significant impact.
- 4) A project has the potential to expose sensitive receptors (including residential areas) or the general public to substantial levels of toxic air contaminants would be deemed to have a potentially significant impact.

While San Joaquin Valley Unified Air Pollution Control District CEQA guidance recognizes that PM₁₀ is a major air quality issue in the basin, it has to date not established numerical thresholds for significance for PM₁₀. However, for the purposes of this analysis, a PM₁₀ emission of 15 tons per year (82 pounds per day) was used as a significance threshold. This emission is the SJVAPCD threshold level at which new stationary sources requiring permits for the District must provide emissions "offsets". This threshold of significance for PM₁₀ is consistent with the District's ROG and NO_x thresholds of ten tons per year, which are also the offset thresholds established in SJVAPCD Rule 2201 New and Modified Stationary Source Review Rule.

SJVUAPCD CEQA guidance does not recommend quantitative analysis of construction emissions. The SJVUAPCD significance threshold for construction dust impacts is based on the appropriateness of construction dust controls. The SJVUAPCD guidelines provide feasible control measures for construction emission of PM₁₀ beyond that required by district regulations. If the appropriate construction controls are to be implemented, then air pollutant emissions for construction activities would be considered less than significant.

METHODOLOGY

Estimates of regional emissions generated by project traffic and on-site area sources were made using a program called URBEMIS-2002. URBEMIS-2002 is a program that estimates the emissions that result from various land use development projects. Land use project can include residential uses such as single-family dwelling units, apartments and condominiums, and nonresidential uses such as shopping centers, office buildings, and industrial parks. URBEMIS-2002 contains default values for much of the information needed to calculate emissions. However, project-specific, user-supplied information can also be used when it is available.

Inputs to the URBEMIS-2002 program include trip generation rates, vehicle mix, and average trip length by trip type and average speed. Average trip lengths, average speeds and vehicle mixes for the San Joaquin Valley Air Basin were used. Analysis year was 2005. The URBEMIS-2002 output is included in Appendix 1 of the *Air Quality Impact Evaluation* report.

IMPACTS AND MITIGATION MEASURES

Construction-related Air Impacts

Impact 4.6-1: Implementation of the proposed project would result in temporarily increased PM₁₀ levels in the immediate vicinity during construction. This impact is **potentially significant**.

Construction would result in numerous activities that would generate dust. The fine, silty soils in the project area and often strong afternoon winds exacerbate the potential for dust, particularly in the summer months. Grading, leveling, earthmoving and excavation are the activities that generate the most particulate emissions. Impacts would be localized and variable. Construction impacts would last for a period of several months. Construction dust impacts are considered to be potentially significant on a localized basis. The potential for dust nuisance would exist during early stages of construction when disturbance of soil is greatest.

Construction equipment and vehicles would also generate exhaust emissions during active construction. Although operated temporarily at construction sites, construction equipment is a substantial source category within the San Joaquin Valley Air Basin, generating ozone precursors as well as particulate matter. Since construction equipment is normally considered part of the existing inventory of sources quantification of this emission is not recommended by the SJVAPCD except for very large projects.

The San Joaquin Valley Unified Air Pollution Control District regulates construction emissions through Regulation VIII. The provisions of Regulation VIII pertaining to construction activities require:

4.6 AIR QUALITY

- Effective dust suppression for land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill and demolition activities.
- Effective stabilization of all disturbed areas of a construction site, including storage piles, not used for seven or more days.
- Control of fugitive dust from on-site unpaved roads and off-site unpaved access roads.
- Removal of accumulations of mud or dirt at the end of the workday or once every 24 hours from public paved roads, shoulders and access ways adjacent to the site.

Regulation VIII requires that a dust control plan be prepared, and violations of the requirements of Regulation VIII are subject to enforcement action. The generation of visible dust clouds and/or generation of complaints indicate violations.

Mitigation Measures

MM 4.6.1 The following measures are appropriate dust control strategies to be implemented that go beyond the requirements of SJVAPCD Regulation VIII:

- Limit traffic speeds on unpaved roads to 15 mph.
- Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site.
- Suspend excavation and grading activities when winds exceed 20 mph.
- Limit size of area subject to excavation, grading or other construction activity at any one time to avoid excessive dust.
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent.
- Expediently remove the accumulation of mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring.

With implementation of Regulation VIII controls and the above additional measures construction impacts would be reduced to a **less-than-significant** level.

Timing/Implementation: During construction activities.

Enforcement/Monitoring: City of Tracy Public Works Department.

Impacts from Carbon Monoxide

Impact 4.6.2 Traffic from the proposed project would result in an increase in carbon monoxide concentrations. This impact would be **less than significant**.

Project traffic would increase concentrations of carbon monoxide along streets providing access to the project. Carbon monoxide is a local pollutant (i.e., high concentrations are

normally only found very near sources). The major source of carbon monoxide, a colorless, odorless, poisonous gas, is automobile traffic. Elevated concentrations, therefore, are usually only found near areas of high traffic volume and congestion.

The SJVAPCD's *Guide for Assessing and Mitigation Air Quality Impacts* provides the following screening criteria to identify situations where modeling is warranted:

- The Level of Service (LOS) on one or more streets or at one or more intersections in the project vicinity will be reduced to LOS E or F, and
- The project will substantially worsen an already existing LOS F on one or more streets or at one or more intersections in the project vicinity.

The traffic impact analysis examined Level of Service (LOS) for intersections affected by the project. No existing or future signalized intersection is forecast to operate at LOS E or worse through the year 2025 with the proposed project and recommended mitigation. Since the project is within an attainment area for carbon monoxide (ambient air quality standards are currently attained) and in an area with low background concentrations, changes in carbon monoxide levels resulting from the project would not result in violations of the ambient air quality standards, and would represent a **less-than-significant** impact.

Mitigation Measures

None required.

Impacts from Diesel Truck Trips

Impact 4.6.3 The proposed project would result in a small increase in diesel truck trips to the loading dock area. Health risks associated with this increase would be a **less-than-significant** impact.

The proposed store expansion would result in a small increase in diesel-powered trucks accessing the receiving dock at the southeast corner of the existing Wal-Mart store. There are no sensitive receptors in proximity to the receiving dock; surrounding land uses are commercial and freeway.

In 1998 the California Air Resources Board identified particulate matter from diesel-fueled engines as a toxic air contaminant (TAC). CARB has completed a risk management process that identified potential cancer risks for a range of activities using diesel-fueled engines (CARB 2000). High volume freeways, stationary diesel engines and facilities attracting heavy and constant diesel vehicle traffic (distribution centers, truck stops) were identified as having the highest associated risk. The greatest diesel particulate risks from new development are generally associated with stationary diesel engines and locations where diesel engines are allowed to idle for extended periods. Where air districts have developed guidelines for diesel risk assessments for CEQA documents, the identified situations requiring analysis are locations with extended truck idling (truck stops, warehouse/distribution centers, transit centers), ship hotelling at ports and train idling (SCAQMD 2003).

Because of the relatively low level of truck activity (5-7 18-wheeler trucks per day), lack of extended truck idling on the project site, relatively large distance to residential or other sensitive

4.6 AIR QUALITY

receptors, and generally good ventilation characteristics of the project area during daylight hours, the incremental increase in emissions of diesel particulate into the atmosphere from trucks on the project site would have a **less-than-significant** impact on health risks at sensitive receptors.

The State of California has begun a program of identifying and reducing risks associated with particulate matter emissions from diesel-fueled vehicles that will affect diesel-truck related risks in the future. The plan consists of new regulatory standards for all new on road, off-road and stationary diesel-fueled engines and vehicles, new retrofit requirements for existing on-road, off-road and stationary diesel-fueled engines and vehicles, and new diesel fuel regulations to reduce the sulfur content of diesel fuel as required by advanced diesel emission control systems. The risk reduction program is expected to result in a 75-percent reduction in diesel particulate emissions by 2010 (compared to 2000 levels) and an 8 percent reduction by 2020.

Mitigation Measures

None required.

Operation-Related Impacts from Emissions of Ozone Precursors and PM₁₀

Impact 4.6.4 Development of the project would result in increases in emission of both ozone precursors and PM₁₀. This impact would be **less-than-significant**.

The project would be an indirect source of air pollutants, in that it would attract and cause an increase in vehicle trips in the region. The project would also be an area source of emissions, primarily from the combustion of natural gas for space and water heating and landscaping activities. **Table 4.6-3** shows the new auto and area source emissions of regional pollutants that would result from the proposed project, based upon output from the URBEMIS-2002 computer program. Also shown are the San Joaquin Valley Unified Air Pollution Control District's thresholds of significance.

**TABLE 4.6-3
PROJECT AUTO AND AREA-SOURCE EMISSIONS (TONS PER YEAR)**

	ROG	NOx	PM10
Auto Emissions	6.56	7.72	5.43
Area Source	0.17	0.15	0.00
Total	6.73	7.87	5.43
SJVAPCD Significance Threshold	10.00	10.00	15.00

Source: URBEMIS-2002

The San Joaquin Valley Unified Air Pollution Control District has established a threshold of significance for ozone precursors of 10 tons per year, and 15 tons per year has been assumed to represent a significant impact for PM₁₀. Project-related emissions are below the thresholds of significance for ozone precursors and PM₁₀, so project impacts on regional air quality would be **less-than-significant**.

Mitigation Measures

None required.

CUMULATIVE IMPACTS & MITIGATION MEASURES

Impact 4.6.5 This project in combination with other reasonably foreseeable projects would increase regional air emissions well beyond the SJVAPCD significance threshold. This cumulative impact is considered **significant and unavoidable**.

The project is part of a pattern of rapid urbanization occurring in Tracy and western San Joaquin County. Several major developments are proposed or under construction in the project vicinity. Over the buildout period of the proposed project substantial foreseeable future development will be occurring in the project area. The project would therefore have a significant cumulative impact on regional air quality.

Mitigation Measures

MM 4.6.5 To mitigate for cumulative impacts the following design features are recommended:

- Use energy efficient design including automated control system for heating/air conditioning and energy efficiency, utilize lighting controls and energy-efficient lighting in buildings and use light colored roof materials to reflect heat.
- Plant deciduous trees on the south and westerly facing sides of buildings.

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*4.7 Hydrology, Groundwater
and Water Quality*

4.7 HYDROLOGY, GROUNDWATER AND WATER QUALITY

This section evaluates potential surface water and groundwater effects associated with the implementation of the proposed project. This section also evaluates potential water quality impacts to the California Aqueduct and the Delta Mendota Canal.

4.7.1 EXISTING SETTING

REGIONAL HYDROLOGY

Most of the area within the current Tracy corporate boundaries is located on nearly flat land with slopes ranging from 0.2 to 0.6 percent. The hills south of Tracy have relatively steep slopes with grades ranging from one to 33 percent. The Tracy area typically has lower rainfall than other areas in San Joaquin County. Lower rainfall is due to Tracy's location on the leeward side of the Diablo mountain range. Average annual precipitation in Tracy is about 10 inches, which occurs primarily from November to April. Rainfall in Tracy from all slopes generally drains from south to north, toward the San Joaquin Delta watershed. However, this drainage pattern is interrupted by manmade obstacles, including roads, railroads, berms, levees, irrigation supply ditches, and the California Aqueduct, the Delta Mendota Canal, and irrigation tailwater ditches.

The City's most recent Storm Drainage Master Plan (SDMP), completed in 1994, subdivided the City's Sphere of Influence area into six watersheds located within the larger Delta watershed. These watersheds include the Westside Channel, Eastside Channel, Lammers, Banta Area, I-205 Corridor Specific Plan and the Sugar Cut watersheds. Natural drainages and major man-made drainage and water conveyance facilities in the Tracy area include Old River, Tom Paine Slough, Corral Hollow Creek, the California Aqueduct, the Delta-Mendota Canal, and the Upper and Lower Main Canals and Main Drain operated by the West Side Irrigation District (WSID).

Natural drainages and major man-made drainage and water conveyance facilities in the Tracy area include Old River, Tom Paine Slough, Corral Hollow Creek, the California Aqueduct, the Delta-Mendota Canal, and the Upper and Lower Main Canals and Main Drain operated by the West Side Irrigation District (WSID).

Areas surrounding Tracy contribute little flow to the City's existing storm drainage facilities due to topographic conditions. Lands to the north and east of the City drain away from the City and toward the San Joaquin River system. Storm water south of the City drains to the east toward the valley floor where it dissipates into agricultural land.

Water Quality

Development of the project site will increase local runoff production, and will introduce constituents into storm water that are typically associated with urban runoff. These constituents include heavy metals (such as lead, zinc, and copper), petroleum hydrocarbons, pesticides and fertilizers. Best management practices (BMPs) should be applied to the proposed site development to limit the concentrations of these constituents in any site runoff that is discharged into downstream facilities to acceptable levels.

4.7.2 REGULATORY FRAMEWORK

CLEAN WATER ACT OF 1977

The Clean Water Act (CWA), as amended by the Water Quality Act of 1987, establishes the framework that permits discharge of waste to surface waters. This National Pollutant Discharge

4.7 HYDROLOGY, GROUNDWATER AND WATER QUALITY

Elimination System (NPDES) permit typically has conditions specific to the permitted operation. It may set limits on acidity (pH), chemical concentrations, oil and grease, dissolved and suspended solids, and temperature. In lieu of an NPDES permit, a project may use Notices of Intent (NOIs) to comply with the general NPDES requirements that regulate storm water and other discharges to water by establishing effluent limitations, monitoring, and reporting requirements. The CWA also prohibits the discharge of pollutants to storm water. The United States Environmental Protection Agency (EPA) administers the CWA. The EPA has delegated most authority on water pollution issues to the state.

The CWA also prohibits the discharge of pollutants to stormwater. The new Construction General Permit, finalized in May 2003, includes both large and small construction (one acre and above) and addresses stormwater concentrations as Total Maximum Daily Load (TMDL) for pollutants of concern.

CENTRAL VALLEY REGIONAL WATER QUALITY CONTROL BOARD DISCHARGE PERMITS

The State Water Resources Control Board (SWRCB), the nine Regional Water Quality Control Boards (RWQCBs), and the EPA are the agencies responsible for water quality. Various regional boards have developed water quality control plans to protect the beneficial uses of surface and groundwater within their respective regions. The Central Valley RWQCB issues permits for activities that could cause impacts to surface waters and groundwater, including construction activities and proposals to discharge into surface waters of the state, as determined by the U.S. Environmental Protection Agency (EPA) and the State Water Resource Control Board. As such, the RWQCB evaluates projects on a case-by-case basis. Under this scenario, the City would be required to submit an application, using Standard Form A, and pay an application/annual fee as specified by the RWQCB.

The NPDES storm water-permitting program, under Section 402(p) of the Federal Clean Water Act, is administered by the RWQCB on behalf of the EPA. The Municipal Separate Storm Sewer (MS4s) NPDES permit held by the City of Tracy, would require that measures be implemented during construction activity.

New standards promulgated by the RWQCB WQO 2003-0005-DWQ take effect for projects that will begin construction after January 1, 2005. This order covers receiving water limitations and project design standards for areas subject to high growth or serving a population of at least 50,000.

FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA)

The City of Tracy and San Joaquin County are participants in the National Flood Insurance Program (NFIP), a Federal program administered by FEMA. Participants in the NFIP must satisfy certain mandated floodplain management criteria. The National Flood Insurance Act of 1968 has adopted as a desired level of protection, an expectation that developments should be protected from floodwater damage of the Intermediate Regional Flood (IRF). The IRF is defined as a flood that has an average frequency of occurrence on the order of once in 100 years although such a flood may occur in any given year. Communities are occasionally audited by the Department of Water Resources to insure the proper implementation of FEMA floodplain management regulations.

CITY OF TRACY STORM DRAINAGE MASTER PLAN

The Storm Drainage Master Plan facilitates planning and implementation of infrastructure improvements required to accommodate storm water runoff under buildout conditions per the General Plan. The Storm Drainage Master Plan provides design guidelines for the future development of infrastructure improvements.

CITY OF TRACY DESIGN STANDARDS

The City of Tracy has adopted a set of standards that are applied to the design of subdivisions and other development projects, streets, utilities and other related items. Section 5 of the City of Tracy Design Standards provides requirements for Storm Drain Design and related hydrologic and hydraulic calculations. Section 5 also includes standards that shall be applied to "temporary retention basins" that provide an interim storm drainage solution for development projects that are built in areas where permanent storm drainage facilities do not currently exist. According to the City of Tracy Design Standards, these temporary retention basins are required to have a minimum storage capacity that is equal to the runoff volume generated over the development project during two 10-year, 48-hour storms.

CITY OF TRACY GENERAL PLAN

The Tracy Planning Area (TPA) covers all territory within the Tracy City limits and the Sphere of Influence (SOI) as well as land outside the SOI that has been determined to bear a relationship to the City's planning efforts. The TPA consists of approximately 22 square miles inside the City limits and approximately 114 square miles in the unincorporated area. The City adopted their Urban Management Plan in 1993. The City of Tracy is currently in the process of updating their Urban Management Plan. The City of Tracy General Plan identifies specific policies regarding safety and management of hydrology and water quality.

The following City of Tracy General Plan goals and policies related to safety are relevant to the project:

Policy PF 1.5: Provide better quality water for City residents while increasing water system reliability and protecting the groundwater basin from overdraft.

Policy 1.6: Water system facilities should be designed and managed for reliability during catastrophic events such as fires, power outages, droughts and earthquakes.

Policy CO 1.2: Begin to control discharges of nonpoint source pollution such as urban runoff and construction site runoff to receiving waters and be prepared to respond to upcoming regulatory requirements for stormwater discharge permits.

Policy CO 1.3: Protect existing groundwater supplies from water quality degradation

4.7.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

For the purposes of this EIR, impacts are considered to be significant if the following could result from implementation of the proposed project:

4.7 HYDROLOGY, GROUNDWATER AND WATER QUALITY

- 1) A substantial increase in surface runoff that requires new drainage facilities or taxes the capacity of existing drainage facilities;
- 2) Potentially result in the degradation of existing surface water resources (California Aqueduct and Delta Mendota Canal); or,
- 3) Result in the contamination of groundwater resources in the project area.
- 4) Violate any water quality standards of waste discharge requirements.
- 5) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.
- 6) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off site.
- 7) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface water runoff in a manner that would result in flooding on or off site.

METHODOLOGY

Evaluation of potential hydrological impacts of the proposed project was based on review of the General Plan (City of Tracy, 1993a), General Plan EIR (City of Tracy, 1993b), Tracy Hills Specific Plan EIR (Pacific Municipal Consultants, 1997), Tracy Municipal Airport Master Plan EIR (P&D Associates), project maps and technical memos prepared by West Yost & Associates and Kennedy/Jenks Consultants (March 2001).

Based on the analysis provided in the Notice of Preparation, the project is not expected to substantially deplete groundwater supplies, create or expose people and structures to significant flood hazards, or be subject to seiche, tsunami, or mudflow. These issues will therefore not be discussed further by this EIR.

IMPACT STATEMENTS AND MITIGATION MEASURES

Surface Water Quality (Construction)

Impact 4.7.1 Construction of the proposed project has the potential to introduce constituents associated with construction activities into storm water runoff. When a site is disturbed for construction activity, there is a potential for pollutants to discharge from the site into downstream receiving waters; with the implementation of BMPs in compliance with the Clean Water Act, this is considered to be a **less than significant** impact.

Storm water runoff from construction sites has the potential to increase pollutant concentrations to levels that impact the water quality of downstream receiving water bodies. The potential pollutants associated with construction activities include sediment, nutrients, oil and grease, metals, bacteria and viruses, organics, pesticides, floatables, toxics and pH affecting pollutants.

4.7 HYDROLOGY, GROUNDWATER AND WATER QUALITY

The City of Tracy's Storm Water Management Program (SWMP) establishes Best Management Practices (BMPs) to limit the discharge of pollutants from the City storm sewer system. The plan complies with the Clean Water Act and the SWRCB General Permit dated April 30, 2003 (Water Quality Order No. 2003-0004-DWQ). The SWMP identifies a five-year implementation plan for the BMPs, and the City of Tracy is currently implementing the SWMP.

Mitigation Measures

None required.

The increase in impervious areas caused by expansion of the Wal-Mart facility may cause an increase in the type and quantity of pollutants in storm water runoff. Prior planning and design to minimize pollutants in runoff from these areas is an important component to storm water quality management. The storm water system for the Wal-Mart expansion would be connected to the storm water system for the rest of the shopping center. The City has indicated that capacity for the additional hook-up is sufficient for the proposed project.

Surface Water Quality (Operational)

Impact 4.7.2 The proposed project has the potential to introduce constituents associated with post-construction activities into storm water runoff. When a project includes new impervious surfaces, there is a potential for pollutants to discharge from the site into downstream receiving waters. Compliance with the City's Storm Water Management Plan makes this a **less than significant** impact.

Development of the Wal-Mart Expansion Project would be required to comply with all applicable regulations to protect water quality.

Mitigation Measures

None required.

Exposure of Structures and Facilities to Flood Hazards and Potential Damage

Impact 4.7.3 According to Flood Insurance Rate Map (FIRM) Panel 060299 0705, effective April 2, 2002, published by the Federal Emergency Management Agency (FEMA) for San Joaquin County, California (Unincorporated Areas), the project site in its entirety is located outside the 100-year flood zone. This impact is therefore considered **less than significant**.

The project site is not prone to flooding. Therefore, the potential impact of exposing structures and facilities to flood hazards and potential damage is considered to be **less than significant**.

Mitigation Measures

None required.

4.7 HYDROLOGY, GROUNDWATER AND WATER QUALITY

Conflicts with Applicable Local, State, and/or Federal Policies and Standards

Impact 4.7.4 The proposed development must comply with applicable local, state, and/or federal policies and standards associated with hydrology and water quality. This impact is considered **less than significant**.

The proposed development does not conflict with applicable local, state, and/or federal policies and standards associated with hydrology and water quality. Proper development in conformance with these policies and standards and the implementation of mitigation measures **MM 4.7.1** and **MM 4.7.2** will limit impacts to levels that are considered to be **less than significant**.

Mitigation Measure

None required.

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4.8 Geology and Soils

This section discusses the geology of the project site and general vicinity, and analyzes issues such as the potential exposure of people and property to geologic hazards, landform alteration, and erosion.

This section is based on information contained within the General Plan and associated Environmental Impact Report (EIR). Also utilized for this analysis are the Tracy Hills Interim Wastewater Reclamation Facility, Permanent Wastewater Reclamation Facility, and Storm Drainage Improvements DEIR (City of Tracy, 2001).

4.8.1 EXISTING SETTING

REGIONAL AND LOCAL GEOLOGY

San Joaquin County is located near the geographic center of California in the San Joaquin Valley (valley). The valley is bordered on the east by the Sierra Nevada Mountain Range, which consists primarily of crystalline rocks and on the west by the Diablo Range tier of the Coast Range Mountains, which consists of sedimentary and metamorphosed sedimentary rocks. The Sierra Nevada block has been tilted westward, caused by faulting and uplifting of the eastern edge. Sedimentary deposits of the valley overlie the western boundary of the Sierra Nevada block.

The Coast Ranges, forming a barrier between the Great Valley and the Pacific Ocean, evolved as a result of folding, faulting, and accretion of diverse geologic terrains, and are composed primarily of sedimentary and metamorphic rocks that are sharply deformed into complex structures. They are broken by numerous faults, the San Andreas Fault being the most notable.

Pre-Tertiary and Tertiary sedimentary and crystalline rock underlie the northwest side of the San Joaquin Valley near the City of Tracy. Overlying these undifferentiated basement rocks are the Pliocene-Pleistocene Tulare Formation, Pleistocene terrace deposits, and Pleistocene-Holocene alluvium and flood basin deposits.

Within the Tulare Formation is a Corcoran Clay Member, also known as E-clay. The unconsolidated deposits above the E-clay are called the upper section of the Tulare Formation (upper section), and the deposits below the E-Clay are called the lower section of the Tulare Formation (lower section). The depth of the E-Clay increases eastward, away from the Diablo Range (Hotchkiss and Balding, 1971). Beneath the DMC, the top of the E-Clay is about 200 feet below the surface. Beneath the northernmost tip of the quarry between the DMC and Interstate 5 (I-5), the E-Clay is about 300 feet below the surface. The western most extent of the E-Clay is approximately parallel to I-5.

Terrace deposits of silt, sand and gravel, Pleistocene alluvium and flood plain deposits all overly the upper section. It is generally difficult to differentiate the boundaries and thickness of the deposits from the underlying upper section, especially in the subsurface.

Within the Tracy area, the upper section is composed of inter-fingered deposits of gravel, sand and clay. These deposits were derived from both the Diablo Range and Sierra Nevada, and vary from oxidized to reduced state. The oxidized deposits are usually derived from the Diablo Range, while the reduced deposits are derived from either the Diablo Range or the Sierra Nevada.

The lower section is locally similar to the upper section, with the exception that almost all of the deposited sediment is reduced, and were derived from the Diablo Range.

4.8 GEOLOGY AND SOILS

FAULTS AND SEISMICITY

The Sierra Nevada and Coast Ranges possess active and potentially active fault zones. Major active faults occur to the east, west, south, and north of the project site. The Sierra Nevada/Owens Valley Fault Zones bound the eastern edge of the Sierra Nevada block and comprise a complex of both active and potentially active fault segments. The San Andreas Fault Zone occurs in the Coast Range and contains large Quaternary fault segments each with a different tectonic behavior. Numerous potentially active faults also occur in the eastern and central Coast Range west and south of the site. Portions of the Great Valley, Ortigalita-Tesla, Calaveras, Greenville, Hayward, Concord-Green Valley, Monterey Bay-Tularcitos, Point Reyes, and Rinconada Faults are considered active and potentially active.

An "active fault" is defined, for the purpose of this evaluation, as a fault that has had surface displacement within Holocene time (about the last 11,000 years). The definitions of "potentially active" vary widely. A widely accepted definition of potentially active is a fault showing evidence of displacement older than 11,000 years and younger than 1.6 million years (Pleistocene). Faults showing evidence of displacement older than 1.6 million years are usually classified as "inactive".

Earthquakes can cause strong ground shaking that may damage property and infrastructure. The severity of ground shaking at any particular point is referred to as intensity and is a subjective measure of the effects of ground shaking on people, structures, and earth materials. The intensity of shaking generally decreases with distance away from the source of an earthquake. The level of intensity is commonly defined by comparison to the Modified Mercalli Scale that subjectively categorizes the intensity on the basis of observed effects of seismic shaking on people and objects (see **Table 4.8-1**). Quantitative measurements of the level of ground motion during an earthquake are made by strong-motion seismographs that measure the acceleration of objects at the ground surface caused by seismic shaking. These measurements are made relative to, and are expressed as a fraction of, the acceleration of gravity.

**TABLE 4.8-1
MODIFIED MERCALLI INTENSITY SCALE FOR EARTHQUAKES**

Richter Magnitude Scale	Modified Mercalli Scale	Effects of Intensity
0.1-0.9	I	Earthquake shaking not felt.
1.0-2.9	II	Shaking felt by those at rest.
3.0-3.9	III	Felt by most people indoors; some can estimate duration of shaking.
4.0-4.5	IV	Felt by most people indoors. Hanging objects rattle, wooden walls and frames creak.
4.6-4.9	V	Felt by everyone indoors; many estimate duration of shaking. Standing autos rock. Crockery clashes, dishes rattle, and glasses clink. Doors open, close & swing.
5.0-5.5	VI	Felt by all who estimate duration of shaking. Sleepers awaken, liquids spill, objects displaced, weak materials crack.
5.6-6.4	VII	People frightened and walls unsteady. Pictures & books thrown, dishes/glass are broken. Weak chimneys break. Plaster, loose bricks & parapets fall.
6.5-6.9	VIII	Difficult to stand, waves on ponds, cohesion less soils slump. Stucco & masonry walls fall. Chimneys, stacks, towers and elevated tanks twist & fall.

Richter Magnitude Scale	Modified Mercalli Scale	Effects of Intensity
7.0-7.4	IX	General fright as people are thrown down. Hard to drive, trees broken, damage to foundations and frames. Reservoirs damaged, underground pipelines broken.
7.5-7.9	X	General panic, ground cracks, masonry & frame buildings destroyed. Bridges destroyed, dams, dikes & embankments damaged. Railroads bent slightly.
8.0-8.4	XI	Large landslides, water thrown, general destruction of buildings, pipelines destroyed, railroads bent.
8.5+	XII	Total nearby damage, rock masses displaced. Lines of sight/level distorted. Objects thrown into air.

Source: California Division of Mines and Geology

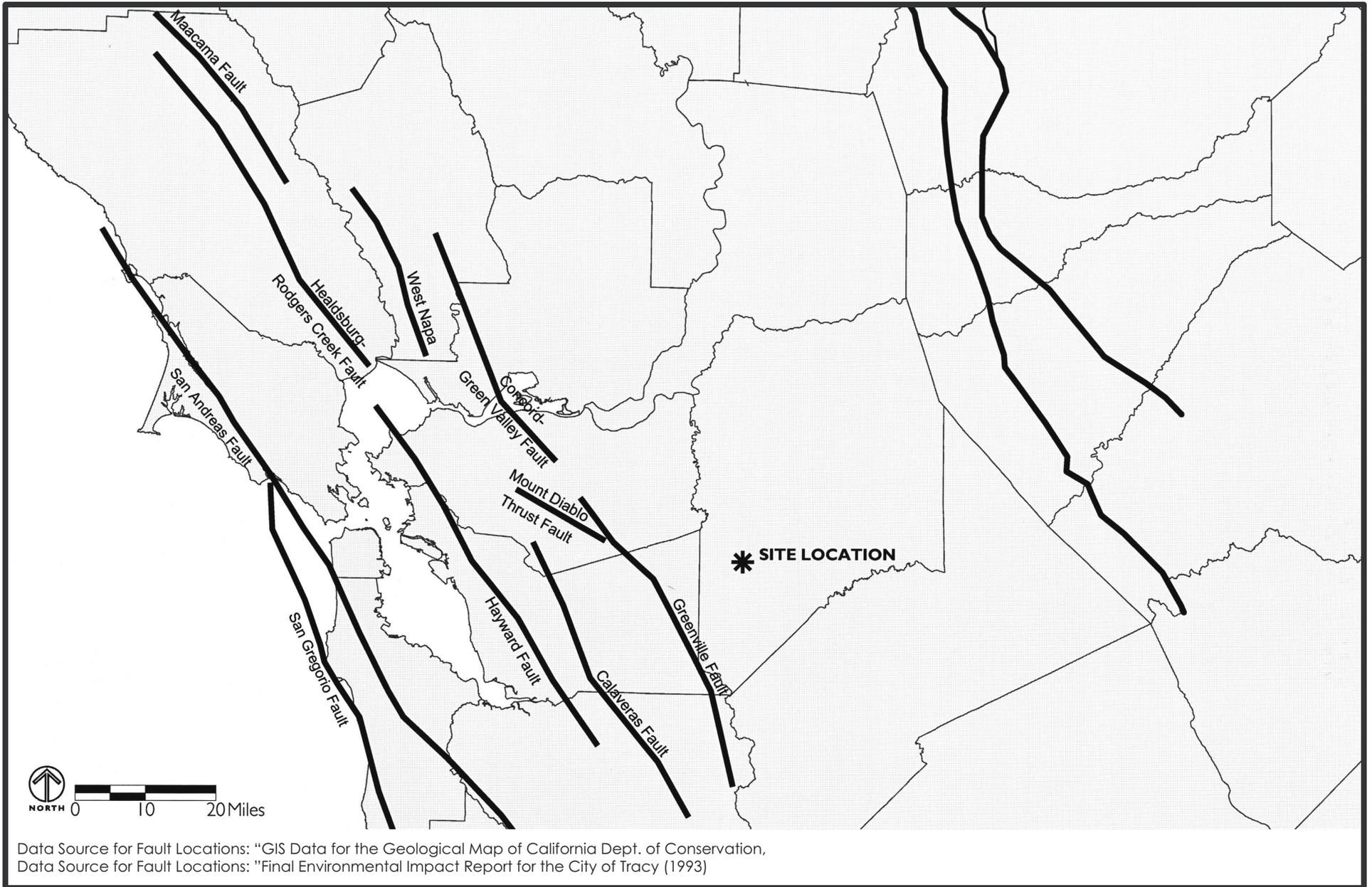
Regional Seismic Activity

The following subsections briefly describe the major fault systems that are considered "active" or "potentially active". **Figure 4.8-1** shows the regional earthquake faults related to the project site.

Western San Joaquin Valley: In the western portion of the San Joaquin Valley, a series of events referred to as the Coalinga Earthquake Sequence was initiated on May 2, 1983 with a 6.7 magnitude earthquake centered in Coalinga. In an event that is probably related, a 5.5 magnitude earthquake was generated near Avenal on August 15, 1985. The main shocks for both earthquakes occurred in close proximity to late-Cenozoic crystal folds and have similar hypocenter depths and fault-plane solutions (CDMG, Special Publications 66). The Great Valley Fault System (GVFS) is a topic of ongoing research, which primarily commenced with the Coalinga Earthquake of 1983 that was attributed to the zone. The GVFS, formerly termed the Coast Range-Sierra Nevada boundary zone and the Coast Range - Central Valley boundary zone, is believed to be a fundamental tectonic boundary between the Coast Range province and Sierran block. Fault plane solutions for the Coalinga Earthquake sequence suggest a northwest strike with either a steep northwest dip or shallow northwest dip (Eaton et al., 1983). Eaton (1983c) proposed that the main Coalinga earthquake as well as the 1985 North Kettleman Hills earthquake (Eaton, 1985b) occurred on a shallow westward dipping thrust fault and slip was induced on northwest and southwest dipping reverse faults in the plate overlying the thrust fault. Namson and Davis (1988) interpreted an approximately 125-mile (200 km) long zone of folds (anticlines and synclines) along the southwest margin of the San Joaquin Valley as an actively developing fold thrust belt. Namson and Davis (1988) attributed the seismically active Coalinga and Kettleman Hills North Dome anticlines to fault-bend folding above a thrust, that does not reach the surface (blind thrust).

The aforementioned fault plane solutions and tectonic interpretations of Namson and Davis are generally consistent with solutions for a number of earthquake events occurring along the GVFS boundary zone between the San Luis Reservoir and Willows, California (Wong et al. 1988). Geologic evidence suggests that the boundary zone is not a single fault but a complex zone of faulting with the potential of generating large earthquakes (such as the Richter Magnitude 6.7 Coalinga earthquake) over most of its length (Wong et al. 1988). The GVFS may comprise 18 to 25 segments from 12 to 57 kilometers in length, and that the characteristic earthquake for the average length segment may be a magnitude 6.3 to 6.4 (Wakabayashi and Smith, 1994).

The CDMG California Fault Parameter database lists eight Great Valley Fault System segments within approximately 75 miles (120 km) of the project area. It is estimated that the closest segment (Segment No. 7) lies approximately 4 miles (7 km) southwest of the project area. An



Upper Bounds Magnitudes of 6.4 to 6.8 are assumed for the individual segments, as indicated in the CDMG database. A slip rate of 1.5 millimeters per year (mm/yr) is used for all segments (Lienkaemper, 1996).

San Andreas Fault: The San Andreas Fault is associated with two of the largest earthquakes that have occurred in California during historic time: the 1857 Fort Tejon earthquake (magnitude 8.3) on the south-central portion of the fault and the 1906 San Francisco earthquake (magnitude 8.3) on the northern portion of the fault. The nearest segment of the San Andreas Fault is located approximately 44 miles (73 km) southwest of the project area. Due in part to the length of the fault, approximately 625 miles (1,000 km), various portions of the San Andreas Fault can be characterized by distinctly different seismic behavior related to rupture location, length, and expected repeat time (Wallace, 1970; Allen, 1968; Sieh and Jahns, 1984).

The CDMG database lists six segments within 75 miles (120 km) of the project area, with maximum moment magnitudes ranging from 6.5 to 7.9. Slip rates for these segments range from 14 to 34 mm/year. These relatively high slip rates for the individual segments indicate the San Andreas Fault contributes more to the probabilistic ground motion estimate than closer, less active faults. Probabilistic ground motion estimates utilize CDMG fault/earthquake parameters (Blake, 1998).

Calaveras Fault: The Calaveras Fault is considered active over a distance of more than 80 miles (128 km) from Danville on the north to Hollister on the south. Tectonic creep also occurs episodically along the fault, mainly from Coyote Lake to Hollister. The nearest segment of the Calaveras fault (Northern Segment) is located approximately 22 miles (36 km) west of the site. Seismic activity along the Calaveras Fault, magnitude of 6.2, in the vicinity of Morgan Hill has been felt in the central San Joaquin Valley as recently as April 1984. Horizontal accelerations (1.3g) were measured near the epicenter and ground shaking was experienced at least as far south as Fresno

The CDMG database lists 2 segments of the Calaveras fault within 75 miles (120 km) of the project area, with maximum moment magnitudes ranging from 6.2 to 6.8 and slip rates ranging from 6.0 to 15.0 mm/year.

Local Seismic Activity

The general project area has experienced recurring seismic activity. Three potentially active faults are located near the project site. The Black Butte fault, the Midway fault, and the Carnegie Corral Hollow fault are located in Alameda County near the Lawrence Livermore facility. The Elk Ravine fault is considered inactive. Records indicate that seismic activity from this local fault network has not exceeded a magnitude of 3.9 on the Richter scale.

Based on historical earthquake catalogs published by the CDMG, supplemental data from Townley and Allen (1939) and the U.S. Geological Survey's earthquake database system, approximately 491 historical earthquakes with magnitude 4.0 or greater have been recorded from 1900 through 1998 within a 90 mile (150 km) radius of the project area.

The most recent event, with a magnitude of 4.4, found during the search occurred in February of 1992 within approximately five miles (nine km) of the project area. The largest magnitude earthquake identified by the search occurred in April of 1906 along the San Andreas Fault approximately 55 miles (88 km) west of the project site. The maximum peak horizontal acceleration calculated for the area (0.141g) occurred during this earthquake.

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In general, seismic activity in Tracy has been limited to experiencing low to moderate ground motion from earthquakes in the region. No measured earthquakes have had a magnitude greater than 3.9 on the Richter scale with the TPA (City of Tracy, 1997). The TPA is located within Seismic Zone 3, and the maximum magnitude seismic event estimated for Tracy is 7.0 on the Richter Scale (City of Tracy, 1993).

Soils

The Soil Survey of San Joaquin County, prepared by the U.S. Department of Agriculture (USDA), Natural Resources Conservation Service (formerly Soil Conservation Service) identifies that limitations of these soils associated with urban development consist of their slow permeability, high shrink-swell potential, and low strength. Capay clay and Stomar clay loam are both identified by the USDA as prime farmland when irrigation is provided (USDA, 1992). Prime farmlands produce the highest yields with minimal expenditure of energy and economic resources, and farming it results in the least damage to the environment. The project area has not been used as prime farmland in the recent past.

Hydrogeology

Sediments containing fresh groundwater in the San Joaquin Valley are largely unconsolidated silts and sands derived from river channel, flood plain, and alluvial fan deposits of Pliocene to Recent age. The depth of first encountered groundwater underlying the project area has not been assessed. However, according to the California Department of Water Resources, depth of groundwater is estimated to be 26 feet below grade.

Mineral Resources

Primary mineral resources in San Joaquin County consist of sand and gravel (aggregates) and natural gas. However, based on the City of Tracy General Plan Final EIR the project site is not located in an MRZ-2 zone, area of no significant deposits.

4.8.2 REGULATORY FRAMEWORK

STATE

Alquist-Priolo Earthquake Faulting Zone Act

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 (prior to January 1, 1994 called the Alquist-Priolo Special Studies Zones Act – CCR, Title 14, Section 3600) sets forth the policies and Criteria of the State Mining and Geology Board that governs the exercise of governments' responsibilities to prohibit the location of developments and structures for human occupancy across the trace of active faults. The policies and criteria are limited to potential hazards resulting from surface faulting or fault creep within Earthquake Fault Zones delineated on maps officially issued by the State Geologist. Working definitions include:

- *Fault* – a fracture or zone of closely associated fractures along which rocks on one side have been displaced with respect to those on the other side;
- *Fault Zone* – a zone of related faults, which commonly are braided and sub parallel, but may be branching and divergent. A fault zone has a significant width (with respect to the scale at which the fault is being considered, portrayed, or investigated), ranging from a few feet to several miles;

- *Sufficiently Active Fault* – a fault that has evidence of Holocene surface displacement along one or more of its segments or branches (last 11,000 years); and
- *Well-Defined Fault* – a fault whose trace is clearly detectable by a trained geologist as a physical feature at or just below the ground surface. The geologist should be able to locate the fault in the field with sufficient precision and confidence to indicate that the required site-specific investigations would meet with some success.
- “Sufficiently Active” and “Well Defined” are the two criteria used by the State to determine if a fault should be zoned under the Alquist-Priolo Act.

CITY OF TRACY GENERAL PLAN

The City adopted their General Plan in 1993. The City of Tracy is currently in the process of updating their Urban Management Plan. The City of Tracy General Plan identifies specific policies regarding safety and management of hydrology and water quality.

The following City of Tracy General Plan geologic policies and actions that are relevant to the project:

Policy SA 1.4: Mitigate potential adverse impacts of geologic and seismic hazards.

Action SA 1.4.1: In areas of potential geologic hazards require site specific geologic and soils studies as part of approval process for all new development. This analysis must identify on-site geologic hazards, determine risk potential and provide mitigation measures for all pertinent geologic hazards.

Action SA 1.4.3: Require that underground utilities, particularly water and natural gas mains, be designed to withstand seismic forces.

City of Tracy Design Standards

Section 8.0 of the City of Tracy Design Standards provides grading design standards development activities. The Design Standards require the preparation of a comprehensive soils report to identify soil constraints, groundwater elevations, and grading recommendations. The Design Standards also specify that all grading will be designed in accordance with the Chapter 70 of the latest California Building Code (City of Tracy, 1988).

4.8.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

For the purposes of this EIR, impacts are considered to be significant if the following could result from implementation of the proposed project:

- 1) Destruction or modification of unique geologic features;
- 2) Exposure of people or property to geologic hazards including;
 - Ground shaking and ground rupture
 - Liquefaction

4.8 GEOLOGY AND SOILS

- Subsidence
 - Soils with adverse engineering properties
- 3) Increased soil erosion; or,
 - 4) Decreased accessibility to known mineral resources.
 - 5) Landslides

METHODOLOGY

Evaluation of potential geologic impacts of the proposed project was based on review of the General Plan, and General Plan EIR.

Based on the analysis provided in the Notice of Preparation, the project is not expected to expose people or structures to rupture of a known earthquake fault or liquefaction. In addition, unique geologic features have not been identified on the project site. These issues will not be further discussed in this EIR.

Seismic Ground Shaking

Impact 4.8.1 Development of the project may expose the proposed building to seismic ground shaking. This could be a **potentially significant** impact.

Earthquakes on any of the potentially active faults within the surrounding region could produce slight to moderate ground shaking in the project area depending on the magnitude, characteristics, and location of the seismic event.

Mitigation Measures

MM 4.8.1 **Construction and Design Recommendations:** The latest edition of the California Building Code (CBC), and the grading and building ordinances of the City of Tracy and San Joaquin County shall be used as a minimum guideline for all development occurring within the planning area. The applicant shall design project utilities and infrastructure to withstand expected seismic forces.

Timing/Implementation: Prior to the Applicant submittal of final site design and engineering plans to the City of Tracy.

Enforcement: City Department of Development and Engineering Services.

Implementation of the above mitigation measure would help mitigate potential "damage intensities" to future structures as a result of future seismic event(s) of expected size and duration. Implementation of the above mitigation measure would reduce the potential of seismic impact to **less than significant**.

Settlement due to high shrink/swell potential

Impact 4.8.2 Surface soils on the site have a high shrink/swell potential and could result in differential settlement. This could be a **potentially significant** impact.

Mitigation Measures

MM 4.8.2 Highly expansive soils shall be removed or covered with non-expansive soils. Surface water control and specialized foundation systems shall be used as necessary.

Timing/Implementation: Prior to the issuance of building permits.

Enforcement: City Department of Development and Engineering Services.

Implementation of the above mitigation measure would help mitigate potential damage to structures due to expansive soils. Implementation of the above mitigation measure would reduce the possible expansive soil impacts to **less than significant**.

Erosion

Impact 4.8.3 Project development could result in increased erosion and/or loss of topsoil. The inclusion of erosion control Best Management practices (BMPs) in the project construction plans and implementation of these BMPs during project construction can reduce these potential impacts to **less than significant**.

Mitigation Measures

MM 4.8.3 Applicable erosion control BMPs for the construction phase of the project shall be implemented, including, but not limited to soil stabilization techniques, inlet protection at downstream storm drain outlets, and post-construction inspection and clearing of all drainage structures of debris and sediment.

Timing/Implementation: During construction activities.

Enforcement: City Departments of Development and Engineering Services and Public Works.

Implementation of the above mitigation measure would help mitigate potential erosion impacts to the storm sewer system during construction of the project. Implementation of the above mitigation measure would reduce the potential impacts of soil erosion to **less than significant**.

REFERENCES

City of Tracy. 1990. Environmental Impact Report I-205 Corridor Specific Plan. Tracy, California. May 1990.

City of Tracy. 1993. Final EIR for the City of Tracy General Plan. Tracy, California. July 19, 1993.

City of Tracy. 2001. Interim Wastewater Reclamation Facility, Permanent Wastewater Reclamation Facility, and Storm Drainage Improvements.

4.8 GEOLOGY AND SOILS

USDA, 1992. U.S. Department of Agriculture. Soil Survey of San Joaquin County, California. 1992.

4.9 Biological Resources

This section provides CEQA review of potential impacts to biological resources from construction of the proposed Tracy Wal-Mart Expansion Project (Wal-Mart Expansion). The evaluation focuses on impacts to state and federally listed plant and wildlife species designated critical habitat, fully protected species, species of concern, wetlands, significant natural areas, and other sensitive habitats and species. This section describes the biological resources of the project site; determines the impacts and need for mitigation.

4.9.1 EXISTING SETTING

REGIONAL SETTING

The project area, elevation 48 feet above mean sea level, is located in the northern part of the San Joaquin Valley in the City of Tracy. A mixture of agricultural and urbanized land dominates the region. Agricultural activities of the area include: alfalfa fields, hay, row crops, orchards, annual grasslands, cattle pasture, and dairies. This area of the San Joaquin Valley also contains open space that provides foraging, denning, and nesting habitats for wildlife (USFWS 1998). The Altamont Hills and surrounding mountain ranges to the west and south provide important habitats and movement corridors for a diversity of species. The region in which the project is located contains several sensitive habitat types including: wetlands, and riparian habitats (Great Valley Cottonwood Riparian Forest, Great Valley Valley Oak Riparian Forest).

The project region

Wetlands

Wetlands are sensitive habitats characterized by many uniquely adapted plant and animal communities. Federal and state laws provide special protection for wetlands because of their rarity and historic losses resulting from draining and filling, and because they provide a variety of valuable ecosystem benefits such as groundwater recharge, flood buffering, soil retention, and wildlife habitat. Wetlands are classified according to their soils, hydrology, and associated plant species. Wetlands are defined as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" [33 C.F.R. §328.3(b)]. Presently, to be a wetland, a site must exhibit three wetland criteria: hydrophytic vegetation, hydric soils, and wetland hydrology existing under the "normal circumstances" for the site. The lateral extent of non-tidal waters is determined by delineating the ordinary high water mark (OHWM) [33 C.F.R. §328.4(c)(1)]. The OHWM is defined by the Corps as "that line on shore established by the fluctuations of water and indicated by physical character of the soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas" [33 C.F.R. §328.3(e)]. Based on the above criteria, there are no wetlands present on the project site or adjacent areas.

Jurisdictional Wetlands: Waters of the United States

Waters of the U.S. include a range of wet environments such as lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, and wet meadows. Boundaries between jurisdictional waters and uplands are determined in a variety of ways depending on which type of waters is present.

The U.S. Army Corps of Engineers (Corps) regulates discharge of dredged or fill material into waters of the United States under Section 404 of the Clean Water Act (CWA). "Discharges of fill

4.9 BIOLOGICAL RESOURCES

material” is defined as the addition of fill material into waters of the U.S., including, but not limited to the following: placement of fill that is necessary for the construction of any structure, or impoundment requiring rock, sand, dirt, or other material for its construction; site-development fills for recreational, industrial, commercial, residential, and other uses; causeways or road fills; fill for intake and outfall pipes and subaqueous utility lines [33 C.F.R. §328.2(f)].

Section 401 of the CWA (33 U.S.C. 1341) requires any applicant for a federal license or permit to conduct any activity that may result in a discharge of a pollutant into waters of the United States to obtain a certification that the discharge will comply with the applicable effluent limitations and water quality standards.

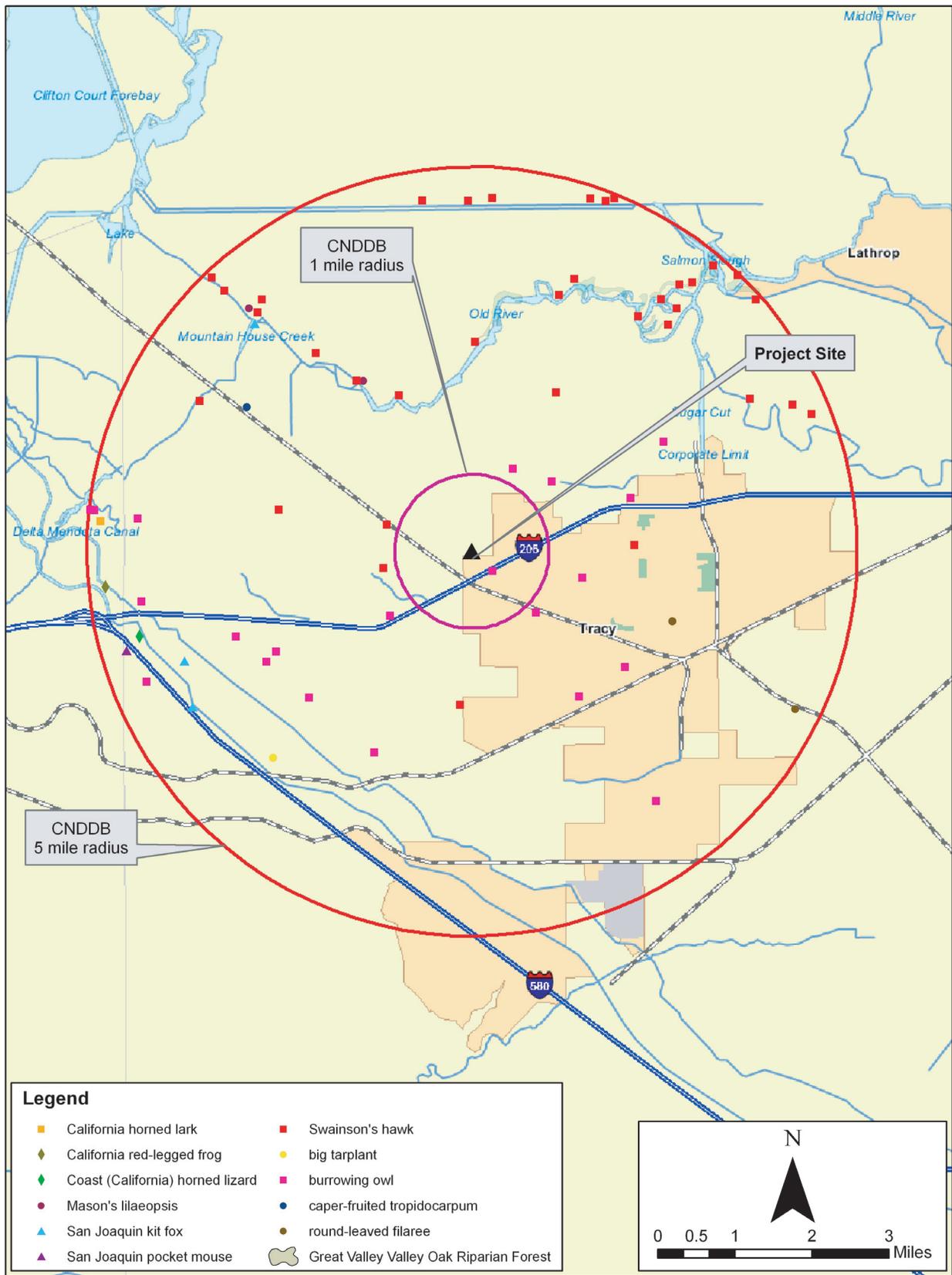
There are no jurisdictional waters of the U.S. within the project area and construction site.

Vernal Pools

Vernal pool communities support highly co-evolved plants and animals that are endemic to these seasonally flooded depressions. Vernal pools form on the surface above an impermeable soil layer such as a hardpan, claypan, or volcanic basalt (Ericksen and Belk 1999). In California, vernal pool communities have come under increasing pressures from human conversion of lands for urban uses (USFWS 1996). Endemic to vernal pools are many plants and animals such as fairy shrimp; there are 25 species of fairy shrimp in California, five of which have special status as threatened or endangered largely due to habitat destruction (Ericksen and Belk 1999). The low-growing and sparse plant cover common around the vernal pools is attractive hunting and breeding habitats for many species of wildlife, including the San Joaquin kit fox and burrowing owl. Vernal pool habitats are found in the project region west towards the City of Livermore, but are not found on the Wal-Mart Expansion project site or within 5 miles of the site.

Riparian habitats

Riparian habitats provide nesting, hunting, and roosting areas for diverse animal species and also provide habitat for native plants. At least 90% of California’s original riparian habitat has been removed and/or degraded by human activities, thus underscoring the importance of protecting and/or restoring remaining riparian habitats (Warner 1984). There are two types of riparian habitats listed for this area including: Great Valley Cottonwood Riparian Forest and Great Valley Valley Oak Riparian Forest (< 5 miles north of the project site along the Old River). Both of these habitat types are located > 5 mi. from the project site along the San Joaquin River and Old River, respectively. Riparian habitat does not occur on the Wal-Mart Expansion project site, but Old River and Mountain House Creek are located less than 5 miles north of the proposed project site. The Delta Mendota Canal lies less than 5 miles west of the Wal-Mart Expansion site.



Source: CNDDDB, April 2004

There are also areas of designated critical habitat for the Alameda whipsnake and the California red legged frog in San Joaquin County but these habitat areas are not located within the project site or adjacent to the project site within 5 miles.

LOCAL SETTING

The proposed Wal-Mart Expansion Project site is located within the City of Tracy in San Joaquin County. Urban development dominates the project site and immediate vicinity, while the surrounding areas are characterized by agricultural uses to the north and west and a mix of residential and commercial development to the south and east.

Adjacent lands to the north along Grant Line Road include a couple homes as well as the Tracy Marketplace Shopping Center. Two additional retail shopping centers are located north of the project site: Tracy Pavilion Shopping Center and the West Valley Mall. South of Highway 205, there are residential neighborhoods.

The larger project site (including the existing Wal-Mart and its proposed expansion) totals 19.33 acres and is comprised of existing asphalt surfaces as well as three vacant parcels. Existing structures occupy 13.5 acres and new structures would impact approximately 5.83 acres of vacant land (please refer to **Table 4.9-1**). Vegetative communities on the project site are classified as ruderal; agricultural crops, landscaping and windrow trees grow around residences and farms across Grant Line Road to the northwest. In September 2004, the site had been mowed leaving bare dirt.

An area of the site had a temporary stormwater detention basin for the existing retail buildings. This area has since been filled with imported soil and no longer functions in its original capacity (City of Tracy 2001; Lombardo personal communication 2004). A proposed parking lot would be located on this area of the project site.

High-tension power lines traverse northeast to southwest across the northern portion of the site over parking areas and vacant lots.

The proposed new store will add approximately 82,704 square feet (1.89 acres) of new store to the existing Wal-Mart store. This site of the new store areas and adjacent loading areas is currently bordered by a large Costco store to the southwest, a Wal-Mart to the east, Highway 205 to the south and a parking lot and fallow lot to the north. Please refer to **Figure 3.0-3**. The vacant and plowed parcel lies in between two existing asphalt paved parking areas and contains a concrete drainage culvert located along the southern boundary of the site, and another shallow drainage ditch located along the western boundary. Neither ditch contained wetland characteristic such as hydrophilic vegetation, standing water, or saturated hydric soils.

The expansion is occurring in five main segments of the building. **Table 3.0-1 and Table 3.0-2** describes the expansion areas and the associated square footage. **Figure 3.0-5 and Figure 3.0-6** details the expansion areas and associated retail usage and square footage for the expanded Wal-Mart project.

Table 4.9-1 breaks down the acreage of the existing Wal-Mart building, parking lot, and remaining lot; and the expansion of the existing Wal-Mart, parking lot, and remaining lot; and the total area of the expanded Wal-Mart building, parking lot, and total lot.

4.9 BIOLOGICAL RESOURCES

TABLE 4.9-1
EXISTING CONDITIONS AND PROPOSED EXPANSION ACREAGES

Wal-Mart Facility and Stage	Facility	Area (acres)
Existing Acreage of Project	Building	2.885
	Parking Lot	5.95 acres
	Remaining Lot for existing Wal-Mart	4.665 acres
Total of Existing Project Acreage		13.5 acres
Proposed Wal-Mart Expansion Acreage	Building Expansion	1.89 acres
	Parking Lot Expansion	1.488 acres
	Remaining Lot for Wal-Mart Expansion	2.452 acres
Total Wal-Mart Expansion		5.83 acres

Source: Approximations based on Concept Plan for Wal-Mart Store 2025-02, Robert A. Kam & Associates, Inc. Civil Engineers

Vegetation within the Project Sites

Annual grassland is common in the area and is characterized by exotic grasses such as, Italian ryegrass (*Lolium multiflorum*), brome (*Bromus diandrus*, *B. hordeaceus*), oats (*Avena fatua*), and barley (*Hordeum murinum*). Common forbs include exotic species such as storksbill (*Erodium cicutarium*), wild radish (*Raphanus sativa*). Annual grassland and ruderal vegetation are also widely distributed along roadways and the uncultivated areas immediately adjacent to the project site.

Parcel 1 between Wal-Mart and Costco: The cement-lined ditch along the southern boundary and the shallow unpaved ditch on the west side contains no woody vegetation or emergent vegetation. Irrigation ditches, streams, ponds, and wetlands are not present on-site or adjacent areas. Mustards, annual grasses and forbs dominated the parcel in March and April 2004, and then in September 2004 the property had been mowed to remove all vegetation.

Parcel 2 the old stormwater detention basin: In March and April 2004 this parcel contained dense vegetation including annual grasses and forbs and mustards. In September 2004 this parcel was also mowed and devoid of vegetation.

Parcel 3 the northwest vacant lot bordering Grantline Road: This parcel also contained ruderal and annual grasses and forbs in March and April 2004. The parcel was similarly mowed in September 2004 and contained numerous manmade soil mounds in the interior as well as a substantial berm around its perimeter.

No special status plants were observed in these parcels in March, April, or September 2004.

Wildlife in the Project Area

Agricultural and ruderal vegetation provides habitat for both common and rare wildlife populations. For example, some commonly observed wildlife species in the areas surrounding the site may include: California ground squirrel (*Spermophilus beecheyi*), California vole (*Microtus californicus*), coyote (*Canis latrans*), raccoon (*Procyon lotor*), opossum (*Didelphis virginiana*), striped skunk (*Mephitis mephitis*), red-tailed hawk (*Buteo jamaicensis*), northern harrier (*Circus cyaneus*), American kestrel (*Falco sparverius*), white-tailed kite (*Elanus leucurus*),

great-horned owl (*Bubo virginianus*), barn owl (*Tyto alba*), turkey vulture (*Cathartes aura*), and American killdeer (*Charadrius vociferus*), gopher snake (*Pituophis melanoleucus*), garter snake (*Thamnophis species*), and western fence lizard (*Sceloporus occidentalis*), as well as many native insect species. There are also several bat species in the area. Bats often feed on insects as they fly over agricultural and natural areas, and all bat species are state species of special concern (please refer to **Table 4.9-2**).

Locally common and abundant wildlife species are important components of the ecosystem. Due to habitat loss, many of these species must continually adapt to using agricultural, ruderal, and ornamental vegetation for cover, foraging, dispersal, and nesting.

Special Status Species

Review of various resource databases and other documentation has identified a variety of special status species that occur on the project vicinity. **Table 4.9-2** is located in **Appendix G1 & G2** presents a list of species known or having potential to occur in the vicinity of the project and analyses of the probability of their occurrence on the project site. Long-term human management for intensive agriculture as well as urban development have eliminated many of the local environmental conditions required for survival by these special-status plant as well as animal species. The Wal-Mart Expansion site is not currently inhabited by Federal or state listed plant or wildlife species.

The following regulations protect biological resources and may be applicable to this project.

FEDERAL

Endangered Species Act of 1973

Title 16, United States Code, section 1531 et seq., and Title 50, Code of Federal Regulations, part 17.1 et seq., designate and provide for protection of threatened and endangered plant and animal species, and their critical habitat. Section 7 requires a consultation with the U.S. Fish and Wildlife Service (USFWS) if "take" may result during lawful project activities.

Migratory Bird Treaty Act

Title 16, United States Code, sections 703 through 711, prohibit the take or possession of migratory birds, parts, or nests without a permit issued by the USFWS and California Department of Fish and Game (CDFG).

The Recovery Plan for Upland Species of the San Joaquin Valley, California

The primary objective of this recovery plan is the recovery of 11 endangered and threatened species, along with protection and long-term conservation of candidate species and species of special concern USFWS (USFWS 1998). The species covered in the plan inhabit grasslands and scrublands of the San Joaquin Valley, adjacent foothills, and small valleys.

Bald and Golden Eagle Protection Act

Title 16, United States Code, section 668, prohibits the take or possession of eagles, parts, or nests without a permit issued by the USFWS.

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Clean Water Act

Title 33 United States Code, section 404 et seq., prohibits the discharge of dredged or fill material into the waters of the United States without a permit. The administering agency is the Army Corps of Engineers.

STATE

California Endangered Species Act of 1984

Fish and Game Code, sections 2050 through 2098, protect California's rare, threatened, and endangered species.

California Code of Regulations

Title 14, California Code of Regulations, sections 670.2 and 670.5, lists animals of California designated as threatened or endangered. The CEQA Guidelines Section 15000 et seq. defines the type and extent of biological information needed to evaluate impacts from a proposed project.

Title 20, California Code of Regulations, section 1702 protects "areas of critical concern" and "species of special concern."

Protection for Migratory Birds

Fish and Game Code section 3513 protects California's migratory birds by making it unlawful to take or possess any migratory nongame bird as designated in the Migratory Bird Treaty Act or any part of such migratory nongame bird.

Protection for Fully Protected Species

Fish and Game Code, sections 3511, 4700, 5050, and 5515, designate certain species as fully protected and prohibits the take of such species or their habitat unless for scientific purposes (see also California Code of Regulations Title 14, Division 1, Subdivision 3, Chapter 3, section 670.7).

Protection of Nest or Eggs

Fish and Game Code section 3503 protects California's birds by making it unlawful to take, possess, or needlessly destroy the nest or eggs of any bird.

Protection of Significant Natural Areas

Fish and Game Code section 1930 et seq. designate certain areas such as refuges, natural sloughs, riparian areas, and vernal pools as significant wildlife habitat.

Fish and Game Code section 1580 designates land and water areas as significant wildlife habitats so they can be preserved in natural condition for low-impact public use.

Streambed Alteration Agreement

Fish and Game Code Section 1600 reviews project impacts to waterways, including impacts to vegetation and wildlife from sediment, diversions and other disturbances.

Native Plant Protection Act of 1977

Fish and Game Code Section 1900 et seq., designate state rare, threatened, and endangered plants.

REGIONAL AND LOCAL**Delta Protection Act of 1992**

Sections 29700 –29712, Legislate protection for the Sacramento-San Joaquin Delta and its natural resources including wildlife, fish, and the habitats on which they depend. Section 29760 specifies the adoption of a comprehensive, long-term resource management plan, which includes requirements for the conservation, preservation, and restoration of Delta wildlife, fisheries, and habitats.

San Joaquin County Multi-species Habitat Conservation and Open Space Plan (SJMSCP)

The SJMSCP provides a strategy for balancing protection of essential wildlife habitat as well as open space, with the increasing demands of human society and economy driving land development. The SJMSCP requires compensation for activities including urban development that convert Open Space to non-Open Space uses in order to provide for the long-term management of plant, fish and wildlife species, especially those that are currently listed, or may be listed in the future, under the Federal Endangered Species Act (ESA) or the California Endangered Species Act (CESA), to protect the region's agricultural economy; and to preserve landowner property rights (San Joaquin County 2000). The 97 Covered Species (San Joaquin County 2000, Table 2-2) include 25 state and/or federally listed species. The SJMSCP Covered Species includes 27 plants (6 listed), 4 fish (2 listed), 4 amphibians (1 listed), 4 reptiles (1 listed), 33 birds (7 listed), 15 mammals (3 listed) and 10 invertebrates (5 listed).

According to the SJMSCP, "adoption and implementation of the SJMSCP by local planning jurisdictions provides adequate compensation and minimization measures for impacts to plants, fish and wildlife for SJMSCP Permitted Activities as necessary to implement conservation and Open Space policies of local general plans, resolutions, ordinances, and other regulations as they pertain to plants, fish and wildlife and as necessary to fulfill the obligations of local jurisdictions with respect to the analysis and mitigation of impacts to plants, fish and wildlife pursuant to the state and federal laws described [in the SJCMSCP] and pursuant to the California Environment Quality Act (CEQA), the National Environmental Policy Act, the Porter-Cologne Act, and the Cortese-Knox Act as these laws relate to the Permittees' responsibilities for Covered Species with respect to SJMSCP Permitted Activities located within the boundaries of San Joaquin County." The SJMSCP date November 15, 2000 and certified by the San Joaquin Council of Governments on December 7, 2000 was adopted by the City of Tracy on November 6, 2001. The proposed project is located within the I-205 Corridor Specific Plan area which is covered by the SJMSCP and subject to paying a per acre fee for habitat mitigation based on a prior agreement with the US Fish and Wildlife Service as established in City Council resolution number 91-928, which satisfies the requirements of the SJMSCP.

4.9 BIOLOGICAL RESOURCES

City of Tracy General Plan

The City of Tracy's General Plan identifies specific policies regarding biological resources. While this EIR analyzes the project's consistency with the City of Tracy General Plan pursuant to CEQA Section 15125(d), the Tracy City Council would ultimately make the determination of the project's consistency with this General Plan. Environmental impacts associated with inconsistency with General Plan policies are addressed under the impact discussions of this EIR.

City policies regarding the protection of biological resources are found in the Open Space Element of the City's General Plan. Policies of the Circulation Element that are relevant to the proposed project require minimizing the impacts of development on waterways, riparian corridors and adjacent buffer areas and other environmentally sensitive areas such as floodplain and wildlife habitat.

I-205 Corridor Specific Plan (1990) and Specific Plan Amendment (1999)

The City of Tracy I-205 Corridor Specific Plan and Specific Plan Amendment sets forth goals and objectives that originate from the Tracy General Plan and are necessary in order to clearly state the intent, purpose, and focus of the I-205 Corridor Specific Plan. In the spring of 1986, the Tracy Economic Development Committee requested the Tracy City Council to explore the potential for commercial and industrial development of properties adjacent to Interstate Highway 205 (I-205). The City Council recognized the importance of the visibility, access and development potential of these properties and directed City staff to investigate planning alternatives for the area. The Specific Plan was influenced by the location and configuration of access to I-205 and the City's General Plan/General Plan.

While this EIR analyzes the project's consistency with the City of Tracy I-205 Corridor Specific Plan Amendment (1999) pursuant to CEQA Section 15125(d), the Tracy City Council would ultimately make the determination of the project's consistency with this Specific Plan.

4.9.3 IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Existing site conditions and local presence of sensitive species have been used to assess potential negative impacts to sensitive resources in the project area. Significance criteria for the assessment include the following and are based on federal, state, and local laws and policies.

The following criteria were used to evaluate the effects of the proposed project.

Could the proposed project:

- 1) 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?
- 2) 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?

- 3) 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?
- 4) 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?
- 5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
- 6) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

METHODS

PMC biologist Andrea Erichsen, M.S. Ecology, M.S. Avian Sciences examined the proposed project description and conducted a literature review, database search, and site visit to obtain essential information regarding sensitive plant and wildlife species that potentially occur within the project site and immediate vicinity.

Literature And Database Review

Information on sensitive resources was obtained from the following sources:

California Natural Diversity Data Base (CNDDDB RareFind 3, November 2003), Holland (1986) for habitat types; A CNDDDB results printout is available electronically. Information is summarized in text and in **Figure 4.9-1**;

CNDDDB (2003) and CDFG and USFWS websites for plants, wildlife, fish and significant natural areas;

CNDDDB (2003), and California Native Plant Society (CNPS – Skinner and Pavlik 1994) for plants; and

Ecological information contained in the Recovery Plan for Upland Species of the San Joaquin Valley (USFWS 1998) and San Joaquin County Multi-species Habitat Conservation and Open Space Plan (SJMSCP).

Plant and wildlife species evaluated in this assessment and during the site visit/biological survey included:

Species known to occur within the planning area based on historic range, field observations, and habitat suitability;

Species likely to occur within the planning area, based on the distribution of the species and habitat conditions within the project area; and

If applicable, species that could be affected by project projects because of their presence in areas adjacent to, upstream, or downstream from the project.

4.9 BIOLOGICAL RESOURCES

Biological Surveys

PMC Biologist Andrea Erichsen conducted a site visit on March 20, 2004 and April 27, 2004 to survey the biological resources on site and within a 1-mile radius of the site. Information on the survey efforts is provided in **Appendix G1 & G2**. The purpose of the site surveys was to verify the project description and site information and document the biological resources (habitats, species) and conditions within the project area, within the specific project site, and within the proposed construction areas.

During the site visit, Ms. Erichsen collected information on site plant communities, suitability of habitat for special status species, and the presence of sensitive habitat types including wetlands and jurisdictional waterways. During survey efforts CNDDDB records were examined for proximity to the planned work area and potential suitability of the existing habitat for the recorded special status species, and the presence of sensitive habitat types including wetlands and jurisdictional waterways.

DISCUSSION OF IMPACTS

The proposed project would permanently impact approximately 5.83 acres of vacant land that contained non-native grass and forb vegetation in the spring of 2004. Where vegetation does exist it is non-native and does not fall in the category of special status plants. Construction would occur within an area that already contains moderate and regular human management activity and would use existing roads for access.

The proposed project would therefore not result in significant effects to special status species or their habitats because:

- No sensitive plant communities such as riparian habitats and wetlands exist in the impact area of the project site;
- There are no special status plant species that have a moderate or high potential to occur on the project site. A plant survey was conducted for this site and did not find special status plants;
- There are no special status wildlife species that have a moderate or high potential to occur on the project site;
- The project site is not within designated critical habitat for any listed species; and
- No Jurisdictional Areas and Wetlands exist in the project site and consequently, installation of the proposed project will be not impact any jurisdictional areas.

The following impacts and mitigation measures would ensure adequate protection of biological resources.

PROJECT IMPACTS AND MITIGATION MEASURES

Impact 4.9.1 Construction may cause disturbance to Swainson's hawk and raptor nests within ½ mile of the construction site. The Swainson's hawk is a species covered by the SJMSCP, resulting in a **less than significant** impact.

The proposed project is covered by the SJMSCP, which is intended to reduce impacts to biological resources, including Swainson's hawk resulting from the project to a less than significant level. Therefore, no additional mitigation is required beyond participation in the SJMSCP, and payment of \$1879.04 per acre as established by City Council resolution, which satisfies the requirements of the SJMSCP.

Mitigation Measures

None Required.

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RESULTS OF CALIFORNIA NATURAL DIVERSITY DATABASE QUERY (APRIL 2004)

Available electronically upon request.

4.10 Cultural Resources

This section considers and evaluates the potential impacts of the proposed project on cultural and paleontological resources. Cultural resources include historic buildings and structures, historic districts, historic sites, prehistoric and historic archaeological sites, and other prehistoric and historic objects and artifacts. Paleontological resources include fossil remains, as well as fossil localities and formations.

4.10.1 EXISTING SETTING

REGIONAL PREHISTORY

The archaeological work in the San Francisco Bay area generated a significant amount of data, and by the 1940s there was sufficient information for Beardsley (1948, 1954) to expand his Central California Taxonomic System (CCTS) and correlate archaeological cultures in the Delta with those in the Bay. Three horizons, Early, Middle and Late, were identified for the archaeological cultures in central California and the San Francisco Bay region.

The CCTS and other early archaeological research concentrated on material culture (e.g., burial practices) and the development of chronologies based on differences in the composition of assemblages. The CCTS was designed to provide a means of ordering archaeological cultures in central California, but the model, particularly the creation of widespread sequences of cultural succession, was immediately questioned in a series of papers by Gerow (1954, 1974a, 1974b; Gerow with Force 1968). Gerow suggested that two distinct cultures or traditions existed in Central California and the Bay area during the Early and Middle Horizons, and that these two cultural groups gradually converged.

Frederickson (1973, 1974) also questioned aspects of the CCTS, and proposed a new taxonomic system for central California. He addressed the inadequacies of the CCTS by recognizing specific adaptive modes or *patterns* (i.e., specific economic and/or technological characteristics that are restricted in space, but do not imply a temporal sequence). Fredrickson (1973) defined five patterns (i.e., Windmill, Berkeley, Borax Lake, Augustine, and Houx) for the North Coast Ranges, the San Francisco Bay and the lower Sacramento Valley, and assigned them to six periods: Paleo-Indian (10,000 to 6,000 B.C.); Lower, Middle, and Upper Archaic (6,000 B.C. to A.D. 500); and Upper and Lower Emergent (A.D. 500 to 1800). The most relevant patterns to the archaeology of the project area are the Windmill, Berkeley, and Augustine Patterns. The Windmill Pattern or Early Horizon extended from 3,000 to 1,000 B.C., the Berkeley Pattern or Middle Horizon from 1,000 B.C. to A.D. 500, and the Augustine Pattern or Late Horizon from A.D. 500 to the historic period.

The Windmill Pattern appears to have been centered in the Cosumnes District of the Delta region. Windmill lithic assemblages include relatively large stemmed projectile points primarily made of chert and slate, which suggest the use of dart, atlatl, and spear technologies.

Berkeley Pattern lithic assemblages suggest the continued use of dart and atlatl technologies, and primarily consist of non-stemmed projectile point forms. Obsidian, however, rather than other types of toolstone appears to be the favored material for the manufacture of projectile points

The Augustine Pattern is characterized by a change in technology and subsistence strategies. Bow and arrow technology is introduced, as evidenced by a growing increase in the number of small projectile points in Augustine Pattern lithic assemblages. Mortar and pestle implements continue to be used, with acorns becoming the dominant staple. Fish harpoons, with unilaterally or bilaterally placed barbs in opposed or staggered positions, appear in Phase I of the Late

4.10 CULTURAL RESOURCES

Horizon, but their use is abandoned by early Phase II. This is in sharp contrast to most other elements of Phase I, which tend to be refined and/or elaborated through time and continue into Phase II of the Late Horizon (Bennyhoff 1950:316). Trade also expands and intensifies at this time, with the acquisition of both exotic finished goods and raw materials.

The emergence of the Augustine Pattern at central California and San Francisco Bay area sites may be associated with the expansion of Wintuan populations from the north, which stimulated a blending of new traits with established Berkeley Pattern traits, and a proliferation of settlements in the region after A.D. 1400 (Johnson 1976:214). This time period also is marked by an intensification of exchange and subsistence activities and an increase in sociopolitical complexity and social stratification, as suggested by the use of clamshell disk beads as a medium of exchange. Regardless, this was the cultural pattern encountered by the Spanish mission system and affected by subsequent historic Euroamerican use of the area.

ETHNOGRAPHY

Costanoan

At the time of Euroamerican contact (ca. 1769), Native Americans identified as Costanoans occupied the area from San Francisco Bay to southern Monterey Bay and the lower Salinas River. The name Costanoan, however, is a linguistic term that designates a language family consisting of eight separate and distinct languages (Levy 1978). Costanoan speakers were organized in approximately 50 tribelets (Levy 1978). Speakers of Karkin, one of the eight Costanoan languages, formed a tribelet and primarily occupied the Carquinez Straits area. Unfortunately, Costanoan culture was dramatically affected by missionization, and information (e.g., mission records and travelers logs) regarding its pre-contact organization is incomplete and inconsistent.

Costanoans lived in an area extending from San Francisco Bay to the Salinas Valley. This large area was subdivided among several individual tribelets occupying specific territories. Each tribelet, such as the Karkin, consisted of approximately 200 individuals who were grouped into clans and moieties. A headman controlled the clans and moieties (Harrington 1933, 1942; Levy 1978). The position of headman was usually passed from father to son, with succession being subject to approval by the community. If no suitable male heir was available, a woman could also assume the role of headman. Tribelet political organization also included a council of elders, official speakers, and shamans (Levy 1978).

Steatite, serpentine, bone, and abalone were used for personal ornaments. In addition, *olivella* and other shell were cut and ground into beads. Some Costanoans also decorated themselves with pigment and tattoos (Levy 1978).

Yokuts

Yokuts inhabit the San Joaquin Valley and are members of the Penutian language family (Latta 1977; Wallace 1978, 1981). Yokuts are generally divided into three groups, Northern Yokuts, Foothill Yokuts, and Southern Yokuts. Northern Yokuts occupy the area east of the project.

Yokuts subsistence patterns included hunting, fishing, and collecting plant resources (Latta 1977; Wallace 1978, 1981). Yokuts hunted a variety of game using an un-backed bow and arrows with simple, hardened wood points. Prey species included tule elk, antelope, rabbits, and squirrels. Waterfowl also were netted or trapped, and fish were netted or speared. In addition, lakes, sloughs, and marshes were exploited for other resources such as fresh-water mussels and turtles.

Oak trees and acorns were not plentiful in the valley, but Yokuts used a wide variety of other plant resources, particularly roots and seeds, for food.

HISTORIC PERIOD

Euroamerican Contact

Juan Rodriguez Cabrillo sailed along the entire length of the California coast in 1542 and provided the first known description of the California coastline, including the area around the mouth of San Francisco Bay (Beck and Haase 1974). Subsequently, from 1565-1584 a few Spanish galleons traveling from the Philippines to New Spain reached the California coast probably in the area of Cape Mendocino, and then headed south along the coast of California (Beck and Haase 1974). Sir Francis Drake, the English sea captain, also sailed along the California coast in 1579 looking for Spanish ships to attack. He stopped at Drakes Bay just north of San Francisco Bay to repair his ships and replenish his supplies of food and water (Beck and Haase 1974).

The Spanish did not begin to explore and occupy Alta (Upper) California until the 1760s. From 1769-1776 a number of Spanish expeditions passed through the San Francisco Bay region, including those led by Portola, Fages, Fages and Crespi, Anza, Rivera, and Moraga (Beck and Haase 1974; Levy 1978; Hoover et al. 2002).

Between 1769 and 1823, the Spanish established 21 missions along the California coast between San Diego and Sonoma. The first task of the missions, such as Mission San Francisco de Asis (1776), Mission Santa Clara (1777), Mission San José (1797), and San Francisco Solano (1823), was to Christianize the Native Americans, but they also became a major economic force in the development of Spanish California. Mission San José had an effect on Costanoan and Yokuts populations (Gudde 1969; Johnson 1978; Levy 1978; Hart 1987). Indeed, the Spanish mission system forced many Native Americans to convert to Catholicism and work for the various missions. Many Native Americans, however, were not willing converts, and there are numerous accounts of them fleeing missions. In addition, Native American culture began to decline due to disease and relocation to missions such as Mission San José. In contrast to the missions, only 3 presidios were established, including one at San Francisco, because of the difficulty of recruiting soldiers for these remote outposts. Regardless, the presidios served as a token line of defense for the missions (Hart 1987).

The Mexican period (ca. 1821-1848) in California is an outgrowth of the Mexican Revolution, and its accompanying social and political views affected the mission system. Indeed, the missions were secularized in 1833 and their lands divided among the *Californios* as land grants called *ranchos*. The *ranchos* facilitated the growth of a semi-aristocratic group that controlled larger *ranchos*. Owners of *ranchos* used local populations, including Native Americans, essentially as forced labor to accomplish work on their large tracts of land. Consequently, Native American groups across California were forced into a marginalized existence as *peons* or *vaqueros* on the large *ranchos*.

The end of the Mexican-American War and the signing of the Treaty of Guadalupe Hidalgo in 1848 marked the beginning of the American period (ca. 1848-Present) in California history. The onset of this period, however, did nothing to change the economic condition of the Native American populations working on the *ranchos*. The *rancho* system generally remained intact until 1862-1864, when a drought forced many landowners to sell off or subdivide their holdings. Regardless of a change in economic focus, the plight of Native American populations remained, at best, relatively unchanged (e.g., the U.S. Senate rejected treaties between the

4.10 CULTURAL RESOURCES

government and Native Americans in 1851 and 1852, and military reserves were established to maintain various groups) (Heizer 1974).

The latter half of the nineteenth century witnessed a growing immigration of Euroamericans into the area, due in part to the discovery of gold in the Sierra Nevada in 1848. The population growth in the area was accompanied by regional cultural and economic changes. These changes are highlighted by the development of towns, such as Tracy, and businesses associated with agriculture.

Tracy

In the 1850's and 1860's, ranchers and farmers began to settle in the Tracy area known as the "West Side" (Minor 1994). In 1869 the Central Pacific Railroad (currently the Southern Pacific) completed a rail line through the area. The rail line ran from Sacramento to Stockton, and continued over the Altamont Pass ultimately linking with ferry service to San Francisco. Shortly after the rail line was built, a new town sprang up along its alignment 9 miles from Stockton. This town became known as Lathrop Junction, and consisted of a roundhouse, railroad shop, rail yard, and hotels for railroad employees. The town soon became the headquarters for the Central Pacific Railroad in the San Joaquin Valley. Regardless of the growth of Lathrop Junction, the railroad found it necessary to build a coaling station at the base of Altamont Pass, 14 miles west of Lathrop. The new station was called Ellis and by 1870 it had about 45 buildings serving the needs of the railroad and its employees and their families (www.ci.tracy.ca.us).

Construction of a new rail line from Oakland along the shores of San Francisco Bay was started in 1878. This rail line passed through Martinez, and intersected the Central Pacific at a point 3 miles east of Ellis. The line was built to avoid hills, eliminate the expense of "helper engines", and increase efficiency of travel along the line. One of the results of the new rail line was the establishment of Tracy, named after Lathrop J. Tracy, an official of the railroad, on September 8, 1878. Soon after the establishment of the new line and the town of Tracy, the railroad discontinued the coaling station at Ellis and moved its employees and their families to Lathrop and Tracy. Indeed, the town of Ellis not only relocated its population to Tracy, but also some of its buildings, including two hotels.

Tracy continued to grow as a railroad center in the late 1800s. A new fast and cheap rail line to Los Angeles was completed at this time that passed through Tracy and Los Banos and the railroad relocated its headquarters from Lathrop to Tracy in March of 1894. Tracy was incorporated in 1910, and continued to expand because of the opening of State Highway 50 in 1914 and establishment of the West Side Irrigation District in 1915 that stimulated agricultural development of the area. Railroad operations in Tracy began to decline in the 1950s, but the city continued to prosper as an agricultural community. Agriculture is still important in the Tracy area, but the area is shifting from agriculture to residential and commercial uses because of its location near the Altamont Pass and the construction of several highways in the area.

LAND USE HISTORY

The Tracy area and the Area of Potential Effect (APE) for the Tracy Wal-Mart Expansion Project are changing from a rural, agricultural area to a suburban, residential area. The APE for the Tracy Wal-Mart Expansion Project borders a large retail shopping center, with residential units within 1 mile of it. Therefore, the project area is a mixture of cropland (Zeiner 1988) and urban (e.g., landscaped yards) habitats (McBride and Reid 1988). The area surrounding the project APE is primarily composed of agricultural fields that have been in use for over 100 years.

4.10.2 REGULATORY FRAMEWORK**FEDERAL****National Historic Preservation Act**

Primarily, Section 106 of the National Historic Preservation Act (NHPA) governs federal regulations for cultural resources. Section 106 requires Federal agencies to take into account the effects of their undertakings on historic properties and afford the State Historic Preservation Officer, and, if appropriate, the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The Council's implementing regulations, "Protection of Historic Properties" can be found in 36 Code of Federal Regulations (CFR) Part 800. The goal of the Section 106 review process is to offer a measure of protection to sites, which are determined eligible for listing on the National Register of Historic Places. The criteria for determining National Register eligibility are found in 36 CFR Part 60. Recent amendments to the Act (1986, 1992, and 2001), including revisions to the implementing regulations have strengthened the provisions for Native American consultation and participation in the Section 106 review process. While federal agencies must follow federal regulations, most projects by private developers and landowners do not require this level of compliance. Federal regulations only come into play in the private sector if the project requires a federal permit (e.g., permitting by the US Army Corps of Engineers under Section 404 of the Clean Water Act) or if it uses federal money.

STATE**California Environmental Quality Act**

The California Environmental Quality Act (CEQA) requires that lead agencies determine whether projects may have a significant effect on archaeological and historical resources. This determination applies to those resources that meet significance criteria qualifying them as "unique," "important," listed on the California Register of Historical Resources (CRHR), or eligible for listing on the CRHR. If the agency determines that a project may have a significant effect on a significant resource, the project is determined to have a significant effect on the environment, and these effects must be addressed. If a cultural resource is found not to be significant under the qualifying criteria, it need not be considered further in the planning process.

CEQA emphasizes avoidance of archaeological and historical resources as the preferred means of reducing potential significant effects. If avoidance is not feasible, an excavation program or some other form of mitigation must be developed to mitigate these impacts.

LOCAL**City of Tracy General Plan**

The City of Tracy General Plan identifies specific policies regarding cultural resources. Table 4.13-1 analyzes the project's consistency with City of Tracy General Plan policies. While this EIR analyzes the project's consistency with the City of Tracy General Plan pursuant to CEQA Section 15125(d), the Tracy City Council would ultimately make the determination of the project's consistency with this General Plan. Environmental impacts associated with inconsistency with General Plan policies are addressed under the impact discussions of this EIR.

4.10 CULTURAL RESOURCES

The following City of Tracy General Plan policies related to cultural resources are relevant to the project:

Chapter 8: Conservation Element

Policy CO 6.1: Ensure historic structures within the Tracy community are preserved and the historic qualities maintained.

Policy CO 6.2: Preserve known archaeological resources and seek to identify additional archaeological sites within the Tracy Urban Management Planning area.

I-205 Corridor Specific Plan

The I-205 Corridor Specific Plan (1990) has no relevant cultural resources policies that are directly applicable to the proposed project. Therefore, no evaluation of the project with these statements as required by CEQA Section 15125(d) can be completed.

4.10.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

California Public Resources Code Section 21083.2, which is part of CEQA, requires a Lead Agency to determine if a project may have a significant effect on archaeological resources. The proposed project would have a significant cultural resources impact if it would:

- 1) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5.
- 2) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
- 3) Directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature.
- 4) Disturb any human remains, including those interred outside of formal cemeteries.

A lead agency may require reasonable efforts to be made to permit any or all of the archaeological resources to be preserved in place or left in an undisturbed state. To the extent that these resources are not preserved in place or left in an undisturbed state, mitigation measures shall be required as provided in Section 21083.2.

The CEQA Guidelines expand upon the provisions of Public Resources Code Section 21083.2. CEQA Guidelines Section 15064.5 extends the determination of significance of cultural resource impacts to historical resources. "Historical resources," according to this section, include the following:

- 1) A resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the California Register of Historical Resources;
- 2) A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code, or identified as significant in an historical resource survey meeting the requirements in Section 5024.1(g) of the Public Resources

Code shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant; and/or

- 3) Any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources.

Section 15064.5 further defines a significant effect as one that may cause a substantial adverse change in the significance of an historical resource. A "substantial adverse change" means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings, such that the significance of an historical resource is materially impaired. The lead agency shall identify potentially feasible mitigation measures to mitigate significant adverse changes in the significance of an historical resource.

METHODOLOGY

Cultural resources staff of Pacific Municipal Consultants (PMC) conducted paleontological, archaeological, and historical investigations for the Tracy Wal-Mart Expansion Project during March 2004.

Cultural resources staff of PMC conducted an intensive pedestrian surface survey across the entire APE for the Tracy Wal-Mart Expansion Project using 5-10 meter transects in March 2004. Vegetation (e.g., grasses) in parts of the project APE affected surface visibility, but overall surface visibility was adequate to identify prehistoric and/or historic features in the project APE. Surface survey did not identify any cultural resources (e.g., prehistoric sites, historic sites, buildings/structures, or isolated artifacts) in the project APE. In addition, the project APE has been previously disturbed by construction of the existing Wal-Mart and its associated facilities, road construction, construction of a retention pond, and filling in of a detention pond. Archaeological investigations are adequate for the project, and a reasonable effort has been made to identify cultural resources within the APE for the Tracy Wal-Mart Expansion Project.

Cultural resources staff of PMC requested a sacred lands search and a list of Native American contacts from the NAHC. The sacred lands search was completed on March 10, 2004 and did not identify any Native American cultural resources either within or near the APE for the Tracy Wal-Mart Expansion Project. PMC contacted all groups and/or individuals on the list provided by the NAHC and also contacted other interested parties (e.g., local historical societies) regarding the Tracy Wal-Mart Expansion Project. PMC, to date (05/05), has not received any comments regarding the proposed project.

Archaeological investigations for the Tracy Wal-Mart Expansion Project were conducted by John A. Nadolski, M.A., and Kurt Lambert, B.A. and documented in the report entitled *Cultural Resources Investigations for the Tracy Wal-Mart Expansion Project* (Pacific Municipal Consultants, 2004). Professional staff of PMC performed all current archaeological investigations for the Tracy Wal-Mart Expansion Project. Field and archival research for the project was conducted in March 2004. John A. Nadolski, M.A. was responsible for overall project management and implementation, including report writing. Kurt E. Lambert, B.A. assisted Mr. Nadolski in the

4.10 CULTURAL RESOURCES

completion of archaeological investigations. All project personnel meet the Secretary of the Interior's Standards and Guidelines for Professional Qualifications.

Archaeological, historical, and paleontological investigations for the project were conducted to comply with CEQA, and included archival research and field survey of the project APE. Archaeological, historical, and paleontological investigations for the Tracy Wal-Mart Expansion Project were conducted during March 2004, and did not identify any historical resources or significant archaeological or paleontological resources. No cultural resources (e.g., prehistoric sites, historic sites, historic buildings, isolated artifacts) or fossils were identified within the project APE. In addition, the project APE is previously disturbed by a variety of construction activities. Therefore, implementation of the Tracy Wal-Mart Expansion Project would not likely affect any historical resources or significant archaeological or paleontological resources.

Paleontological Resources

Paleontological investigations included: a search of the University of California, Berkeley Museum of Paleontology Collections Database; review of soils and geological data; and pedestrian surface survey of the APE for the Tracy Wal-Mart Expansion Project. None of these investigations identified paleontological resources (e.g., a locality containing fossils or individual vertebrate, invertebrate, or plant fossils) either within or near the project APE or provided information to suggest that the area was sensitive for paleontological resources. Therefore, it is not anticipated that implementation and completion of the Tracy Wal-Mart Expansion Project would likely affect any paleontological resources.

Archaeological and Historical Resources

Archaeological and historical investigations included: a records search at the Central California Information Center of the California Historical Resources Information System at California State University, Stanislaus; a sacred lands search conducted by the Native American Heritage Commission; consultation with interested parties; and pedestrian surface survey of the APE for the Tracy Wal-Mart Expansion Project. Previous and current archaeological investigations for the project area did not identify any cultural resources (e.g., prehistoric and/or historic sites or buildings constructed prior to 1958) within the project area. Therefore, it is not anticipated that implementation and completion of the Tracy Wal-Mart Expansion Project would likely affect any historical resources or unique archaeological resources.

The record search for the project was conducted in March 2004, and did not identify any prehistoric or historic archaeological resources or previous surveys within the current project APE. The record search did identify 5 previous surveys and 5 historic features within ½ mile of the project APE. The 5 previous surveys within ½ mile of the project APE include: *A Preliminary Cultural Resources Overview for the Grantline Road/I-205 Interchange Project* (Derr 1992); *Archaeological Survey Report Grant Line Road/I-205 Interchange Project* (Busby 1994); an untitled proposed interchange improvement project (Wishman 1994); *Historic Architectural Survey Report* (Minor 1994); and *A Class I Overview Santa Fe Pacific Pipeline Partners, L.P. Proposed Concord to Colton Pipeline Project* (Self 1995). The 5 historic features within ½ mile of the project APE include: a house, barn and shed at 2785 West Grant Line Road (P-39-000063); the West Side Irrigation District Main Drain (P-39-000470); an old irrigation ditch (P-39-000471); the Southern Pacific Railroad line (P-39-000002 and CA-SJO-250H); and the Byron Road/Byron-Bethany Road (P-39-004309).

Archaeological investigations for the Tracy Wal-Mart Expansion Project are complete and adequate for project needs. These investigations did not identify any cultural resources within

the project APE. Regardless of the findings of the archaeological investigations, it is always possible to inadvertently uncover cultural resources during ground disturbing project activity. Therefore, if any cultural resources are uncovered during ground disturbing project activity it is recommended that all activity cease in proximity to the discovery and a qualified archaeologist be retained to determine the significance of the discovery. Similarly, if any human remains are uncovered during project implementation all activity shall cease in proximity to the discovery and the San Joaquin County coroner shall be contacted following Health and Human Safety Code 7050.5.

PROJECT IMPACTS AND MITIGATION MEASURES

Unknown Prehistoric and Historic Resources/Human Remains

Impact 4.10.1 Implementation of the proposed project could result in the potential disturbance of undiscovered cultural resources. This is considered a **potentially significant** impact.

Archaeological investigations for the proposed project are adequate to identify typical prehistoric and historic resources in the area. There is a possibility of unanticipated and accidental archaeological discoveries during ground-disturbing project-related activities. Unanticipated and accidental archaeological discoveries during project implementation have the potential to affect significant archaeological resources. This is considered a potentially significant impact.

Mitigation Measures

MM 4.10.1a If any prehistoric or historic artifacts, or other indications or archaeological resources are discovered during construction, all work in the immediate vicinity must stop and the City of Tracy shall be immediately notified. An archaeologist meeting the Secretary of Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, shall be retained to evaluate the finds and recommend appropriate mitigation measures.

Timing/Implementation: As a condition of project approval, and implemented during construction activities.

Enforcement/Monitoring: City of Tracy Planning Division.

MM 4.10.1b If human remains are discovered, all work must stop in the immediate vicinity of the find, and the County Coroner must be notified, according to Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.

Timing/Implementation: As a condition of project approval, and implemented during construction activities.

Enforcement/Monitoring: City of Tracy Planning Division.

4.10 CULTURAL RESOURCES

Implementation of mitigation measure **MM 4.10.2a and MM 4.10.2b** would reduce impacts to undiscovered resources to a less than significant level.

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4.11 Public Services

This section of the Draft EIR includes an assessment of significance for identified public services and utilities and an evaluation of potential impacts to public services that could result from the implementation of the Wal-Mart extension project. Public services include: fire protection and law enforcement, solid waste service, schools, parks and recreation, and other associated services.

4.11.1 POLICE PROTECTION

4.11.1.1 SETTING

LOCAL SETTING

Tracy Police Department

The Tracy Police Department ("Department") located within the City Hall Complex at 1000 Civic Center Drive, approximately five miles driving distance from the site of the Wal-Mart expansion project, provides police protection services to the City of Tracy. The Department serves an area covering approximately 21 square miles, which includes areas within the Tracy City limits. Officers and staff work from a single station on the eastern edge of the City. The core of the City is bounded by Lammers road to the west, Linne Road to the south, MacArthur Drive to the east and Highway 205 to the north, covering approximately 21 square miles. Organizationally, the Department is divided into two major bureaus: Support Operations and Field Operations. The primary mission of the Field Operations is to maintain a safe and peaceful community as well as provide a response to calls for service.

The Support Operations Bureau is comprised of four operational bureaus: administration, general investigations, records and communications. The administrative division oversees and manages the business responsibilities of the Police Department. Examples of the units within the administrative division are departmental records, budget preparation and allocation, and the property and evidence room. The General Investigations division handles all major felony investigations in addition to investigating all crimes committed against children, follow up on reported cases, and operates the School Resource Officer Program. The records division is responsible for tracking, logging, recording, and filing all department criminal documents and records. Communications ensures that all calls are received and dispatched to the applicable officers in a timely fashion.

The Tracy Police Department serves a residential population of approximately 78,307 with a total budgeted staff of 142 employees, plus volunteers, including 82 sworn officers and 60 civilian employees. The Department is currently maintaining a ratio of approximately one officer per 1,000 residents based on a population of 78,307 persons. Increases to staffing are authorized by City government based on circumstances and available funding. The City of Tracy does not follow a set staffing formula based on population.

Based on the City of Tracy General Plan Final EIR, calls are broken down into three categories: Priorities I, Priorities II, and Priorities III. Priority I calls (life threatening situations) are presently responded to in less than five minutes from the time the call was received. Priority II calls (not life threatening, but require immediate response) have an average response time of 15 minutes. Priority III calls (all other calls) have an average response time of 25 minutes.

In 2004, the Department responded to 42,665 calls for service. The number of responses to calls between 2003 and 2004 increased by 1.6%. The response time for Priority One calls (life threatening and in-progress type calls) throughout the City averaged 8 minutes, 13 seconds.

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The average response time to Priority One calls to the project site is 9 minutes, 17 seconds. The Police Department's average response time for all types of calls throughout the City is 29 minutes, 40 seconds. The average response time to all types of calls to the project site is 29 minutes, 32 seconds.

The City of Tracy General Fund provides approximately 96% of the Police Department's budget. The remaining 4% comes from various grants, fees, and assessments. The Police Department operates on a pre-approved annual budget, based on a fiscal year. New service demands are assessed when budget proposals are reviewed. Supplemental budget requests are considered on a case-by-case basis during the fiscal year.

The Tracy Police Department considers the project site as part of "Beat 2." This area is generally assigned a second patrol officer during the day and swing shifts to cope with the demands of this commercial area creates. The proposed Wal-Mart expansion is within an area north of I-205 and west of Corral Hollow Road that is seeing rapid commercial growth and development. Increased traffic and general crime associated with retail operations are the primary concerns in this area.

4.11.1.2 REGULATORY FRAMEWORK

CITY OF TRACY GENERAL PLAN

The City of Tracy General Plan identifies specific policies regarding police protection. While this EIR analyzes the project's consistency with the City of Tracy General Plan pursuant to CEQA Section 15125(d), the Tracy City Council would ultimately make the determination of the project's consistency with this General Plan.

The following City of Tracy General Plan goals and policies related to safety are relevant to the project:

Chapter 7: Safety element

Policy SA 3.1: The City of Tracy should strive to provide fire protection and law enforcement to ensure the public's health and safety.

While this EIR analyzes the project's consistency with the City of Tracy I-205 Corridor Specific Plan Amendment (1999) pursuant to CEQA Section 15125(d), the Tracy City Council would ultimately make the determination of the project's consistency with this Specific Plan. The I-205 Corridor Specific Plan and Specific Plan Amendment (1999) does not have any policies regarding police services.

4.11.1.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

A public service impact is considered significant if implementation of the project would result in any of the following:

- 1) Implementation of the proposed project impacts Tracy Police Department's ability to maintain acceptable service ratios, response times or other levels of service; or

- 2) The proposed project alters the provision, need or construction of police protection facilities.

METHODOLOGY

The analysis of police protection impacts is based upon discussions with Tracy Police Department personnel and previously prepared environmental documents for projects in the area.

IMPACT STATEMENTS AND MITIGATION MEASURES

Increased Demand for Additional Staff Services

Impact 4.11.1 The proposed project would increase the demands on existing police services, impairing their ability to respond to calls and ensure public safety. This impact is considered a **potentially significant** impact.

The proposed Wal-Mart expansion is part of a larger commercial growth issue affecting the I-205 Corridor area. Increased traffic and general crime associated with retail operations are the primary concern. The immediate impact of the Wal-Mart expansion and associated commercial growth in the area is felt through significantly increased traffic flow. Roadways to the west are still primarily two lane country roads that are increasingly being utilized to access this developing retail center from other parts of the City and by shoppers coming into Tracy from the north and west. As new retail operations attract more customers, businesses are more frequently victimized by theft, fraud, and burglary. With vehicle theft and theft from vehicles as two of Tracy's most significant crime categories, an increase of customer victimization in parking lots could be a potential impact.

Mitigation Measures

MM 4.11.1 Wal-Mart shall increase their in-house loss prevention and on-security presence to the appropriate levels for the proposed project expansion to ensure adequate coverage. Wal-Mart shall coordinate with the Tracy Police Department on their security plans, including but not limited to adequate security procedures and personnel, and parking lot lighting.

Timing/Implementation: Prior to approval of development plans.

Enforcement/Monitoring: City of Tracy Police Department.

Implementation of **MM 4.11.1** would reduce impacts to the Tracy Police Department to a **less than significant** level.

Increased Demand for Construction of Facilities

Impact 4.11.2 The construction of the proposed project would not increase the demand for construction of additional police facilities. Therefore, this impact is considered to be **less than significant**.

Implementation of **MM 4.11.1** would provide for the provision of police protection personnel. No additional facilities would be needed in the City.

4.11 PUBLIC SERVICES

Mitigation Measures

None Required.

4.11.2 FIRE PROTECTION

4.11.2.1 SETTING

The project site is located within the boundaries of the Tracy Fire Department's service area. The Department provides protection services, medical aid, and hazardous material response. The City of Tracy Fire Department (Fire Department) currently conducts operations out of seven fire stations. Three stations are in City Limits:

- Station 91 is located at 1701 West Eleventh Street;
- Station 96 is located at 301 West Grant Line Road;
- Station 97 is located at 595 West Central Avenue.

The fire stations that are outside of the City limits are as follows:

- Station 92 is located at 22484 South 7th Street in Banta;
- Station 93 is located at 1551 Durham Ferry Road in New Jerusalem;
- Station 94 is located at 16502 West Schulte Road near the Patterson Pass Business Park;
- Station 95 is located at 7700 Linne Road in the "four corners area;"

The closest fire station to the project site is Station Number 96 at 301 Grant Line Road. This station is located east of the project site, approximately five miles from the Tracy Wal-Mart expansion site. The site plan for the proposed project would include fire hydrants and will be reviewed by the fire department.

Fire Department staff currently consists of a budget for 66 (22 per shift) full time personnel and 35 reserve firefighters. The Department staffs seven fire engines and covers 21 square miles in the City limits as well as the 200 square miles in the unincorporated area adjacent to Tracy. Fire personnel operate on three 24-hour shifts. The Fire Department is service-oriented and responds to all fire, first aid and rescue incidents as well as citizen service calls. Fire protection services are currently aided by assistance from the area Fire Departments of: Manteca, Manteca-Lathrop, California Department of Forestry (CDF), Alameda County, Stanislaus Co., Tracy Defense Depot and Livermore Lab.

The Tracy General Plan EIR notes that the City currently has a light to moderate fire hazard, due to existing land use and development patterns. Fire problems are generally confined to single and multifamily dwellings along with older, unprotected commercial and industrial buildings located primarily in the downtown area. Structure fires accounted for eleven percent of the calls that the department responded to in 2003.

The Tracy Fire Department's performance objectives include the following:

- 1) To respond to 95% of all calls for emergency assistance within 5 minutes of dispatch;

- 2) To provide a minimum of 13 firefighters for initial attack to structural fires within 10 minutes of dispatch;
- 3) To provide a minimum of 20 firefighters for sustained attack to structural fires within 20 minutes of dispatch;
- 4) To maintain fire losses at a per capita dollar level not to exceed the last five year annual loss averages adjusted for inflation and market value.

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

4.11.2.2 REGULATORY FRAMEWORK

LOCAL

City of Tracy General Plan

The City of Tracy General Plan identifies specific policies regarding fire protection. While this EIR analyzes the project's consistency with the City of Tracy General Plan pursuant to CEQA Section 15125(d), the Tracy City Council would ultimately make the determination of the project's consistency with this General Plan. The General Plan contains goals, policies and actions intended to provide fire protection to ensure the public's health and safety.

The following City of Tracy General Plan goals and policies related to safety are relevant to the project:

Chapter 7: Safety element

Policy SA 3.1: The City of Tracy Fire Department should strive to provide fire protection and law enforcement to ensure the public's health and safety.

I-205 Corridor Specific Plan (1990) and Specific Plan Amendment (1999)

The City of Tracy I-205 Corridor Specific Plan and Specific Plan Amendment sets forth goals and objectives that originate from the Tracy General Plan and are necessary in order to clearly state the intent, purpose, and focus of the I-205 Corridor Specific Plan.

While this EIR analyzes the project's consistency with the City of Tracy I-205 Corridor Specific Plan Amendment (1999) pursuant to CEQA Section 15125(d), the Tracy City Council would ultimately make the determination of the project's consistency with this Specific Plan. The I-205 Corridor Specific Plan and Specific Plan Amendment (1999) does not have any policies regarding fire services.

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4.11.2.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

A fire service impact is considered significant if implementation of the project would result in any of the following:

- 1) Demand for additional fire protection staff, equipment, or fire stations in excess of the ability of service providers to maintain an acceptable level of service.

METHODOLOGY

The analysis of fire protection impacts is based upon the Tracy Learning Center EIR, Presidio Planned Unit Development EIR, and Tracy Gateway EIR.

IMPACT STATEMENTS AND MITIGATION MEASURES

Fire Protection Staff, Equipment and Facilities

Impact 4.11.3 The proposed project would not increase the demand for fire protection staff, services, and infrastructure. This is considered a **less than significant** impact.

The Tracy Fire Department is expected to provide fire protection for the project. The required minimum flow specified by the Uniform Fire Code is 2,500 gallons per minute. Hydrants are already in place and the project would be equipped with sprinklers. The City Fire Department shall be provided the opportunity to review development plans for the project site to ensure that the building additions and hydrant locations are designed in accordance with Tracy Fire Department and Uniform Fire Code standards.

Mitigation Measures

None required.

4.11.3 SOLID WASTE

4.11.3.1 SETTING

The Tracy Delta Solid Waste Management, Inc., which is a private firm, provides collection of solid waste for the City of Tracy. Tracy Disposal Service Co., a division of Tracy Delta Solid Waste Management Inc., serves the City of Tracy with a full range of residential, commercial, and industrial solid waste removal services. Tracy Delta Solid Waste Management Inc. and its Tracy Division, Tracy Disposal Services Company, holds the exclusive franchise for all solid waste removal (i.e. residential, commercial and industrial) within the City limits of Tracy.

Tracy Disposal Service Company also operates Tracy Materials Recovery Facility (MRF) under contract with the City of Tracy. Household hazardous waste collection is accomplished through collection events that are held every one or two months at various locations within the County. County residents can dispose of hazardous wastes at no cost during these events.

There are no landfills within the City limits, so waste is sent to the Tracy Material Recovery and Transfer Station (TMR&TS), located at 30703 South MacArthur Drive. The transfer station includes

facilities to receive solid wastes and temporarily store, separate, convert, or otherwise process the materials in the solid wastes, or to transfer the solid wastes directly from smaller to larger vehicles for transport.

The City currently directs its solid waste to either the North County Landfill located east of Lodi or to the Foothill Landfill located eight miles east of Linden. The waste generated by the project would first be sent to the Tracy Material Recovery and Transfer Station. After the waste is consolidated it will be sent to the Foothill Landfill. Foothill Landfill receives an average of 810 tons of solid waste daily, with a maximum of 1,500 tons per day that it can receive. The Foothill Landfill has the current capacity of 80,000 tons per year. The landfill is anticipated to provide service until the year 2054.

4.11.3.2 REGULATORY FRAMEWORK

FEDERAL

Volume 40 of the Code of Federal Regulations, Part 258 (resource Conservation and Recovery Act, RCRA, Subtitle D)

Volume 40 of the Code of Federal Regulations, Part 258 (Resource Conservation and Recovery Act, RCRA, Subtitle D) contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the federal landfill criteria. The federal regulations address the location, operation, design, groundwater monitoring, and closure of landfills. In 1998, the City of Tracy diverted 39 percent of all solid waste from entering the landfill. Federal Requirements for disposal of biosolids are set forth in Volume 40, Code of Federal Regulations (CFR) Part 503.

STATE

California Integrated Waste Management Act of 1989 (AB 939)

To minimize the amount of solid waste that must be disposed of by transformation and land disposal, the State Legislature passed the California Integrated Waste Management Act of 1989 (AB 939), effective January 1990. According to AB 939, all cities and counties are required to divert 25 percent of all solid waste from landfill facilities by January 1, 1995 and 50 percent by January 1, 2000. Solid waste plans are required to explain how each City's AB 939 plan will be integrated with the San Joaquin County plan. They must promote (in order of priority): source reduction, recycling, composting, and environmentally safe transformation and land disposal. Currently, San Joaquin County's solid waste diversion rate is at approximately 35 percent and the City's is approximately 40 percent (Tracy Gateway EIR, 2002).

Senate Bill 1066

Senate Bill 1066 authorizes the Board to grant one or more single or multiyear time extensions from the diversion requirements if the city, county, or regional agency satisfies certain conditions. However, no multiyear extension may exceed three years and, in total, extensions may not exceed five years. Under no circumstances may extensions be granted for any period after January 1, 2006. Similarly, under existing law, the Board can approve an alternative diversion requirement (i.e., different from the 50% diversion mandate) for cities and counties under certain conditions. Senate Bill 1066 states, however, that no alternative diversion requirement may be granted for more than three years and, if another alternative requirement is granted, that their

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combined effect may not exceed five years. As with extensions, no such alternative requirements may be granted for any period after January 1, 2006. The City of Tracy has filed for an extension of the AB 939 requirement pursuant to SB 1066. Additionally, the City has also submitted plans for an alternative diversion requirement.

LOCAL

City of Tracy General Plan

The City of Tracy General Plan does not identify specific policies regarding solid waste disposal. While this EIR analyzes the project's consistency with the City of Tracy General Plan pursuant to CEQA Section 15125(d), the Tracy City Council would ultimately make the determination of the project's consistency with this General Plan. Environmental impacts associated with inconsistency with General Plan policies are addressed under the impact discussions of this EIR.

I-205 Corridor Specific Plan (1990) and Specific Plan Amendment (1999)

The City of Tracy I-205 Corridor Specific Plan and Specific Plan Amendment sets forth goals and objectives that originate from the Tracy General Plan and are necessary in order to clearly state the intent, purpose, and focus of the I-205 Corridor Specific Plan.

According to the I-205 Corridor Specific Plan (1990), the entire I-205 Corridor is anticipated to increase waste collection by approximately 150 tons per day. This estimate is based on Tracy Delta Disposal's 1989 daily collection rate. Tracy Delta Disposal estimated that the proposed project upon buildout would generate five, 20-yard trucks for residential waste collection or 94 tons per day, and four commercial trucks for the industrial and commercial collection or 56 tons per day. Total waste generation by the project would be 150 tons per day. According to Tracy Delta Disposal, this estimate would be less when the City implements a recycling program as mandated by state law AB 939. This increase in solid waste collection would not have an adverse impact on the collection company. The City was mandated by AB 939 to implement a recycling program by 1995. The City's recycling program has been approved and is in place. This is particularly relevant for large commercial projects that would generate large quantities of solid waste, e.g., cardboard, paper, etc.

City of Tracy Municipal Code

Regulations for solid waste collection and disposal within the City are contained in Title 5, Chapter 20, of the Tracy Municipal Code.

4.11.3.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

Project impacts are considered to be significant if the project results in the following:

- 1) Create a demand for solid waste services and generate solid waste in an amount greater than the ability of local landfill facilities to accommodate such waste.

METHODOLOGY

The analysis of solid waste service impacts are based upon consideration of the estimated amount of solid waste anticipated to be generated by the project and from the I-205 Corridor Specific Plan (1990) and the Specific Plan Amendment (1999) and communication with Tracy Delta Disposal Services.

IMPACT STATEMENTS AND MITIGATION MEASURES

Increased Demand for Solid Waste Service

Impact 4.11.4 The proposed project would result in an increased generation of solid waste and demand for municipal waste service. This impact is considered **potentially significant**.

The proposed project would result in an increased generation of solid waste. The project includes the expansion and operation of an existing 125,689 square-foot Wal-Mart store located at 3010 W. Grant Line Road in the City of Tracy. The expansion will increase the size of the retail business from 125,689 square feet by approximately 82,704 square feet, for a total retail area of approximately 208,393 square feet (219,425 square feet including existing garden center and garden center expansion). Approximately 33,928 square feet of the additional retail space will be devoted to grocery sales; the remaining space will be used for other uses, including a garden center, general retail, a snack bar, storage, and a vision center. The retail store will also have adjacent outdoor sales, which includes the existing garden center with expansion (totaling 11,032 square feet), and a 5,282 square foot outdoor sales area. Together, the garden center (existing plus expansion) and the outdoor sales area total 16,314 square feet. The complete development, including the existing building and parking lot would be approximately 19.33 acres, or 842,000 square feet.

Based on conversations with Tracy Delta Solid Waste Management Inc., it was determined that the existing Tracy Wal-Mart uses a 40yd compactor for the collection and storage of waste. The compactor is picked up, dumped and returned every seven to ten days. The facility generates approximately 35 tons of refuse per month. A Wal-Mart "Super Store" would generate wet, putrescible wastes that typically are heavier than non-putrescible wastes, so the increase in waste may not be linear. As a rule of thumb, if the floor space is doubled, the waste increase will probably grow by a factor of 2.5 due to the higher moisture content. This affect may be attenuated to some degree by the store separating putrescible waste and providing it to local farmers for feed.

Tracy Delta Solid Waste Management (TDSWM) has indicated an ability to service the project as well. Waste from the project would be transferred to the Tracy Material Recovery and Transfer Station where it is consolidated and then sent to the Foothill Landfill. As a result, TDSWM would not need additional equipment, personnel or landfill capacity to accommodate the proposed project. Waste generated from construction would also be considered minimal in its impact to Foothill Landfill. TDSWM does note that whatever impact there is, implementing a program to separate putrescible waste and providing it to local farmers for feed can mitigate the impact (Harry Miller, TDSWM Recycling Coordinator, via email 08/19/04). Additionally, solid waste impacts will be reduced through compliance with AB 939, which requires development and implementation of a comprehensive recycling program. As part of their Standard Operating Procedure Wal-Mart has a program to recycle their solid waste.

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Mitigation Measures

MM 4.11.4 The Tracy Delta Solid Waste Management Inc., shall be provided the opportunity to review development plans for the project site to ensure that the following items are addressed:

- There is a comprehensive and sufficient plan for collecting, storing, and transporting recyclable and non-recyclable materials;
- There are a sufficient number of receptacles placed throughout Wal-Mart that would encourage proper disposal of recyclable materials;
- Acceptable means and method for pickup and transportation of solid waste shall be coordinated between Wal-Mart and TDSWM; and

Timing/Implementation: Prior to issuance of a building permit.

Enforcement/Monitoring: City of Tracy Planning Division

MM 4.11.5 Wal-Mart project planners shall consult with the Tracy Delta Solid Waste Management Inc., regarding the timing of project development. A formal agreement between the Tracy Delta Solid Waste Management Inc., and Wal-Mart shall be developed that will specify how adequate solid waste disposal services, consistent with the TDSWM performance standards, would be provided. In addition Wal-Mart shall take all steps to ensure the store is equipped with a recycling program and moves toward reducing the amount of solid waste generated and disposed of.

Timing/Implementation: Prior to issuance of a building permit.

Enforcement/Monitoring: City of Tracy Planning Division

Implementing the above measures will reduce solid waste impacts to a **less than significant** level.

4.11.4 SCHOOLS

4.11.4.1 LOCAL SETTING

The proposed project is located within the boundaries of the Tracy Unified School District (TUSD). The TUSD operated three high schools, three middle schools, and twelve elementary schools. As of October 2004, the K-12 TUSD enrollment was 15,763, and the total capacity was 14,964.

4.11.4.2 REGULATORY FRAMEWORK

The Public Facilities and Services Element of the City's General Plan contains a number of policies and actions that support the City's goal to provide adequate school facilities for all of the students in Tracy. There are actions in the General Plan to determine student generation rates, to locate schools in convenient proximity to neighborhoods, to expand facilities to keep up with residential growth, and to continue the partnership between the City and schools for joint use of facilities.

The proposed General Plan update includes policies for the City to work with the school districts to provide sufficient educational services to meet with demands of existing and future development. Specifically, the City should coordinate with the school districts to ensure that new development is responsible for its impacts on local schools by providing dedications of land or impact fees. The draft of the current General Plan update also includes policies on site design and access for new schools. Policies include co-locating schools and parks, locating elementary schools away from major streets and noise and traffic hazards and providing direct and safe pedestrian and bicycle connections from nearby neighborhoods.

4.11.4.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The proposed project would have a significant impact in relation to school facilities if it would:

- 1) Result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, need for new or physically altered facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for school services.

METHODOLOGY

The analysis of the school impacts is based upon student generation rates provided as well as the capacity of the existing and future school facilities.

IMPACT STATEMENTS AND MITIGATION MEASURES

School Facilities

Impact 4.11.5 The construction of the proposed Wal-Mart expansion would not increase the demand for the construction of additional school facilities. Therefore, this impact is considered to be **less than significant**.

According to TUSD's student generation rate for retail uses of 0.000307 students per square foot of retail development, the proposed project would generate a total of 29 new students for TUSD schools.

Approximately half of the schools in the TUSD are operating near or slightly above capacity. However, the system as a whole is operating below capacity. Therefore, the 29 students that the proposed project would generate would not create a significant impact of the TUSD. However, any project built within the TUSD boundaries will be required to pay the adopted TUSD mitigation fee.

California Government Code Section 65996(a) states that no additional mitigation beyond the payment of adopted mitigation fees is permitted. Therefore, the project's impacts on school facilities would be less than significant because of the payment of the TUSD mitigation fee.

Mitigation Measures

None Required.

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4.11.5 PARKS AND RECREATIONAL FACILITIES

4.11.5.1 SETTING

The City of Tracy owns and operated 63 open parks, totaling approximately 239 acres. The park stock is comprised on 46 mini parks, 13 neighborhood parks, and four community parks. Assuming an estimated population of approximately 78,307, the parks to population ratio in Tracy is about 3.1 acres of built parks per 1,000 population.

4.11.5.2 REGULATORY FRAMEWORK

The Land Use and Open Space Elements of the City's General Plan contain several policies and actions that support the City's goal to provide adequate parks and recreational facilities in Tracy. The Land Use Element includes a Parks land use designation and identifies specific locations on the land use designation map for parks facilities. Examples of uses in the Parks designation include active playing fields, recreation facilities, golf courses, plazas' water features, wetlands and natural habitat areas. Parks are also allowed in areas designated as Open Space, Public Facilities, Residential, Urban Centers, Agriculture and Aggregate. The Open Space Element contains policies to establish a sub-regional open space and parkway system that services recreational and transportation needs and provides for new facilities in future expansion areas. The City's Parks Master Plan, Parks and Streetscapes Standard Plans, and Park Dedication Ordinance all aid in the implementation of the General Plan's goals and policies.

4.11.5.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The proposed project would have a significant impact to recreational resources if it would:

- 1) Result in substantial adverse physical impacts associated with the provision of new or physically altered parks or recreational facilities, need for new or physically altered parks or facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance objectives for parks or recreational facilities.
- 2) 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.
- 3) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.
- 4) Conflict with an established recreational land use in the area.
- 5) Inhibit the ability to provide recreational opportunities in the future.
- 6) Create a shortage of park and open space facilities for City residents.

METHODOLOGY

The analysis of impacts on the parks and recreational facilities is based on the goals and policies of the General Plan, and its implementing policy documents.

IMPACTS AND MITIGATION MEASURES

Increased Demand for Parks and Recreational Facilities

Impact 4.11.6 The proposed project would result in a slightly increased demand for parks and recreational facilities. This impact is considered **less than significant**.

The proposed Wal-Mart expansion is expected to generate approximately 150 employees during the daytime shifts. It is possible that these employees could use City parks and recreational facilities during lunch breaks or at other times of the day.

Although there would be a potential increase in the use of parks and recreational facilities within about one mile of the project site by Wal-Mart employees, this increase would not be great enough to result in substantial adverse impacts to the existing facilities or to require that new facilities be constructed. Therefore, impacts to parks and recreational facilities as a result of the project would be less than significant.

Mitigation Measures

None Required.

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4.12 Utilities and Services Systems

This section discusses the provision of water service, wastewater, electrical, natural gas, telephone and cable television service. For each issue area, a brief description of the existing utility infrastructure is provided. This is followed by an analysis of the Project's potential impacts on these utilities. Mitigation measures are provided, as appropriate, to reduce impacts to these utilities resulting from the proposed project.

4.12.1 WATER

4.12.1.1 SETTING

The City of Tracy's water supply sources include surface water from the Delta Medota Canal and groundwater pumped from nine wells. In 2003, surface water from the Delta Medota Canal made up 59% of the water supply or 3.3 billion gallons. The treatment process consists of chemical oxidation, coagulation, flocculation, filtration and chlorination. The groundwater supply comprised 41% of the total Tracy water supply in 2003 or 2.2 billion gallons. Wells pump groundwater from underneath storage areas called aquifers. These aquifers are recharged or refilled naturally by rainfall. Water from Tracy wells requires no treatment. The City does chlorinate the groundwater to control any possible microbial growth in the distribution system.

EXISTING WATER SUPPLY

The City of Tracy obtains water from both surface and groundwater sources. Slightly more than half of Tracy's water resources come from surface water through a variety of regional rivers, creeks, and canals. Tracy's groundwater supply is pumped from groundwater resources beneath the City, which consist of a 950-square mile portion of the larger San Joaquin Valley groundwater basin.

EXISTING WATER TRANSMISSION AND DISTRIBUTION SYSTEM

The City of Tracy's existing water facilities include a water treatment plans, pump stations, wells, water mains, and storage reservoirs.

The John Jones Water Treatment Plant (JJWTP) has a current capacity of 15 mgd. Located near the Tracy Municipal Airport, the plant processes water from the Delta Mendota Canal and distributes it to the community. Additionally, the City currently operates nine groundwater wells that pump from the groundwater aquifer, with a total capacity of 15 mgd. Five of the nine wells pump directly into the primary water main after chlorination and are mixed with treated water from the JJWTP. The remaining four wells pump directly into the JJWTP clearwells, where the groundwater is blended with treated surface water after chlorination.

The City's treated water distribution system includes over 100 miles of water mains, varying in diameter from one to 36 inches. The City of Tracy has five storage reservoirs with a total combined capacity of 15.4 million gallons.

4.12 UTILITIES AND SERVICE SYSTEMS

4.12.1.2 REGULATORY FRAMEWORK

FEDERAL

Urban Water Management Planning Act

The Urban Water Management Planning Act was established by Assembly Bill 797 (AB 797) on September 21, 1983. Passage of this law was recognition by state legislators that water is a limited resource and a declaration that efficient water use and conservation would be actively pursued throughout the state. The law requires water suppliers in California, providing water for municipal purposes either directly or indirectly to more than 3,000 customers or supplying more than 3,000 acre-feet per year of water, to prepare and adopt a specific plan every five years which defines their current and future water use, sources of supply and its reliability, and existing conservation measures.

LOCAL

City of Tracy Design Standards

Section 6.0 of the City's Design Standards set forth requirements regarding the design and operation of water distribution facilities. These requirements include standards for pipe design, fire hydrant spacing, and other associated facilities.

City of Tracy Water Management Ordinance

The City has adopted a Water Management Ordinance (Chapter 11.28 of Tracy Municipal Code), which calls for voluntary and mandatory water conservation to ensure proper management and distribution of water supplies during a drought or emergency situation. The Ordinance identifies five water demand reduction stages of action, and water conservation requirements for each stage. The proposed reductions provide enough water to maintain health and safety standards and to provide water for fire protection needs. The ordinance identifies prohibitions against specific water use practices and administrative mechanisms to analyze effectiveness and implement fiscal controls.

City of Tracy Water Conservation Program

The City has developed and implemented a program that encourages water conservation through use of Best Management Practices (BMPs). These BMPs address metering, landscape water conservation requirements, toilet retrofit program, distribution system audits and repair, education and information programs, and BMP evaluation.

City of Tracy General Plan

The City of Tracy's General Plan identifies specific policies regarding water. While this EIR analyzes the project's consistency with the City of Tracy General Plan pursuant to CEQA Section 15125(d), the Tracy City Council would ultimately make the determination of the project's consistency with this General Plan. Environmental impacts associated with inconsistency with General Plan policies are addressed under the impact discussions of this EIR.

The following General Plan policies related to water supply are relevant to the project:

Chapter Three: Public Facilities:

Policy PF 1.4: Ensure that adequate water supply can be provided within the City's service area, concurrent with service area expansion and population growth.

Policy PF 1.5: Provide better quality water for City residents while increasing water system reliability and protecting the groundwater basin from overdraft.

Policy PF 1.7: Provide adequate wastewater collection and treatment capacity for planned development in Tracy.

Policy 1.9: Use reclaimed water to reduce non-potable water demands wherever practical and feasible.

City Of Tracy Water Master Plan

Following the adoption of the General Plan, the City prepared the Water Master Plan to address future water demands and provide a detailed evaluation of additional infrastructure facilities required to service City build out. The Water Master Plan assumes that at ultimate build out of the General Plan, water demands would be met entirely by surface water supplies and groundwater would be used for emergency supplies only. Master Plan water system facilities have been designed to meet estimated maximum peak hour water demands of the municipal service area at ultimate build out.

I-205 Corridor Specific Plan (1990) and Specific Plan Amendment (1999)

The City of Tracy I-205 Corridor Specific Plan and Specific Plan Amendment sets forth goals and objectives that originate from the Tracy General Plan and are necessary in order to clearly state the intent, purpose, and focus of the I-205 Corridor Specific Plan. In the spring of 1986, the Tracy Economic Development Committee requested the Tracy City Council to explore the potential for commercial and industrial development of properties adjacent to Interstate Highway 205 (I-205). The City Council recognized the importance of the visibility, access and development potential of these properties and directed City staff to investigate planning alternatives for the area. The Specific Plan was influenced by the location and configuration of access to I-205 and the City's General Plan.

Under California Law (Government Code Section 65451 et seq.), Cities and Counties may use Specific Plans to develop policies, programs, and regulations to implement the jurisdictions adopted General Plan. Specific Plans often function to coordinate individual development proposals within a defined plan.

The law requires that a Specific Plan include text and diagrams specifying:

- The distribution, location, and intensity of land uses, including open space, within the plan area;
- The distribution, location, and capacity of infrastructure, including transportation, sewage, water, storm drainage, solid waste, and energy systems;
- Standards and criteria for development and utilization of natural resources; and

4.12 UTILITIES AND SERVICE SYSTEMS

- An implementation program, including capital improvement plans, regulations and financing strategies.

While this EIR analyzes the project's consistency with the City of Tracy I-205 Corridor Specific Plan Amendment (1999) pursuant to CEQA Section 15125(d), the Tracy City Council would ultimately make the determination of the project's consistency with this Specific Plan. The I-205 Corridor Specific Plan and Specific Plan Amendment (1999) does not have any policies regarding water supply services. The I-205 Corridor Specific Plan (1999), discusses the municipal water system in Chapter 3.7.2. The I-205 Corridor Specific Plan Amendment (1999) discusses development impact fees in Chapter 5 if additional sewer and water system infrastructure is needed in the I-205 Corridor.

4.12.1.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

Implementation of the project would cause significant impacts to water supply, treatment, and distribution if it would result in any of the following:

- 1) Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; or
- 2) Require water supplies that would exceed existing entitlements and resources or require new or expanded entitlements.
- 3) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.
- 4) Require or result in the construction of recycled water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

METHODOLOGY

The analysis of water is based upon previously prepared environmental documents for projects in the area (*Final Master Environmental Impact Report for the Urban Area General Plan*, SCH. No. 92052017), and the *Final 2000 Urban Water Management Plan* (Black & Veatch Corporation, 2000, amended in 2002).

IMPACT STATEMENTS AND MITIGATION MEASURES

Increased Demand for Treated Water

Impact 4.12.1 The proposed project would result in increased demand for treated water. Adequate infrastructure has been planned by the City of Tracy to accommodate the uses identified for the Wal-Mart expansion project. Therefore, impacts are considered **less than significant**.

It is expected that the project will have a domestic water demand rate of 6,800 gallons per day (gpd) for the expansion interior uses. This assumption is based on similar Wal-Mart Supercenter water usage in existing stores. The proposed project will not be required to expand existing water systems in order to provide water service. The existing water lines were sized to accommodate future commercial development and there is adequate capacity in the water system to meet the pressure needs of the project.

Mitigation Measures

None required.

Increased Demand for Irrigation Water

Impact 4.12.2 The proposed project would increase demand for water to irrigate landscaped areas and planters. Adequate infrastructure has been planned by the City of Tracy to accommodate the uses identified for the Wal-Mart expansion project. Therefore, impacts are considered **less than significant**.

The existing public infrastructure in place is adequate to serve the proposed projects water needs for landscape irrigation. Exterior water demand for landscaping irrigation is estimated to be about one-half the interior consumption rate, assuming the incorporation of water conservation measures into landscape design, as required by the City. No extensive lawn areas are proposed and plantings will utilize water conservation where feasible. Based on the need for irrigation water for the garden center, the estimated use is 300 gpd for the expansion portion. The existing water lines were sized to accommodate future commercial development and there is adequate capacity in the water system to meet the pressure needs of the project.

Mitigation Measures

None required.

4.12.2 WASTEWATER

4.12.2.1 SETTING

Wastewater treatment in the City of Tracy is handled by the City of Tracy Wastewater Treatment Plant and is operated by the utilities division of the City of Tracy Department of Public Works and is funded by the City of Tracy. The City of Tracy Wastewater Treatment Plant (WWTP) is located on the corner of Larch Road and Holly Drive within the northern portion of the City of Tracy General Plan area and within City limits. The expansion project would increase the WWTP capacity from 9.0 million gallons per day (MGD) average dry-weather flow (ADWF) to 16.0 MGD, providing adequate wastewater treatment capabilities for existing and planned future populations within the City of Tracy service area. The WWTP is within but at the edge of the City limits, adjacent to County lands. The WWTP provides wastewater collection, treatment, and disposal for residences, businesses, and industries in the City of Tracy.

The primary objectives of the Wastewater Treatment Plant Expansion project, as identified by the City of Tracy, are as follows:

- Provide adequate wastewater treatment capabilities sufficient to treat wastewater flows generated by existing and planned future populations within the service area.

4.12 UTILITIES AND SERVICE SYSTEMS

- Provide a cost-effective means for treating wastewater while minimizing potential impacts to the environment.
- Provide additional wastewater facility capacity in conformance with the goals and policies of the City of Tracy General Plan and Wastewater Master Plan.
- The proposed City of Tracy Wastewater Treatment Plant (WWTP) Expansion project involves the addition of new plant facilities at the existing site to increase plant capacity from 9.0 million gallons per day (MGD) to 16.0 MGD average dry-weather flow (ADWF). (Note: All flows are ADWF unless specified otherwise). In addition, existing equipment would be upgraded in anticipation of more stringent federal and state effluent discharge requirements. The project includes construction of a new discharge pipeline and diffuser. The new pipeline would follow essentially the same route as the existing outfall pipeline. The new outfall diffuser would be located approximately 800 feet downstream of the existing outfall currently discharging into Old River. These improvements are required to accommodate planned population growth within the City of Tracy General Plan area, but would not fully support anticipated General Plan build out wastewater requirements of 32.5 MGD. The project construction is proposed in four phases over a period of approximately 12 years. The project would be funded primarily by the City of Tracy, but may utilize State Revolving Fund (SRF) money as well. The analysis contained in this EIR is consistent with the State's CEQA guidelines for projects receiving SRF financing.

The City of Tracy Wastewater Master Plan (City of Tracy, 1994) identifies several projects intended to provide adequate wastewater treatment capabilities sufficient to treat wastewater flows generated by existing and planned future populations within the City of Tracy service area. The proposed WWTP expansion from 9 MGD to 16 MGD is only one component for accommodating wastewater service for long-term planned development. Additional wastewater projects expected to serve the City's General Plan build out include the planned Tracy Hills Permanent Wastewater Reclamation Facility (5.2 MGD), potential further expansion of the City's Wastewater Treatment Plant beyond 16 MGD, and other satellite treatment plants.

The General Plan EIR analyzed the environmental impacts associated with build out of the Tracy Planning Area, including future wastewater requirements specified in the Wastewater Master Plan. Where feasible, the City adopted mitigation measures to reduce impacts to a level of insignificance. In addition, significant and unavoidable impacts identified in the General Plan EIR were addressed by the City in adopted findings and statement of overriding considerations (Resolution No. 93-226).

Since the construction of the WWTP in 1930, the facility has undergone three major periods of expansion. Original treatment at the plant consisted of minimal solids separation and biological treatment via a grit chamber, an Imhoff tank, and a trickling filter. In 1947, the plant was modified to expand on its primary, secondary, and solids treatment capability through the addition of primary and secondary clarifiers, a new trickling filter, and an anaerobic digester.

During the mid-1970s, the combination of continued population growth and the promulgation of new water pollution control standards by the U.S. Environmental Protection Agency (USEPA) required another plant expansion resulting in the improvement of numerous treatment facilities. Grit removal was improved through the addition of a new headworks facility. Secondary treatment was upgraded by adding biofilters, aeration basins, rectangular clarifiers, and chlorine contact tanks. Solids handling was improved through the addition of a sludge holding tank and

a floatation thickener. A laboratory, utility building, and auxiliary generator building were also constructed.

The most recent improvements to the plant were constructed between 1985 and 1987. These upgrades included an improved solids handling facility, which increased the plant's design flow capacity from 5.5 to 9.0 MGD. The City is currently undertaking improvements that consist of the replacement of clarifier and pumping units as well as relocation of the laboratory facilities. These improvements will allow the plant to fully utilize its permitted capacity of 9.0 MGD. These improvements were documented in conformance with CEQA requirements in the *City of Tracy Wastewater Treatment Plant Phase 1A Improvement Initial Study and Draft Mitigated Negative Declaration* (CH2M Hill, 2000).

SERVICE AREA

The City of Tracy provides wastewater collection, treatment, and disposal for residences, businesses and industries within its service area. An average of approximately 6.0 MGD of domestic wastewater is currently generated within the service area. Currently, Leprino Foods is the only significant wet industry discharging to the City, approximately 0.5 MGD of food process water. Prior to 1997, Heinz Foods discharged approximately 1.6 to 2.0 MGD of tomato wastewater to the WWTP during the summer months. However, the Heinz Foods plant is currently not in operation.

EXISTING WASTEWATER TREATMENT FACILITIES

The WWTP occupies approximately 104 acres including 10 acres of liquid/solids facilities, 11 acres of sludge drying beds, 60 acres of ponds, 14 acres of emergency ponds and 9 unused acres (CH2M Hill/Larry Walker Associates, 1994). The WWTP has two sets of facilities available to handle industrial (i.e. food processing) wastes: the industrial waste ponds and the industrial primary clarifiers. The industrial waste ponds occupy 60 acres on the northeast corner of the WWTP property north of Arbor Avenue and include aerated and non-aerated oxidation ponds. One 7-acre aerated pond is used to handle Leprino industrial (i.e. food processing) wastewater. The second 7-acre aerated pond is not in regular use, but would be available if the food processing waste stream increased. Three non-aerated ponds, totaling 39 acres could be used for additional food processing wastewater if needed. These ponds are kept in working condition by releasing wastewater periodically. Therefore, the total pond area available is 53 acres.

In addition to the waste ponds, the WWTP has two industrial primary clarifiers. The clarifiers are constructed of concrete and measure 126 feet long by 18 feet wide and are 13 feet deep. The clarifiers are equipped with collector mechanisms and have two sludge pumps and one scum pump that are used to handle skimmings and sludge collected from the bottom of the clarifiers. The clarifiers are not currently in use, but could be put into use if needed by additional industrial waste flows.

At the WWTP, the domestic wastewater from the City and wastewater from Leprino is sent through a series of sequential treatment processes to achieve the desired effluent quality, which is currently a secondary level of treatment. In 2003, the average influent dry weather flow to the WWTP was 8.1 MGD. Peak hour wet weather flow in 2003 was estimated at 8.6 MGD.

EXISTING DISCHARGE PERMIT REQUIREMENTS

Operation of the WWTP must currently comply with the effluent limitations mandated by its existing National Pollutant Discharge Elimination System (NPDES) permit (Number CA0079154).

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This permit, administered by the Central Valley Regional Water Quality Control Board (RWQCB), prescribes maximum allowable discharge rate, effluent quality requirements, discharge prohibitions, receiving water limitations, pretreatment program requirements, biosolids disposal requirements, and self-monitoring requirements.

Under the terms of the NPDES permit, the City may discharge an ADWF of up to 9.0 MGD of secondary-treated effluent to Old River in the southern Sacramento-San Joaquin Delta. Effluent discharges must comply with the concentration limits outlined in **Table 4.12-1**.

**TABLE 4.12-1
CURRENT EFFLUENT LIMITATIONS FOR THE TRACY WWTP EFFECTIVE MAY 1996 TO MAY 2001**

Constituents	Units	Average Monthly	Average Weekly	30-Day Median	Daily Maximum
BOD ₅	mg/L	20	40	–	50
Total Suspended Solids	mg/L	20	40	–	50
Settleable Matter	mg/L	0.1	–	–	0.2
Chlorine Residual	mg/L	–	–	–	0.1
Oil and Grease	mg/L	10	–	–	15
Total Coliform Organisms	MPN/100 mL	–	–	23	500
96 Hour Bioassays	% Survival	70% minimum, 90% median for any 3			
pH	–	Discharge between 6.5 and 8.5			

Source: CH2MHill, February 2001

MPN: most probable number

mg/L: milligrams per liter

mL: milliliters

EXISTING EFFLUENT QUALITY

Effluent generated by the WWTP contains a variety of constituents that are of concern. They include Carbonaceous Biological Oxygen Demand 5-day (CBOD₅) (indicates the amount of organic solids in the wastewater), Total Suspended Solids (TSS), pH (indicates the concentration of hydrogen ions in solution), ammonia, total coliform, fecal coliform (used as an indicator of the presence of pathogens in water), Total Dissolved Solids (TDS), hardness, turbidity, temperature (higher temperatures affect oxygen-holding capacity of water and the rate at which chemical reactions occur), various trace elements (arsenic, cadmium, chromium, copper, lead, mercury, nickel, selenium, silver and zinc), cyanide and trace organics. Existing effluent quality, in terms of each of the aforementioned constituents, is summarized in **Table 3-3**. A detailed analysis of existing and projected effluent quality is provided in Section 4.6, Surface Hydrology, Groundwater and Water Quality.

Under its current discharge permit, the WWTP is permitted for up to 9.0 MGD ADWF. The City is in the process of renewing its existing permit. Based on results of the preliminary water quality impact analysis, treatment beyond the current permitted levels of secondary treatment would be required to protect the water quality and beneficial uses of the Old River at future effluent flows. Future treatment requirements are assumed to include complete nitrification of the secondary effluent for ammonia removal, improved solids and turbidity removal, and improved disinfection. Anticipated permit limitations may be similar to tertiary treatment standards used at other WWTPs and are at levels that would allow the water to be reclaimed on agricultural lands as defined by Title 22 of the California Code of Regulations.

4.12.2.2 REGULATORY FRAMEWORK

FEDERAL REQUIREMENTS

Federal requirements that could be applicable for construction and/or operation of the proposed wastewater facilities are described below. Since design details are not available at this time, determining final applicability of these and other potential Federal requirements must be assessed after further project documentation is completed.

National Pollutant Discharge Elimination System Permit

Discharge of treated wastewater to surface water(s) of the United States, including wetlands, would require a National Pollutant Discharge Elimination System (NPDES) permit. In California, the Regional Water Quality Control Boards (RWQCB) administers the issuance of these Federal permits. Obtaining an NPDES permit requires preparation of detailed information, including characterization of wastewater sources, treatment processes, and effluent quality. Whether or not a permit may be issued and the conditions of a permit are subject to many factors such as Basin Plan water quality objectives, impaired water body status of the receiving water, historical flow rates of the receiving water, effluent quality and flow, the State Implementation Plan (SIP) and the California Toxics Rule (CTR), and established Total Maximum Daily Loading (TMDL) rates for various pollutants. These factors are highly specific to the potential discharge point. Obtaining an NPDES permit is generally considered difficult in inland areas and may not be possible in sensitive areas.

On December 5, 2003, the City of Tracy came under permit as a Phase II National Pollution Discharge Elimination System (NPDES) Small Municipal Separate Storm Sewer System (MS4) permittee. The NPDES Phase II permit requires the City to develop and implement a Storm Water Management Plan/Program with the goal of reducing the discharge of pollutants to the maximum extent practicable (MEP). MEP is the performance standard specified in Section 402(p) of the Clean Water Act. The management programs specify what best management practices (BMPs) will be used to address certain program areas. The program areas include public education and outreach; illicit discharge detection and elimination; construction and post-construction; and good housekeeping for municipal operations. In general, medium and large municipalities are required to conduct chemical monitoring, though small municipalities are not.

The City of Tracy submitted their Storm Water Management Plan (SWMP) to the State Water Resources Control Board (SWRCB) in October 2003 and it was adopted on December 5, 2003. The City of Tracy must comply with the requirements of both the Federal Clean Water Act and the NPDES Phase II Small MS4 General Permit. The SWMP enables the City to comply with these requirements through Six Minimum Control Measures (MCMs).

WATER RECYCLING CRITERIA IN STATE

Water Recycling Criteria are defined in the California Code of Regulations, Title 22, Division 4, Chapter 3, Articles 1 through 10. Revisions to these regulations were adopted in December 2000. The Water Recycling Criteria define the standards for treatment and production of recycled water, allowed uses of recycled water based on treatment level, use area requirements, monitoring requirements, engineering report and operational requirements, and design requirements, including reliability requirements. The regulations require that an Engineering Report be prepared that describes how the proposed production, distribution, and use of recycled water will meet the Water Recycling Requirements. This report must be

4.12 UTILITIES AND SERVICE SYSTEMS

submitted to the California Department of Health Services (DHS) for review. Once the report is acceptable, DHS makes a recommendation to the RWQCB for issuance of project-specific Water Reuse Requirements as a water-recycling permit.

The requirements included in the Water Recycling Criteria are extensive. A summary of the significant requirements included in the criteria is presented below. Other criteria may apply. Disinfected tertiary recycled water is wastewater that has been:

- 1) Oxidized such that the organic matter has been stabilized, is nonputrescible, and contains dissolved oxygen;
- 2) Coagulated through the addition of floc-forming chemicals to destabilize and agglomerate colloidal and finely divided suspended matter;
- 3) Passed through natural undisturbed soils or a bed of filter media:

At a rate that does not exceed 5 gallons per minute per square foot of surface area in mono, dual, or mixed media gravity; up flow or pressure filtration systems; or does not exceed 2 gallons per minute per square foot of surface area in traveling bridge automatic backwash filters; and

So that the turbidity of the filtered wastewater does not exceed an average of 2 NTU within a 24-hour period, 5 NTU more than 5 percent of the time within a 24-hour period, and 10 NTU at any time; and

Disinfected by either a chlorine disinfection process following filtration that provides a contact time (CT) value of 450 milligram-minutes per liter at all times with a modal contact time of at least 90 minutes based on peak dry weather design flow or a disinfection process (such as Ultraviolet (UV)) that, when combined with filtration, has been demonstrated to inactivate and/or remove 99.999 percent of plaque-forming units of F-specific bacteriophage MS2 or polio virus in the wastewater. At the end of the disinfection process, the median concentration of total coliform bacteria measured in the disinfected effluent cannot exceed an MPN of 2.2 per 100 milliliters utilizing the bacteriological results of the last seven days for which analyses have been completed and the number of total coliform bacteria cannot exceed an MPN of 23 per 100 milliliters in more than one sample in any 30 day period. No sample may exceed an MPN of 240 total coliform bacteria per 100 milliliters.

Coagulation may be omitted if certain stricter turbidity requirements can be met at the filter influent and chemical addition equipment is present and automated. In addition, membrane filtration may be allowed in lieu of media filtration if certain stricter turbidity requirements can be achieved.

Use area requirements defined in the Water Recycling Criteria include prohibition of the use of disinfected tertiary recycled water within 50 feet of a domestic water supply well under most conditions and a prohibition of the storage of disinfected tertiary recycled water within 100 feet of a domestic water supply well. In addition, irrigation runoff must be confined to the recycled water use area; drinking fountains must be protected against contact with recycled water spray, mist or runoff; and spray, mist, or runoff cannot enter dwellings, designated outdoor eating areas, or food handling facilities. Signs must be posted where recycled water is used in public areas that include the wording, "RECYCLED WATER – DO NOT DRINK." Interconnections between potable water and recycled water systems are strictly prohibited.

State Water Resources Control Board – Basin Plan For the Central Valley Region

The Basin Plan for the Central Valley Region covers the entire area of the Sacramento and San Joaquin River drainage basins, which includes the Stanislaus River basin. The Basin Plan defines beneficial uses for both surface waters and ground waters in this region. Water quality objectives are established to protect those beneficial uses. The land application of recycled water must be compatible with the beneficial uses and water quality objectives detailed in the Basin Plan.

Regional Water Quality Control Board – Water Reuse Requirements

The RWQCB issues water reuse requirements (permits) for projects that reuse treated wastewater. Water reuse requirements are issued only after DHS has reviewed and approved the Engineering Report described above. In addition, the RWQCB may incorporate requirements in the permit in addition to those specified in the State Water Recycling Criteria. This typically includes periodic inspection of recycled water systems, periodic cross-connection testing, periodic training of personnel that operate recycled water systems, maintaining a database and/or permitting individual use sites, periodic monitoring of recycled water and groundwater quality, and periodic reporting.

Regional Water Quality Control Board – Waste Discharge Requirements

A Waste Discharge Requirements (WDR) permit is required for any facility that discharges or proposes to discharge waste that may affect groundwater quality. This may include systems that have waste storage systems with land disposal, such as a seasonal storage and reuse. Potential dischargers must file a complete Report on Waste Discharge with the RWQCB at least 120 days prior to discharging waste. In addition, a Report on Waste Discharge must be submitted for onsite septic systems at residential subdivisions of over 100 homes. Issuance of a WDR permit is based on information provided in the Report on Waste Discharge. A WDR permit may set effluent allowed for activities that do not pose a threat or nuisance to water quality. However, the limitations or waste containment requirements. A waiver of WDRs may be RWQCB may incorporate Water Reuse Requirements into a WDR permit.

LOCAL

City of Tracy General Plan

The City of Tracy General Plan identifies specific policies regarding wastewater. While this EIR analyzes the project's consistency with the City of Tracy General Plan pursuant to CEQA Section 15125(d), the Tracy City Council would ultimately make the determination of the project's consistency with this General Plan. Environmental impacts associated with inconsistency with General Plan policies are addressed under the impact discussions of this EIR.

The following General Plan policies related to waste water are relevant to the project:

Chapter Three: Public Facilities & Services

Policy PF 1.7: Provide adequate wastewater collection and treatment capacity for planned development in Tracy.

Policy PF 1.9: Use reclaimed water to reduce non-potable water demands wherever practical and feasible.

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Policy PF1.11: Provide effective storm drainage facilities for planned development in accordance with existing design standards.

Policy PF 1.12: Integrate drainage facilities with bike paths, sidewalks, and landscaping.

Policy PF 1.13: Provide discharge options that make efficient use of existing facilities.

Policy PF 2.1: Consider innovative options for wastewater treatment facilities to serve future development.

Policy 2.2: Provide incentives to commercial/industrial developers to install on-site wastewater treatment and reuse systems.

Policy 2.3: Maximize practical, feasible opportunities for land application of treated wastewater in the future.

City of Tracy Design Standards

Section 4.0 of the City's Design Standards set forth requirements regarding the design and operation of wastewater distribution facilities. These requirements include estimates of average sewer flows based on land use and associated densities; standards for pipe design and pump systems, and other associated facilities.

Wastewater Treatment Master Plan

The City of Tracy Wastewater Master Plan (City of Tracy, 1994) provides the technical, environmental, and cost information needed to meet future wastewater requirements in response to both planned new development and more stringent discharge regulations. The recommended plan is composed of two phases. The first phase covers wastewater facility needs and issues until total wastewater flow approaches 16 MGD. The second phase is the required expansion of wastewater facilities to treat wastewater flows between 16 MGD and 32.5 MGD (the projected maximum average daily wastewater flow at General Plan build out).

I-205 Corridor Specific Plan (1990) and Specific Plan Amendment (1999)

The City of Tracy I-205 Corridor Specific Plan and Specific Plan Amendment sets forth goals and objectives that originate from the Tracy General Plan and are necessary in order to clearly state the intent, purpose, and focus of the I-205 Corridor Specific Plan.

Under California Law (Government Code Section 65451 et seq.), Cities and Counties may use Specific Plans to develop policies, programs, and regulations to implement the jurisdictions adopted General Plan. Specific Plans often function to coordinate individual development proposals within a defined plan.

While this EIR analyzes the project's consistency with the City of Tracy I-205 Corridor Specific Plan Amendment (1999) pursuant to CEQA Section 15125(d), the Tracy City Council would ultimately make the determination of the project's consistency with this Specific Plan. The I-205 Corridor Specific Plan and Specific Plan Amendment (1999) does not have any policies regarding wastewater services.

4.12.2.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

Implementation of the project would result in significant impacts to wastewater facilities if:

- It would exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- It would require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; and/or
- It would result in the 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.

METHODOLOGY

The analysis of wastewater is based upon the policies, programs and regulations of the City's General Plan, Wastewater Master Plan, and the I-205 Specific Plan.

IMPACT STATEMENTS AND MITIGATION MEASURES

Impact 4.12.3 The project would not result in increased demand for wastewater treatment services. This impact is considered to be **less than significant**.

The proposed project would result in an increase in wastewater generation as a result of on-site facilities, restrooms and irrigation. The project will however not be required to expand existing sewer lines in order to accommodate wastewater generated by the project. There is adequate capacity to address the current needs of the project.

Mitigation Measures

None Required.

4.12.3 ELECTRICAL, NATURAL GAS, TELEPHONE AND CABLE TELEVISION SERVICES

4.12.3.1 SETTING

ELECTRICAL

Pacific Gas & Electric Company (PG&E) provides natural gas and electricity to the City of Tracy. Major electric transmission lines exist north and south of the project site. PG&E is currently the only Gas & Electric Service provider in the area of the existing Wal-Mart. PG&E has High Pressure Gas Facilities and Primary (12KV Electric Facilities) facilities in the area that are more than adequate to accommodate the service requirements for the Wal-Mart expansion project based on estimates with current project descriptions. Right of ways and public utility easements may have to be secured to serve the proposed project.

4.12 UTILITIES AND SERVICE SYSTEMS

TELEPHONE

Telephone and communications services to the proposed project would be provided by SBC. Facilities such as transmission lines are located in the project area. SBC/Pacific Bell Telephone Company is franchised to provide communications service within the project area. SBC/Pacific Bell has franchise facilities along both sides of West Grant Line Road. In addition, project specific facilities are located in the general area of the east side of the Main Entrance to the parking facility at Grant Line Road and follow a southerly path through the parking facility terminating within the Wal-Mart facility. If additional services were required for the proposed Wal-Mart project, SBC would provide them in accordance with franchise rules and tariffs, but existing infrastructure exists on site.

CABLE TELEVISION

The Wal-Mart expansion project would receive cable television service from Comcast. Comcast would place a conduit into the Wal-Mart building in joint trench with other utilities.

4.11.3.2 REGULATORY FRAMEWORK

STATE

California Public Utilities Commission

The California Public Utilities Commission (CPUC) regulates privately owned telecommunications, electric, natural gas and water utilities, and railroad, rail transit, and passenger transportation companies. The CPUC is responsible for assuring safe services and that utilities provide those services at reasonable rates.

California Code of Regulations, Title 24

California Code of Regulations (CCR), Title 24, also known as the California Building Standards Code, includes energy efficient standards for construction and operation of non-residential buildings.

LOCAL

City of Tracy General Plan

The City of Tracy General Plan identifies specific policies regarding conservation of energy. While this EIR analyzes the project's consistency with the City of Tracy General Plan pursuant to CEQA Section 15125(d), the Tracy City Council would ultimately make the determination of the project's consistency with this General Plan. Environmental impacts associated with inconsistency with General Plan policies are addressed under the impact discussions of this EIR.

The following General Plan policies related to energy are relevant to the project:

Chapter Eight: Conservation element

Policy CO 3.1: Ensure new development is designed for maximum energy efficiency.

I-205 Corridor Specific Plan (1990) and Specific Plan Amendment (1999)

The City of Tracy I-205 Corridor Specific Plan and Specific Plan Amendment set forth goals and objectives that originate from the Tracy General Plan and are necessary in order to clearly state the intent, purpose, and focus of the I-205 Corridor Specific Plan.

Under California Law (Government Code Section 65451 et seq.), Cities and Counties may use Specific Plans to develop policies, programs, and regulations to implement the jurisdictions adopted General Plan. Specific Plans often function to coordinate individual development proposals within a defined plan.

While this EIR analyzes the project's consistency with the City of Tracy I-205 Corridor Specific Plan Amendment (1999) pursuant to CEQA Section 15125(d), the Tracy City Council would ultimately make the determination of the project's consistency with this Specific Plan. The I-205 Corridor Specific Plan and Specific Plan Amendment (1999) do not have any policies regarding electrical services.

4.12.3.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

Implementation of the project would result in significant impacts to electrical, natural gas, telephone or cable television service if:

- 1) The proposed development alters the provision of electrical, natural gas, telephone, or cable television facilities; or
- 2) New electrical, natural gas, telephone or cable television facilities required to accommodate the proposed project would cause significant environmental impacts.

METHODOLOGY

The analysis of electrical, natural gas, telephone, and cable television service is based upon information from utility providers.

IMPACT STATEMENTS AND MITIGATION MEASURES

Increased Demand for Electrical Service

Impact 4.12.4 The proposed project would result in increased demand for electrical service. This impact is considered **less than significant**.

PG&E would provide electrical service to the Wal-Mart expansion project site. Major electric transmission lines exist north and south of the project site. PG&E is currently the only Gas & Electric Service provider in the area of the existing Wal-Mart. PG&E has High Pressure Gas Facilities and Primary (12KV Electric Facilities) facilities in the area that are more than adequate to accommodate the service requirements for the Wal-Mart expansion project based on estimates with current project descriptions. Right of ways and public utility easements may have to be secured to serve the proposed project.

4.12 UTILITIES AND SERVICE SYSTEMS

Mitigation Measures

None required.

Increased Demand for Natural Gas Service

Impact 4.12.5 The proposed project would result in increased demand for natural gas service. This impact is considered **less than significant**.

PG&E would provide service to the Wal-Mart expansion project site. Major electric transmission lines exist north and south of the project site. PG&E is currently the only Gas & Electric Service provider in the area of the existing Wal-Mart. PG&E has High Pressure Gas Facilities and Primary (12KV Electric Facilities) facilities in the area that are more than adequate to accommodate the service requirements for the Wal-Mart expansion project based on estimates with current project descriptions. Right of ways and public utility easements may have to be secured to serve the proposed project.

Mitigation Measures

None required.

Increased Demand for Telephone Service

Impact 4.12.6 The proposed project would result in increased demand for telephone service. This impact is considered **less than significant**.

SBC is franchised to provide communication service within the area of concern and is prepared and willing to provide service according to the governing tariffs of the California Public Utilities Commission. SBC/Pacific Bell has franchise facilities along both sides of West Grant Line Road. In addition, project specific facilities are located in the general area of the east side of the Main Entrance to the parking facility at Grant Line Road and follow a southerly path through the parking facility terminating within the Wal-Mart facility. If additional services were required for the proposed Wal-Mart project, SBC would provide them in accordance with franchise rules and tariffs, but existing infrastructure exists on site.

Mitigation Measures

None required.

Increased Demand for Cable Television Service

Impact 4.12.7 The proposed project would result in increased demand for cable television service. This impact is considered **less than significant**.

The Wal-Mart expansion project would receive cable television service from Comcast. Comcast would place a conduit into the Wal-Mart building in joint trench with other utilities.

Mitigation Measures

None required.

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5.0 CUMULATIVE IMPACTS SUMMARY

This section summarizes the cumulative impacts associated with the proposed project that are identified in environmental issue areas in Section 4.0. Cumulative impacts are the result of combining the potential effects of the project with other planned developments, as well as foreseeable development projects. The following discussion considers the cumulative impacts of the relevant environmental issue areas.

5.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) contain an assessment of the cumulative impacts that could be associated with the proposed project. According to CEQA Guidelines Section 15130(a), "an EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable." "Cumulatively considerable" means that the incremental effects of an individual 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 (as defined by Section 15130). As defined in CEQA Guidelines Section 15355, a cumulative impact consists of an impact that is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. A cumulative impact occurs from:

...the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

In addition, Section 15130(b) identifies that the following three elements are necessary for an adequate cumulative analysis:

- 1) Either:
 - (A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or,
 - (B) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.
- 2) A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available; and
- 3) A reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.

Where a lead agency is examining a project with an incremental effect that is not "cumulatively considerable," a lead agency need not consider that effect significant, but shall briefly describe its basis for concluding that the incremental effect is not cumulatively considerable.

5.0 CUMULATIVE IMPACTS SUMMARY

The proposed project represents an action that is subject to CEQA compliance. It must evaluate both the project-specific and cumulative environmental impacts. Based on discussions with the City of Tracy, there are reasonably foreseeable projects when viewed in connection with the proposed project that could result in related cumulative impacts.

5.2 CUMULATIVE SETTING

The Cumulative setting for the Wal-Mart Expansion Project is provided in **Table 5.0-1**. This EIR utilizes both the "list" and the "general plan" approach in the cumulative analysis.

**TABLE 5.0-1
WAL-MART EXPANSION GENERAL PROJECT CUMULATIVE SETTING**

Project Name	Development Type	Acres/Units and Land Use	Location	Conversion From
I-205 Specific Plan	Regional Mall and Residential	714 acres: 1,040 Residential units; 186 ac. Commercial; 131 ac. Industrial	North of and including the project site, along I-205 corridor in Tracy	Agriculture
Tracy Gateway	Business Park	538 acres	Across Lammers Road, east of the project site	Agriculture

**TABLE 5.0-2
APPROVED PROJECTS CUMULATIVE SETTING**

Project Name	Size	Units ¹	ITE Land Use Category ²
1. Summer Lane	49	DU	210 – Single-Family Detached
2. San Marco	71	DU	210 – Single-Family Detached
3. Huntington Park	27	DU	210 – Single-Family Detached
4. Redbridge	157	DU	210 – Single-Family Detached
5. Corral Hollow Estates	32	DU	210 – Single-Family Detached
6. Lyon Crossroads	3	DU	210 – Single-Family Detached
7. Presidio	25	DU	210 – Single-Family Detached
8. Cintra Park	38	DU	210 – Single-Family Detached
9. Woodfield	14	DU	210 – Single-Family Detached
10. Westgate	80	DU	220 – Apartment
11. Microtel Hotel	80	Rooms	310 - Hotel

5.0 CUMULATIVE IMPACTS SUMMARY

Project Name	Size	Units ¹	ITE Land Use Category ²
12. Alimi Gas Station	4.5	KSF	945 – Gasoline/Service Station with Convenience Market
13. Ormonde Office	8.84	KSF	710 – General Office Building
14. Alzheimer’s Care Facility	81	Beds	254 – Assisted Living
15. Edelman Auto Repair	42.7	KSF	943 – Automotive Parts & Service Center
16. Tracy Mitsubishi	24.3	KSF	841 – New Car Sales
17. Duong Retail	30.18	KSF	820 – Shopping Center
18. Texas Roadhouse Restaurant	6.92	KSF	932 – High-Turnover (Sit-Down) Restaurant
19. Golden Corral Restaurant	7.7	KSF	932 – High-Turnover (Sit-Down) Restaurant
20. Pacific Bowie Retail	16	KSF	820 – Shopping Center
21. La Morinda Retail	38.5	KSF	820 – Shopping Center
22. Les Schwab Tires	13.8	KSF	848 – Tire Store
23. Orchard Plaza Commercial	26.59	KSF	820 – Shopping Center
24. Sekhon Retail	14.1	KSF	820 – Shopping Center
25. Faith Realty Office	14.1	KSF	715 – Single Tenant Office Building
26. Triad Medical Office	75.73	KSF	720 – Medical-Dental Office Building
27. La Morinda Retail	25.23	KSF	820 – Shopping Center
28. Office Building	39.59	KSF	710 – General Office Building
29. Stonegate Plaza-Retail	18	KSF	820 – Shopping Center
30. Target Expansion	15.96	KSF	820 – Shopping Center
31. Fowzer Auto Body	55	KSF	943 – Automobile Parts & Service Center
32. Commercial Building	6.95	KSF	710 – General Office Building
35. Castro	71	DU	210 – Single-Family Detached Housing
36. Tracy Gateway	250	KSF	750 – Office Park

Notes: Projects 33 and 34 on the list from the City (WinCo and Wal-Mart) are not included in near-term analysis so they are excluded from the table.

1 DU = Dwelling Units; KSF = 1,000 ft²

2 Notation: ITE Land Use Code – ITE Land Use Category

5.0 CUMULATIVE IMPACTS SUMMARY

5.3 CUMULATIVE IMPACT ANALYSIS

Identified below is a compilation of the cumulative impacts that would result from the implementation of the project and future development in the vicinity. As described above, cumulative impacts are two or more effects, that when combined, are considerable or compound other environmental effects. Each cumulative impact is determined to have one of the following levels of significance: less than significant, significant, or significant and unavoidable. The specific cumulative impacts for each environmental issue area are identified in Section 4.0.

SECTION 4.1 LAND USE/AGRICULTURAL RESOURCES/ECONOMICS

Cumulative Setting

The cumulative setting for land use consists of the proposed, approved, and conceptual development anticipated in the City of Tracy and the unincorporated area of San Joaquin County (see Section 4.0). Under cumulative conditions, the proposed project area would contain additional commercial/retail facilities and associated parking and landscaping in the City of Tracy. The increased commercial/retail uses would potentially contribute to impacts on land use compatibility and contribute to business competition in the commercial sector.

Cumulative Impacts and Mitigation Measures

Adjacent Land Use Compatibility

Impact 4.1.6 The proposed Wal-Mart expansion may conflict with some businesses and stores within the I-205 Corridor. The proposed project would not lead to physical degradation such as store vacancies or urban decay by causing a significant impact due to economic change. This would result in a **less than significant** impact.

The CEQA Guidelines do not contain set standards of significance for economic impacts, because as stated in Section 15382, it does not consider an economic or social change by itself a significant effect on the environment. However, the Guidelines also state, "a social or economic change related to a physical change may be considered in determining whether the physical change is significant." Section 15131 echoes this statement and establishes that if included, these issues need only be mentioned to the extent "...necessary to trace the chain of cause and effect." Bay Area Economics (BAE) was retained to prepare an economic impact analysis of the potential impacts of the Wal-Mart Expansion, with and without the development of the nearby WinCo store. Of specific concern to the City and the purposes of this environmental review is the potential for urban decay or additional adverse physical impacts from economic change.

For the purposes of this report, a finding of urban decay is based upon a finding of a negative economic impact so severe that stores might close as a result and that those buildings and/or properties, rather than being reused within a reasonable time, would remain vacant, deteriorate, and lead to the decline of the associated or nearby real estate. If no or minimal negative impact is found, then urban decay would not be a logical result. Store closures alone are not sufficient to cause urban decay as such closures could provide an opportunity for new retailers or other tenants to occupy the vacated space or for property owners to engage in economic development efforts to improve properties.

Existing Setting

Since 1990, Tracy's population has increased 123 percent from 33,500 to 78,307¹ residents, and continued growth is anticipated with accompanying increases in income and employment opportunities. It has also been determined that Tracy's trade area² has reached a "critical mass" and can therefore successfully develop retail aimed at a broader regional market. The City currently has five major grocery stores and a Costco, comprising a total of 318,000 square feet of food sale area. The current yearly average per square foot sales is \$473, which is well above the national median industry benchmark of \$390.

Impact Discussion

BAE's research indicates that if the project were approved and opens as scheduled in 2006, and no other project is built (e.g., Winco), average annual sales per square foot at Tracy's existing supermarkets would decline an estimated six percent to \$443 (2004 dollars), still above the Urban Land Institute (ULI) derived industry median. By 2009, it is estimated that sales will recover and would continue to increase with population to \$510 annually.

Impacts to local grocery retailers will increase further if the nearby Winco is approved. BAE estimates that the annual sales per square foot of grocery retail in Tracy would decline 25 percent from the current figures to \$356, which is below the national average but still well above minimum feasibility levels. Sales recovery is anticipated to reach \$409 by 2009, as long as population growth continues and additional competitors do not establish themselves in Tracy. In general, if sales impacts are distributed evenly throughout the market, all grocery stores could continue operations. However, the BAE report has also indicated that due to the similarity of the market niche that is targeted by Wal-Mart and Winco, the Food Maxx store may suffer the greatest percentage in sales losses. Because the Food Maxx is currently the sole store in the low-cost niche in Tracy, it may have proportionately stronger sales numbers to begin with, in comparison to other supermarkets. However, the cumulative effects of the potential approval of both the Wal-Mart expansion and Winco store may cause a drop in sales from which Food Maxx cannot recover. If that occurs, that retail space can be re-leased for a variety of retail uses.

BAE's analysis of the retail real estate market has shown that historically, Tracy has been able to re-tenant former supermarket sites. Current vacancy rates for retail spaces are low, Tracy and its trade area have higher income levels than the remainder of San Joaquin County, and the trade area is expected to see continued population growth in the short and long term, all of which lead to a demand for all types of retail space. Because of these factors, even if vacancies are created through the closure of existing supermarkets or other types of stores, the overall demand for retail space in Tracy should prevent any long-term vacancies of storefronts, resulting in urban decay.

Because sales would remain robust even with the addition of both the Winco and Wal-Mart projects, retail vacancies are not anticipated in the area as a result of either of them. Thus,

¹ California Department of Finance estimate for January, 2004.

² A "trade area" is a geographic region that encompasses most of a retail outlet's customers and is determined through analysis of population densities, traffic counts, commute patterns and existence of competing retail establishments.

5.0 CUMULATIVE IMPACTS SUMMARY

significant physical impacts would not occur due to economic change. Moreover, Tracy's entire retail real estate market is very strong. The current low level of retail vacancy rates would avert long-term vacancies should one of the current grocers unexpectedly close as a result of the new developments. For all of these reasons, no significant impact would occur.

Mitigation Measures

None required.

SECTION 4.2 VISUAL RESOURCES/AESTHETICS

Cumulative Setting, Impacts and Mitigation Measures

Cumulative Setting

The cumulative setting for visual resources/light and glare consists of the proposed, approved, and conceptual development anticipated in the City of Tracy and the unincorporated area of San Joaquin County (see Section 4.0). Under cumulative conditions, the proposed project area would contain additional commercial/retail facilities and associated parking and landscaping in the City of Tracy. The increased commercial/retail uses would contribute to impacts on the visual resources and contribute to the nighttime lighting and daytime glare.

Cumulative Impacts and Mitigation Measures

Alteration of Visual Character

Impact 4.2.1 Implementation of the proposed project would not substantially alter the existing landscape characteristics of the project site from commercial/retail and vacant to a larger commercial/retail warehouse type building. This would be a **less than significant** impact.

The proposed project would not result in a substantial alteration of the existing landscape characteristics of the site from commercial/retail and vacant to a larger commercial building environment.

The project site is located between the existing Wal-Mart and Costco. Currently the project site is absent of any structures and has been vacant with the exception of asphalt paved parking area, a concrete drainage culvert located along the southern boundary of the site, and a drainage ditch located along the western boundary of the site. In anticipation of a future Wal-Mart expansion the project site was left vacant. The expansion will increase the size of the retail business by approximately 82,704 square-feet, for a total retail area of approximately 208,393 square-feet (219,425 including the existing garden center and garden center expansion). Approximately 33,928 square feet of the additional retail space will be used for grocery sales; the remaining space will be used for other uses, including a garden center, general retail, a snack bar, storage, and a vision center. The retail store will also have adjacent outdoor sales, which includes the garden center expansion (11,032 square feet) area, and a 5,282 square foot outdoor sales area. Together, the garden center (existing plus expansion) and the outdoor sales area total 16,314 square feet. The complete development, including the existing building and parking lot would be approximately 19.33 acres or 842,000 square feet.

Mitigation Measures

None required.

SECTION 4.3 HUMAN HEALTH AND HAZARDS

Cumulative Setting, Impacts and Mitigation Measures

Cumulative Setting

The cumulative setting for human health and hazards consists of the proposed, approved, and conceptual development anticipated in the City of Tracy and the unincorporated area of San Joaquin County (see Section 4.0). Under cumulative conditions, the proposed project area would contain additional commercial/retail facilities and associated parking and landscaping in the City of Tracy. The increased commercial/retail uses would contribute to impacts on the hazards and hazardous materials use.

Cumulative Hazards and Hazardous Material Impacts

Impact 4.3.4 Implementation of the Tracy Wal-Mart project in addition to other reasonably foreseeable projects may result in cumulative hazardous material and human health risk impacts. Implementation of the proposed project could contribute to cumulative impacts to hazardous materials. This is a **less than significant** impact.

Impacts associated with hazardous materials and risk-of-upset are generally site-specific. Each individual project is responsible for mitigating their specific risks associated with hazardous materials. The project would involve limited transportation and use of hazardous materials; however, the project must comply with all federal, state and local regulations regarding the handling of such materials. The proposed project is not anticipated to contribute to cumulative human health and safety impacts and the cumulative impacts are considered to be **less than significant**.

SECTION 4.4 TRANSPORTATION

Cumulative Setting, Impacts and Mitigation Measures

Cumulative Setting

The cumulative setting for traffic and circulation consists of the proposed, approved, and conceptual development anticipated in the City of Tracy and the unincorporated area of San Joaquin County (see Section 4.0). Under cumulative conditions, the proposed project area would contain additional commercial/retail facilities and associated parking and landscaping in the City of Tracy. The increased commercial/retail uses would contribute to impacts on the traffic and circulation use.

Cumulative Traffic and Circulation Impacts

Potential to Exceed an Established Intersection Level of Service Standards

5.0 CUMULATIVE IMPACTS SUMMARY

Impact 4.4.1 The addition of project traffic to the Grant Line Road / Byron Road intersection in the Existing plus Project scenario will add traffic to an intersection that is already operating at a deficient level of service. This would be considered a **significant impact**.

The Grant Line Road / Byron Road intersection is currently operating at LOS F with more than 50 seconds of average delay. Per the **City of Tracy** standards, the acceptable level of service standard for this intersection is LOS C. The intersection of Grant Line Road / Byron Road currently has northbound and southbound stop controlled and the westbound is free to limit the queuing across the railroad tracks. The intersection currently meets the peak hour volume signal warrant with or without the addition of Project traffic. The addition of project traffic to this intersection would exacerbate an already deficient level of service.

Mitigation Measures

MM 4.4.1 By signaling the intersection the average delay would be reduced to 30 seconds, an acceptable LOS C. In addition to the installation of a signal, signal preemption and coordination with the rail road crossing and detection system is also required.

The affected study intersection is within the jurisdiction of San Joaquin County, and the City has no improvement plan for the affected intersection. Furthermore, there is no existing traffic impact mitigation fee program in place, and therefore, the mitigation cannot be implemented, and the impact would remain **significant and unavoidable**.

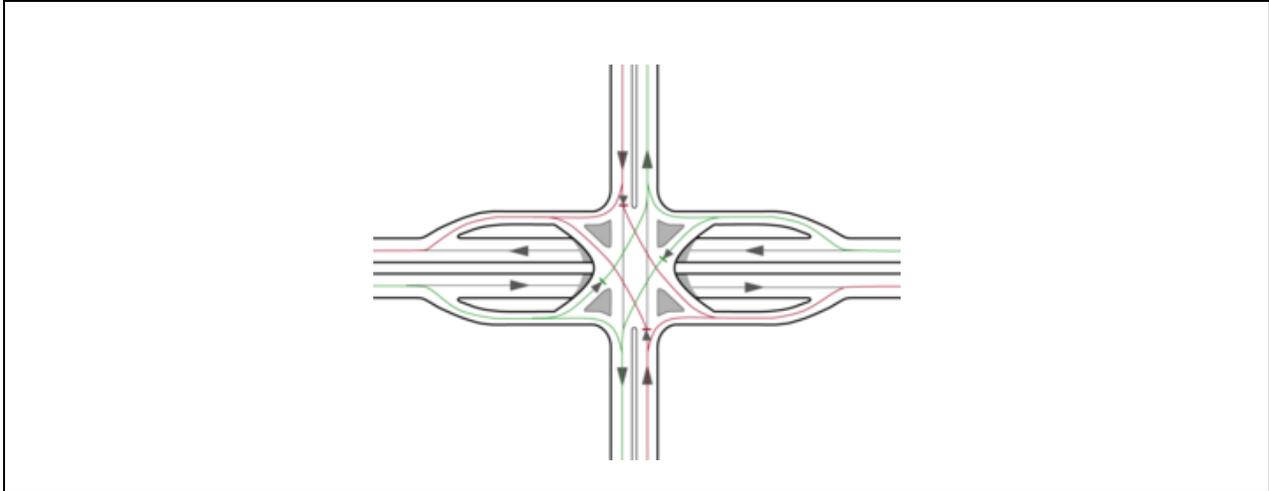
Impact 4.4.5 The addition of project traffic, along with other cumulative development traffic, to Grant Line Road/Corral Hollow Road intersection in the Cumulative plus Project scenario will add delay to an intersection that is already operating at a deficient level of service. This is considered a **significant impact**.

With the addition of project traffic, the delay at the Grant Line Road/Corral Hollow Road intersection is projected to increase from 41 seconds to 42 seconds, but the level of service will remain LOS D. The City of Tracy level of service standard for this intersection is LOS C. Although the City does not have a policy on determining what constitutes a project impact when an intersection is currently deficient, the additional 1-second of delay caused by the project would be considered to be a significant impact.

Mitigation Measures

MM 4.4.5 Construction of a single-point urban interchange (SPUI) is recommended, along with the through traffic being grade separated allowing for free-flow along Grant Line Road. By grade separation of Grant Line Road, the average intersection delay would be reduced to an acceptable 22 seconds.

The City intends on making a finding that this mitigation is infeasible, therefore, the impacts will be **significant and unavoidable**.



Source: wikipedia.org www.

Schematic of a freeway-under SPUI: Traffic exiting the freeway is in green. Through traffic is in gray. All traffic motion of the same color can proceed simultaneously.

Impact 4.4.6 The proposed Project, along with other Cumulative development traffic, would add traffic to the Eleventh Street/Corral Hollow Road intersection in the Cumulative plus Project scenario, contributing to an already deficient level of service at this intersection. This is considered a **significant impact**.

With the addition of Project traffic, the delay at the Eleventh Street/Corral Hollow Road intersection is projected to remain at 49 seconds. The City of Tracy level of service standard for this intersection is LOS C. Although the City does not have a policy on determining what constitutes a project impact when an intersection is currently deficient, the additional traffic caused by the Project would be considered a **significant impact**.

Mitigation Measures

MM 4.4.6 Construction of a single-point urban interchange (SPUI) is recommended along with the through traffic being grade separated allowing for free-flow along Eleventh Street. By grade separation of Corral Hollow Road, the average intersection delay would be reduced to an acceptable 27 seconds (LOS C).

The City intends on making a finding that this mitigation is infeasible, therefore, the impacts will be **significant and unavoidable**.

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SECTION 4.5 NOISE

Cumulative Setting, Impacts And Mitigation Measures

Cumulative Setting

The cumulative setting for noise consists of the proposed, approved, and conceptual development anticipated in the City of Tracy and the unincorporated area of San Joaquin County (see Section 4.0). Under cumulative conditions, the proposed project area would contain additional commercial/retail facilities and associated parking and landscaping in the City of Tracy. The increased commercial/retail uses would contribute to impacts on the noise to the adjacent receptors.

Cumulative Noise Impacts

Cumulative Traffic Noise

Impact 4.5-1 Project-related traffic is expected to result in no appreciable traffic noise level increase over no-project levels, as indicated by **Table 4.5-5**. This is considered a **less than significant** impact.

Pursuant to significance criteria number for this analysis, a substantial increase in traffic noise levels is typically defined as 5 dB. Because the project related traffic noise level increase is predicted to be less than 1 dB, this impact is considered less than significant based on significance criteria number 2.

Impact 4.5-4 Cumulative plus project traffic is expected to result in traffic noise level increases over cumulative no-project levels of 0 to 1 dB Ldn (**Table 4.5-6**) on the roadways in the immediate project vicinity. This impact is considered **less than significant**.

Pursuant to Significance Criteria number 2, a substantial increase in traffic noise levels is typically defined as 5 dB. Because the project-related contribution to cumulative noise levels is well below that level, this impact is considered less than significant based on significance criteria number 2.

Mitigation Measures

None Required.

SECTION 4.6 AIR QUALITY

Cumulative Setting, Impacts And Mitigation Measures

Cumulative Setting

The cumulative setting for air quality consists of the proposed, approved, and conceptual development anticipated in the City of Tracy and the unincorporated area of San Joaquin County (see Section 4.0) within the San Joaquin Air Basin. Under cumulative conditions, the proposed project area would contain additional commercial/retail facilities and associated parking and landscaping in the City of Tracy. The increased commercial/retail uses would

contribute to impacts on the air quality to the regional air basin. The climate and geography of the San Joaquin Valley Air Basin severely limits the dilution and transportation of any air pollutants that are released to the atmosphere. At current levels of development and activity the air basin exceeds the state/federal ambient standards for particulates and ozone. Cumulative growth in population, vehicle use and industrial activity presents a major obstacle for efforts to improve regional air quality and attain the ambient air quality standards.

Cumulative Air Quality Impacts

Regional Air Quality

Impact 4.6.5 This project in combination with other reasonably foreseeable projects would increase regional air emissions well beyond the SJVAPCD significance threshold. This cumulative impact is considered **significant and unavoidable**.

The project is part of a pattern of rapid urbanization occurring in Tracy and western San Joaquin County. Several major developments are proposed or under construction in the project vicinity. Over the buildout period of the proposed project substantial foreseeable future development will be occurring in the project area. The project would therefore have a significant cumulative impact regional air quality.

Mitigation Measures

MM 4.6.5 Require the following design features be implemented:

- Use energy efficient design including automated control system for heating/air conditioning and energy efficiency, utilize lighting controls and energy-efficient lighting in buildings and use light colored roof materials to reflect heat.
- Plant deciduous trees on the south and westerly facing sides of buildings.

4.7 HYDROLOGY AND WATER QUALITY

Cumulative Setting, Impacts And Mitigation Measures

Cumulative Setting

The cumulative setting for water quality consists of the proposed, approved, and conceptual development anticipated in the City of Tracy and the unincorporated area of San Joaquin County (see Section 4.0). Under cumulative conditions, the proposed project area would contain additional commercial/retail facilities and associated parking and landscaping in the City of Tracy. The increased commercial/retail uses would contribute to impacts on the water quality to the project area through the increase of impervious surfaces.

Cumulative Hydrology And Water Quality Impacts

Drainage and Flooding

Impact 4.7.3 The proposed project in combination with planned and proposed development in the City of Tracy would alter drainage conditions and rates,

5.0 CUMULATIVE IMPACTS SUMMARY

which could result in potential flooding impacts. This is considered a **less than significant** impact.

As noted under Impact 4.7.4, the proposed project is not expected to result in an increase in drainage flows during 10-year and 100-year storm conditions. Thus, the cumulative flow conditions downstream of the project are within the requirements of the CVRWQCB Water Quality Control Plan (Basin Plan) and no downstream uses would be significantly impacted.

The project site is not prone to flooding. Therefore, the potential impact of exposing structures and facilities to flood hazards and potential damage is considered to be **less than significant**.

Mitigation Measures

None required.

Cumulative Water Quality Impacts

Impact 4.7.5 The proposed project in combination with planned and proposed development in the City of Tracy and San Joaquin County would contribute to potential impacts to surface and groundwater quality from construction and operation activities. This is considered to be a **less than significant** impact.

The project site is not prone to flooding. Therefore, the potential impact of exposing structures and facilities to flood hazards and potential damage is considered to be **less than significant**.

Mitigation Measures

None required.

4.8 GEOLOGY AND SOILS

Cumulative Setting, Impacts And Mitigation Measures

Cumulative Setting

The cumulative setting for geology and soils consists of the proposed, approved, and conceptual development anticipated in the City of Tracy and the unincorporated area of San Joaquin County (see Section 4.0). Under cumulative conditions, the proposed project area would contain additional commercial/retail facilities and associated parking and landscaping in the City of Tracy. The increased commercial/retail uses would contribute to impacts on the geologic hazards in the project area.

Cumulative Geology And Soils Impacts

Impacts to Geologic and Soils

Impact 4.8.1 Implementation of the proposed project in combination with reasonably foreseeable development would not contribute to cumulative geologic and soil impacts, as the impacts would be site-specific. This would be a **less than significant** impact under cumulative conditions.

The project site is not prone to flooding. Therefore, the potential impact of exposing structures and facilities to flood hazards and potential damage is considered to be **less than significant**.

Mitigation Measures

None required.

4.9 BIOLOGICAL RESOURCES

Cumulative Setting, Impacts And Mitigation Measures

Cumulative Setting

The cumulative setting for biological resources consists of the proposed, approved, and conceptual development anticipated in the City of Tracy and the unincorporated area of San Joaquin County (see Section 4.0). Under cumulative conditions, the proposed project area would contain additional commercial/retail facilities and associated parking and landscaping in the City of Tracy. The increased commercial/retail uses would contribute to impacts on the biological resources in the project area.

Cumulative Biological Resources Impacts

Loss of Habitat for Special Status Species and Waters of the U.S.

Impact 4.9.1 Implementation of the proposed projects may result in direct mortality and loss of habitat for special-status species, wetlands, and waters of the U.S. This cumulative impact is a **potentially significant** impact.

The proposed project is covered by the SJMSCP, which is intended to reduce impacts to biological resources, including Swainson's hawk resulting from the project to a less than significant level. Therefore, no additional mitigation is required beyond participation in the SJMSCP, and payment of \$1879.04 per acre as established by City Council resolution, which satisfies the requirements of the SJMSCP. Therefore would reduce the project's contribution to cumulative impacts to biological resource to a **less than significant** level.

Mitigation Measures

None Required.

4.10 CULTURAL RESOURCES

Cumulative Setting, Impacts And Mitigation Measures

Cumulative Setting

The cumulative setting for cultural resources consists of the proposed, approved, and conceptual development anticipated in the City of Tracy and the unincorporated area of San Joaquin County (see Section 4.0). Under cumulative conditions, the proposed project area would contain additional commercial/retail facilities and associated parking and landscaping in the City of Tracy. The increased commercial/retail uses would contribute to impacts on the cultural resources in the project area.

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Cumulative Cultural Resources Impacts

Prehistoric and Historic Resources

Impact 4.10.1 Implementation of the proposed project could result in the potential disturbance of undiscovered cultural resources. This is considered a **potentially significant** impact.

Archaeological investigations for the proposed project are adequate to identify typical prehistoric and historic resources in the area. There is a possibility of unanticipated and accidental archaeological discoveries during ground-disturbing project-related activities. Unanticipated and accidental archaeological discoveries during project implementation have the potential to affect significant archaeological resources. This is considered a potentially significant impact.

Mitigation Measures

MM 4.10.1a If any prehistoric or historic artifacts, or other indications or archaeological resources are discovered during construction, all work in the immediate vicinity must stop and the City of Tracy shall be immediately notified. An archaeologist meeting the Secretary of Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, shall be retained to evaluate the finds and recommend appropriate mitigation measures.

Timing/Implementation: As a condition of project approval, and implemented during construction activities.

Enforcement/Monitoring: City of Tracy Planning Division.

MM 4.10.1b If human remains are discovered, all work must stop in the immediate vicinity of the find, and the County Coroner must be notified, according to Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.

Timing/Implementation: As a condition of project approval, and implemented during construction activities.

Enforcement/Monitoring: City of Tracy Planning Division.

Implementation of mitigation measure **MM 4.10.2a and MM 4.10.2b** would reduce impacts to undiscovered resources to a less than significant level.

4.11 PUBLIC SERVICES

Cumulative Setting, Impacts And Mitigation Measures

Cumulative Setting

The cumulative setting for public services consists of the proposed, approved, and conceptual development anticipated in the City of Tracy and the unincorporated area of San Joaquin County (see Section 4.0). Under cumulative conditions, the proposed project area would contain additional commercial/retail facilities and associated parking and landscaping in the City of Tracy. The increased commercial/retail uses would contribute to impacts on public services in the project area.

Cumulative Public Services Impacts

Law Enforcement Services and Facilities

Impact 4.11.1 The proposed project would increase the demands on existing police services, impairing their ability to respond to calls and ensure public safety. This impact is considered a **potentially significant** impact.

The proposed Wal-Mart expansion is part of a larger commercial growth issue affecting the I-205 Corridor area. Increased traffic and general crime associated with retail operations are the primary concern. The immediate impact of the Wal-Mart expansion and associated commercial growth in the area is felt through significantly increased traffic flow. Roadways to the west are still primarily two lane country roads that are increasingly being utilized to access this developing retail center from other parts of the City and by shoppers coming into Tracy from the north and west. As new retail operations attract more customers, businesses are more frequently victimized by theft, fraud, and burglary. With vehicle theft and theft from vehicles as two of Tracy's most significant crime categories, an increase of customer victimization in parking lots could be a potential impact.

Mitigation Measures

MM 4.11.1 Wal-Mart shall increase their in-house loss prevention and on-security presence to the appropriate levels for the proposed project expansion to ensure adequate coverage. Wal-Mart shall coordinate with the Tracy Police Department on their security plans, including but not limited to adequate security procedures and personnel, and parking lot lighting.

Implementation of **MM 4.11.1** would reduce impacts to the Tracy Police Department to a **less than significant** level.

Fire Protection and Emergency Medical Services

Impact 4.11.3 The proposed project would not increase the demand for fire protection staff, services, and infrastructure. This is considered a **less than significant** impact.

The Tracy Fire Department is expected to provide fire protection for the project. The required minimum flow specified by the Uniform Fire Code is 2,500 gallons per minute. Hydrants are already in place and the project would be equipped with sprinklers. The City Fire Department shall be provided the opportunity to review development plans for the project site to ensure that

5.0 CUMULATIVE IMPACTS SUMMARY

the building additions and hydrant locations are designed in accordance with Tracy Fire Department and Uniform Fire Code standards.

Mitigation Measures

None required.

Solid Waste

Impact 4.11.4 The proposed project would result in an increased generation of solid waste and demand for municipal waste service. This impact is considered **potentially significant**.

The proposed project would result in an increased generation of solid waste. The project includes the expansion and operation of an existing 125,689 square-foot Wal-Mart store located at 3010 W. Grant Line Road in the City of Tracy. The expansion will increase the size of the retail business from 125,689 square feet by approximately 82,704 square feet, for a total retail area of approximately 208,393 square feet (219,425 square feet including existing garden center and garden center expansion). Approximately 33,928 square feet of the additional retail space will be devoted to grocery sales; the remaining space will be used for other uses, including a garden center, general retail, a snack bar, storage, and a vision center. The retail store will also have adjacent outdoor sales, which includes the existing garden center with expansion (totaling 11,032 square feet), and a 5,282 square foot outdoor sales area. Together, the garden center (existing plus expansion) and the outdoor sales area total 16,314 square feet. The complete development, including the existing building and parking lot would be approximately 19.33 acres, or 842,000 square feet.

Based on conversations with Tracy Delta Solid Waste Management Inc., it was determined that the existing Tracy Wal-Mart uses a 40yd compactor for the collection and storage of waste. The compactor is picked up, dumped and returned every seven to ten days. The facility generates approximately 35 tons of refuse per month. A Wal-Mart "Super Store" would generate wet, putrescible wastes that typically are heavier than non-putrescible wastes, so the increase in waste may not be linear. As a rule of thumb, if the floor space is doubled, the waste increase will probably grow by a factor of 2.5 due to the higher moisture content. This affect may be attenuated to some degree by the store separating putrescible waste and providing it to local farmers for feed.

Tracy Delta Solid Waste Management (TDSWM) has indicated an ability to service the project as well. Waste from the project would be transferred to the Tracy Material Recovery and Transfer Station where it is consolidated and then sent to the Foothill Landfill. As a result, TDSWM would not need additional equipment, personnel or landfill capacity to accommodate the proposed project. Waste generated from construction would also be considered minimal in its impact to Foothill Landfill. TDSWM does note that whatever impact there is, implementing a program to separate putrescible waste and providing it to local farmers for feed can mitigate the impact (Harry Miller, TDSWM Recycling Coordinator, via email 08/19/04). Additionally, solid waste impacts will be reduced through compliance with AB 939, which requires development and implementation of a comprehensive recycling program. As part of their Standard Operating Procedure Wal-Mart has a program to recycle their solid waste.

Mitigation Measures

- MM 4.11.4** The Tracy Delta Solid Waste Management Inc., shall be provided the opportunity to review development plans for the project site to ensure that the following items are addressed:
- There is a comprehensive and sufficient plan for collecting, storing, and transporting recyclable and non-recyclable materials;
 - There are a sufficient number of receptacles placed throughout Wal-Mart that would encourage proper disposal of recyclable materials;
 - Acceptable means and method for pickup and transportation of solid waste shall be coordinated between Wal-Mart and TDSWM; and
- MM 4.11.5** Wal-Mart project planners shall consult with the Tracy Delta Solid Waste Management Inc., regarding the timing of project development. A formal agreement between the Tracy Delta Solid Waste Management Inc., and Wal-Mart shall be developed that will specify how adequate solid waste disposal services, consistent with the TDSWM performance standards, would be provided. In addition Wal-Mart shall take all steps to ensure the store is equipped with a recycling program and moves toward reducing the amount of solid waste generated and disposed of.

Implementing the above measures will reduce solid waste impacts to a **less than significant** level.

4.12 UTILITIES AND SERVICE SYSTEMS

Cumulative Setting, Impacts And Mitigation Measures

Cumulative Setting

The cumulative setting for utilities and service systems consists of the proposed, approved, and conceptual development anticipated in the City of Tracy and the unincorporated area of San Joaquin County (see Section 4.0). Under cumulative conditions, the proposed project area would contain additional commercial/retail facilities and associated parking and landscaping in the City of Tracy. The increased commercial/retail uses would contribute to impacts on utilities and service systems in the project area.

Cumulative Utilities And Service Systems Impacts

Cumulative Water Supply

Impact 4.12.1 The proposed project, in combination with other planned and proposed development, would cumulatively increase the demand for water in the City of Tracy. This impact is considered **less than significant**.

It is expected that the project will have a domestic water demand rate of 6,800 gallons per day (gpd) for the expansion interior uses. This assumption is based on similar Wal-Mart Supercenter water usage in existing stores. The proposed project will not be required to expand existing water systems in order to provide water service. The existing water lines were sized to

5.0 CUMULATIVE IMPACTS SUMMARY

accommodate future commercial development and there is adequate capacity in the water system to meet the pressure needs of the project.

Mitigation Measures

None required.

Cumulative Wastewater Service

Impact 4.12.2 The proposed project, in combination with other planned and proposed development, would cumulatively increase the demand for wastewater in the City of Tracy. This impact is considered **less than significant**.

The proposed project would result in an increase in wastewater generation as a result of on-site facilities, restrooms and irrigation. The project will however not be required to expand existing sewer lines in order to accommodate wastewater generated by the project. There is adequate capacity to address the current needs of the project.

Mitigation Measures

None Required.

Cumulative Electric Service

Impact 4.12.3 Implementation of the proposed project in addition to reasonably foreseeable development would require the extension of infrastructure. This would be a **less than significant** impact.

According to PG&E staff, there is an adequate electrical supply to supply the proposed, planned, and approved projects in the vicinity and that the cumulative demand for electricity would result in less than significant cumulative impacts.

Mitigation Measures

None required.

Cumulative Natural Gas Service

Impact 4.12.4 Under cumulative conditions, implementation of the proposed project and other reasonably foreseeable projects would require additional natural gas. This is considered a **less than significant** impact on natural gas supplies and service.

According to PG&E staff, the company would have sufficient natural gas to supply the proposed development.

Mitigation Measures

None required.

6.0 PROJECT ALTERNATIVES

6.1 INTRODUCTION

The alternatives analysis consists of the following components:

- An overview of CEQA requirements for alternatives analysis.
- Descriptions of alternatives evaluated in comparison to the proposed project, including a comparison between their anticipated environmental impacts and those of the proposed project.
- Discussion related to identification of an "environmentally superior" alternative.
- Brief descriptions of alternatives considered and withdrawn, including the rationale for their withdrawal.

6.2 GENERAL CEQA REQUIREMENTS

Section 15125.6 of the CEQA Guidelines requires that an EIR describe a reasonable range of alternatives to a project that would feasibly attain the basic project objectives but would avoid or substantially lessen one or more of the project's significant effects (CEQA Guidelines Section 15126.6(a)).

In addition, Section 15126.6(a) and (b) of the CEQA Guidelines requires consideration of alternatives that could reduce or eliminate any significant adverse environmental effects of the proposed project, including alternatives that may be more costly or could otherwise impede the project's objectives. The range of alternatives considered must include those that offer substantial environmental advantages over the proposed project and may be feasibly accomplished in a successful manner considering economic, environmental, social, technological and legal factors.

CEQA Guidelines also require the identification an "environmentally superior" alternative among the other alternatives analyzed.

6.3 DEVELOPMENT OF PROJECT ALTERNATIVES

This section discusses the reasons for assessing alternatives and summarizes the assumptions identified for the alternatives. Following the analysis of each, the alternatives are compared, and the environmentally superior alternative is identified.

CEQA Guidelines Section 15126.6(e) requires that a "No Project" alternative be evaluated in an EIR. The No Project analysis must discuss the existing conditions, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved and development continued to occur in accordance with existing plans and consistent with available infrastructure and community services (CEQA Guidelines Section 15126.6(e)(2)).

As discussed above in Subsection 6.2. General CEQA Requirements above, EIRs are required to assess a range of alternatives which feasibly could attain the project's objectives and avoid or substantially reduce the significant of the project's impacts. The project applicant's goals and objectives (as discussed in Subsection 2.2 Project Characteristics) are to expand the existing facility to provide the region with an affordable shopping alternative and provide a retail element that will provide significant benefits to the City and community in terms of employment opportunities, sales tax revenues, shipping opportunities and community programs.

6.0 PROJECT ALTERNATIVES

The range of alternatives included for analysis in an EIR is governed by the “rule of reason.” The primary objective is formulating potential alternatives and choosing which ones to analyze is to ensure that the selection and discussion of alternatives fosters informed decision-making and informed public participation. This is done by providing sufficient information to enable readers to reach conclusions themselves about such alternatives. This approach avoids assessing an unmanageable number of alternatives or analyzing alternatives which differ too little to provide additional meaningful insights about their environmental effects. CEQA Guidelines require that a “No Project” alternative be included for evaluated in the alternatives analysis. The No Project analysis must discuss the existing conditions, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved and development continued to occur in accordance with existing plans and consistent with available infrastructure and community services (CEQA Guidelines Section 15126.6(e)(2)).

The alternatives analyzed in this EIR ultimately were identified because their evaluation and that of the proposed project provides readers with adequate information to compare the relative effectiveness of ways to mitigate or avoid significant adverse impacts and to enable readers to make decisions about the project.

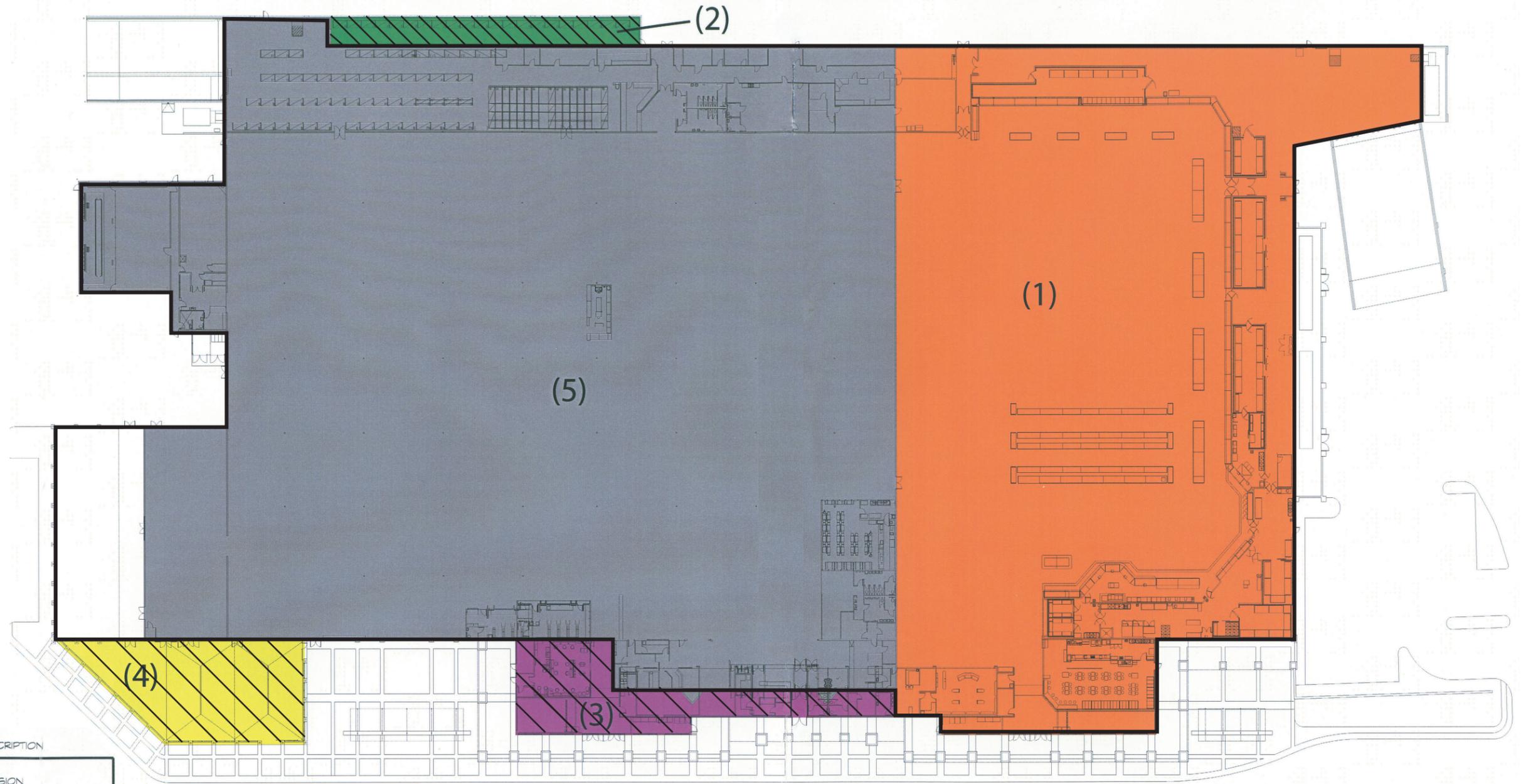
CEQA requires EIRs to address a reasonable range of reasonable alternatives, not all potential alternatives. Alternatives considered and dismissed for evaluation in this Draft EIR are discussed below in **Section 6.5 Alternatives Considered but Rejected**.

6.4 PROJECT ALTERNATIVES

The project alternatives are evaluated in less detail than the project is analyzed in sections 4.1 through 4.12 and are described in terms of difference in outcome compared with implementing the project. The alternatives analysis focuses on determining the extent to which alternatives could avoid or mitigate the proposed project’s impacts.

In accordance with the provisions of CEQA Guidelines Section 15126.6, the following section evaluates a range of alternatives to the proposed project. These alternatives are compared to the proposed project and its significant environmental impacts identified in Sections 4.1 through 4.12. **Table 6.0-1** at the end of this section provides a comparison of the environmental benefits and impacts of each alternative. In addition, an “environmentally superior” alternative is identified.

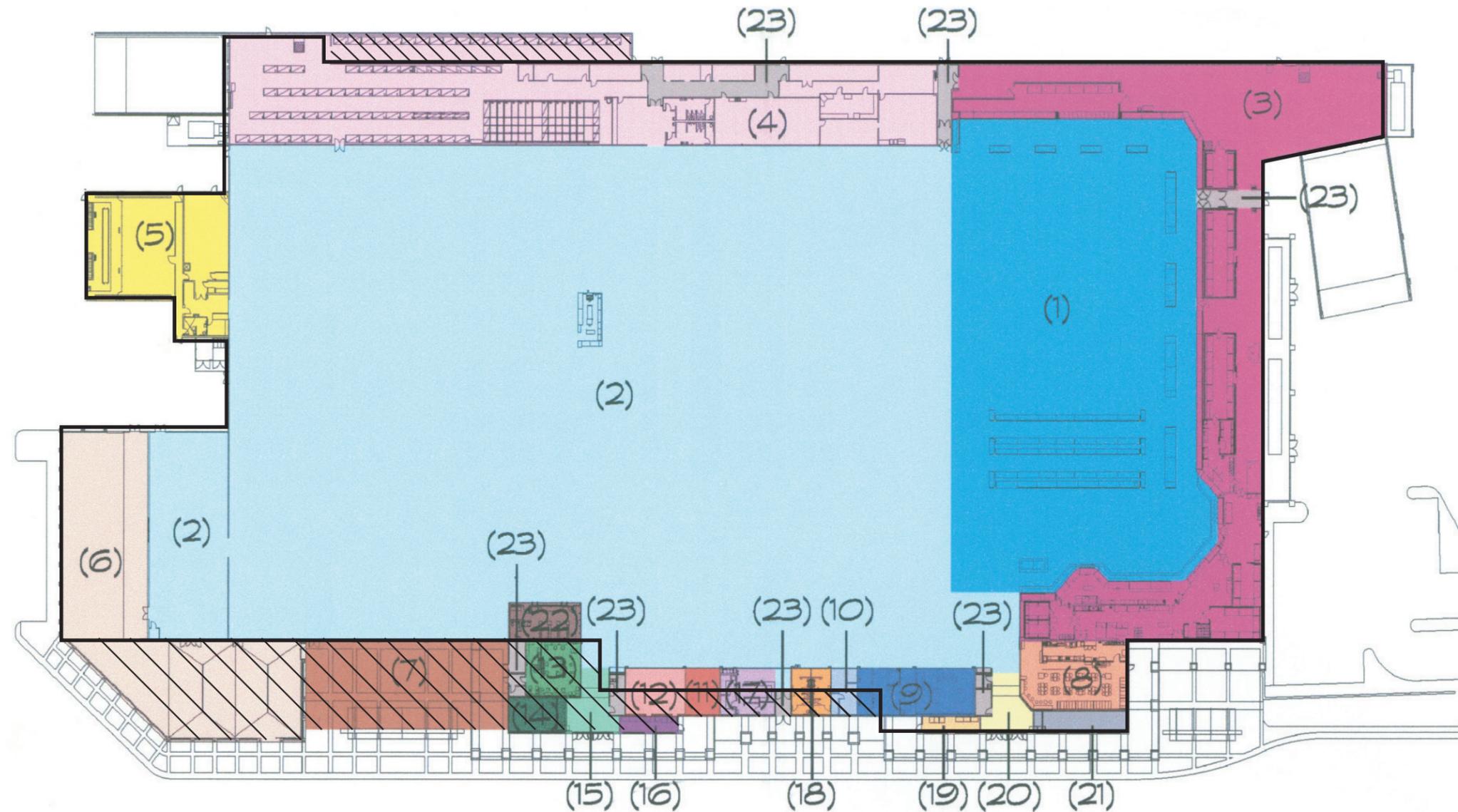
- ***No Project Alternative.*** This alternative assumes development of the proposed project site consistent with the existing zoning and general plan designation. This alternative does not discuss a “no physical change” scenario because given the property’s current commercial zoning and commercial general plan designation and its location, it is unrealistic that the site will remain undeveloped in the foreseeable future.
- ***Grocery Only Expansion Alternative.*** This alternative assumes expansion of the existing Wal-Mart with only the components related to the proposed grocery expansion. No other proposed project components would be constructed. **Figures 6.0-1** and **6.0-2** display the lay out of the proposed Grocery Only Expansion Alternative.
- ***Chrisman Road Relocation Alternative.*** This alternative assumes relocation and replacement of the existing Wal-Mart as a Wal-Mart Supercenter store with all components of the existing store and the proposed project at an approximately 112-acre City-owned site located north of Eleventh Street on Chrisman Road. **Figure 6.0-3** illustrates the location of the Chrisman Road alternative.



S.F.	LABEL	DESCRIPTION
75,145 S.F.	(1)	SIDE EXPANSION
2,567 S.F.	(2)	REAR EXPANSION
4,992 S.F.	(3)	FRONT EXPANSION
5,650 S.F.	(4)	GARDEN CENTER EXPANSION
125,689 S.F.	(5)	EXISTING BUILDING

 Removed Area

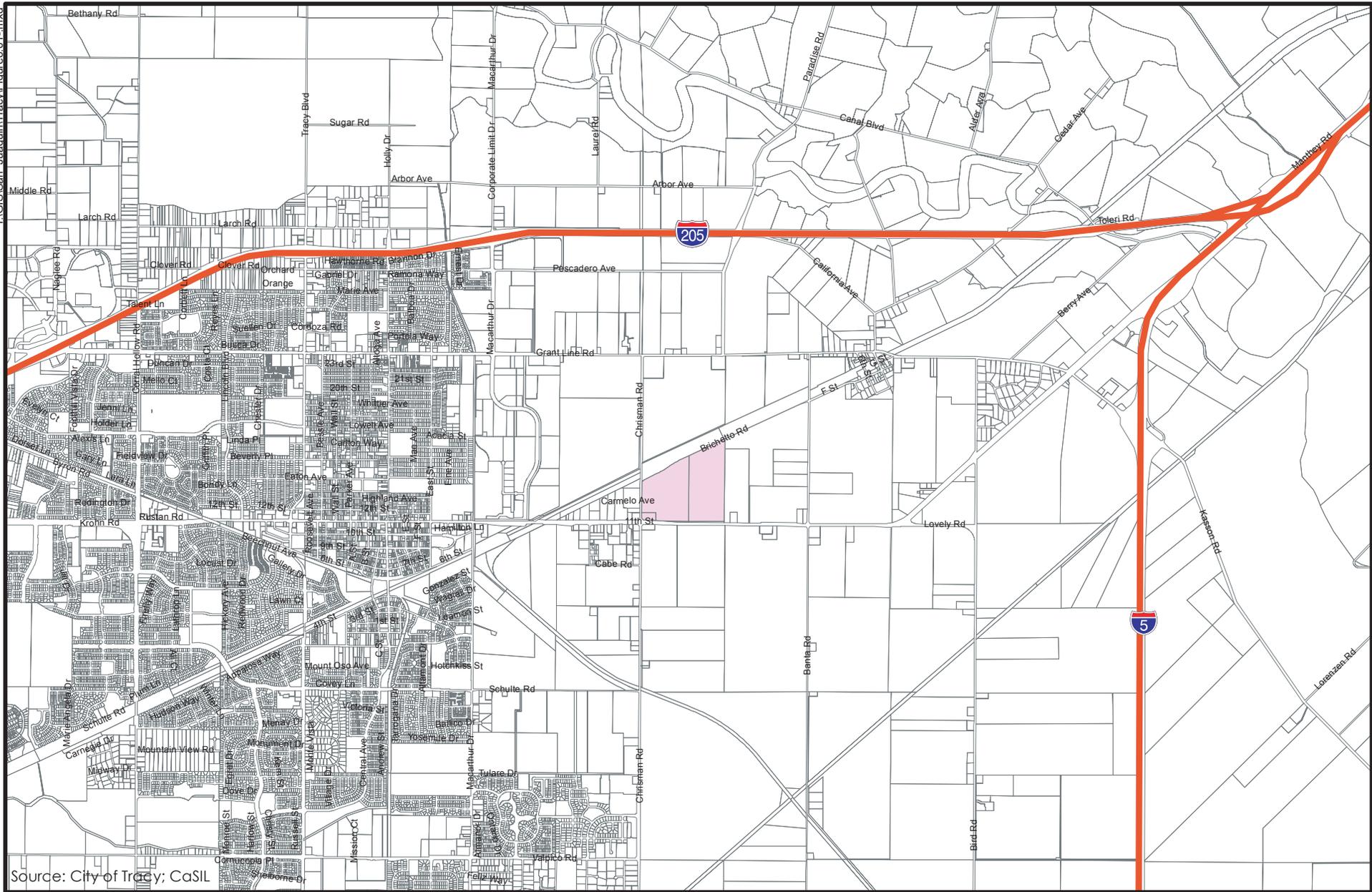
Source: PBA Architects



S.F.	LABEL	DESCRIPTION	S.F.	LABEL	DESCRIPTION	S.F.	LABEL	DESCRIPTION	S.F.	LABEL	DESCRIPTION
33,928 S.F.	(1)	GROCERY SALES	2193 S.F.	(8)	SNACK BAR	754 S.F.	(15)	GM ENTRY	839 S.F.	(22)	PHARMACY
114,164 S.F.	(2)	GENERAL MERCHANDISE SALES	1,692 S.F.	(9)	OPTICAL	300 S.F.	(16)	GM OTHER INCOME	1,271 S.F.	(23)	MISC ELEC./JAN./EGRESS CORRIDORS
21,264 S.F.	(3)	GROCERY STOCKROOM & ANOLLARY SPACES	382 S.F.	(10)	PORTRAIT STUDIO	802 S.F.	(17)	COURTESY DESK			
20,554 S.F.	(4)	GM STOCK & OFFICES	502 S.F.	(11)	FUTURE TENANT	567 S.F.	(18)	PUBLIC TOILETS			
5,170 S.F.	(5)	AUTO CENTER	874 S.F.	(12)	FUTURE TENANT	269 S.F.	(19)	GR OTHER INCOME			
11,032 S.F.	(6)	GARDEN CENTER	901 S.F.	(13)	HAIR CARE	678 S.F.	(20)	GR ENTRY			
5,282 S.F.	(7)	OUTDOOR SALES AREA	619 S.F.	(14)	GM CARTS	670 S.F.	(21)	GR CARTS			

Removed Area

Source: PBA Architects



Source: City of Tracy; CaSIL



FIGURE 6.0-3
Chrisman Road Alternative Location

6.4.1 ALTERNATIVE 1 - NO PROJECT

CHARACTERISTICS

Under the No Project Alternative the proposed project would not be built and the site would remain in its current semi-developed condition with no further development until such time that a different commercial/retail project is constructed on the site. The project site is designated Commercial under the current General Plan and zoned as Planned Unit Development. In addition, the undeveloped parcel is currently surrounded by other commercial enterprises.

COMPARATIVE IMPACTS

Land Use and Economics

The proposed project would result in the disruption of adjacent residential and commercial uses caused by project construction that would result from ongoing construction activities, including increased dust, noise, health hazards, and traffic. Implementation of the No Project Alternative would not involve any near-term construction-related activities, thus resulting in no construction-related land use impacts; however, a new project could eventually be proposed that would result in the construction of a new building on the undeveloped parcel. This construction would result in similar impacts as the proposed Wal-Mart Expansion Project. Development of the undeveloped parcel is assumed to be consistent with the existing land use designation and zoning for the No Project Alternative, thus would result in no land use compatibility conflicts.

It is possible that the No Project Alternative could result in construction of either a grocery store or some other commercial enterprise. As the BAE Market Impact Analysis noted that area-wide grocery sales would remain robust even with the addition of both WinCo and the Wal-Mart grocery projects, implementation of the No Project Alternative would likely result in similar or potentially reduced effects related to business competition.

Visual Resources/Light and Glare

A comparison of the proposed project and the No Project Alternative is provided below for each significant visual resource and light and glare impact identified in Section 4.2 Visual Resources/Aesthetics/Light and Glare. It is possible that a smaller business enterprise, or a series of structures, would be developed on the existing vacant land under this alternative. It is difficult to determine if a collection of smaller commercial structures would be more aesthetically consistent with the surrounding development than an expansion of the existing structure. As a result, the impacts to aesthetics from this alternative are considered similar to that of the proposed project. Unless managed properly, vacant land can become an eyesore and safety hazard within urban environments and could be more of an impact to the aesthetics than the proposed project. It is reasonable to assume that the City's nuisance laws and prudent property management for the site would result in acceptable appearance of the property allowing for the impacts to be similar to that of the proposed project.

Implementation of the proposed project would moderately alter the existing landscape characteristics of the project site from vacant to commercial. The No Project Alternative would likely result in development on the undeveloped parcel with more visual appeal than the proposed project; however, any construction would alter the current view of the project site.

6.0 PROJECT ALTERNATIVES

Implementation of the proposed project would result in the introduction of glare sources in a previously undeveloped area. The No Project Alternative would likely result in development of the undeveloped portion of the project site, which would result in similar daytime light and glare as well as nighttime lighting impacts. Ultimately, the No Project Alternative could result in similar cumulative impacts if the vacant parcel was developed with some type of commercial enterprise.

Implementation of the proposed project, in combination with anticipated development in the City of Tracy, would alter the visual character of the area resulting in a change to public views as well as increased daytime and nighttime glare and lighting levels. Because the No Project Alternative would not result in development of the project site, this alternative would not contribute to a cumulative alteration of the City of Tracy's visual character.

Human Health and Hazards

Due to historical agricultural activities, the Wal-Mart Expansion project site and surrounding vicinity is located in an area that may contain hazardous materials. Site reconnaissance indicated no environmental concerns; however, it is possible that agricultural chemicals were used on site. Residual concentration of environmentally persistent agricultural chemicals may exist in soils at the site as a result of these past farming practices. Implementation of the No Project Alternative would result in the same significant hazard impacts if soils on the site were disturbed for any use.

Transportation and Circulation

The intersection at Grant Line Road/Byron Road is currently operating at LOS F, indicating unacceptable operations. Failing conditions would be exacerbated by the proposed project. This intersection is within San Joaquin County jurisdiction. No plan exists for contribution and construction of the proposed mitigation (traffic signal), therefore the impact under the No Project Alternative would be the same under the assumption that another commercial enterprise would be constructed on the undeveloped parcel. Cumulative Traffic Operations With Existing Configurations at the Grant Line Road/Corral Hollow Road and Eleventh Street/Corral Hollow Road intersections would operate at LOS F (Table 4.4-6), also indicating unacceptable operations. The recommended mitigation of single-point urban interchanges (SPUIs) may be deemed infeasible by the City due to right-of-way constraints and cost considerations. The No Project Alternative would still contribute traffic to these failing intersections, so would have similar impacts as the proposed project.

Noise

A noise evaluation study prepared by Bollard & Brennan, Inc. determined that although there would be some increase in noise levels during construction and operation of the proposed project, impacts would be less than significant. Since the No Project Alternative would likely result in site development, it would likely result in a similar increase in noise levels to the project area.

Air Quality

A comparison of the proposed project and the No Project Alternative is provided below for each significant air quality impact identified in Section 4.6 Air Quality. The San Joaquin Air Pollution Control District measures air quality on a regional level. The San Joaquin Valley is in serious non-attainment for PM₁₀ and in extreme non-attainment for ozone. Any project

constructed under these conditions would contribute to a significant and unavoidable cumulative impact to air quality in the region.

Construction activities such as clearing, excavation and grading operations, construction vehicle traffic and wind blowing over exposed earth would result in temporarily increasing PM₁₀ levels in the immediate area that would temporarily affect local air quality for adjacent land uses. The No Project Alternative would likely eventually result in development, thus resulting in similar construction air quality impacts.

The proposed project in combination with other reasonably foreseeable projects would increase regional air emissions beyond the SJVAPCD significance threshold. The No Project Alternative would eventually construct a commercial project and therefore would contribute to similar cumulative regional air quality impacts.

Hydrology and Water Quality

Development of smaller commercial buildings and support areas could result in less overall coverage of the property by impervious surface with a resulting decrease in stormwater runoff from the site. Impacts associated with surface hydrology, groundwater and water quality would be less than the proposed project with the No Project Alternative; however, it is possible that a same scale development could occur.

Construction activities could cause accelerated soil erosion and sedimentation or the release of other construction-related pollutants to area waterways for the proposed Wal-Mart Expansion project. The No Project Alternative would not result in development of the project site. Therefore, it would not result in any construction water quality impacts.

Constituents found in urban runoff may degrade surface water quality. Because the No Project Alternative would not result in development of the project site, this alternative would not result in operational water quality impacts associated with residential, recreational, and commercial uses.

The proposed project in combination with planned and proposed development in the City of Tracy would contribute to potential impacts to drainage and flooding in the area. Future development would contribute to cumulative drainage and flooding impacts. The No Project Alternative assumes that the undeveloped parcel would eventually be developed and would include impervious surfaces, which would contribute to cumulative drainage and flooding impacts.

Geology and Soils

A comparison of the proposed project and the No Project Alternative is provided below for each significant geology and soils impact identified in Section 4.8 Geology and Soils.

Development of the project may expose the proposed building to seismic ground shaking. Future conditions associated with the No Project Alternative assumes some type of commercial development on the same undeveloped parcel, which would result in similar impacts from seismic events and exposing residential structures and residents to seismic ground shaking.

6.0 PROJECT ALTERNATIVES

Biological Resources

Construction may cause injury or mortality to common wildlife that move through the project site during the year. Future conditions associated with the No Project Alternative would eventually result in construction on the undeveloped parcel, which would have similar impacts to common wildlife habitats within the project site.

Construction and permanent loss of 5.83 acres of open space and fallow vegetation qualifies under the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan due to loss of habitats used by Swainson's hawk and the other species covered by this Plan. Because the No Project Alternative would result in eventual development of the project site, this alternative would result in similar impacts to the nesting habitat and thereby result in no impacts on plan species habitat.

Cultural and Paleontological Resources

Implementation of the proposed project could result in the potential disturbance of undiscovered cultural and paleontological resources. Because the No Project Alternative would also likely result in site development, this alternative would have similar impacts as the proposed project.

Public Services and Utilities

Any development on the site will need to extend requisite improvements to the property to provide service. While a smaller building size would reduce the impact on services, the amount of decrease would not substantially lessen the need of the City to provide collection and treatment services. With the exception of storm drainage, which could be less impacted by this alternative, this impact is considered similar to that of the proposed project.

6.4.2 GROCERY ONLY EXPANSION ALTERNATIVE

CHARACTERISTICS

Under the Grocery Only Expansion Alternative, the expansion would only include those components related to the grocery expansion components as described under the proposed project (**Figure 6.0-1 & Figure 6.0-2**). This alternative would include side expansion of the existing Wal-Mart with expanded grocery sales, grocery stockroom and ancillary spaces of approximately 75,145 square feet. The alternative would not include rear expansion of general merchandise stock and offices, front expansion for pharmacy, or the garden center expansion.

COMPARATIVE IMPACTS

Land Use and Economics

The proposed project would result in the disruption of adjacent residential and commercial uses caused by project construction that would result from ongoing construction activities, including increased dust, noise, health hazards and traffic. Implementation of the Grocery Only Expansion Alternative would generate similar construction impacts, but on a smaller scale and for a shorter time period. The proposed project is generally located in an already established commercial area with limited residential use. Expansion of the grocery component would result in no land use compatibility conflicts.

The proposed project would result in business competition due to the expansion of both the garden center and the grocery services at the existing Wal-Mart. As noted previously, the Market Impact Analysis prepared by BAE noted that because sales would remain robust even with the addition of both the WinCo and Wal-Mart projects, retail vacancies are not anticipated in the area as a result. Implementation of the Grocery Only Expansion Alternative would still result in business competition for the area grocery stores, but would result in less competition for stores such as Orchard Supply Hardware, which specialize in garden supplies.

Visual Resources/Light and Glare

This Grocery Only Expansion Alternative would result in all expansion occurring on the north side of the existing Wal-Mart. This expansion still incorporates the greatest amount of new area to the existing store. Implementation of the proposed project would moderately alter the existing landscape characteristics of the project site from vacant to commercial. The Grocery Only Expansion Alternative would retain the greatest amount of outside expansion as described under the proposed project and would be similar in impact to the proposed project as far as alteration of views.

Implementation of the proposed project would result in the introduction of glare sources in a previously undeveloped area. The Grocery Only Expansion Alternative is proposed for a majority of the undeveloped area. As a result, the Grocery Only Expansion Alternative would have a similar impact as the proposed project to daytime and nighttime light and glare.

Implementation of the proposed project, in combination with anticipated development in the City of Tracy, would alter the visual character of the area resulting in a change to public views as well as increased daytime and nighttime glare and lighting levels. Because the Grocery Only Expansion Alternative is the largest external component of the proposed project, the impact to cumulative alteration of visual character would be similar to the proposed project.

Human Health and Hazards

Due to historical agricultural activities, the Wal-Mart Expansion project site and surrounding vicinity is located in an area that may contain hazardous materials. Development of the Grocery Only Expansion Alternative on the currently undeveloped property would result in the same significant hazard impacts and mitigations as the proposed project.

Transportation and Circulation

The intersection at Grant Line Road/Byron Road is currently operating at LOS F, indicating unacceptable operations. This intersection is within San Joaquin County jurisdiction and failing conditions would be exacerbated with the Wal-Mart Expansion. No plan exists for contribution and construction of the proposed mitigation (traffic signal), therefore the impact under the Grocery Only Expansion Alternative would be the same as the majority of the proposed project would be constructed on the undeveloped parcel, resulting in the most of the same additional trip contribution as the proposed project. The Grant Line Road/Corral Hollow Road and Eleventh Street/Corral Hollow Road intersections currently operate at LOS D, also indicating unacceptable operations. The recommended mitigation of single-point urban interchanges (SPUIs) may be deemed infeasible by the City due to right-of-way constraints and cost considerations. The Grocery Only Expansion Alternative would still contribute traffic to these failing intersections, so would have similar impacts as the proposed project.

6.0 PROJECT ALTERNATIVES

Noise

A noise evaluation study prepared by Bollard & Brennan and updated by Bollard Acoustical Consulting, determined that although there would be some increase in noise levels during construction and operation of the proposed project, impacts would be less than significant. Since the Grocery Only Expansion Alternative would result in the largest component of the proposed project being constructed on the undeveloped parcel, the impact would be similar to the proposed project.

Air Quality

The San Joaquin Air Pollution Control District measures air quality on a regional level. The proposed project does not contribute significantly on a project-level, but would contribute to a significant and unavoidable cumulative impact to air quality in the region. Any project constructed would have the same impact, so the Grocery Only Expansion Alternative impact would be the same as the proposed project.

Construction activities such as clearing, excavation and grading operations, construction vehicle traffic and wind blowing over exposed earth would result in temporarily increased PM₁₀ levels in the immediate area that would temporarily affect local air quality for adjacent land uses. The Grocery Only Expansion Alternative would result in the same temporary effects to air quality due to construction, but for a slightly shorter time period, as not all components of the proposed project would be constructed.

The proposed project in combination with other reasonably foreseeable projects would increase regional air emissions beyond the SJVAPCD significance threshold. The Grocery Only Expansion Alternative would construct the majority of the project proposed in the full expansion so would have the same significant unavoidable impact to air quality as the proposed project.

Hydrology and Water Quality

A comparison of the proposed project and the Grocery Only Expansion Alternative is provided below for each significant hydrology and water quality impact identified in Section 4.7 Hydrology and Water Quality. Development of the Grocery Only Expansion Alternative could result in less overall coverage of the property by impervious surface with a resulting decrease in stormwater runoff from the site. Impacts associated with surface hydrology, groundwater and water quality would be slightly less than the proposed project with the Grocery Only Expansion Alternative.

Construction activities could cause accelerated soil erosion and sedimentation or the release of other construction-related pollutants to area waterways for the proposed Wal-Mart Expansion project. The Grocery Only Expansion Alternative would develop the majority of the vacant land adjacent to the existing store. Therefore the construction water quality impacts would be the same.

Constituents found in urban runoff may degrade surface water quality. Because the Grocery Only Expansion Alternative proposes development of the majority of the undeveloped parcel, the same operational impacts would occur as with the proposed project.

The proposed project in combination with planned and proposed development in the City of Tracy would contribute to potential impacts to drainage and flooding in the area.

Implementation of the Grocery Only Expansion Alternative would also contribute to the cumulative impact of drainage and flooding in the area.

Geology and Soils

A comparison of the proposed project and the Grocery Only Alternative is provided below for each significant geology and soils impact identified in Section 4.8 Geology and Soils.

Development of the proposed project may expose the entire building site to seismic ground shaking. The construction of the Grocery Only Expansion Alternative would construct the major portion of the building expansion. Therefore, the impacts from seismic ground shaking would be similar to the proposed project.

Biological Resources

Construction may cause injury or mortality to common wildlife that move through the project site during the year. The Grocery Only Expansion Alternative proposes construction on the majority of the undeveloped parcel. Construction activities related to the Grocery Only Expansion Alternative would be only slightly reduced and would have the same impacts to common wildlife habitats within the project site.

Construction may cause disturbance to Swainson's hawk and raptor nests within ¼ mile of the construction site. Because the Grocery Only Expansion Alternative proposes construction on the majority of the undeveloped parcel, construction activities related to the Grocery Only Expansion Alternative would be only slightly reduced and would have the same impacts to the Swainson's hawk and raptor nests within the project area.

Construction and permanent loss of 5.83 acres of open space and fallow vegetation qualifies under the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan due to loss of habitats used by Swainson's hawk and the other species covered by this Plan. Construction of the Grocery Only Expansion Alternative would occur on the same undeveloped parcel so would result in the same impacts to the nesting habitat and plan species habitat.

Cultural and Paleontological Resources

Implementation of the proposed project could result in the potential disturbance of undiscovered cultural and paleontological resources. Because the Grocery Only Expansion Alternative would result in site development on the majority of the undeveloped parcel, this alternative would have the same impact to undiscovered cultural resources.

Public Services and Utilities

The proposed project would result in increased demand for treated water, irrigation for landscaped areas and wastewater treatment. The Grocery Only Expansion Alternative would result in a similar increase in demand for treated water, irrigation for landscaped areas and wastewater treatment as the majority of development associated with the proposed project is for the grocery component.

Implementation of the proposed project would require the extension of infrastructure for electrical energy, natural gas, telephone service, and cable service. The Grocery Only Expansion Alternative would have similar electrical, natural gas, telephone, and cable infrastructure impacts as the proposed project.

6.0 PROJECT ALTERNATIVES

6.4.3 CHRISMAN ROAD ALTERNATIVE

CHARACTERISTICS

The Chrisman Road Alternative proposes a development scenario in which the proposed project is constructed on an approximately 112-acre City-owned site currently zoned for agricultural uses, located north of Eleventh Street on Chrisman Road (**Figure 6.0-3**). The project would be located generally northeast of the City core. This alternative would consist of a relocation and replacement of the existing Wal-Mart with all the proposed expansion components for a Supercenter. The complete development, including the existing building and parking lot, is proposed to be approximately 20 acres. However, this alternative assumes that a greater area than the existing site would be developed in part due to the need to construct sidewalks and adjacent roadway improvements. Use of the site for one commercial enterprise may eventually trigger additional development, but this analysis assumes that approximately 25 acres, or less than a quarter of the Chrisman Road site would be developed initially for a Wal-Mart Supercenter Store under this alternative.

This alternative could retain the existing Wal-Mart at the Tracy Marketplace or that site could be eventually abandoned by Wal-Mart and re-leased to different commercial enterprises. This analysis assumes complete relocation except where otherwise noted. This alternative is intended to reduce the traffic impacts to the area around the Tracy Marketplace, visual impacts, and adjacent land use impacts. About three acres of this property is used for one of the City's five water storage reservoirs and the remainder of the site is presently under agricultural use and is leased for farming. The Union Pacific Railroad is adjacent to the northern portion of the site, with light industrial uses on the other three sides.

A sale or lease agreement would be required between the City and Wal-Mart for use of this site. **Figures 6.0-4 to 6.0-7** display the Chrisman property and existing surrounding land uses. The purpose of this alternative is to reduce environmental impacts due to traffic by an off-site alternative.



Photo 1: View Looking South on Chrisman Road towards Eleventh Street



Photo 2: View Looking South on Chrisman Road Towards Eleventh Street



Photo 3: Chrisman Road Property Looking Southeast Towards Eleventh Street



Photo 4: View of Reservoir Tank Looking North Towards Brichetto Road

6.5 COMPARATIVE IMPACTS

Land Use and Economics

The Chrisman Road Alternative site is zoned for agricultural use and would require a rezone and General Plan Amendment for commercial use. However, this is the only site within the City that is adequately sized to accommodate a Wal-Mart Supercenter since, other than the proposed project site, there are no other existing large commercial sites available within the City of Tracy. This alternative would result in the construction and operation of a Wal-Mart Supercenter located across town from the existing Wal-Mart site. Either Wal-Mart could choose to keep stores at both sites or to close the existing store and make the site available for other commercial uses. Given its visibility and proximity to other commercial uses, the current site would likely be re-used for commercial activities as indicated in the BAE study. It is not anticipated that the existing Wal-Mart site would remain vacant for an extended period. In either case, impacts to business competition would be similar or possibly greater, except that a different local area would be affected for small businesses. Land use impacts associated with the loss of farmland would be greater than the proposed project, considering that this alternative is actively farmed. However, the project would be integrated into an existing area planned for development. Compatibility with adjacent uses would be similar in terms of commercial/industrial interface and would avoid conflicts with residential uses. The Chrisman Road property is sited adjacent to existing railroad tracks, which limits access on one side and is not as close to the freeway access as the Tracy Marketplace.

In general, the range of land use impacts would present different issues, but would remain similar in terms of number of issues and degree of impact. The Chrisman Road property would have less conflict from residential uses, but greater impact from loss of Farmland of Local Importance.

Visual Resources/Light and Glare

Light and glare impacts associated with the existing residential parcel near the proposed project site would not occur with the Chrisman Alternative. However, project light and glare impacts associated with the construction and operation of a Wal-Mart Supercenter on an undeveloped site would affect other nearby land uses in a similar manner. Located nearer the City core, adjacent to a railroad and light industrial uses, additional nighttime lighting would have a similar impact as developing the parcel within an already established commercial shopping center.

Health Hazards/Risk of Upset

Public health and safety impacts associated with potential exposure to soil contamination, asbestos, and other hazardous materials would be generally greater than the proposed project as the site to be developed under this alternative would be larger than the existing undeveloped land at the Tracy Marketplace. The Chrisman Road Alternative would be developed on land that is currently farmed (dryland crops), limiting the potential exposure to asbestos or other residual substances.

PG&E overhead transmission lines bisect the property and could create a hazard by placement adjacent to a commercial use and would limit the location of buildings because of restrictions of permanent structures with the overhead easement maintained by PG&E. Alternately, the overhead wires may need to be relocated.

6.0 PROJECT ALTERNATIVES

Traffic and Circulation

As previously described, the Chrisman Road Alternative would include a relocation and replacement located directly across a railroad that runs along Brichetto Road and a block from Eleventh Street. The Chrisman Road Alternative would result in moderately less traffic volumes to the area surrounding the Tracy Marketplace, but would place those volumes in a different area of the City's road network. Located closer to the City core and Eleventh Street, impacts to the east side of the City and downtown would be greater. However, in a setting closer to higher density urban uses, opportunities for public transit, pedestrian and bicycle access may be enhanced. Overall, the Chrisman property would contribute to less traffic and circulation impacts than the proposed project by relocating the Supercenter in an area with currently less traffic load than the Tracy Marketplace area.

Noise

Construction noise impacts associated with the development of the project site under the Chrisman Road Alternative would be greater than with the proposed project due to the larger area that would be developed. A greater portion of the project perimeter would be exposed to noise from the railroad adjacent to the Chrisman Road site than with the Tracy Marketplace site. Similar traffic is expected to be generated under this alternative; therefore traffic noise impacts would be similar to or less than those currently anticipated under the proposed project. However, potential operational noise impacts to the adjacent residential parcel near the proposed project site from the project would not occur under the Chrisman Road Alternative. Therefore, the Chrisman property would have similar or less overall noise impacts than the proposed project.

Air Quality

Construction-related air quality impacts associated with the development of the project site under the Chrisman Road Alternative would be somewhat greater than the proposed project due to the larger project that would be developed. As previously described, it is expected that the Chrisman Road Alternative would generate new traffic numbers similar to the proposed project. This additional traffic would result in operational air pollutant emissions effect on a regional scale similar to the proposed project.

Surface Hydrology, Groundwater and Water Quality

Complete relocation of the Wal-Mart store including the proposed expansion would result in a greater area of new impervious surfaces than would the proposed project, therefore impacts related to the creation of new impervious surfaces would be greater under the Chrisman Road Alternative. Relocation of the existing commercial uses to the undeveloped Chrisman Road site could result in additional significant drainage, groundwater or water quality impacts, although the drainage concept and ultimate stormwater system design would be specific to the new site. Development of the project site under the Chrisman Road Alternative would result in greater drainage and surface water quality impacts as the proposed project in terms of impervious surfaces; however, the project would not be located in the same watershed and would not have to account for exiting sheet flows entering the proposed project site. This alternative would impact drainage facilities located within the Northeast Industrial area and the drainage plans proposed for this area of the City. Overall impacts to surface hydrology would be greater than the proposed project as a larger area of undeveloped land would be subjected to construction of impervious surfaces.



Photo 5: NE Corner of Chrisman Property Looking Towards Railroad on Brichetto Road



Photo 6: West Side of Chrisman Rd. Looking Towards Eleventh St. Showing Industrial Sites



Photo 7: West Side of Chrisman Road Looking Towards Railroad on Brichetto Road

Geology and Soils

Construction- and operations-related geologic and soil impacts associated with seismic hazards, expansive soils, and soil erosion for the Chrisman Road Alternative would be similar to impacts associated with the project.

Biological Resources

Biological resource impacts associated with this alternative would be considered greater to the same species as a larger parcel of undeveloped land would be utilized for an entirely new Wal-Mart Supercenter. Construction on and permanent loss of a greater area at the Chrisman Road site than the 5.83 acres of open space and fallow vegetation in the proposed project would qualify under the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan due to loss of habitats used by Swainson's hawk and other species covered by this Plan.

Cultural and Paleontological Resources

Cultural resource impacts associated with undiscovered historic and prehistoric resources would be similar to impacts associated with the project; however, developing a larger area could result in greater potential for unanticipated discovery of unknown cultural resources. No research has been done for the Chrisman Road site as part of this EIR to determine the possibility of archaeological resources existing on that site. As the same mitigations would apply to potential resource discovery, the impact is essentially the same for the Chrisman Road site as with the proposed project.

Public Services and Utilities

The Chrisman Road Alternative would place the project close to the existing City core, therefore, placing the project closer to existing service lines. Performance standards and response times for emergency services would be similar and the project would be close to the City's wastewater treatment plant allowing for easy access for new connections. New facilities for water and wastewater would be required, which is not the case with the proposed project, so that impacts would be greater due to the need for service to a completely undeveloped parcel with a new Wal-Mart Supercenter, not just an expansion.

Overall Impacts

The Chrisman Road Alternative would result in the development of a Wal-Mart Supercenter on approximately 25 acres of a 112-acre parcel that would be bordered by Eleventh Street, Chrisman Road, Bricchetto Road, industrial uses, and railroad tracks. As indicated by the Alternative Analysis, the Chrisman Road Alternative avoids or reduces significant adverse project impacts for traffic in the Tracy Marketplace area; however it would increase traffic in a currently less-impacted area of the City. While this alternative may be feasible, the site is not owned by Wal-Mart and would require a more complicated entitlement process including a rezone and a General Plan Amendment. Additionally, the site is not adjacent to freeway access or other commercial enterprises, and may therefore be less attractive to consumers.

6.0 PROJECT ALTERNATIVES

The Chrisman Road Alternative would meet the project's objectives and would provide some environmental benefits over the proposed project by providing greater distance between existing residential (there is only one existing residence adjacent to the proposed site) uses. However, this alternative would result in a loss of productive agricultural land, and increased impacts to other resources as discussed above.

6.6 ALTERNATIVES CONSIDERED BUT REJECTED

Alternatives may be eliminated from detailed analysis in the EIR if they fail to meet the most basic of project objectives, are determined to be infeasible, or cannot be demonstrated to avoid or lessen significant environmental impacts (CEQA Guidelines 15126.6[c]).

In addition to the alternatives evaluated above, other onsite alternatives were considered, but rejected since no other possible site design for expansion of the existing Wal-Mart center would avoid or significantly reduce significant environmental impacts. In addition, as the project contemplates the expansion of an existing retail facility, the objective is to make the highest and best use of the present site.

GARDEN CENTER ONLY PROJECT ALTERNATIVE

The Garden Center Only Alternative would involve the development of only a small portion of the proposed Wal-Mart expansion project where only the garden center structure and outdoor area could be developed. Similar impacts would result with a Garden Center Only Project Alternative as with the proposed project. In particular, if any portion of the expansion were to be implemented, the air quality and traffic would still remain a significant and unavoidable impact. In addition, this alternative would not meet the majority of Wal-Mart's project objectives as described in Section 3.0. Therefore, a Garden Center Only Alternative was considered, but rejected as it does not meet the objectives of the project, nor does it avoid significant impacts.

REDUCED GROCERY ONLY ALTERNATIVE

The Reduced Grocery Only Alternative scenario assumes expansion of the existing Wal-Mart with a reduced size grocery component (i.e., the proposed grocery component would be approximately half the size of the proposed project). Under this alternative, only the components related to the proposed grocery expansion would be constructed and no other building components associated with the proposed project would be constructed. As with the Garden Center Only Project Alternative all the same impacts would occur to some degree, with the air quality and traffic impacts still remaining a significant and unavoidable impact. Although, this alternative would partially meet Wal-Mart's project objectives, it would not significantly reduce the environmental impacts that would result from the proposed Wal-Mart Expansion Project.

6.7 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Table 6.0-1 provides a summary of the potential impacts of the alternatives evaluated in this section, as compared with the potential impacts of the proposed project.

**TABLE 6.0-1
COMPARISON OF ALTERNATIVES TO THE PROPOSED PROJECT**

Issue	Alternative 1- No Project	Alternative 2 – Grocery Only Expansion	Alternative 3 – Chrisman Road Relocation
Land Use/Economics	S/B	S	S/W
Visual Resources/Light and Glare	S	S	S
Human Health and Hazards	S	S	W
Transportation and Circulation	S	S	B
Noise	S	S	S
Air Quality	S	S	S
Hydrology and Water Quality	S	S	W
Geology and Soils	S	S	S
Biological Resources	S	S	W
Cultural and Paleontological Resources	S	S	S
Public Services and Utilities	S	S	S

B - Impacts better than those under proposed project

S - Impacts the same as those under proposed project, or no better or worse

W - Impacts worse than those under proposed project

Based upon the evaluation described in this section, the No Project Alternative would be the environmentally superior alternative. However, the No Project Alternative would not meet any of the project objectives. The Grocery Only Expansion Alternative would essentially have the same impacts as the proposed project. The Chrisman Road Alternative would result in less impact to traffic conditions within the area surrounding the Tracy Marketplace, but would place new traffic impacts in an industrial area due to the introduction of a new commercial use. In addition, the Chrisman Road site would result in greater impacts related to hazards, hydrology and water quality, biological resources and public services and utilities due to the increase in the size of the development.

7.0 GROWTH-INDUCING EFFECTS OF THE PROPOSED PROJECT

7.0 GROWTH-INDUCING EFFECTS OF THE PROPOSED PROJECT

7.1 GROWTH INDUCEMENT AND SECONDARY EFFECTS OF GROWTH

LEGAL CONSIDERATIONS OF GROWTH INDUCEMENT

The California Environmental Quality Act (CEQA) requires that an Environmental Impact Report (EIR) discuss the extent to which the proposed project would induce growth. The CEQA Guidelines provide:

[The EIR shall] discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects, which would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. [The EIR should] also discuss the characteristic of some projects, which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment. CEQA Guidelines, Section 15126.2(d).

A project's impact on growth may be direct or indirect. Direct growth-inducing impacts may occur when urban services are provided to an undeveloped or unimproved area. The provision of urban services to the project site, and its subsequent development, can serve to induce other landowners in the vicinity to convert their property to urban uses. Indirect growth-inducing impacts occur when growth in the area is induced by the increased demand for housing, goods, and urban services by population or other growth that occurred as a direct result of the project.

Under CEQA, growth inducement is not considered necessarily detrimental, beneficial, or of little significance to the environment. Typically, the growth-inducing potential of a project would be considered significant if it fosters growth or a concentration of population above what is assumed in pertinent master plans, land use plans, or in projections made by regional planning agencies. Significant growth impacts could also occur if the project provides infrastructure or service capacity to accommodate growth beyond the levels currently permitted by local or regional plans and policies. In general, growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide needed public services, or if it can be demonstrated that the potential growth significantly affects the environment in some other way.

Analysis

Precedent for Further Expansion of the Urban Area

The approval of the proposed project would not represent a new commitment of rural lands for urban development. This site was essentially committed to urban uses through the designation of the site for retail and commercial uses in the City of Tracy General Plan. In fact, the City of Tracy is recognized for its compact growth pattern and clearly defined urban boundaries, and its deliberate and considered approach to urban expansion to accommodate housing and other long-term development needs. The City has strong policies supporting the protection of agricultural lands outside its established urban growth boundary. The proposed project conforms to all land use goals and policies established by the City of Tracy for this site, and would not require a General Plan amendment or other major policy change which could weaken the City's strong policy commitment to orderly urban development within its planning area.

7.0 GROWTH-INDUCING EFFECTS OF THE PROPOSED PROJECT

Therefore, the approval of the project would not establish a policy precedent for ad hoc urban expansion, which was not planned through a comprehensive planning process.

Growth Induced by Increased Infrastructure Capacities

Development of the proposed project would not require provision of additional infrastructure services (such as water and wastewater) to the project site, as there is currently adequate service. Under the current City of Tracy General Plan the project site is designated for commercial development and zoned for Planned Unit Development (PUD), on which commercial uses are permitted. The project is also anticipated to pose minor increased demand on public services such as fire protection and law enforcement. These collective services are presently available to the project site or can readily be extended to the project site. Because the project would not provide new housing, would not extend urban services to a new area beyond that previously envisioned under City planning documents, and would not remove an obstacle to growth, there are no direct growth-inducing effects of the project. Therefore, the growth effects of the project would be considered less than significant.

Removal of Obstacles to Growth

The approval of the project would have no effect as far as facilitating premature development of adjacent lands. Only minor roadway and utility improvements would be installed for the project, as it is an expansion of an existing development in an active shopping center. Moreover, any development proposals on the adjacent lands would be subject to the City's General Plan for Residential Development under which all residential developments proposed City-wide are required to compete for a limited allocation of residential building permits each year. The proposed project is situated in the northwest corner of the City Core Development Area. The City of Tracy is currently undergoing an update process for their General Plan, which will address growth in the City Core Development Area. In addition, the current I-205 Corridor Specific Plan notes that concentration of large-scale retail is desired for the project site. Therefore, development of the project would not remove obstacles to the development of the adjacent and nearby lands or to hasten their development.

Stimulus for Economic Growth

The proposed Wal-Mart expansion would stimulate economic growth through direct employment, as well as indirect growth through demand for goods and services. This could contribute to incremental secondary effects such as increased hiring by suppliers. The retail establishments would also generate significant sales tax revenue for the City, enabling expenditures on capital improvement projects that would also stimulate secondary economic activity. During the construction phase, temporary jobs would be created and others supported in the purchase of materials.

Population and Housing Growth

The proposed project would not have the capacity to attract substantial numbers of new residents, and would not, by itself, be growth-inducing. For example, employment (jobs creation) at the expanded store would not necessarily be of a high technical level and would therefore not attract a substantial number of new residents to the area for the purpose of employment. To the extent that new employees of the expanded Wal-Mart would not already live within easy commuting range of the project, they could be induced to move into the area, thus creating a slight increase in housing demand locally. However, the minor increase in

potential housing demand would not be significant, and could be readily absorbed by the local housing inventory.

The EIR did not identify any evidence that construction of the proposed project would induce a significant number of persons to move to the area. Rather, the proposed project would be constructed in response to planned residential and other development in the general vicinity of the project site. Therefore, the project would be considered growth accommodating rather than growth inducing.

Secondary Effects of Growth

The proposed project would support planned growth as allowed for by the City of Tracy General Plan. Growth effects associated with expansion of the store are considered secondary because the nature of the use is such that it would not directly contribute to a broader range of environmental impacts. The project would respond to the needs of the general community by providing additional retail services, but the type of services provided would not generate a new demand for urban services beyond that anticipated under the City's General Plan.

In summary, the proposed Wal-Mart expansion would have a less-than-significant growth-inducing effect by way of producing a minor economic stimulus locally. This would occur through direct employment at the store, and through secondary demand for employees at local suppliers and service providers. The project could also result in a slight increase in local housing demand.

The project would not result in significant growth inducement by way of setting a precedent for further urban expansion, by creating excess infrastructure capacities, or by removing obstacles to further growth.

7.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

LEGAL CONSIDERATIONS

CEQA Section 15126.2(c) and Public Resources Code Sections 21100(b) (2) and 21100.1(a), requires that the EIR include a discussion of significant irreversible environmental changes which would be involved in the proposed action should it be implemented.

Irreversible environmental effects are described as:

- A large commitment of nonrenewable resources;
- The primary and secondary impacts of a project that would generally commit future generations to similar uses (e.g., a highway provides access to a previously remote area);
- Uses in which irreversible damage could result from any potential environmental accidents associated with the project; or,
- The phasing of the proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

Determining whether the proposed project would result in significant irreversible effects requires a determination of whether key resources would be degraded or destroyed such that there

7.0 GROWTH-INDUCING EFFECTS OF THE PROPOSED PROJECT

would be little possibility of restoring them. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

ANALYSIS

Implementation of the proposed project would result in the ultimate development of urban land uses within the City. A variety of resources, including land, energy (including fuel), water, construction materials, and human resources, will be irretrievably committed for the project's initial construction and its continued maintenance. Given the scale of the project, this use of resources is not considered to be significant.

Development of the site to support the Wal-Mart expansion would represent a permanent and irreversible change in land use since it is unlikely that circumstances would arise that would justify the return of the land to an agricultural use. This impact of the project site being developed was addressed in the City's General Plan.

Grading, utility extensions, drainage improvements, road construction, and the construction of buildings and facilities will permanently alter the project site's existing characteristics to a more urbanized setting. All potentially significant impacts related to visual impacts are addressed in Section 4.0 of this EIR, with appropriate mitigation measures identified.

7.3 SIGNIFICANT UNAVOIDABLE ENVIRONMENTAL EFFECTS

CEQA Guidelines Section 15126.2(b) requires an EIR to discuss unavoidable significant environmental effects, including those that can be mitigated but not reduced to a level of insignificance. In addition, Section 15093(a) of the CEQA Guidelines allows the decision-making agency to determine if the benefits of a proposed project outweigh the unavoidable adverse environmental impacts of implementing the project. The City of Tracy can approve a project with unavoidable adverse impacts if it prepares a "Statement of Overriding Considerations" setting forth the specific reasons for making such a judgment. The statement must establish the overriding social, economic, legal, technical or other beneficial project aspects supporting City of Tracy's decision to approve the project, and must be based on substantial evidence included in the Final EIR or elsewhere in the record (CEQA Guidelines Section 15093).

Based upon the environmental analysis in Sections 4.1 through 4.12, the proposed project would result in significant unavoidable impacts to air quality. The City of Tracy will be required to prepare a Statement of Overriding Considerations in order to certify the project EIR and approve the project. A list of project unavoidable adverse impacts identified in this EIR is provided below.

TRAFFIC/CIRCULATION

Cumulative Regional Traffic and Circulation Impacts

Impact 4.4.5 The addition of project traffic, along with other cumulative development traffic, to Grant Line Road/Corral Hollow Road intersection in the Cumulative plus Project scenario will add delay to an intersection that is already operating at a deficient level of service. This is considered a **significant impact**.

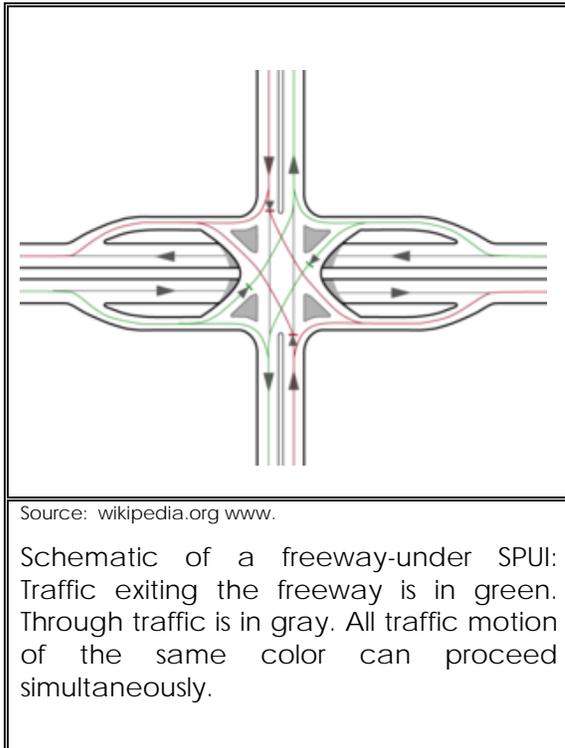
With the addition of project traffic, the delay at the Grant Line Road/Corral Hollow Road intersection is projected to increase from 41 seconds to 42 seconds, but the level of service will remain LOS D. The City of Tracy level of service standard for this intersection is LOS C. Although

the City does not have a policy on determining what constitutes a project impact when an intersection is currently deficient, the additional 1-second of delay caused by the project would be considered to be a **significant impact**.

Mitigation Measures

MM 4.4.5 Construction of a single-point urban interchange (SPUI) is recommended, along with the through traffic being grade separated allowing for free-flow along Grant Line Road. By grade separation of Grant Line Road, the average intersection delay would be reduced to an acceptable 22 seconds.

The City intends on making a finding that this mitigation is infeasible, therefore, the impacts will be **significant and unavoidable**.



Impact 4.4.6 The proposed Project, along with other Cumulative development traffic, would add traffic to the Eleventh Street/Corral Hollow Road intersection in the Cumulative plus Project scenario, contributing to an already deficient level of service at this intersection. This is considered a **significant impact**.

With the addition of Project traffic, the delay at the Eleventh Street/Corral Hollow Road intersection is projected to remain at 49 seconds. The City of Tracy level of service standard for this intersection is LOS C. Although the City does not have a policy on determining what constitutes a project impact when an intersection is currently deficient, the additional traffic caused by the Project would be considered a **significant impact**.

7.0 GROWTH-INDUCING EFFECTS OF THE PROPOSED PROJECT

Mitigation Measures

- MM 4.4.6** Construction of a single-point urban interchange (SPUI) is recommended along with the through traffic being grade separated allowing for free-flow along Eleventh Street. By grade separation of Corral Hollow Road, the average intersection delay would be reduced to an acceptable 27 seconds (LOS C).

The City intends on making a finding that this mitigation is infeasible, therefore, the impacts will be **significant and unavoidable**.

AIR QUALITY

Cumulative Regional Air Quality Impacts

- Impact 4.6.5** This project in combination with other reasonably foreseeable projects would increase regional air emissions well beyond the SJVAPCD significance threshold. This cumulative impact is considered **significant and unavoidable**.

The project is part of a pattern of rapid urbanization occurring in Tracy and western San Joaquin County. Several major developments are proposed or under construction in the project vicinity. Over the buildout period of the proposed project substantial foreseeable future development will be occurring in the project area. The project would therefore have a significant cumulative impact on regional air quality.

Mitigation Measures

- MM 4.6.5** To mitigate for cumulative impacts the following design features are recommended:

- Use energy efficient design including automated control system for heating/air conditioning and energy efficiency, utilize lighting controls and energy-efficient lighting in buildings and use light colored roof materials to reflect heat.
- Plant deciduous trees on the south and westerly facing sides of buildings.

Timing/Implementation: Include as a requirement in plans.

Enforcement/Monitoring: City of Tracy Development and Engineering Services Department.

While the above measure would reduce project impacts, the project would have a **significant and unavoidable** after implementation of mitigation.

Other irreversible changes resulting from the project would include the consumption of non-renewable building materials and energy resources during the construction phase and the ongoing consumption of energy for lighting, air conditioning, space and water heating, and for travel to and from the site during the life of the project.

Beneficial changes resulting from the project include the expanded choice and supply of retail goods and services, fiscal benefits from increased property and sales tax revenues, benefits to the local economy from business purchases of local goods, and the creation of employment opportunities.

8.0 REPORT PREPARERS

8.1 REPORT PREPARERS

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