
WINCO DRAFT EIR

SCH#2003102045

City of Tracy | October 11, 2005



DESIGN, COMMUNITY & ENVIRONMENT

CITY OF TRACY
 WINCO DRAFT EIR
 PROJECT SUMMARY

TABLE 0-1 **PROJECT DATA**

Project Components	General Plan Amendment Specific Plan Amendment Planned Unit Development PDP/FDP Construction of a WinCo Retail Grocery Store
Project Location	In Tracy's I-205 Corridor Specific Plan Area, east of Power Road, west of Naglee Road, and north and south of Pavilion Parkway.
Assessor's Parcel Numbers	Northern Parcel: APN 212-280-15, APN 212-280-02 Southern Parcel: APN 212-280-16, APN 212-280-17
Size of Site	Approximately 18.8 acres
Existing General Plan Land Use Designation	Industrial
Existing Specific Plan Land Use Designation	Light Industrial
Existing Zoning	Planned Unit Development
Proposed Use for Northern Parcel	Proposed General Plan Land Use Designation Proposed Specific Plan Land Use Designation
Proposed Use for Southern Parcel	95,900-square foot WinCo retail grocery store with 636 parking spaces
Required Discretionary Approvals	<ul style="list-style-type: none"> • Preliminary and Final Development Plan Approval • Conditional Use Permit • Encroachment Permit • Building Permit • Grading Permit
Project Applicant	Schack and Company for Community Centers of America; Judy E. Robertson, Inc., Donald J. Track & Associates
City Contact	Alan Bell, Senior Planner Development & Engineering Services City of Tracy 520 Tracy Boulevard Tracy, CA 95376

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I INTRODUCTION

This Draft Environmental Impact Report (EIR) has been prepared to provide an assessment of the potential environmental impacts of the construction of a WinCo retail grocery store and related amendments to both the 1993 General Plan and the 1999 I-205 Corridor Specific Plan Amendment. The amendments would change the land use designation from Industrial to Commercial, and from Light Industrial to General Commercial, respectively, on 18.8 acres of a 21.3-acre project site in the City of Tracy. The remaining 2.5 acres, which are part of the WinCo site, are currently designated Commercial. The proposed WinCo retail grocery store would be constructed on the southern half of this parcel, henceforth referred to as the Southern Parcel.

This assessment is designed to inform City of Tracy decision-makers, other responsible agencies, and the public-at-large of the nature of the project and its potential effect on the environment. The “project” for this purpose includes both the impacts of the WinCo store and of re-designating and rezoning the remainder of the project site. The effects of these actions are assumed to be similar to those generated by the maximum allowable buildout under the new designations. Additionally, this Draft EIR identifies mitigation measures that, if followed, would reduce or avoid potentially significant impacts. Furthermore, this Draft EIR examines potential environmental effects of a reasonable range of alternatives to the proposed project.

This Draft EIR has been prepared in accordance with and in fulfillment of California Environmental Quality Act (CEQA) requirements. The City of Tracy is the Lead Agency for the project. WinCo Foods, the project applicant, submitted a proposal for the above actions to the City of Tracy on March 7, 2002.

A. Proposed Action

Basic project data are provided in Table 0-1 on the inside front cover of this EIR. A full project description is provided in Chapter 3.

The proposed project includes five actions for 18.8 acres of a 21.3-acre vacant site in the I-205 Corridor Specific Plan area in the City of Tracy:

- ◆ A General Plan amendment to re-designate the project site from Industrial to Commercial.
- ◆ A Specific Plan amendment to re-designate the project site from Light Industrial to General Commercial.
- ◆ A Conditional Use Permit for the proposed WinCo store.
- ◆ A Planned Unit Development Preliminary and Final Development Plan for the proposed WinCo store.
- ◆ Construction of a retail grocery store on the Southern Parcel, south of Pavilion Parkway.

The development proposed for the Southern Parcel would consist of a single-story WinCo retail grocery store with a total building area of approximately 95,900 square feet, with a footprint of about 92,000 square feet. The WinCo store would include approximately 65,500 square feet of retail space, 2,900 square feet of office space, and an area committed to receiving/warehouse/service comprising approximately 27,500 square feet. The proposal includes approximately 262,400 square feet of paved area for 636 parking spaces. Additionally, 15 bicycle parking spaces would be located near the front of the store.

At this time, no development is proposed for the northern half of the project site (the Northern Parcel). However, this EIR evaluates the impacts of the type of retail development that would be allowed under the proposed General Plan and Specific Plan amendments.

B. EIR Scope, Issues and Concerns

The scope of this Draft EIR for the proposed General Plan and Specific Plan amendments and proposed WinCo retail grocery store was established by the

City of Tracy after considering comments from public agencies and the community regarding the project. No Initial Study was prepared for the proposed project since it was clear that an EIR would be prepared. The City published a Notice of Preparation (NOP) on October 8, 2003. The NOP was sent to a list of persons and agencies known to be interested in the project. The NOP comment period extended from October 8 to November 7, 2003. There have been no significant changes in circumstance involving the project since then, thus no new NOP is required. One letter, from Caltrans, was received in response to the NOP. In the letter, Caltrans asked for clarification of the type of development proposed and requested to see a cumulative Traffic Impact Analysis of the Specific Plan in conjunction with the Traffic Impact Studies from other developments in and around Tracy affecting the area. Caltrans' traffic concerns are addressed in this process and in the Traffic and Circulation chapter of this EIR.

Based on the scoping process, the issues addressed in this EIR are as follows:

- ◆ land use and economics
- ◆ community services
- ◆ traffic and circulation
- ◆ infrastructure
- ◆ hazardous materials
- ◆ aesthetics
- ◆ cultural resources
- ◆ geology, soils and seismicity
- ◆ hydrology and flooding
- ◆ biological resources
- ◆ air quality
- ◆ noise

Several issues were excluded from the EIR through the scoping process because it was determined based on substantial evidence in the record that the project would have less-than-significant impacts or no impacts in these areas. These issues are mineral resources, population and housing. A brief discussion of each of these issues is included in Chapter 6 of this EIR. Economic

impacts are analyzed in the EIR to the extent that they may result in reasonably foreseeable physical blight or other foreseeable physical impacts.

C. Report Organization

This report is organized into the following chapters:

- ◆ *Chapter 1: Introduction* provides an introduction and overview of the document.
- ◆ *Chapter 2: Report Summary* provides a synopsis of the environmental impacts from the proposed project, describes recommended mitigation measures, and indicates the level of significance of impacts before and after mitigation.
- ◆ *Chapter 3: Project Description* describes the proposed project in detail, including the project location, surrounding uses, project characteristics, and required permits and approvals.
- ◆ *Chapter 4: Environmental Evaluation* provides an analysis of the potential environmental impacts of the proposed project and presents recommended mitigation measures to reduce their significance.
- ◆ *Chapter 5: Alternatives to the Proposed Project* considers four alternatives to the proposed project, including the CEQA-required “No Project Alternative.”
- ◆ *Chapter 6: CEQA-Required Assessment Conclusions* briefly explains the relationship of the project to other environmental issues included under CEQA’s purview.
- ◆ *Chapter 7: Report Preparers* identifies the preparers of the Draft EIR.

D. Environmental Review Process

As required by State law, this Draft EIR will be available for review by the public and interested parties, agencies and organizations for a 45-day period.

The City of Tracy will not hold a public hearing on the Draft EIR during the review period.

Comments on the Draft EIR may be submitted in writing to:

Alan Bell, Senior Planner
Development & Engineering Services
City of Tracy
520 Tracy Boulevard
Tracy, CA 95376
Alan.Bell@ci.tracy.ca.us

Following the close of the public comment period, a Final Environmental Impact Report (FEIR) will be prepared to respond to all substantive comments related to environmental issues surrounding the project. The FEIR will be available prior to Planning and Commission and City Council public hearings to consider this EIR and the project.

Once the City Council certifies the FEIR, the Council will also consider the project itself, which may be approved or denied. If the project is approved, the Council may require mitigation measures specified in this EIR as conditions of project approval. Alternatively, the Council could require other mitigation measures deemed to be effective mitigations for the identified impacts, or it could find that the mitigation measures cannot be feasibly implemented. For any identified significant impacts for which no mitigation measure is feasible, or where mitigation would not reduce the impact to a less-than-significant level, the Council will be required to adopt a finding that the impacts are considered acceptable because specific overriding considerations indicate that the project's benefits outweigh the impacts in question.

CITY OF TRACY
WINCO DRAFT EIR
INTRODUCTION

2 REPORT SUMMARY

This summary presents an overview of the analysis contained in Chapter 4: Environmental Evaluation. CEQA requires that this chapter summarize the following: 1) areas of controversy; 2) significant impacts; 3) unavoidable significant impacts; 4) implementation of mitigation measures; and 5) alternatives to the project.

A. Project Under Review

This Draft EIR provides an assessment of the potential environmental consequences of the proposed project. The project site lies east of Power Road, west of Naglee Road, and north and south of Pavilion Parkway in the I-205 Corridor Specific Plan area in the City of Tracy. The site is presently vacant and is surrounded on three sides by developed or developing commercial uses and by County agricultural land on the west side. Pavilion Parkway is a four-lane paved roadway with a raised median that bisects the project site. The total area of the site, excluding Pavilion Parkway, is 21.3 acres. The portion of the site north of Pavilion Parkway (the Northern Parcel) is about 10.8 acres and the portion of the site south of Pavilion Parkway (the Southern Parcel) is about 10.5 acres. A 2.5-acre strip across the southern-most section of the Southern Parcel is currently designated as Commercial, and is not included in figures referring to the area to be re-designated.

The proposed project includes five actions for the project site:

- ◆ A General Plan amendment to re-designate the project site from Industrial to Commercial.
- ◆ A Specific Plan amendment to re-designate the project site from Light Industrial to General Commercial.
- ◆ A Conditional Use Permit for the proposed WinCo store.
- ◆ A Planned Unit Development and Preliminary and Final Development Plan for the Proposed WinCo store.

- ◆ Construction of a retail grocery store on the southern half of the project site (the Southern Parcel), south of Pavilion Parkway.

The development proposed for the Southern Parcel would consist of a WinCo retail grocery store with a total building area of 95,900 square feet and a footprint of about 92,000 square feet. The WinCo store would include approximately 65,500 square feet of retail space, 2,900 square feet of office space, and an area committed to receiving/warehouse/ service comprising approximately 27,500 square feet. The proposal includes approximately 262,400 square feet of paved area for 636 parking spaces. Additionally, 15 bicycle parking spaces would be located near the front of the store.

At this time, no specific development is proposed for the Northern Parcel. However, this EIR evaluates the impacts of a hypothetical 141,130 square-foot commercial development, which would be allowed under the proposed General Plan and Specific Plan designations.

B. Areas of Controversy

The scoping period for this Draft EIR was October 8 to November 7, 2003, during which interested agencies and the public were requested to submit comments about the proposed project. The only comment letter received in response to the NOP was from Caltrans, dated November 5, 2003. This EIR assesses all relevant scoping comments regarding the project. Although some scoping comments addressed economic and social issues, EIRs are not required to address social, economic or other impacts not related to the environment. As stated in Section 15382 of the CEQA Guidelines, social or economic impacts which do not contribute to, or are not caused by, physical impacts on the environment, are not substantial evidence of a significant environmental impact. Thus the evaluation of economic or social effects in this EIR is limited to a discussion in Chapter 4.1 of the potential for economic impacts to contribute to urban decay. There are no other known areas of particular controversy.

C. Significant Impacts

Under CEQA, a significant impact on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance.

The proposed project has the potential to generate significant environmental impacts in the following categories:

- ◆ traffic and circulation
- ◆ cultural resources
- ◆ geology, soils and seismicity
- ◆ biological resources
- ◆ air quality

As shown in Table 2-1, all but three of the significant impacts in these areas would be reduced to a less-than-significant level if the mitigation measures recommended in this report are implemented. These impacts, which are all air quality impacts, are discussed below in Section E: Unavoidable Significant Impacts.

D. Mitigation Measures

This Draft EIR suggests project-specific mitigation measures that would reduce the impacts identified above to less-than-significant levels, as summarized in Table 2-1 at the end of this chapter. Project-specific mitigation measures in this Draft EIR will form the basis of a project-specific mitigation monitoring and reporting program to be implemented in accordance with State law.

E. Unavoidable Significant Impacts

The proposed project would have three significant unavoidable impacts related to air quality. The proposed project would result in increases in emission of both ozone precursors and PM₁₀. This impact would be significant and unavoidable at the project level and cumulatively. Additionally, the proposed General Plan amendments and subsequent development would result in increased air emissions within an air basin that exceeds State and federal air quality standards, resulting in an unavoidable significant cumulative impact to air quality in the region. These impacts are discussed further in Section 4.11. In all three cases, potential mitigation measures are evaluated but are determined to be infeasible.

Additionally, the proposed project would have several significant unavoidable traffic impacts. The first impact listed below is project-specific, while the remainder are cumulative traffic impacts:

- ◆ The addition of project traffic to the Grant Line Road / Byron Road intersection in the Existing Plus Project scenario would add traffic to an already deficient intersection that is operating at LOS F with more than 50 seconds of average delay.
- ◆ The addition of project traffic increases the average delay at the Grant Line Road / Lammers Road intersection from 54 to 57 seconds, resulting in an unacceptable LOS E.
- ◆ The addition of project traffic would increase the average delay at the Grant Line Road/Corral Hollow Road intersection from 35 to 42 seconds, degrading operations to LOS D. The City of Tracy level of service standard for this intersection is LOS C.
- ◆ The addition of project traffic to Eleventh Street/Corral Hollow Road intersection in the Cumulative plus Project scenario would add traffic to an already deficient intersection. The additional traffic would add 3 seconds of delay to the intersection.

F. Alternatives to the Project

This Draft EIR analyzes alternatives to the proposed project. Four alternatives to the proposed project are considered in Chapter 5:

- ◆ **No Project Alternative.** Under this alternative, which is required under CEQA, the proposed project would not be constructed and the site would be left in its current state. The General Plan and zoning designations would not be amended.
- ◆ **Industrial Development Alternative.** Under this alternative, no General Plan or Specific Plan Amendment would occur and no WinCo grocery store would be constructed on the Southern Parcel. The existing General and Specific Plan land use designations allowing for industrial development would remain in place. Light industrial development would occur on both the Northern and Southern parcels, as allowed for under the I-205 Corridor Specific Plan. The Northern Parcel would have up to 235,224 square feet of industrial development and the Southern Parcel would have up to 228,690 square feet of industrial development.¹
- ◆ **Increased WinCo Store Size Alternative.** This alternative would propose the same General Plan and Specific Plan amendments as the proposed project. It would also propose a WinCo grocery store on the Southern Parcel. The design of the WinCo store would be maintained; however, the size of the proposed WinCo would increase to 114,345 square feet. This is based on the maximum allowable FAR under the Specific Plan for retail land uses, which is 0.25.² Parking would be decreased by 100 spaces over the proposed project, meaning there would be a total of 536 spaces.
- ◆ **Decreased Parking Alternative.** This alternative would be the same as the proposed project, except that the amount of land dedicated to parking

¹ Based on the maximum FAR allowed for industrial uses in the Specific Plan, which is 0.5.

² *City of Tracy: I-205 Corridor Specific Plan Amendment*, approved July 6, 1999, page 4-22.

would be decreased to 298 parking spaces instead of 636 spaces. The City's zoning ordinance requires only 298 parking spaces for a development the size of the proposed WinCo store. The space for the extra 338 parking spaces from the proposed project would be used in this alternative for landscaping.

As shown in the alternatives analysis in Chapter 5, the No Project Alternative has the least environmental impact and is therefore the environmentally superior alternative. CEQA guidelines require that if the alternative with the least environmental impact is the No Project Alternative, the EIR must also designate the next most environmentally superior alternative. After the No Project Alternative, the Decreased Parking Alternative is the next most environmentally superior alternative.

The foregoing range of alternatives was selected after careful consideration of the project objectives and the Tracy Municipal Code. Because the project site is located within the I-205 Corridor Specific Plan area and because it is surrounded by commercial development and somewhat isolated from the main Tracy community, the options for development on this site are relatively limited. Moreover, the Southern Parcel would be developed under a specific proposal, and its development would be specifically limited to that proposal. Furthermore, the options are limited because the proposed project has few significant impacts and alternatives must reduce or avoid at least one potentially significant effect. In developing the range of alternatives for analysis in the EIR, the City considered other scenarios such as residential development. It determined, however, that residential alternatives were excluded from further consideration. In summary, the foregoing range of alternatives represents the range of potential alternatives to the proposed project that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the potentially significant effects of the project.

G. Summary Table

Table 2-1 presents a summary of the potential impacts and mitigation measures identified in this report. It is organized to correspond with the environmental impact categories discussed in Chapter 4.

The table is arranged in four columns: 1) environmental impacts; 2) significance prior to mitigation; 3) mitigation measures; and 4) significance after mitigation. A series of mitigation measures is noted where more than one mitigation measure may be required to achieve a less-than-significant impact. For a complete description of potential impacts and suggested mitigation measures, please refer to the specific discussions in Chapter 4. Additionally, this summary does not detail the timing of mitigation measures. Timing will be further detailed in the mitigation monitoring program, which would be made a condition of any project approval.

TABLE 2-1 SUMMARY OF POTENTIAL IMPACTS AND RECOMMENDED MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
LAND USE AND ECONOMICS			
<i>There are no significant land use and economics impacts.</i>			
COMMUNITY SERVICES			
<i>There are no significant community services impacts.</i>			
TRAFFIC & CIRCULATION			
Impact TRA-1: The addition of project traffic to the Grant Line Road / Byron Road intersection in the Existing Plus Project scenario would add traffic to an already deficient intersection that is operating at LOS F with more than 50 seconds of average delay.	S	<u>Mitigation Measure TRA-1:</u> Install a signal and require signal preemption and coordination with the rail road crossing and detection system.	SU
Impact TRA-2: The addition of project traffic during the PM peak hour would increase the average delay at the Naglee Road/Pavilion Parkway intersection from 18 to over 80 seconds, shifting the level of service from LOS B to F. The City of Tracy level of service standard for this intersection is LOS D.	S	<u>Mitigation Measure TRA-2:</u> Add a second left turn lane on northbound Naglee Road and optimize the signal timing to reduce the average delay at this intersection to 52 seconds.	LTS

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<p>Impact TRA-3: The addition of project traffic would increase the average delay at the Grant Line Road/Corral Hollow Road intersection from 44 to over 80 seconds, shifting the level of service from LOS D to F. The City of Tracy level of service standard for this intersection is LOS C.</p>	S	<p><u>Mitigation Measure TRA-3a:</u> Create 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.</p> <p><u>Mitigation Measure TRA-3b:</u> Change the existing shared through-right to an exclusive through and free-flow right-turn of 300 feet on southbound Corral Hollow Road and a receiving lane extending west of the intersection along Grant Line Road of 400 feet, and add a second left turn on westbound Grant Line Road.</p> <p><u>Mitigation Measure TRA-3c:</u> Optimize the signal timing for Existing Plus Project traffic volumes.</p>	LTS
<p>Cumulative Impact TRA-4: The addition of project traffic increases the average delay at the Grant Line Road / Lammers Road intersection from 54 to 57 seconds, resulting in an unacceptable LOSE.</p>	S	<p><u>Mitigation Measure TRA-4:</u> Optimize the signal timing for the Cumulative Plus Project traffic.</p>	SU
<p>Cumulative Impact TRA-5: The addition of project traffic would result in unacceptable operations at the Grant Line Road/Naglee Road/I-205 WB On-Ramp intersection, increasing the delay from 39 seconds (LOS D) to 76 seconds (LOS E).</p>	S	<p><u>Mitigation Measure TRA-5:</u> The following improvements shall be made:</p> <ul style="list-style-type: none"> ◆ Change the existing shared through-left to one exclusive left and one exclusive through on southbound Naglee Road ◆ Utilize the second eastbound left turn lane on Grant Line Road that is currently hatched out ◆ Optimize the signal timing 	LTS

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
Cumulative Impact TRA-6: The addition of project traffic results in unacceptable operations at the Naglee Road/Pavilion Parkway intersection, increasing the delay from 48 seconds (LOS D) to over 80 seconds (LOS F).	S	<p><u>Mitigation Measure TRA-6:</u> The following improvements shall be made:</p> <ul style="list-style-type: none"> ◆ Add a second left turn lane from northbound Naglee Road to westbound Pavilion Parkway ◆ Optimize signal timing 	LTS
Cumulative Impact TRA-7: The addition of project traffic would result in unacceptable operations at the Grant Line Road/I-205 EB Ramps intersection, increasing the delay from 51 seconds (LOS D) to 66 seconds (LOS E).	S	<p><u>Mitigation Measure TRA-7:</u> The following improvements shall be made:</p> <ul style="list-style-type: none"> ◆ Change the existing right turn lane to a free right on I-205 eastbound off-ramp with a receiving/acceleration lane of 400 feet on eastbound Grant Line Road ◆ Optimize the signal timing 	LTS
Cumulative Impact TRA-8: The addition of project traffic results in unacceptable operations at all three intersections of the Grant Line Road/I-205 interchange.	S	<p><u>Mitigation Measure TRA-8:</u> Implement the next phase of the Grant Line/I-205 interchange improvements. The next phase of the interchange consists of the following:</p> <ul style="list-style-type: none"> ◆ Adding loop ramps to the interchange ◆ Re-aligning the interchange 	LTS
Cumulative Impact TRA-9: The addition of project traffic would increase the average delay at the Grant Line Road/Corral Hollow Road intersection from 35 to 42 seconds, degrading operations to LOS D. The City of Tracy level of service standard for this intersection is LOS C.	S	<p>There are environmental and development constraints associated with construction of a SPUI at this intersection, and the City intends on making a finding that the mitigation is not feasible, therefore the impact is significant and unavoidable.</p>	SU

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<p>Cumulative Impact TRA-10: The addition of project traffic to Eleventh Street/Corral Hollow Road intersection in the Cumulative plus Project scenario would add traffic to an already deficient intersection. The additional traffic would add 3 seconds of delay to the intersection.</p>	<p>S</p>	<p>There are environmental and development constraints associated with construction of a SPUJ at this intersection, and the City intends on making a finding that the mitigation is not feasible, therefore the impact is significant and unavoidable.</p>	<p>SU</p>
<p>Implementation of mitigation measures for all cumulative impacts excepting Cumulative Impacts TRA-4 TRA-9 and TRA-10.</p>		<p><u>Mitigation Measure TRA-11:</u> Prior to issuance of any building permit for the 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 4.3-6. The project proponents shall be subject to the fair share of the increase in costs to roadway improvements that will result from the update of the FIPs. The project proponents 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, the project proponents 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 and/or other security in a form acceptable to the City Attorney. With the exception of Impacts TRA-4, TRA-9, and TRA-10 (which are <i>significant and unavoidable</i>), with implementation of Mitigation Measure TRA 5 through TRA 8, impacts are <i>less than significant</i>.</p>	

INFRASTRUCTURE

There are no significant infrastructure impacts.

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
HAZARDOUS MATERIALS			
<i>There are no significant hazardous materials impacts.</i>			
AESTHETICS			
<i>There are no significant aesthetics impacts.</i>			
CULTURAL RESOURCES			
<p>Impact CUL-1: Subsurface or buried archaeological materials may be discovered during construction, grading, trenching or other activities associated with implementation of the proposed project. Destruction or disturbance of such undiscovered resources constitutes a potentially significant impact.</p>	S	<p><u>Mitigation Measure CUL-1a:</u> If evidence of archeological artifacts is discovered during construction, all operations within an area at and adjacent to the discovered site shall be halted until a qualified archeologist determines the extent and significance of the finds and recommends appropriate mitigation measures and those measures are implemented.</p> <p><u>Mitigation Measure CUL-1b:</u> If human remains are discovered during construction, all construction and excavation activity shall cease and the County coroner shall be notified, pursuant to Section 7050.5 of California's Health and Safety Code. If the remains are of a Native American, the coroner shall notify the California Native American Heritage Com-mission within 24 hours, which in turn will inform a most likely descendent pursuant to Section 5097.98 of the State Resources Code. The descendent shall recommend the appropriate disposition of the remains and any associated grave goods.</p>	LTS

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
GEOLOGY, SOILS AND SEISMICITY			
Impact GEO-1: Future development could be subjected to moderate to strong groundshaking.	S	<u>Mitigation Measure GEO-1a:</u> California Building Code and City of Tracy standards shall be applied as minimum standards for all construction. <u>Mitigation Measure GEO-1b:</u> All structures shall be designed to withstand strong seismic ground shaking. <u>Mitigation Measure GEO-1c:</u> Fill material shall meet requirements of City, County and State grading ordinances.	LTS
Impact GEO-2: Surficial soils on the site have a high shrink/swell potential and could result in differential settlement.	S	<u>Mitigation Measure GEO-2:</u> Highly expansive soils shall be removed or covered with non-expansive soils. Surface water control and specialized foundation systems shall be used.	LTS
Impact GEO-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 levels.	S	<u>Mitigation Measure GEO-3:</u> Applicable erosion control BMPs for the construction phase of the WinCo store and the Northern Parcel shall be implemented, including: <ul style="list-style-type: none"> ◆ Soil stabilization techniques such as: hydroseeding and short-term biodegradable erosion control blankets. ◆ Silt fences or some kind of inlet protection at downstream storm drain outlets. ◆ Post-construction inspection of all drainage facilities for accumulated sediment. ◆ Post-construction clearing of all drainage structures of debris and sediment. 	LTS

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
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HYDROLOGY AND FLOODING

There are no significant hydrology and flooding impacts.

BIOLOGICAL RESOURCES

Impact BIO-1: Development activity on either the Northern or Southern Parcel could adversely affect the burrowing owl pair nesting on the Northern Parcel, if site improvements are made during the breeding season which is between February 1 and August 31. Modifying the habitat of a species listed as a California species of special concern and a federal species of concern, and protected under the Migratory Bird Treaty Act constitutes a significant impact.

S
Mitigation Measure BIO-1: The project proponent shall consult with the CDFG on an appropriate buffer for avoiding impacts to burrowing owls during the 2005 breeding season (February 1 to August 31), if construction is proposed during that time. Alternatively, the owls shall be passively excluded by a qualified biologist, in consultation with the CDFG prior to the breeding season. If construction is proposed after the 2005 nesting season, then an additional field survey shall be conducted to determine the absence or presence of the species, prior to issuance of development permits on the property.

LTS

Impact BIO-2: Development on the Northern and Southern Parcels could adversely affect Swainson’s hawk foraging habitat.

LTS
 The Swainson’s hawk is a species covered by the SJMSCP. 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 measure is required beyond participation in the SJMSCP, and payment of \$2,100 per acre as established in City Council Resolution 91-928, which satisfies the requirements of the SJMSCP.

LTS

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
AIR QUALITY			
<p>Impact AQ-1: Implementation of the proposed project would result in temporarily increased particulate matter levels in the immediate vicinity during construction.</p>	<p>Significance Before Mitigation</p>	<p><u>Mitigation Measure AQ-1:</u> The following measures are appropriate dust control strategies that shall be implemented and go beyond the requirements of SJVAPCD Regulation VIII:</p> <ul style="list-style-type: none"> ◆ 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. ◆ Expeditiously remove the accumulation of mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring. 	<p>LTS</p>

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
<p>Impact AQ-2: Development of the project would result in increases in emission of both ozone precursors and PM10.</p>	S	<p><u>Mitigation Measure AQ-2:</u> Require the following design features to be implemented:</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. ◆ Provide low NOx emitting and/or high efficiency water heaters. ◆ Appropriate easements should be reserved to provide for future improvements such as bus turnouts, loading areas, and shelters. ◆ Purchase low-emission, alternatively-fueled or electrical-driven maintenance vehicles and equipment. ◆ Promote pedestrian, bicycle and transit modes of travel through informational programs and provision of amenities such as transit shelters, secure bicycle parking and attractive pedestrian pathways. ◆ Designate an on site TSM coordinator. ◆ Implement carpool/vanpool program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool vehicles, etc. ◆ Provide lockers for employees bicycling or walking to work. <p>The suburban location and character of the proposed project limits the potential for further reducing regional air quality impacts. Available air quality mitigation strategies for commercial development are most effective on employee work trips, which comprise a very small fraction of total project trips. Parking restrictions or fees as a means of reducing vehicle trips are impractical unless imposed regionally.</p>	SU

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
Cumulative Impact AQ-1: Development of the project, together with the rapid pace of development in the region would result in increases in emission of both ozone precursors and PM ₁₀ .	S	This impact is considered an unavoidable significant cumulative impact.	SU
Cumulative Impact AQ-2: The proposed General Plan amendments and subsequent development would result in increased air emissions within an air basin that exceeds State and Federal air quality standards, resulting in an unavoidable significant cumulative impact to air quality in the region.	S	This impact is considered an unavoidable significant cumulative impact.	SU

NOISE

There are no significant noise impacts.

CITY OF TRACY
WINCO DRAFT EIR
REPORT SUMMARY

LTS = Less Than Significant S = Significant SU = Significant Unavoidable Impact

3 PROJECT DESCRIPTION

This Environmental Impact Report (EIR) analyzes the impacts of a General Plan Amendment and Specific Plan Amendment to change the land use designation from Industrial to Commercial, and from Light Industrial to General Commercial, respectively, on 18.8 acres of a 21.3-acre parcel of land in the I-205 Corridor Specific Plan area of the City of Tracy. This EIR also analyzes the impacts of a proposed WinCo retail grocery store on the southern half of this parcel, which includes the 2.5 acres already designated and zoned Commercial, and a portion of the area to be redesignated and rezoned.

The project applicant for the proposed project is WinCo Foods. The City of Tracy is the Lead Agency for the project.

A. Project Background

In August 1990, the City of Tracy adopted a Specific Plan for the I-205 Corridor Area in which the subject property is located. The Specific Plan divided the I-205 Corridor Area into two planning areas: the Grant Line Planning Area and the MacArthur Planning Area. The subject property is located in the Grant Line Planning Area. In the 1990 Plan, the subject property and surrounding properties were designated Light Industrial. In 1999 the Specific Plan was amended so that all of the areas north and east of the subject property that had been designated Light Industrial in the 1990 Plan are designated for commercial uses. The project site is thus the last remaining portion of the Specific Plan's Grant Line Planning Area that is undeveloped and designated for industrial uses.

B. Project Objectives

The project applicant has identified the following project objectives:

- ◆ To improve the variety of retail grocery shopping opportunities in the City of Tracy to serve customers in the market area.

- ◆ To construct a retail grocery store in the I-205 Corridor Specific Plan Area to serve the City of Tracy and the surrounding community, with a site accessible from major roadways and with reasonable access characteristics to provide safe customer, staff and delivery vehicle ingress and egress.
- ◆ To locate the store within an existing path of commerce, with existing commercial and business professional uses in the immediate vicinity.
- ◆ To construct the proposed store on a site with characteristics that minimize the need for extensive grading, and with sufficient size to support the proposed development scenario, including adequate parking, with public services and utilities readily available.
- ◆ To obtain land use designation changes that allow the intended uses for both the south and north sides of Pavilion Parkway to be consistent with existing surrounding uses.
- ◆ To identify land uses appropriate to the area based on the increasing consumer orientation and acceptance of the area's commercial business opportunities.

C. Project Site Location

The project site is located in the City of Tracy in the Central Valley. Figure 3-1 shows the project site's regional location. The project site lies within Tracy's 714-acre I-205 Corridor Specific Plan Area. As shown in Figure 3-2, the project site lies east of Power Road, west of Naglee Road, and north and south of Pavilion Parkway. Pavilion Parkway is a four-lane paved roadway with a raised median that bisects the project site. The total area of the site, excluding Pavilion Parkway, is 21.3 acres. The portion of the site north of Pavilion Parkway (the Northern Parcel) is about 10.8 acres and the portion of

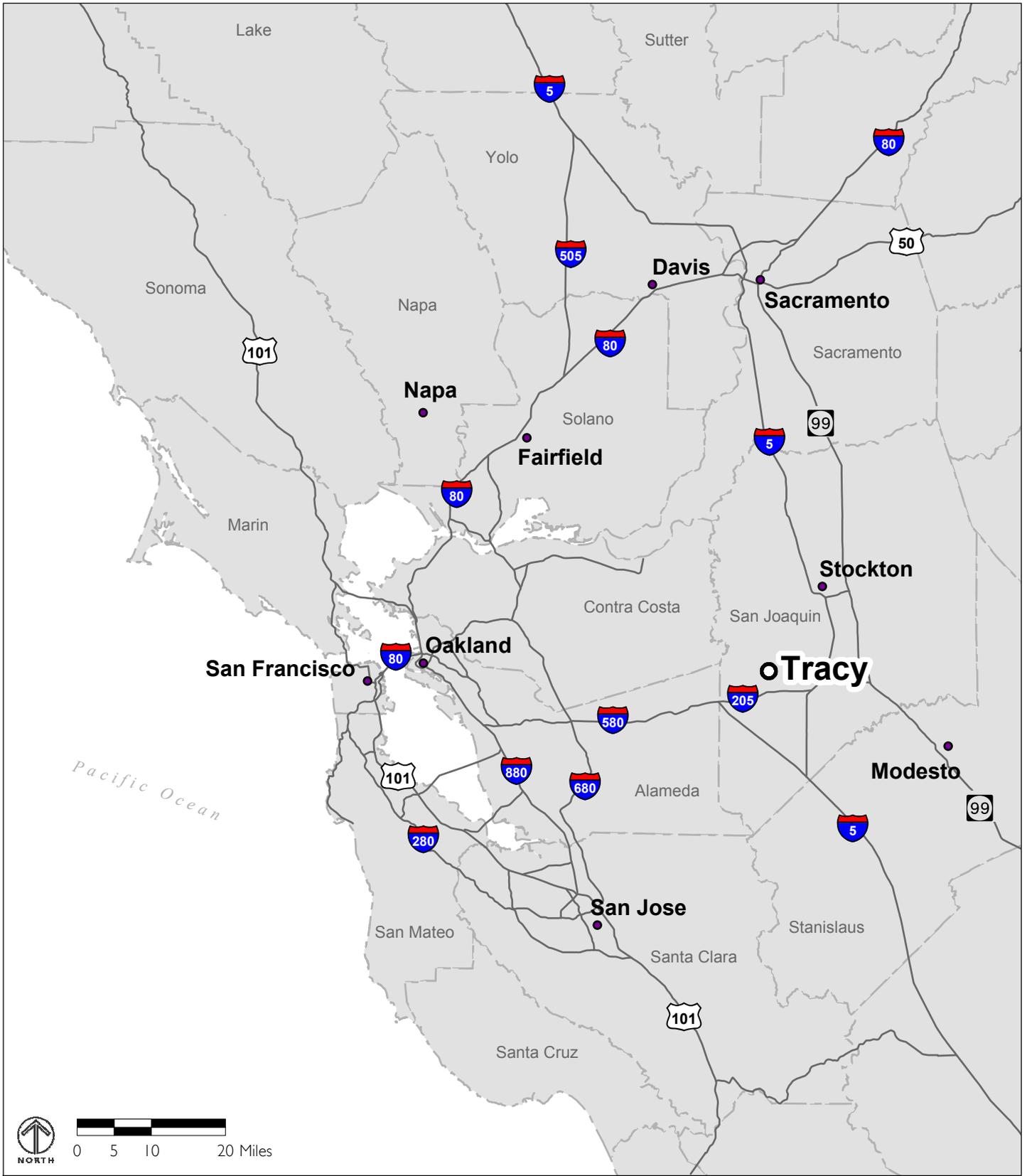


FIGURE 3-1

REGIONAL LOCATION

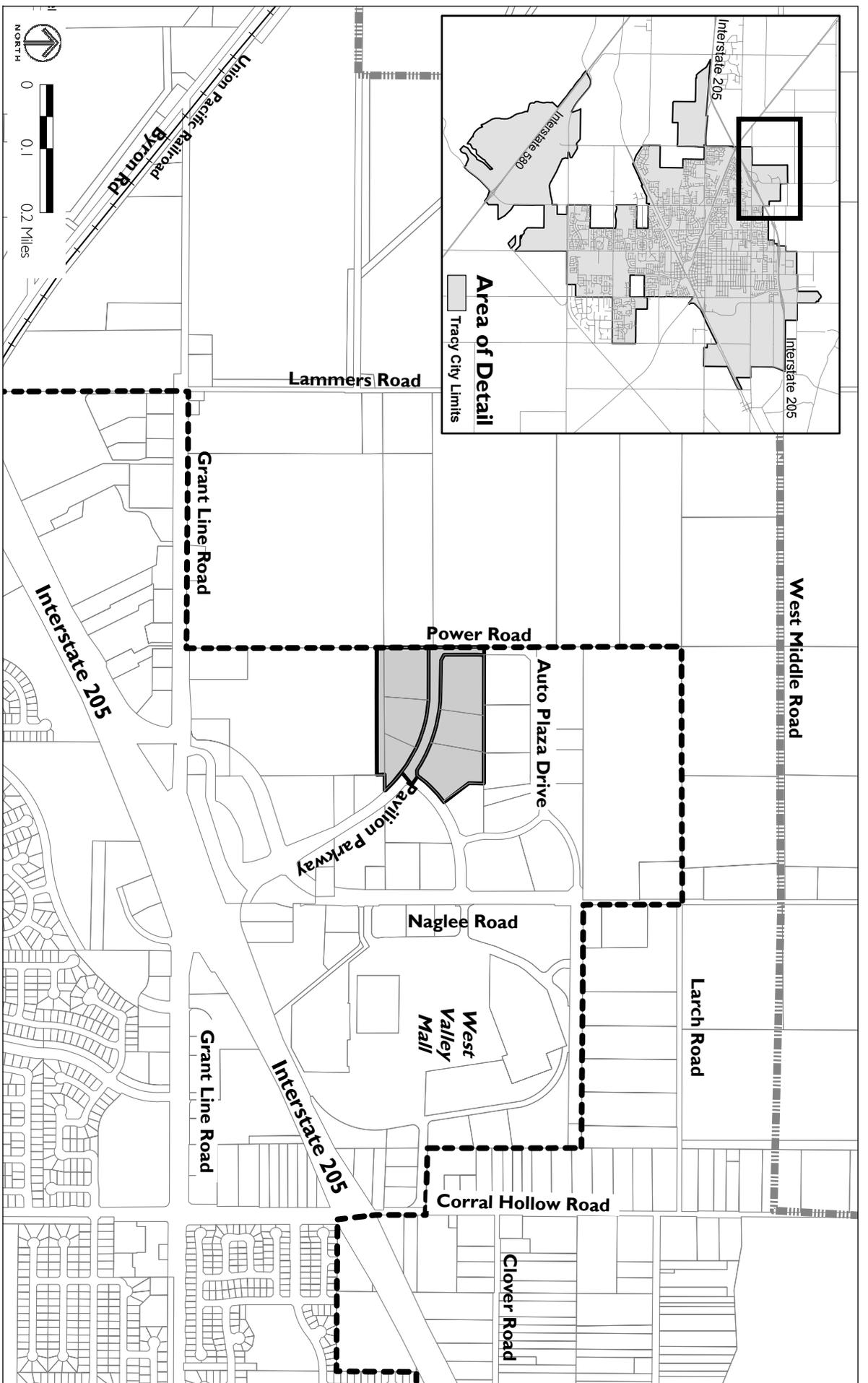


FIGURE 3-2

PROJECT LOCATION

-  Project Location
-  Sphere of Influence
-  City Limit

the site south of Pavilion Parkway (the Southern Parcel) is about 10.5 acres. The 2.5-acre strip along the southernmost portion of the Southern Parcel is currently designated Commercial, and is therefore not included in the discussion of area needing re-designation. The 2.5-acre strip is part of the WinCo site, and thus is “included” in the analysis of the store’s potential impacts.

Pavilion Parkway serves as the main access route to the project site. Access to Pavilion Parkway is via the I-205/Grant Line Road interchange, which lies about 1,700 feet south of the project site. East of the project site, access to Pavilion Parkway is via Robertson Drive, which connects with Naglee Road. Approximately half the project area (the Northern Parcel) is outside the Tracy Pavilion development area. The project site and land to the north, east and south of the site lie within Tracy’s City limits. The City limits abut the site to the west. Land to the west lies within unincorporated San Joaquin County, however this County land is within the City’s Sphere of Influence, and is ear-marked for eventual annexation to the City.

Presently, there are no development applications with the City of Tracy for development on the Northern Parcel. The WinCo grocery store site is proposed for the Southern Parcel. The street address for the proposed WinCo grocery store is 2950 Pavilion Parkway. The building footprint for the store is proposed for the western side of the parcel. The eastern side of the parcel is proposed to contain the store’s parking lot and landscaped areas.

D. Project Site Location Characteristics

This section describes the existing characteristics of the project site.

1. Site Topography

The project site lies at an average of 13 feet above mean sea level and is relatively flat with a gentle slope from the southeast to the northwest.

2. Ownership

The western portion of the Northern Parcel is owned by Judy E. Robertson, Inc., and the eastern portion is owned by Ahmadi Nasir. The Southern Parcel is owned by WinCo Foods.

3. Land Use and Zoning

The project site is currently vacant. No agricultural activities are occurring on the site at present, though previously the project site and other land within the I-205 Corridor Specific Plan area was in agricultural production.

For most of the project site, the current Tracy General Plan designation is Industrial and the I-205 Corridor Specific Plan designation is Light Industrial. A 2.5-acre area of the site in the southernmost portion is designated for commercial uses in the General Plan and Specific Plan. The zoning for the property is Planned Unit Development, which allows for any and all uses, provided they conform to the General Plan and the I-205 Corridor Specific Plan, and are indicated upon an approved development plan. The I-205 Corridor Specific Plan establishes design, land use and performance criteria for site development. Development occurring in the I-205 Corridor Specific Plan Area must comply with the Specific Plan.

Land to the north of the project site is designated Industrial in the existing General Plan; land to the south is designated Commercial; land to the west is designated Low Density Residential; and land to the east is designated Commercial. In the Specific Plan, lands surrounding the project site are designated Service Commercial.

The City of Tracy is currently preparing an update to the City's General Plan. The update has been the subject of public input through workshops and meetings with the Planning Commission and City Council from 2003 through 2005. The General Plan update designates the project site and surrounding properties Commercial. If the update is adopted by City Council, it will replace the current General Plan. Since the application for the proposed project was submitted before adoption of the General Plan update,

only the current General Plan applies to the proposed project. If the General Plan update is adopted prior to the City's action on this project and includes commercial designations for this property, this project will no longer require a General Plan amendment. In any case, both this proposal and the on-going General Plan update are consistent with the proposed WinCo store.

4. Roadways

As stated above, the project site is bisected by Pavilion Parkway, which runs east-west and connects with Power Road at the western boundary of the project site. Pavilion Parkway currently terminates at the City limits. Power Road is an improved two-lane roadway that follows a north-south alignment and connects with Auto Plaza Drive to the north. Currently, Power Road terminates at the northwest corner of the proposed WinCo grocery store site.

5. Storm Drainage

Stormwater at the project site drains by surface flow to the north and eventually discharges to Pavilion Parkway, which is the site of recent drainage improvements.¹ A public drainage detention facility is located approximately 900 feet north of the northern boundary of the project site.

E. Surrounding Development

The project site is bordered on the south by commercial uses that are part of the Tracy Pavilion project area. These uses include retail stores, such as Home Depot and Linens N' Things, and other commercial uses. Developing automobile sales and services facilities lie east of the project site along Auto Plaza Way and Auto Plaza Drive. Land immediately north of the project site is under construction with single-story, multi-tenant service commercial buildings as of July, 2005. Land west of the project site, which lies outside of Tracy's City limits, is in agricultural uses. The Tracy Airport is located about

¹ Tracy Public Works Senior Engineer, personal communication, December 9, 2004.

five miles south of the project site. The nearest water body is Old River, which is located about two miles northwest of the project site.

F. Project Characteristics

Following is a description of the project in terms of proposed actions, permits and approvals required; characteristics of the proposed project; as well as potential characteristics of hypothetical development of the Northern Parcel.

1. Summary of Proposed Actions

The project analyzed in this EIR proposes the following actions, permits and approvals.

- ◆ A General Plan amendment for the project site
- ◆ A Specific Plan amendment for the project site
- ◆ A Conditional Use Permit for the grocery store
- ◆ Planned Unit Development Preliminary and Final Development Plan for the proposed WinCo store
- ◆ Construction of a retail grocery store on the Southern Parcel
- ◆ Preliminary and Final Development Plan Approval for the grocery store
- ◆ Encroachment Permit for the grocery store
- ◆ Building Permit for the grocery store
- ◆ Grading Permit for the grocery store

Each of these proposed actions is described below. In addition, this section describes a hypothetical buildout scenario for the Northern Parcel. Analysis of this scenario is necessary in order to evaluate the environmental consequences of the proposed General Plan and Specific Plan amendments, since the City of Tracy has not received a specific development application for that parcel.

2. General Plan Amendment

The project proposes an amendment to the City of Tracy General Plan to re-designate 18.8 acres of the 21.3-acre parcel from Industrial to Commercial.

The General Plan designation of Commercial for the southernmost 2.5 acres of the project site would remain unchanged.

3. Specific Plan Amendment

The project proposes an amendment to the I-205 Corridor Specific Plan² to re-designate the northernmost 18.8 acres of the project site from Light Industrial to General Commercial. The Specific Plan designation of General Commercial for the southernmost 2.5 acres of the project site would remain unchanged.

4. Planned Unit Development Preliminary and Final Development Plan for the Proposed WinCo Store

The site is zoned PUD (Planned Unit Development). The City's PUD review process includes Preliminary and Final Development Plan approval as the primary discretionary review to evaluate project compliance of the proposed WinCo store with site design, architecture, parking, land use and other City standards.

5. Buildout Scenario for the Northern Parcel

Under the proposed General Commercial designation, the Northern Parcel could accommodate most retail commercial uses, including apparel stores, drug stores, record stores and catalog stores. At this time, the exact type of use or density for the Northern Parcel is unknown. For the purposes of analysis in this EIR, the development scenario assumed for the Northern Parcel is a 141,130 square-foot commercial use based on a FAR of 0.3.

6. Proposed WinCo Retail Grocery Store

The proposed project includes construction of a WinCo retail grocery store on the southern half of the project site, and the extension of Power Road to the southwestern corner of the site to allow delivery truck access to the loading ports. The General Plan and Specific Plan amendments would allow for

² As amended and approved July 6, 1999.

the development of the proposed WinCo store on this site. The details of this proposal are outlined below.

a. Building Area and Use

The project proposes the construction of a single-story WinCo retail grocery store on the Southern Parcel. Figure 3-3 shows the site plan and general layout of the proposed facility. The proposed WinCo store would have a total building area of approximately 95,900 square feet, with a footprint of 92,000 square feet and an upstairs mezzanine accounting for the difference in square footage, and would include approximately 262,400 square feet of paved area. As shown in Table 3-1, the WinCo store would include approximately 65,500 square feet of retail space, 2,900 square feet of office space, and an area committed to receiving/warehouse/service comprising about 27,500 square feet.

b. Parking

The WinCo store site would have 636 parking spaces, which is in excess of the 298 spaces required by the I-205 Corridor Specific Plan. The City of Tracy's parking requirement is generally less than the typical requirements of most current retail development. New retail centers today typically include parking at a ratio of 5.0 to 6.0 parking spaces per 1,000 square feet of retail space. For the proposed WinCo store, this ratio would result in 480 to 576 parking spaces. Most of these parking spaces would be located on the east portion of the site. The spaces would be a mix of compact and regular spaces, and spaces for people with disabilities.

c. Vehicular Access

Two vehicular access points to the store site with ingress and egress on Pavilion Parkway are proposed, each available to customers. As part of the project, Power Road would be extended to the southwest corner of the Southern Parcel, in order to allow delivery trucks to maneuver and to access the delivery ports on the south side of the building. The road extension would not be designed to induce or facilitate other future development.

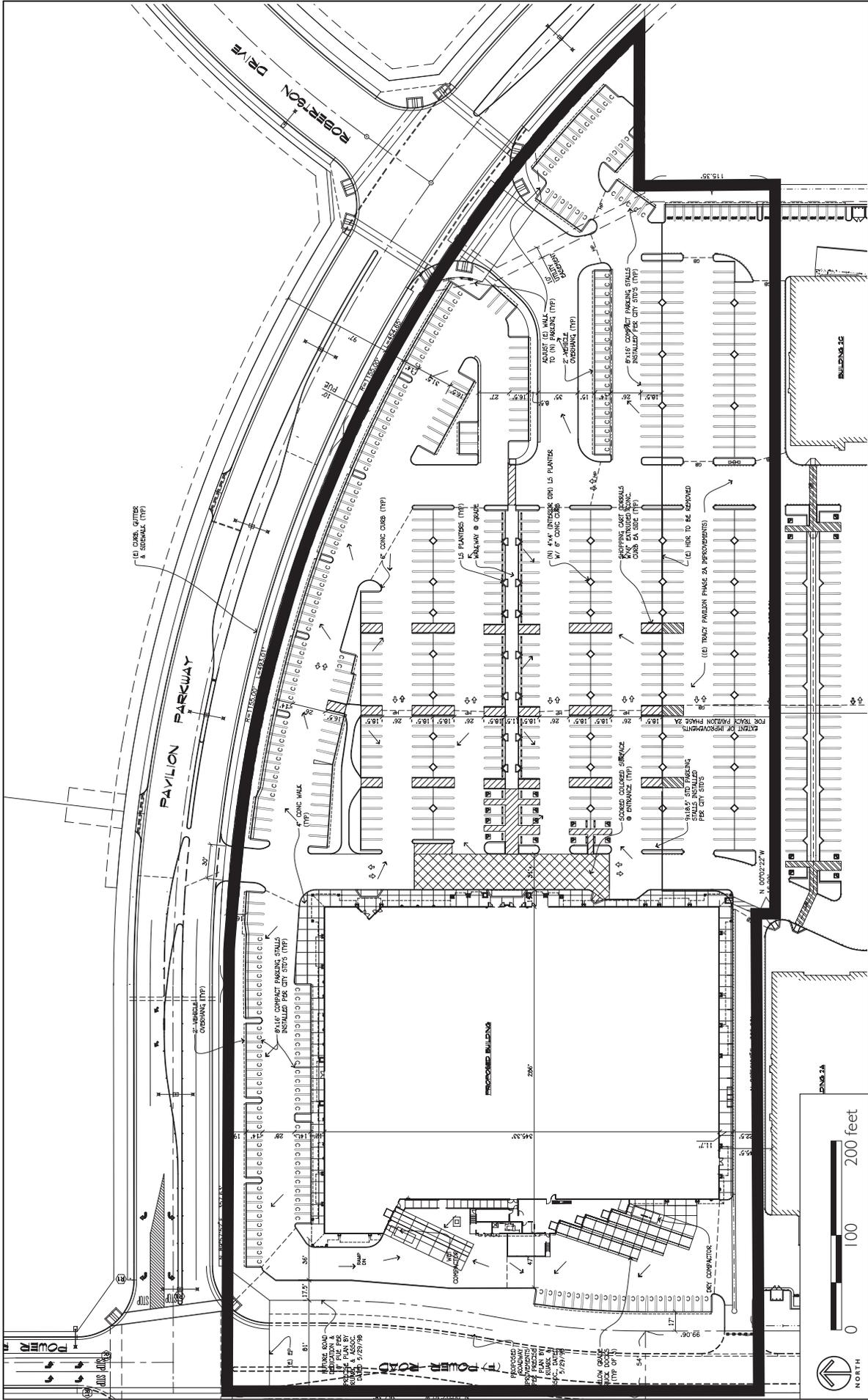


FIGURE 3-3

PROPOSED WINCO STORE SITE PLAN

Project Site Boundary

Source: Schack and Company, Inc. 2003



TABLE 3-1 **PROPOSED WINCO STORE PROJECT COMPONENTS**

Project Component	Size*
Building Area	
retail space	65,500 square feet
office space	2,900 square feet
receiving/warehouse/service	27,500 square feet
Total Building Area	95,900 square feet
Outside Area	
paved area	262,400 square feet
parking spaces	636 spaces
retail	262 spaces
office	12 spaces
receiving/warehouse/service	24 spaces
expanded (extra) parking	338 spaces
bicycle spaces	15 spaces

* Space areas are rounded to the nearest 100 square feet to allow flexibility in the final internal design. The overall footprint would be no larger than 92,000 square feet, with an office mezzanine area on the second floor.

Source: Davis, Gordon, property developer, personal e-mail communication, February 2, 2005.

d. Pedestrian and Bicycle Access and Parking

The proposed WinCo store would have 15 bicycle parking spaces located at the front of the store. Pedestrian and bicycle access to the site would be from Pavilion Parkway and from the south via a connection to existing commercial development.

e. Building Design

The proposed WinCo store would be a one-story, rectangular-shaped structure with varying roof forms and heights as shown in the elevation illustration in Figure 3-4. Fire protection would be provided with interior fire sprinklers; exterior fire hydrants consistent with City standards would also be installed. A wet and dry compactor would be constructed on the west side, with slopes to create an at-grade delivery space for unloading products.

f. Landscaping

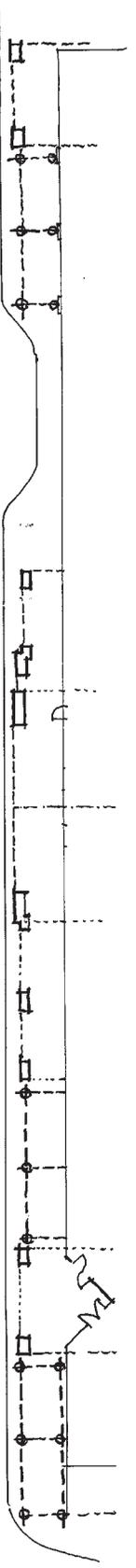
Landscaping is proposed throughout the project site, as shown in Figure 3-5. Parking lot trees would be provided to achieve at least 40 percent shade in the parking lot. Large palm trees would be staggered around the perimeter of the building, and planters would be interspersed along the islands between parking aisles. All plantings would be irrigated. The landscape-to-paving ratio would be 26.8 percent.

g. Signage and Lighting

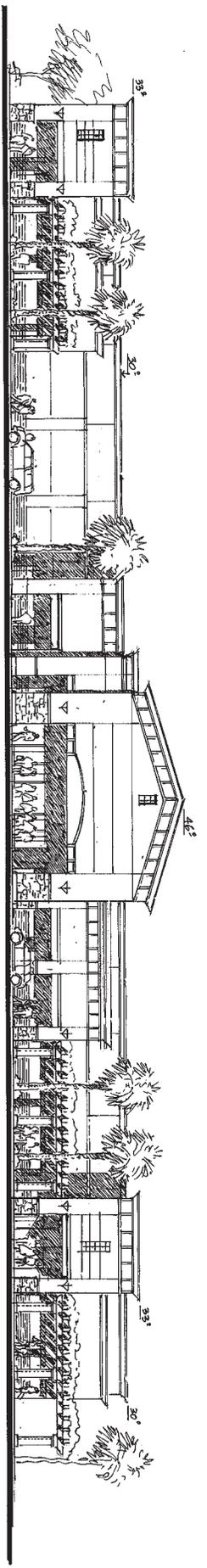
Exterior signage would be reviewed pursuant to the City's sign permit procedure. Exterior lighting would be provided throughout the site including the main parking area and to the north, west and south of the building. Exterior lighting on the building and parking area would be directed away from adjoining properties. WinCo's parking lot illumination standard is 2.5 footcandles average and would meet the minimum standard of 1 footcandle throughout the entire area, as indicated on the applicant's site plan.

h. Storage and Equipment

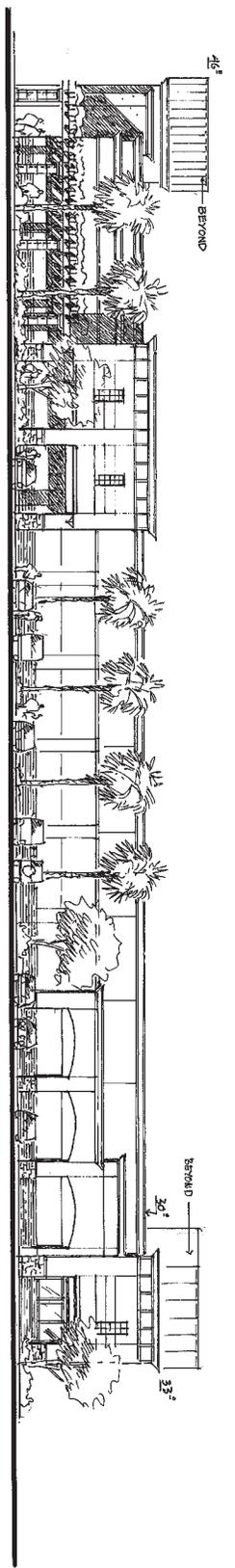
The WinCo store proposes to locate some mechanical and operational equipment, including an enclosure for a transformer and generator, to the rear of the store along the west side of the site. An enclosure for temporary storage of empty pallets would also be located to the rear of the store. The pallets would eventually be returned to vendors.



PARTIAL PLAN 1/8" = 1'-0"



EAST ELEVATION



NORTH ELEVATION

Source: Schack & Company, Inc., 2003.

FIGURE 3-4

PROPOSED WINCO STORE ELEVATION

Figure 3-5: Proposed WinCo Landscaping Plan
11”17”Black and White (back)

i. Infrastructure and Services

The City of Tracy would provide water, sanitary and storm sewer service to the proposed WinCo store. The project would be connected to existing City water and sanitary sewer systems, as shown in Figure 3-6. A sewer line would be provided to convey wastewater from the site into the City of Tracy wastewater treatment system. A storm drain system would be constructed to convey surface water runoff to on-site catch basins or curb inlets and then to the existing storm drain system. Grease interceptors would be installed to retain accumulations of grease and other materials from parking surfaces.

Solid waste and recycling collection service would be provided by a private hauler established through the City's franchise agreement. The store would have two compactors located between the loading dock and the rear of the stairs—one cardboard baler for cardboard to be sent to an off-site recycling facility, and one compactor for all other waste. Refuse would be loaded into the compactor from a chute inside the store. Pallets, cardboard, plastic, metal and paper products would be recycled.

Other service providers would include SBC for telephone service; Pacific Gas & Electric for gas and electric service; and Comcast for cable television service.

j. Employment and Customers

The proposed WinCo store would employ about 75 to 80 employees per shift, with three shifts per day. The applicant anticipates an average of approximately 33,000 customers per week, which would be an average of approximately 4,700 customers per day.³

k. Store Operations

The proposed WinCo store would operate 24 hours a day, 365 days per year. The store would receive daily deliveries of inventory via tractor trailers and specialty vendors. The largest number of deliveries on one day is estimated to be three tractor trailer trucks and three to four light duty or semi trucks for

³ WinCo Foods, LLC.

delivery of specialty items, depending on sales in a given week. Between 14 and 20 trucks are anticipated each week. Delivery hours would be 24 hours per day, but discouraged during peak customer periods over the weekend. Deliveries to the store would be received at the loading area in the rear of the store. The primary delivery truck access to the store would be from the westernmost site entrance on Pavilion Parkway.

1. Project Construction

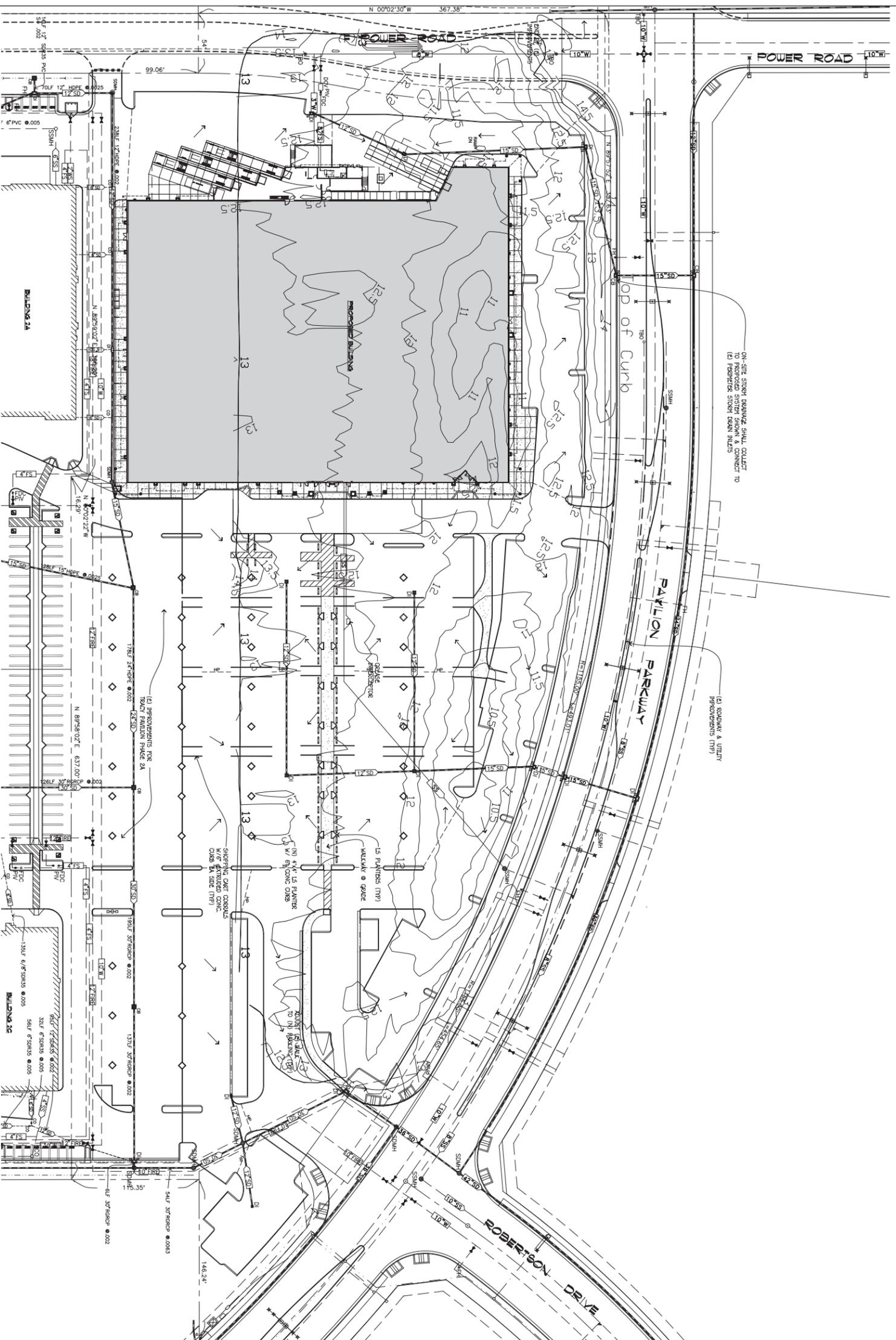
Construction of the WinCo store would include site improvements and excavation and grading. The exact details of construction would vary depending on the selected contractor. This section describes the expected type of construction activities and timing based on construction of a typical WinCo store.

Site improvements for the WinCo store site would include establishing utilities, laying foundations, building erection, paving and landscaping. Facilities for public utilities and drainage would be installed. Power Road would also be extended to allow for delivery truck maneuvering and access to the delivery port. Concrete slabs would be used for the floor of the store, front sidewalk, sidewalks adjacent to the building and truck dock slab. The parking areas would be asphalt paving. Landscaping activities would include soil preparation, irrigation installation and planting. Typical equipment used for these activities include trenching units, backhoes, motor grade excavators, D6 dozers, steel drum rollers, bobcats, paving units, compactors, cranes, concrete trucks and water trucks.

Construction of the proposed WinCo store would require approximately six cubic yards of cut and 20 cubic yards of fill as a result of grading and excavation operations. Equipment typically used for these activities include scrapers, water trucks, sheep's foot compactors, motor graders or D10 dozers, concrete trucks, construction service trucks, and pick up trucks. The proposed grading plan is shown in Figure 3-6.

FIGURE 3-6

PROPOSED WINCO GRADING AND UTILITY PLAN



- (E) Storm Drain w/ Line Size
- (N) Storm Drain w/ Line Size
- (E) Sanitary Sewer Force Main w/ Line Size
- (N) Sanitary Sewer Force Main w/ Line Size
- (E) Sanitary Sewer w/ Line Size
- (N) Sanitary Sewer w/ Line Size
- (E) Water w/ Line Size
- (N) Water w/ Line Size
- (E) Fire Service w/ Line Size
- (N) Fire Service w/ Line Size
- (E) Store Drain Drop Inlet
- (N) Store Drain Drop Inlet Installed Per City STD #302
- (E) Store Drain Catch Basin
- (N) Santa Rosa Drop Inlet (Model 2k UON) or Equiv.
- (E) Manhole (55 Indicated)
- (N) Manhole (55 Indicated) Installed per City Std #301
- (N) 55 Clean Out w/Box @ Grade Installed per City Std #203
- (E) Storm Drain Under Valley Gutter w/ Line Size
- (N) Storm Drain Under Valley Gutter w/ Line Size
- (E) Fire Hydrant (FH)
- (N) Fire Hydrant (FH) Installed per City Std #401
- (E) Water Valve
- (N) Water Valve Installed per City Std #402
- (N) Water Valve Installed in Box City @ Grade (On Site Only)
- Valley Gutter (E) Shown Shaded)
- Telephone & Cable TV Lines (UG) (E) Shown Shaded)
- Gas Lines (UG) (E) Shown Shaded)
- Electric Lines (UG) (E) Shown Shaded)
- Fence Line (E) Shown Shaded)
- Power Pole (PP) or (JP) (E) Shown Shaded)
- Sign (E) Shown Shaded)
- (E) Off-Site Street Light Standard
- (N) Light Standard (Single or Double) - See Elic Plans
- Boundary Line
- (E) Grades (TTC) Finish Grades (UON)
- Grades as Shown on Approved Road Improvement Plans (Other Construction)
- (N) Grades (TTC) Finish Grades (UON)
- Measure of A/C over A/B Installed per Soil Report

Source: Schack and Company, Inc. 2003

Figure 3-6: Proposed Grading and Utility Plan (from Autocad)
11" 17" Black and White (back)

The number and type of construction equipment would vary from day to day. The maximum amount of equipment operating at one time is expected to occur during the excavation and grading phase. At the peak of construction activity, the following equipment could be working simultaneously and would require a maximum daily workforce of about twelve people:

- ◆ Scrapers (3)
- ◆ Water truck (1)
- ◆ Dozer (1)
- ◆ Pickups (3)
- ◆ Compactor (1)
- ◆ Miscellaneous equipment (3)

Construction of the WinCo store is expected to take between seven and nine months. Site preparation is anticipated to take one to two months, while site improvements are expected to take about five months. Following construction, about one month would be needed for stocking and final preparations before the store opens. Construction is proposed to begin in 2006.

G. Related Projects

The cumulative analysis in this EIR considers past, present and probable future projects, referred to as “related projects” in this EIR. A list of these related projects is presented in Table 4-1 of Chapter 4.

H. Required Permits and Approvals

As stated above, the proposed project includes the following:

- ◆ A General Plan amendment to re-designate land use from Industrial to Commercial for the grocery store
- ◆ A Specific Plan amendment to re-designate land use from Light Industrial to General Commercial for the grocery store

- ◆ Preliminary and Final Development Plan Approval for the grocery store
- ◆ Conditional Use Permit for the grocery store
- ◆ Encroachment Permit for the grocery store
- ◆ Building Permit for the grocery store
- ◆ Grading Permit for the grocery store

4 ENVIRONMENTAL EVALUATION

This chapter consists of 12 sections that evaluate the environmental impacts of the proposed General Plan and Specific Plan amendments and the proposed WinCo retail grocery store. Each section generally follows the same format,¹ and consists of the following subsections:

- ◆ The *Existing Setting* section describes current conditions with regard to the environmental factor reviewed.
- ◆ The *Standards of Significance* section tells how an impact is judged to be significant in this EIR. These standards are based on the CEQA Guidelines and adopted City of Tracy standards and procedures.
- ◆ The *Impact Discussion* gives an overview of potential project impacts, and tells why impacts were found to be significant or less-than-significant.
- ◆ The *Impacts and Mitigation Measures* section numbers and lists identified impacts and, where possible, identifies measures that would mitigate each potentially significant impact.
- ◆ The *Cumulative Impacts* section evaluates whether the proposed project, in combination with other reasonably foreseeable projects, would result in potentially significant cumulative impacts. The cumulative analysis methodology is described below in section B.

A. *Format of Impact Discussions*

In sections 4.1 through 4.12, each numbered impact is considered significant prior to mitigation, unless it is specifically identified as less-than-significant. Mitigation measures have been suggested that would reduce potentially significant impacts to less-than-significant levels. Impacts would be less-than-significant after mitigation unless they are noted as significant and unavoidable in the text.

¹ Due to the complexity of the traffic section, it has additional subsections.

Under CEQA, an EIR is required to identify mitigation measures that could reduce identified impacts to less-than-significant levels. However, the City is not required to adopt these mitigation measures, even after the EIR is certified. The City could also require alternative mitigation measures that are equally effective, or it could find that the identified measures are infeasible and allow the project without mitigation under a finding of overriding consideration.

B. Cumulative Impacts

Section 15130 of the CEQA Guidelines requires that EIRs consider the cumulative impacts of a project. A cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts.

As specified in Section 15130 of the CEQA Guidelines, to be adequate, a discussion of cumulative effects must include the following elements:

- ◆ Either (a) a list of past, present and probable future projects, including, if necessary, those outside the agency's control, or (b) a summary of projections contained in an adopted general plan or related planning document, or in a prior adopted or certified environmental document, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.
- ◆ Definition of the geographic scope of the area affected by the cumulative effect and a reasonable explanation for the geographic limitation used.
- ◆ 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.
- ◆ A reasonable analysis of the cumulative impacts of the relevant projects.

The cumulative scenario includes buildout of other past, present and probable future "reasonably foreseeable" development projects in the City of Tracy,

referred to as “related projects” in this EIR. This list of related projects is presented in Table 4-1. The related projects include the entire I-205 Specific Plan Area, and the Tracy Gateway, Tracy Hills, South Schulte, and Northeast Industrial projects. Buildout of the Mountain House community in San Joaquin County is also assumed.

The cumulative assumptions for the traffic analysis are presented in Section 4.3. These assumptions pertain to the roadway network and traffic forecasts methodology used in assessing cumulative traffic conditions.

C. Other CEQA-Required Assessments

Other assessments required by Section 15126 of the CEQA Guidelines are examined in Chapter 6, CEQA-Required Assessment Conclusions. Included in this chapter are discussions of growth-inducement, unavoidable significant effects, significant irreversible changes, and impacts not found to be significant.

TABLE 4-1 CITY OF TRACY PROJECTED CUMULATIVE DEVELOPMENT

Development Project	Residential ¹	Non-Residential	
	DU	Employment	Acres
Baseline Development ²	26,870	36,400	2,220
Future Development:			
Castro	767	--	--
Catellus	--	11,900	380
Elissagaray Ranch (S. MacArthur)	433	--	--
Filios	400	--	--
Infill	88	--	--
Kagehiro	200	--	--
Lourence Ranch (S. MacArthur)	166	--	--
Moitoso II	487	--	--
Northeast Industrial	--	4,100	512
Presidio	550	--	--
Saddlebrook	385	--	--
Souчек	203	--	--
South Schulte	5,820	1,570	147
Tracy Gateway	--	24,490	395
Tracy Hills	5,502	6,900	592
Total	42,524	85,500	4,300

Notes:

1. Residential development is limited by Measure A. Assumes 721 units will be developed during 2005. Development from 2005 through 2013 will occur at a rate of 100 units per year plus affordable housing projects; and development beyond 2013 will proceed at rate of 600 units per year.

2. Baseline development includes existing development and buildout of the following: RSP, ISP, I-205 SP, Plan C, NEI Phase 1, and Infill properties within the 1990 Tracy City limits.

4.1 LAND USE AND ECONOMICS

This section provides an overview of existing and planned land uses in the project area and identifies potential land use impacts resulting from the proposed project. 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 decay,¹ it should be addressed.² Therefore, the second part of this section describes a recent market impact analysis conducted as part of the planning process for the proposed WinCo store. Additional documents reviewed for this section include the *City of Tracy General Plan: An Urban Management Plan* (1993), the Tracy Municipal Code, the *I-205 Corridor Specific Plan and Initial Study* and the City's Zoning Ordinance.

A. Land Use

1. Existing Setting

This section summarizes the plans and policies that are relevant to the proposed project site.

a. Regulatory Setting

Land use in the City of Tracy and its surrounding areas is regulated through implementation of various plans, regulations and codes at the local and county level.

¹ Urban decay is the deteriorated state of an area due to a reduction of or lack of proper utilization of an 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.

² CEQA Guidelines Appendix G, Section 15382, Significant Effect on the Environment.

i. City of Tracy General Plan

The Land Use Element of Tracy's General Plan contains land use policies and designations for the City of Tracy and its Planning Area, which includes six Community Areas adjacent to the City limits identified for future growth. The General Plan designates the proposed project site as Industrial (I), which permits industrial and office uses, such as light to heavy industrial fabrication and assembly, warehousing, heavy commercial, corporate headquarters, professional and technical support offices and flex offices. The I designation also permits community facilities, such as fire and police stations, day care facilities, post offices and transit stations, if they are compatible with surrounding uses. All industrial designations have an average intensity Floor Area Ratio (FAR) of 0.50. The project proposes a re-designation of its parcels from Industrial to Commercial. The Commercial (C) land use designation allows a relatively wide range of uses, including neighborhood, general and regional commercial and office uses. Examples of allowable land uses in this category include businesses, all office uses, as well as quasi-public or public institutions and community facilities. The average FAR intensity for the Commercial designation is 0.35.³ Figure 4.1-1 shows land use designations from the General Plan within close proximity to the project site. The General Plan designated 2,523 acres within the City limits as Industrial and 1,020 acres within the City limits as Commercial.⁴

Land to the north of the project site is designated in the San Joaquin County General Plan as Agricultural (AG). The AG designation permits general agriculture uses and indicates that non-agriculture uses are not anticipated during the lifetime of the General Plan. It includes active agricultural use, lands that have been used for agricultural uses in the past but remain undeveloped, and grazing land, generally referred to as open space. The project site itself is not currently within an Agricultural designation and is not currently active farmland.

³ *City of Tracy General Plan: An Urban Management Plan*, adopted July 19, 1993, table 1-1, page 1-16.

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.

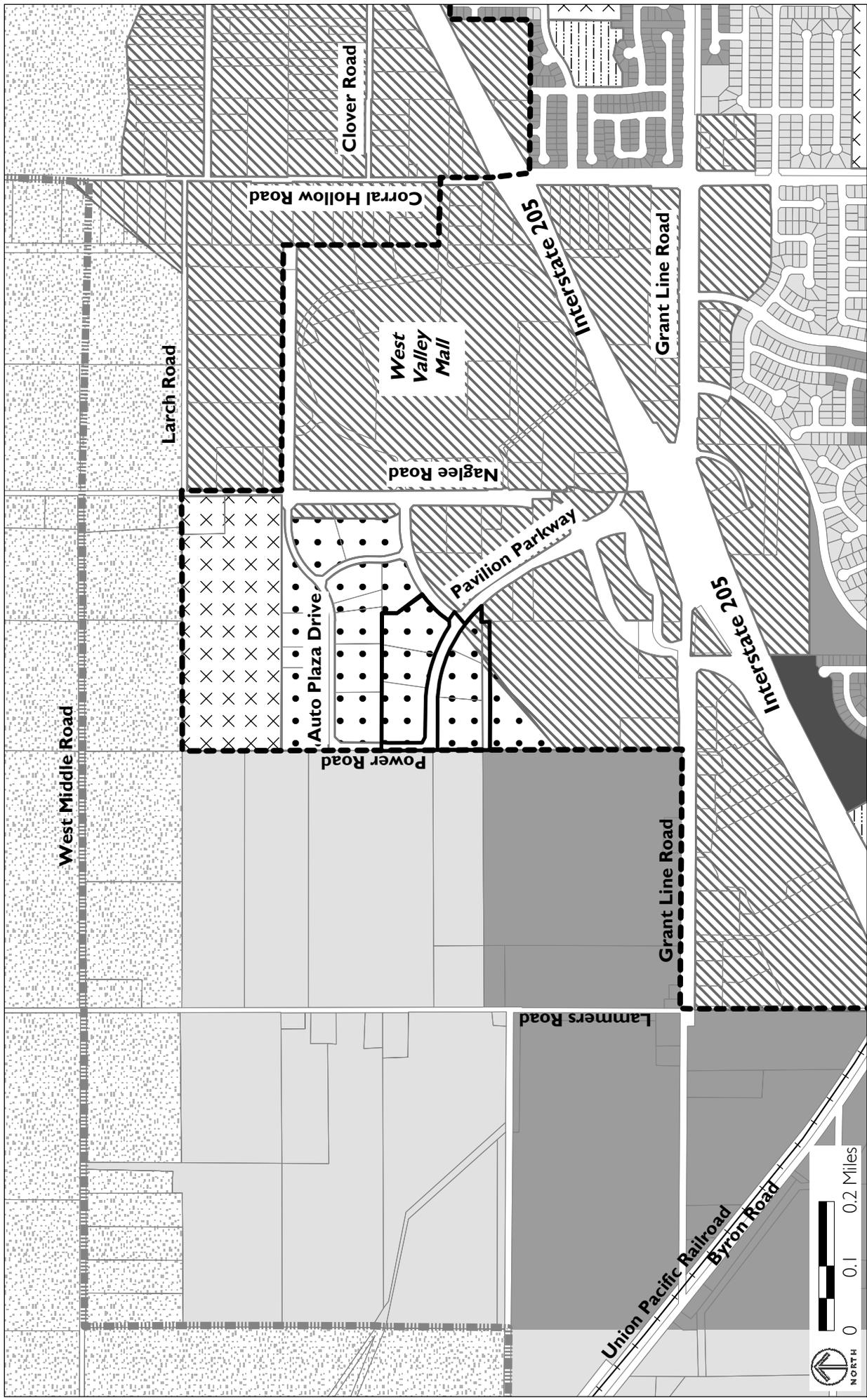


FIGURE 4.1-1
GENERAL PLAN
LAND USE DESIGNATIONS

- Residential Low
- Residential Medium
- Residential High
- Commercial
- Industrial
- Public
- Park
- Agriculture
- Project Location
- Sphere of Influence
- City Limit

The Land Use Element of the Tracy General Plan identifies several goals to guide the City's decision making for land use, development, and agricultural resource issues. Several goals, policies and actions outlined in the Land Use Element are relevant to the proposed project evaluated in this EIR:

- ◆ 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 4: Development of regional plans and programs
 - In addition to its efforts to coordinate with San Joaquin County planning efforts, Policy LU 4.4 also states that the City wants to work with citizens, agencies and land developers within the Planning Area to foster a common approach concerning development plans. This is especially important for continuing commercial development on the western side of the proposed project, beyond the City limits.
- ◆ 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.
 - LU 7.2 requires that environmental impacts of proposed development be fully assessed and identified impacts mitigated to the extent feasible.
 - LU 7.3 and 7.4 encourage compatible development to be located along freeway corridors while minimizing related transportation, noise and air quality impacts to surrounding areas.
 - 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.

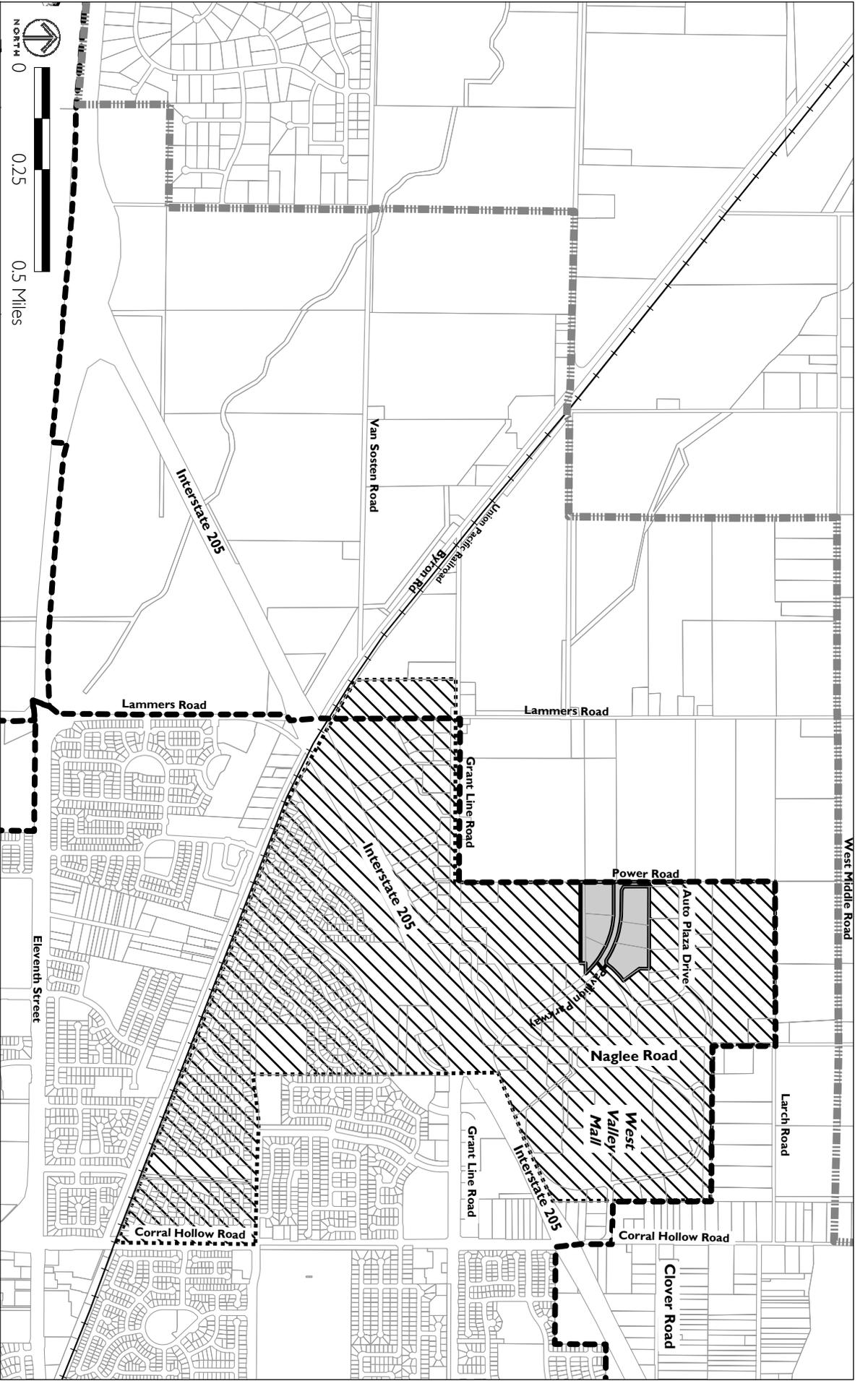
- LU 9.3 encourages land uses that contribute positively to Tracy’s economic well-being and supports LU 9.1 and 9.4, which require review of all development proposals for potential effects to the City’s fiscal resources and applicants to fund any resulting infrastructure expenses or capital improvements.⁵

ii. I-205 Corridor Specific Plan

The I-205 Corridor Specific Plan was adopted in 1990 to promote economic development along the city’s major transportation route. The plan area contains approximately 714 acres of land on the northwest and northeast sides of Tracy, adjacent to I-205. The 21.3-acre project site is located in the Specific Plan’s Grant Line Planning Area in the northeast part of Tracy, as highlighted in Figure 4.1-2. The Specific Plan area is split into two sections and designated by the Specific Plan as mostly Light Industrial (LI), with commercial uses close to the intersection of Grant Line Road and I-205. In 1999, 251 of the 405-acre Grant Line Area of the Specific Plan was re-designated to develop 2,891,000 square feet of various types of commercial uses, as shown in Figure 4.1-3. These changes included 90 acres/835,000 square feet for the West Valley Mall, 89 acres/1,057,000 square feet for General Commercial/Retail (GC), 54 acres/834,000 square feet for Service Commercial (SC) and 18 acres/165,000 square feet for Freeway Commercial (FC). Seventy-six acres/1,688,000 square feet were maintained as Light Industrial (LI) uses, including the proposed project site that is now the last remaining LI area in the Grant Line Area of the Specific Plan. The remaining 77 acres includes public and roadway uses. The entire Specific Plan area retains a Planned Unit Development (PUD) zoning designation, explained in greater detail below.

Potential impacts from land use conflicts between the I-205 development and adjacent agricultural lands were also identified in the Specific Plan EIR. The impacts were mitigated to an acceptable level by specifying as a mitigation measure that the Specific Plan include provisions for physical separation of

⁵ *City of Tracy General Plan: An Urban Management Plan*, adopted July 19, 1993, pages 1-2 through 1-11.



Source: I-205 Corridor Specific Plan

Grant Line Road Planning Area,
I-205 Corridor Specific Plan Area

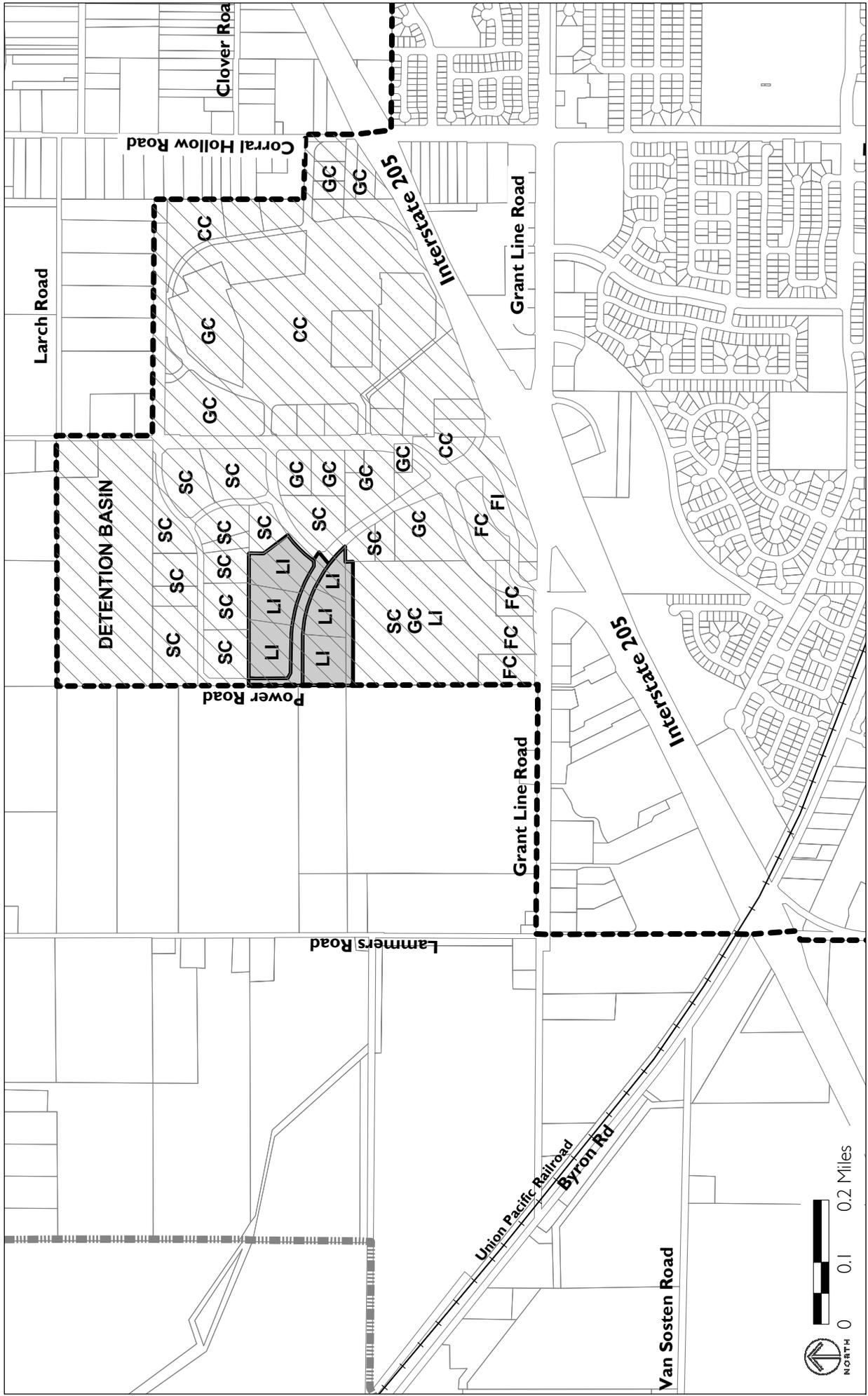
Sphere of Influence

City Limit

Project Location

I-205 CORRIDOR SPECIFIC PLAN BOUNDARY

FIGURE 4.1-2



Source: "Land Use Plan, Grant Line North Planning Area, I-205 Corridor Specific Plan Amendment, Figure 3.1a", Ruark and Associates.

 Grant Line North Planning Area Land Use Plan	 Sphere of Influence	 City Limit	 Project Location
<p>SC: Service Commercial</p> <p>GC: General Commercial</p> <p>FC: Freeway Commercial</p> <p>CC: Commercial Center</p> <p>FI: Freeway Interchange</p> <p>LI: Light Industrial</p>			

FIGURE 4.1-3

I-205 CORRIDOR SPECIFIC PLAN
GRANT LINE AREA LAND USE DESIGNATIONS

commercial and light industrial uses from agricultural lands.⁶ Significant unavoidable impacts to agricultural resources were determined because it involved conversion of 600 acres of prime agricultural land to urban uses. As a result of this finding, mitigation measures could not be determined.⁷ In order to move forward with the approval of the Specific Plan in 1990, the City adopted a Statement of Overriding Consideration (Resolution 93-226).⁸

iii. Existing 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 PUD zone applicable to the project area is described as follows:

- ◆ **Planned Unit Development Zone (PUD).** 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. A PUD designation indicates the future location of a project planned and developed under a single ownership or control to allow greater flexibility in planning for residential, commercial, and industrial uses.⁹

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 Service Department to gain insight and advice towards the official application. Formal submittals for each step must follow guidelines outlined in Article 29 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

⁶ City of Tracy, *I-205 Corridor Specific Plan EIR*, 1990, Summary Table.

⁷ City of Tracy, *I-205 Corridor Specific Plan EIR*, 1990, Summary Table.

⁸ City of Tracy, *I-205 Corridor Specific Plan Amendment and General Plan Amendment Initial Study*, 1999, page 4.

⁹ City of Tracy Municipal Code. Chapter 10.08.740, Definition. <http://www.ordlink.com/codes/tracy/index.htm>

level of detail.¹⁰ Through the PUD process, projects are reviewed for consistency with Specific Plan policies and guidelines, including design guidelines. In the case of the I-205 Corridor Specific Plan, the Specific Plan is the PUD Concept Development Plan.

iv. San Joaquin County General Plan

Land west and north of the project site lies within San Joaquin County. The San Joaquin County General Plan designates land immediately west of the project site as General Agriculture; land to the north is designated Limited Agriculture.¹¹ Limited Agriculture typically includes wetlands or steep slopes that are difficult to cultivate but may be used for grazing or habitat conservation. These areas were identified as future Community Areas in the General Plan for the expansion of Tracy, and during the current General Plan update process.

v. San Joaquin County Multi-Species Habitat Conservation and Open Space Plan

The San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) states that its key purpose is “to provide a strategy for balancing the need to conserve Open Space and the need to Convert Open Space to non-Open Space uses while protecting the region’s agricultural economy; preserving landowner property rights; providing 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 or the California Endangered Species Act; providing and maintaining multiple-use Open Spaces which contribute to the quality of life of the residents of San Joaquin County; and accommodating a growing population while minimizing costs to Project Proponents and society at large.”¹²

¹⁰ City of Tracy Municipal Code. Chapter 10.08.1830, Establishment and development of PUD zoning. (<http://www.ordlink.com/codes/tracy/index.htm>)

¹¹ *San Joaquin County General Plan*, 2000.

¹² *San Joaquin County Multi-Species Habitat Conservation and Open Space Plan*, November 2000, page 1-1.

The SJMSCP is administered by a Joint Powers Authority consisting of members of the San Joaquin County Council of Governments. The 50-year plan addresses impacts to 97 special-status plant, fish and wildlife species found in 52 vegetative communities that occur in scattered localities throughout San Joaquin County. The SJMSCP compensates for conversion of open space for a range of use, including urban development.¹³

Certain parcels of agricultural lands, including perennial and annual crops, are classified as Agricultural Habitat Lands by the SJMSCP, of which Tracy is a signatory. This classification requires a one-to-one ratio of agricultural habitat land compensation for every acre of agricultural habitat land that is developed for urban uses. Thus, for every acre of agricultural habitat land that is converted from open space, one acre must be preserved, acquired, enhanced and managed in perpetuity somewhere else in San Joaquin County. Some agricultural and range lands are classified instead as Natural Lands, which increases the required ratio to 3 acres for every 1 acre converted from open space. In some instances an appropriate in lieu fee may be paid instead.¹⁴

vi. California Conservation Act (Williamson Act)

The California Land Conservation Act, more popularly known as the Williamson Act, (WA) was passed in 1965. Under the WA, an owner of agricultural land may enter into a contract with the county if the landowner agrees to restrict use of the land to the production of commercial crops for a term of not less than 10 years. The term of the contract is automatically extended each year unless notice of cancellation or non-renewal is given. Certain compatible uses are also allowed on the property. In return, the landowner is taxed on the capitalization of the income from the land, and not on the

¹³ *San Joaquin County Multi-Species Habitat Conservation and Open Space Plan*, November 2000, page 1-1.

¹⁴ *San Joaquin County Multi-Species Habitat Conservation and Open Space Plan*, 2000.

Proposition 13 value. There are currently more than 16 million acres enrolled in the Williamson Act in 54 counties in the state.¹⁵

According to a survey of San Joaquin County agricultural land conducted in 2000, 540,000 acres in the county were protected through WA contracts to preserve the land in agricultural use for ten years in exchange for tax benefits to the land owner. In addition, 47,000 more acres have been preserved for a twenty-five year period within Farmland Securities Zones, also referred to as Super Williamson Act contracts. As of January 2003, there were approximately 19,490 acres of agricultural lands within the Tracy Planning Area, 775 acres within the SOI and 1,360 acres within the City limits holding active WA contracts.¹⁶ Farmland classifications and WA contract assignments are shown in Figure 4.1-4. When adopted, three parcels (173.33 acres) within the Specific Plan area were under WA contracts, but all filed for non-renewal in 1996. Therefore, none of the parcels within the Specific Plan Area are currently under WA contracts.¹⁷

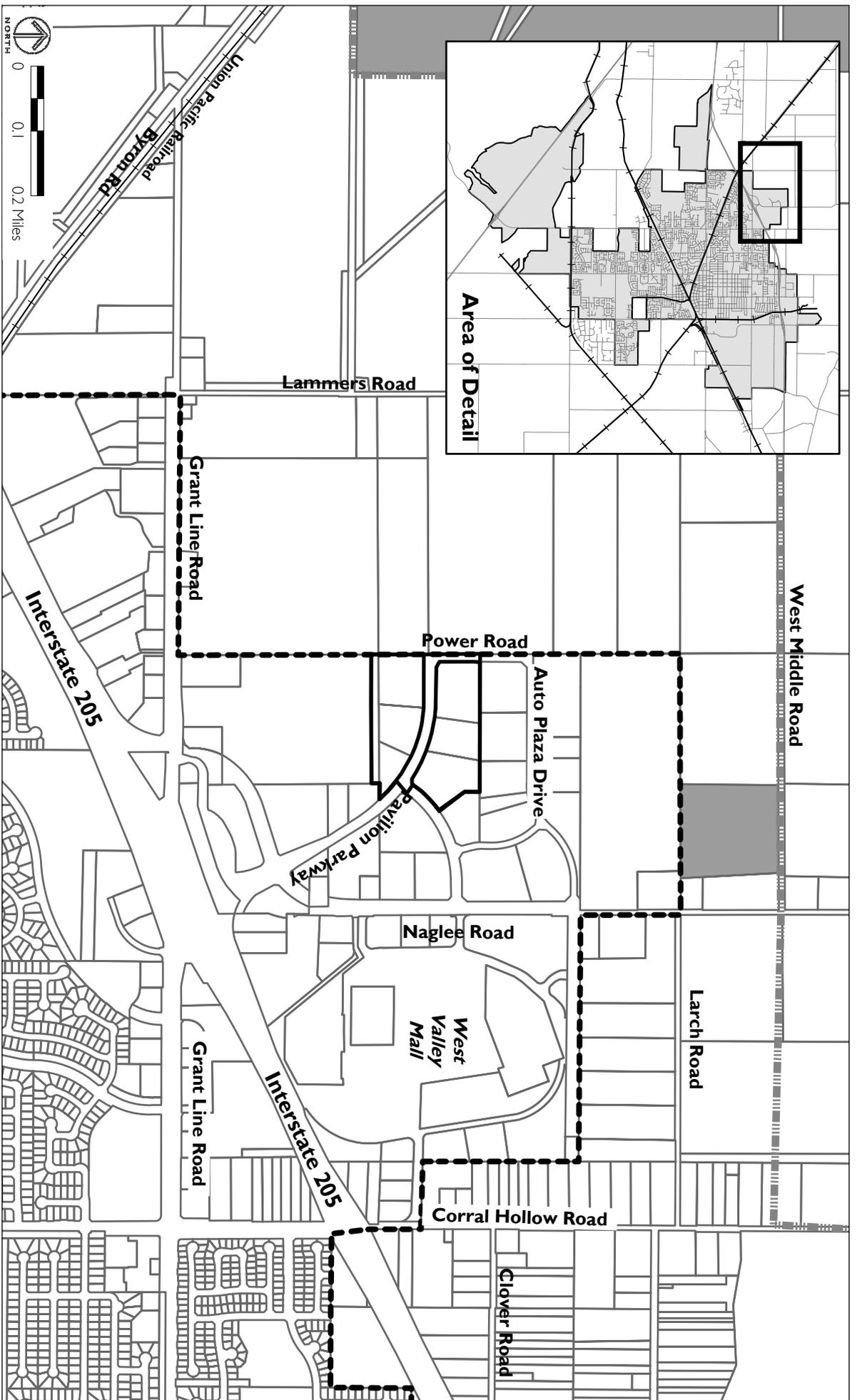
vii. Proposed General Plan Update

The City of Tracy is currently preparing an update to its General Plan, which is expected to be adopted in late 2005. 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. Since the application for the proposed project was submitted before adoption of the updated General Plan, the current General Plan designation of Industrial applies to the proposed project, and an amendment to the designation would be required. If the proposed General Plan is adopted, the proposed use will be in accordance with the new designation.

¹⁵ California Farm Bureau website, http://www.cfbf.com/issues/landuse/willamson_2003.cfm, accessed June 20, 2005.

¹⁶ California Department of Conservation, Division of Land Resource Protection, 2003. Note that Williamson Act lands are both those in non-renewal or active contracts as of January 1, 2003.

¹⁷ City of Tracy, *I-205 Corridor Specific Plan Amendment and General Plan Amendment Initial Study*, 1999, page 7.



Source: California Department of Conservation, Division of Land Resource Protection, 2003.

WILLIAMSON ACT LANDS

FIGURE 4.1-4

b. Existing Land Uses on the Project Site and Vicinity

Existing land uses in the area are shown in Figure 4.1-5, including the project site which is currently vacant and fallow. The proposed WinCo store development would be located on the Southern Parcel and there are currently no development proposals underway for the Northern Parcel. The east side of the project site abuts Robertson Drive, which contains numerous automobile dealerships and related auto servicing businesses. The western edge aligns with the City limit line and Power Road, beyond which is County agricultural land. Three parcels are adjacent to the site's northern edge south of Auto Plaza Drive and east of Power Road. On the west parcel, along Power Road, are two recently constructed, multi-tenant buildings for various auto-related and consumer services. The center parcel is vacant with no improvements proposed at this time. The east parcel is occupied by a Honda automobile dealership and service center. Further north lies one of the city's main retention ponds. Finally, the south side of the site connects with a retail development of big-box retail businesses, including Linens n' Things, Home Depot, PetsMart and a large parking lot. An application to construct two commercial buildings totaling approximately 30,000 square feet on the vacant lot adjacent to the southeast corner of the project site was approved by the City Council in May, 2005.

c. Existing Farmland Classifications

The California Department of Conservation (CDC) defines farmland quality in four categories, explained in Table 4.1-1. In San Joaquin County, any farmland that does not meet the criteria of Prime Farmland, Farmland of Statewide Importance, or Unique Farmland is designated as Farmland of Local Importance. This could include 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 left idle.¹⁸ While the land in

¹⁸ California Department of Conservation website, available on-line (http://www.consrv.ca.gov/DLRP/fmmp/pubs/Local_definitions_00.pdf).

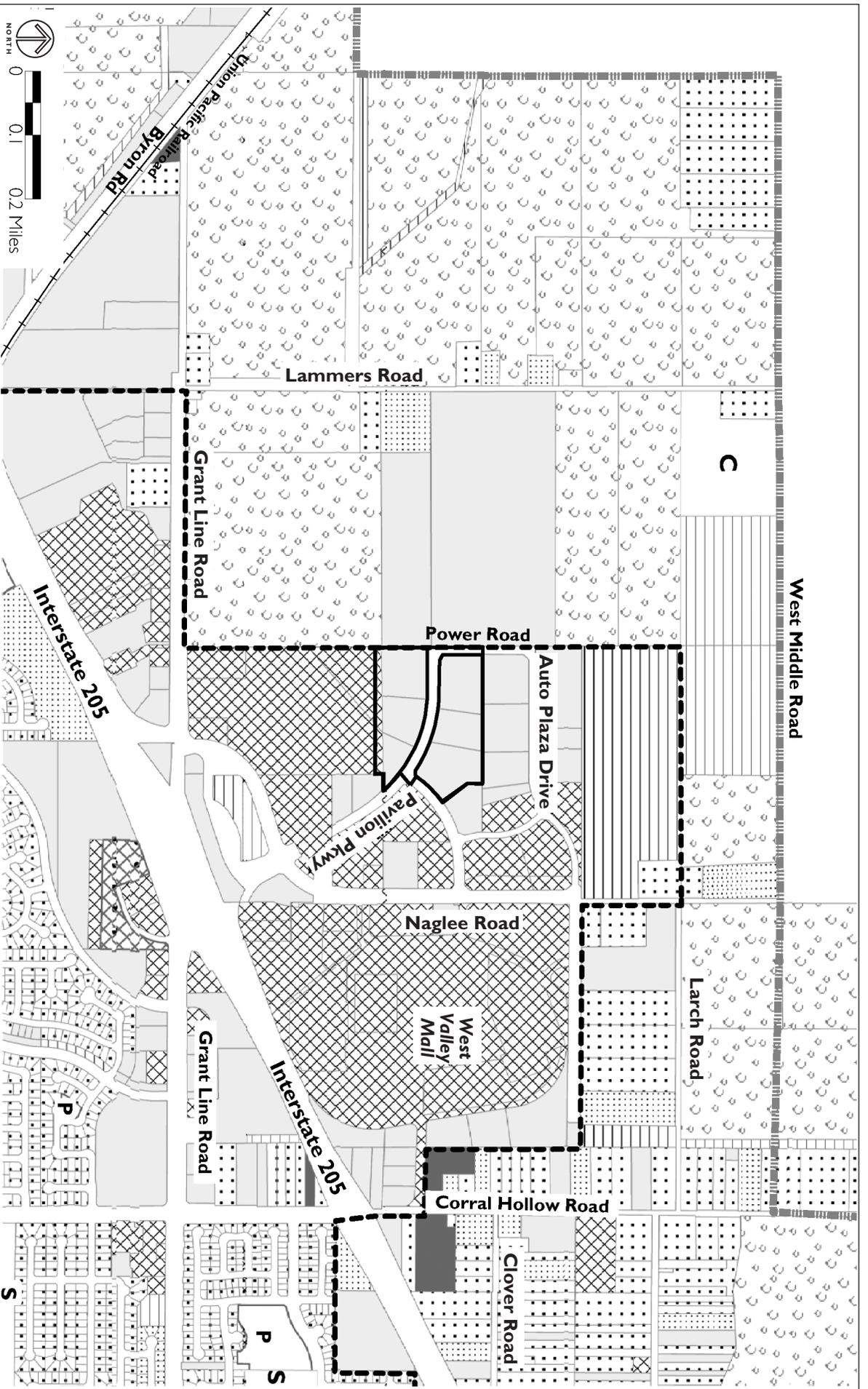


FIGURE 4.1-5

EXISTING LAND USE
IN AND AROUND THE PROJECT SITE

TABLE 4.1-1 **DEFINITIONS OF FARMLAND QUALITY TERMS**

Name	Description
Prime Farmland	Farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
Farmland of Statewide Importance	Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
Unique Farmland	Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.
Farmland of Local Importance	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.

Sources:

California Department of Conservation website, http://www.consrv.ca.gov/dlrp/fmmp/mccu/map_categories.htm.

California Department of Conservation website, "Farmland of Local Importance," http://www.consrv.ca.gov/DLRP/fmmp/pubs/Local_definitions_00.pdf, accessed August 18, 2005.

the project area has a good combination of physical and chemical characteristics for agricultural use, it has not been used for agriculture for a 15 year period,¹⁹ and therefore would be considered Farmland of Local Importance, rather than Prime Farmland.

2. Standards of Significance

The proposed project would create a significant land use impact if it would:

- ◆ Physically divide an established community.
- ◆ Allow development of land uses that would be incompatible with existing or planned surrounding uses.
- ◆ Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
- ◆ Conflict with any applicable habitat conservation plan or natural community conservation plan.

3. Impact Discussion

a. General Plan and Specific Plan Amendment

The contiguous parcels included in the Northern Parcel are surrounded by commercial uses on three sides and agricultural lands to the west, beyond the City limit line. There is no residential development near the project site. Therefore, the proposed General Plan and Specific Plan amendments would not result in development that physically divides an established community. Changing the land use designation of the Northern Parcel from industrial to commercial uses would also allow for development that is compatible with the neighboring retail development. Furthermore, under the proposed General Plan update, agricultural land on the western edge of the site is planned

¹⁹ LeBoeuf, David R, attorney representing Robertson/Trask Associates. Letter written to Alan Bell, City of Tracy, February 7, 2005.

for additional commercial development once it is annexed to Tracy. Thus, the adoption of the proposed General Plan and Specific Plan amendments would not result in significant impacts to the compatibility of existing or planned uses in the surrounding area.

Regarding agricultural resources, the land in the Northern Parcel and adjacent areas that was previously used for agriculture has been fallow since the 1990 I-205 Corridor Specific Plan, and is therefore no longer considered Prime Farmland by the State's definition, as listed in Table 4.1-1. Re-designation of the land occurred previous to this proposed project, and therefore is not an impact from this project. All lands within the project area which were previously under Williamson Act contracts filed for non-renewal in 1996, and are therefore no longer under contract.

Within Tracy, there are currently 849 acres of existing industrial uses in the City limits and 1,928 acres in the SOL.²⁰ In addition, there are 479 acres of existing commercial uses in the City limits and 86 acres in the SOI. As previously mentioned, the General Plan designated 2,523 acres within the City limits as Industrial and 1,020 acres within the City limits as Commercial. The 18.8-acre re-designation would not affect the overall supply of industrial land, nor the land use balance in the Tracy area. Also, the project site is designated as Commercial in the proposed General Plan update, currently under review. Therefore the implementation of the General Plan Amendment does not conflict with the goals and policies outlined in the General Plan.

The proposed amendment to the I-205 Corridor Specific Plan to re-designate the project site from LI to GC is also compatible with the goals and policies established in the 1990 Specific Plan, and follows the overall conversion of land use designations in subsequent amendments and development patterns in the area. Currently the project site is the last LI-designated area within the Specific Plan Grant Line boundary, which is in keeping with the established

²⁰ The probable physical boundaries and service area of the City, as determined by the Local Agency Formation Commission (LAFCO) of the County.

pattern of development in the area. Also, as a result of the 1990 I-205 Corridor Specific Plan, the Northern Parcel was included in the PUD zone, which allows for additional flexibility during the development process instead of amending the Tracy Municipal Code to reflect the Specific Plan land use designations. Therefore the proposed amendment does not conflict with, or result in, adverse impacts to the established Specific Plan or the Tracy Municipal Code.

The SJMSCP does not include the project area as a habitat bank, slated as a receiving area for preservation. Therefore the implementation of the General Plan and Specific Plan amendments and resultant development does not result in a significant conflict with any applicable habitat conservation plan or natural community conservation plan. Please see Section 4.10, Biological Resources, for a detailed discussion of the active mitigation program for Swainson's hawk foraging habitat.

b. WinCo Grocery Store

The project site is located in previously vacant but developing retail commercial area, where construction of the WinCo store would not result in any impacts that physically divide any established communities. Also, as with the Northern Parcel, the WinCo development would be compatible with the existing and proposed land uses.

In order for the development to occur, the proposed WinCo development must be consistent with policies and regulations outlined in Tracy's General Plan, and comply with guidelines established in the I-205 Corridor Specific Plan, and PUD zoning conditions. Therefore, the proposed project would not conflict with any applicable plan, policy or regulation of an agency with jurisdiction over the project.

The 1990 I-205 Corridor Specific Plan EIR determined that a significant unavoidable impact to Swainson's hawk foraging habitats would occur as a result of the project, indicating that no mitigation was possible. The WinCo development would not result in additional significant and unavoidable im-

pacts to foraging habitats, but would reinforce the previously determined impact and must therefore follow the same guidelines as any other development to occur previously within the Plan area. The 1999 Initial Study states that the City adopted findings of overriding consideration for the loss of foraging habitat and implemented a per-acre fee to acquire and maintain open space habitat at a ratio of 0.5 acres preserved for every acre lost.²¹ Please refer to Section 4.10, Biological Resources, for more detailed information.

4. Impacts and Mitigation Measures

Since no potentially significant impacts are identified, no additional mitigation measures are required.

B. Economics

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 itself to be a significant impact 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.”²² 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.”²³ Bay Area Economics (BAE) prepared an economic analysis of potential economic and economic-related physical impacts of the WinCo development, with and without the expansion of the nearby Wal-Mart to a Supercenter format that includes a grocery component. This study is included in Appendix A. Of specific concern to the City and this environmental review is the potential for urban de-

²¹ City of Tracy, *I-205 Corridor Specific Plan Amendment and General Plan Amendment Initial Study*, 1999, page 10 (references page 4-42 of the 1990 Specific Plan EIR).

²² CEQA Guidelines Appendix G. Section 15382, Significant Effect on the Environment.

²³ CEQA Guidelines Appendix G. Section 15131, Economic and Social Effects.

cay or additional adverse physical impacts from economic change caused by the WinCo store.

1. Existing Setting

Since 1990, Tracy's population has increased 121 percent from 33,500 to 74,070 residents,²⁴ and continued growth is anticipated with accompanying increases in income and employment opportunities. It has also been determined that Tracy's trade area²⁵ 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 \$390.²⁶

2. Standards of Significance

The proposed project would create a significant impact due to economic change if it would lead to physical degradation such as store vacancies or urban decay.

3. Impact Discussion

BAE's research indicates that if the project were approved and opened as scheduled in 2006, the average yearly sales per square foot in Tracy's existing grocery market would decline 15 percent to \$403 (2004 dollars). By 2009, it is estimated that sales will recover to \$465, which is slightly below current levels but still well ahead of the national average of \$390. Although the drop in sales is an average throughout Tracy, individual grocery stores may experience a range of impact levels, especially the Food 4 Less that is the most similar store in market concept to the WinCo and is also located in close proximity to the site.

²⁴ California Department of Finance estimate for January, 2004.

²⁵ 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.

²⁶ Urban Land Institute, *Dollars and Cents of Shopping Centers: 2004*.

Impacts to local grocery retailers will increase further if the nearby Wal-Mart expands as planned to include supermarket space. 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, or if the Food 4 Less suffers greater as previously discussed, all grocery stores, including Food 4 Less, could continue operations.

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 potentially significant impact would occur.

4. Impacts and Mitigation Measures

Since no significant physical impacts related to economics were identified, no mitigation measures are required.

C. Cumulative Impacts

1. Land Use

The proposed project would be the final step in the conversion of the industrial areas in the I-205 Corridor Specific Plan to commercial uses. This would comply with and would remove an inconsistency from the existing General Plan. In this regard, the proposed project would be cumulatively consistent with surrounding uses and would not introduce a new or incompatible land

use to an established community. Development of the related projects identified in this chapter is expected to occur in accordance with adopted plans and regulations.

Under the General Plan, new growth in Tracy will occur in accordance with land use designations, and development densities and intensities identified in the Land Use Element. Potential land use incompatibility problems resulting from implementation of the General Plan would be mitigated by policies contained in the Land Use and Open Space Elements. There are policies for containing growth either within or adjacent to existing urban areas, preserving agriculture and open space resources, and preventing conflicts between various land uses, such as residential and the airport or agriculture. The General Plan also upholds additional guidelines from the County and State in regards to open space, such as the SJHCP, which requires the preservation of open space and agriculture acres according to the amount of land converted to urban uses. The policies contained in the General Plan are consistent with the County General Plan and its regional growth projections and management programs. Therefore, implementation of the General Plan and Specific Plan amendments would not result in significant and unavoidable cumulative impacts at the project or regional level.

2. Economics

The demographic and economic data analyzed for the WinCo project indicate population, incomes and employment will continue to increase in Tracy and the surrounding area regardless of construction of the proposed project. Furthermore, the addition of the nearby Mountain House community; the River Islands project on the west side of Interstate 5, construction of which is expected to commence in 2006; and other developments would likely add quickly to demand within the Trade Area.²⁷ Thus, Tracy should be able to support sustained retail growth for the next several years.

²⁷ Bay Area Economics, "Market Impact Analysis for Proposed WinCo Store in Tracy, CA," October 2004, page 8. See pages 7 and 8 for population trends in Tracy, the Trade Area and San Joaquin County.

These trends indicate that the WinCo store would be filling an existing need for retail in the Tracy area, and that continued population and retail growth would support both the WinCo store and other subsequent projects, including the proposed Wal-Mart project. Thus, the proposed project would not contribute to a significant adverse cumulative impact on the retail sales in the City. Analysis indicates that the retail real estate market is sufficiently robust that any supermarket vacancies that could occur as a result of new competition would be quickly filled by other retail uses.

4.2 COMMUNITY SERVICES

This chapter presents information on existing community services in the City of Tracy, including police, fire, schools, and parks and recreation, and describes the effects of the proposed project related to provision of these services. This section is organized according to type of community service, with each service analyzed individually.

A. Police Services

This section describes current conditions and potential impacts of the proposed project with regard to police services in Tracy. It begins with an overview of City policies affecting police services.

1. Regulatory Setting

a. City of Tracy General Plan

The Safety Element of Tracy's General Plan contains a number of policies and actions in support of the City's goal of creating a safe and secure community. In order to ensure adequate provision of police services, the City encourages the use of site planning as a means of crime prevention, establishes mechanisms such as service assessment districts and impact fees to fund police services, and maintains levels of service consistent with city growth and development.¹

b. Proposed General Plan Update

In the proposed General Plan, policies addressing police services are in the Public Facilities and Services Element. As with the existing General Plan, the policies address the provision of police services, establish a mechanism for the coordination between law enforcement and land use decisions during the site planning and project review periods, and ensure an appropriate level of police service as the community changes and grows. The proposed General Plan

¹ *City of Tracy General Plan: An Urban Management Plan*, adopted July 19, 1993, pages 7-5 and 7-6.

also includes policies to continue mutual aid with the County Sheriff's Department.²

2. Existing Setting

The Tracy Police Department would provide police protection services to the proposed project. The Department operates out of its headquarters at 1000 Civic Center Drive and is expected to remain at this location in the future. Currently there are no satellite offices or plans to construct any.

The Tracy Police Department serves a residential population of approximately 78,300 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.³ The existing level of police service is considered by the Police Department to be adequate.⁴

The Department divides calls into three categories:

- ◆ Priority 1 calls are defined as life threatening situations
- ◆ Priority 2 calls are not life threatening, but require immediate response
- ◆ Priority 3 calls cover all other calls received by the police

From January through October of 2004, the average response time for Priority 1 calls within the City limits was 7.47 minutes. Average response time for Priority 2 calls was 23.13 minutes, and 35.35 minutes for Priority 3 calls.⁵

² *City of Tracy General Plan: City Council/Planning Commission Review Draft*, October 7, 2004, pages 7-8 to 7-10.

³ City of Tracy Police Department Captain, personal communication, July 18, 2005.

⁴ City of Tracy Police Department Chief, personal communication, December 8, 2004.

⁵ City of Tracy Police Department Chief, personal communication, December 8, 2004.

The Tracy Police Department and the San Joaquin County Sheriff's Office provide mutual aid for each other when a situation exceeds the capabilities of either department. Mutual aid is coordinated through and by the San Joaquin County Sheriff. Both departments also participate in the region's emergency preparedness plan.⁶

3. Standards of Significance

The proposed project would have a significant impact related to police services if it would:

- ◆ Result in substantial adverse physical impacts associated with the provision of new or physically altered police service facilities; the need for new or physically altered police service facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police services.

4. Impact Discussion

The proposed construction of the WinCo store would add a 95,900-square-foot building to the inventory of structures within the Tracy Police Department's jurisdiction, including approximately 65,500 square feet of retail space. Based on the estimated number of customers and employees working or shopping at the WinCo store each day, the Police Department anticipates that the project would result in an increased number of calls.⁷ In addition, the proposed amendments to General Plan and Specific Plan would enable construction of a 141,130 square-foot commercial development on the Northern Parcel of the project site.

The Tracy Police Department has stated that the number of calls for police service in northwest Tracy has increased at a faster pace than the increase in

⁶ City of Tracy website, http://www.ci.tracy.ca.us/departments/city_manager/human_resources/class_specs/fire_chief/, accessed August 22, 2005.

⁷ City of Tracy Police Department Chief, personal communication, December 8, 2004.

development, resulting in longer response times to this area of the city. Currently, response times are still within acceptable levels. However, in light of the proposed project and additional development expected to occur in northwest Tracy, the Police Department anticipates that it may be necessary to add an additional officer to maintain an acceptable level of service.⁸ The addition of one officer to the Police Department force would not result in the need for construction of new facilities or the physical alteration of existing facilities. Therefore, by the definition set by CEQA, the impacts of the proposed project on police service in Tracy would be less than significant.

5. Impacts and Mitigation Measures

As stated above, the proposed project would have no potentially significant impacts on police services, so no mitigation measures are necessary.

B. Fire Protection and Emergency Medical Services

This section describes current conditions and potential impacts of the proposed project with regard to fire protection and emergency medical services in the Tracy area.

1. Regulatory Setting

a. City of Tracy General Plan

The Safety Element of the City of Tracy General Plan includes several specific actions to maintain and improve fire service in the City. For example, the City will identify fire hazards during project review, maintain a fire and safety inspection program, and use physical site planning to prevent fire.⁹

⁸ City of Tracy Police Department Chief, personal communication, December 8, 2004.

⁹ *City of Tracy General Plan: An Urban Management Plan*, adopted July 19, 1993, pages 7-5 and 7-6.

b. Proposed General Plan Update

Policies on fire and emergency medical services in the proposed General Plan update are found in the Public Facilities and Services Element and the Safety Element. The Public Facilities and Services Element contains policies to continually improve the performance and efficiency of fire protection services and to coordinate between land use planning and fire protection.¹⁰ The Safety Element contains policies on protecting lives and property from wildland fire hazards when planning new development.¹¹

2. Existing Setting

The Tracy Fire Department provides fire protection and first-responder emergency medical services to the City of Tracy and to approximately 225 square miles in the southern part of San Joaquin County.¹² The Fire Department operates out of its administration building at 432 East 11th Street. Three fire stations are located within the Tracy City limits and another four are located outside the City limits.¹³ The proposed project would be served primarily by Station 96, located at 301 West Grant Line Road.

As of December 2004, the Fire Department has seven active fire engines and three reserve engines, a water tender and a ladder truck.¹⁴ Medical transport is supplied by two private ambulance companies in the Tracy area, American Medical Response and Hughson Ambulance.¹⁵ The Fire Department received

¹⁰ *City of Tracy General Plan: City Council/Planning Commission Review Draft*, October 7, 2004, pages 7-4 to 7-6.

¹¹ *City of Tracy General Plan: City Council/Planning Commission Review Draft*, October 7, 2004, pages 8-8 to 8-9.

¹² City of Tracy website, <http://www.ci.tracy.ca.us/departments/fire/>, accessed August 18, 2005.

¹³ City of Tracy website, http://www.ci.tracy.ca.us/departments/fire/station_info/, accessed August 18, 2005.

¹⁴ City of Tracy Fire Department Division Chief in charge of Operations, and Acting Fire Marshal, personal communication December 13, 2004.

¹⁵ City of Tracy Fire Department Chief and Executive Assistant, personal communication, December 4, 2003.

a total of 4,782 calls in 2003, an average of 13 calls per day. The average response time is 5.42 minutes. The most common calls are for emergency medical service. The City has 1,950 fire hydrants which deliver between 1,055 gallons per minute (gpm) and 1,500 gpm.¹⁶ According to the fiscal year 2005 to 2006 budget, there are 66 line personnel in the Department spread out over three shifts, and a reserve force of 35.¹⁷ The Tracy Fire Chief considers fire protection in Tracy and the surrounding areas to be good and reports no concerns about the level of service provided.¹⁸

The Department has mutual aid agreements with the State of California, San Joaquin County agencies, Alameda County, Stanislaus County and Contra Costa County. These are on-call agreements which specify that all participating agencies will provide emergency response into joint or borderline areas, or when local resources are overwhelmed and need assistance for a particular incident.¹⁹

3. Standards of Significance

The proposed project would have a significant impact related to fire protection and emergency medical services if it would:

- ◆ Result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection and emergency medical facilities, need for new or physically altered fire protection and emergency medical facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, re-

¹⁶ City of Tracy Fire Prevention staff, personal communication, August 28, 2003.

¹⁷ City of Tracy Fire Department website, <http://www.ci.tracy.ca.us/index.php?cat2ID=75>

¹⁸ City of Tracy Fire Department Division Chief, personal communication, December 13, 2004.

¹⁹ City of Tracy Fire Department Chief and Executive Assistant, personal communication, December 4, 2003.

sponse times or other performance objectives for any of the public services.

4. Impact Discussion

As part of the approval process, both the proposed WinCo store and any project proposed on the Northern Parcel of the site would be reviewed by both Development and Engineering Services and Fire Department staff to ensure that it would meet national, State and local standards for fire safety, including the specifications of the latest adopted Uniform Fire and Building Codes. These requirements include, but are not limited to:

- ◆ acceptable construction materials
- ◆ adequate sprinklers
- ◆ adequate hydrant fire flow
- ◆ number, type and location of hydrants
- ◆ sufficient emergency vehicle access

In addition, the Tracy Fire Department has indicated that it can adequately serve the proposed WinCo store and an additional 141,130 square-foot commercial development on the Northern Parcel with existing staff, facilities and equipment. Therefore, the proposed project would not result in any significant impacts to fire services.

5. Impacts and Mitigation Measures

As stated above, the proposed project would have no potentially significant impacts on fire services, so no mitigation measures are necessary.

C. Schools

This section describes current conditions and potential impacts of the proposed project with regard to local schools.

1. Regulatory Setting

Following is a description of the local, County and State plans, regulations and codes relevant to schools in Tracy.

a. City of Tracy General Plan

The Public Facilities and Services Element of the General Plan contains a number of policies and actions that support the City's goal to provide adequate school facilities for all students in Tracy. For example, the General Plan includes actions to determine student generation rates, locate schools in convenient proximity to neighborhoods, expand facilities to keep pace with residential growth, and continue City/school partnership for joint use of facilities.²⁰

b. Proposed General Plan Update

The proposed General Plan update includes policies for the City to work with the school districts to provide sufficient educational services to meet the demands of existing and new development. Specifically, the City should coordinate with the school districts to ensure that new development is available concurrent with need to the extent feasible by law and 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.²¹

2. Existing Setting

The proposed project site is located within the boundaries of the Tracy Unified School District (TUSD). The TUSD operates three high schools, three middle schools and twelve elementary schools. As of August 2005, the K-12

²⁰ *City of Tracy General Plan: An Urban Management Plan*, adopted July 19, 1993, page 3-10.

²¹ *City of Tracy General Plan: City Council/Planning Commission Review Draft*, October 7, 2004, pages 7-13 to 7-15.

TUSD enrollment was 17,144, and total capacity was 16,044.²² Approximately half of the schools in the TUSD are operating near or above capacity. Extra students are accommodated in mobile classrooms, which are not included in the District's official capacity figures, and through year-round school enrollment. Mobile classrooms and year-round school enrollment is paid for partly through developer fees, and the State also provides extra emergency relocatable units.²³

The TUSD has projected enrollment up to the 2007-08 school year. By 2007-08, total enrollment is projected to reach 19,168.²⁴ As stated above, total capacity is currently 16,044; however, John Kimball High School (9-12 grade) is expected to open in 2008 and will accommodate an additional 1,200 students. Two new high schools, River Islands and Mountain House, are also projected for the future.²⁵

As of January 2004, TUSD collects \$0.36 per square foot from commercial development to compensate for growth impacts. This fee goes up every two years and will be increased again in 2006.

3. Standards of Significance

The proposed project would have a significant impact related to schools if it would:

- ◆ Result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives for school services.

²² TUSD Facilities Technician, personal communication, August 30, 2005.

²³ TUSD Facilities Technician, personal communication, June 20, 2005.

²⁴ TUSD Facilities Technician, personal communication, August 19, 2004.

²⁵ TUSD Facilities Technician, personal communication, September 4, 2003 and June 20, 2005.

4. Impact Discussion

a. General Plan and Specific Plan Amendments

The proposed amendments to General Plan and Specific Plan would enable construction of a 141,130 square-foot commercial development on the Northern Parcel of the project site. According to TUSD's student generation rates for retail uses, a store of that size would generate a total of 49 new students for TUSD schools.

b. WinCo Grocery Store

According to TUSD's student generation rates for retail uses, the proposed WinCo store would generate a total of 29 new students for TUSD schools. The 78 students that the proposed project and development of the Northern Parcel could be expected to generate would not create a significant impact on the TUSD. Moreover, any commercial project built within TUSD boundaries would 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. The Code states that mitigation fees "shall be the exclusive methods of considering and mitigating impacts on school facilities that occur or might occur as a result of any legislative or adjudicative act [by a town or city]... involving, but not limited to, the planning, use, or development of real property..." Consequently, the project's potential impacts on school facilities would be less than significant because of the payment of the TUSD mitigation fee.²⁶

5. Impacts and Mitigation Measures

Since no impacts to schools were identified, no mitigation measures are required beyond payment of adopted TUSD mitigation fees.

²⁶ TUSD Facilities Technician, personal communication, August 30, 2005.

D. Parks and Recreational Facilities

This section describes current conditions and potential impacts of the proposed project with regard to local parks and recreational facilities.

1. Regulatory Setting

a. Parks Master Plan

In August 2002, the City of Tracy released its Parks Master Plan. The Parks Master Plan was originally intended to be used to implement the parks and recreation goals of the General Plan and now functions as a guide for the General Plan. The Parks Master Plan also includes the standards, definitions and guidelines related to development, design and construction of city parks.

b. Parks and Streetscapes Standards Plan

In 1989, the City of Tracy adopted the Parks and Parkways Design Manual, which was revised in November 2002, and since renamed the Parks and Streetscapes Standards Plan.²⁷ The document provides construction and design details and specifications for park and parkway design and construction documents.²⁸ The City's park dedication standard of 4 acres per 1,000 residents, which was established in the General Plan, was further defined in the plan by allocating 3 acres to either or both mini-parks and neighborhood parks, and 1 acre to community parks.²⁹

c. Park Dedication Ordinance

Tracy's park dedication ordinance requires new development to dedicate 4.0 acres of parkland per 1,000 residents.

²⁷ City of Tracy Parks and Community Services Department Director, personal communication, January 30, 2004.

²⁸ City of Tracy, *Parks Master Plan*, August 2002, pages 3 and 4.

²⁹ City of Tracy, *Parks Master Plan*, August 2002, pages 70 and 71.

d. City of Tracy General Plan

The Land Use and Open Space Elements of the General Plan contain a number of 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.³⁰ 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.³¹

e. California Quimby Act

The Quimby Act allows a city to require dedication of land, the payment of in-lieu fees or a combination of both to be used for the provision of parks and recreational purposes. Cities can require land or in-lieu fees for a minimum of 3 acres per 1,000 residents, with the possibility of increasing the requirement to a maximum of 5 acres per 1,000 residents if the City already provides more than 3 acres per 1,000 residents.

f. Proposed General Plan Update

The proposed General Plan Update provides guidance for the provision of parks and recreational facilities in the Land Use Element, Community Character, Circulation and Open Space and Conservation Elements. The Land Use Element contains a Parks designation, includes the locations of existing and future parks on the land use designation map and has policies for the even

³⁰ *City of Tracy General Plan: An Urban Management Plan*, adopted July 19, 1993, pages 1-21 and 1-38.

³¹ *City of Tracy General Plan: An Urban Management Plan*, adopted July 19, 1993, pages 9-4 to 9-7.

distribution of public facilities, including parks, throughout the city.³² The Community Character Element identifies parks as “focal points” of neighborhoods and includes policies so that residential units are located no more than ¼ mile from any focal point.³³ The Circulation Element includes policies for the creation of citywide bikeways and pedestrian facilities.³⁴ The Open Space and Conservation Element identifies classifications and standards for parks, ensures that new development is responsible for providing parks at a ratio of 4 acres of parks per 1,000 people and encourages the development of a wide variety of park and recreation facilities, including those with non-traditional features.³⁵

2. Existing Setting

The City is responsible for the care and maintenance of city park land. Two departments are responsible for the maintenance of parks and public areas in Tracy: Public Works and Parks and Community Services Landscape Maintenance Division. Operations include the care of open space, landscaping, trees, tennis courts, playgrounds, sports fields and picnic areas as well as government building grounds.³⁶ The two departments share in the maintenance and operation of government buildings and grounds.

³² *City of Tracy General Plan: City Council/Planning Commission Review Draft*, October 7, 2004, pages 2-13 and 2-24.

³³ *City of Tracy General Plan: City Council/Planning Commission Review Draft*, October 7, 2004, pages 3-7 to 3-11 and 3-29.

³⁴ *City of Tracy General Plan: City Council/Planning Commission Review Draft*, October 7, 2004, pages 5-30 to 5-31.

³⁵ *City of Tracy General Plan: City Council/Planning Commission Review Draft*, October 7, 2004, pages 6-23 to 6-28.

³⁶ City of Tracy website, <http://www.ci.tracy.ca.us>

a. Regional and State Parks

Several County parks are located near Tracy, including Mossdale Boat Ramp and Oak Grove Regional Park. State parks serving Tracy include Durham Ferry, Bethany Reservoirs and Caswell State Park.³⁷

b. City Parks

Tracy's park system is three-tiered and includes the following park types:

- ◆ **Mini-Parks.** Small parks, typically one to five acres, which provide recreational activities for a specific neighborhood or subdivision.
- ◆ **Neighborhood Parks.** Generally, 5- to 15-acre sites that provide basic recreational activities for a specific neighborhood area.
- ◆ **Community Parks.** Large parks, generally 15 acres or more, which include an equal mix of passive and active recreation areas that serve the entire city or a substantial portion of the city.³⁸

The City of Tracy owns and operates 63 open parks, totaling approximately 239 acres. The park stock is comprised of 46 mini-parks, 13 neighborhood parks and four community parks.³⁹ Assuming an estimated population of approximately 74,070,⁴⁰ the parks to population ratio in Tracy is about 3.2 acres of built parks per 1,000 population.

3. Standards of Significance

The proposed project would have a significant impact to parks and recreational resources if it would:

- ◆ Result in substantial adverse physical impacts associated with the provision of new or physically altered parks or recreational facilities, need for

³⁷ City of Tracy, *Presidio Planned Unit Development Draft Environmental Impact Report*, March 1999, page 4.9-29, incorporated by reference in the Final EIR.

³⁸ City of Tracy, *Parks Master Plan*, August 2002, pages 77 to 85.

³⁹ City of Tracy Parks and Recreation Department staff, personal communication July 14, 2004.

⁴⁰ Department of Finance estimates for January 2004.

new or physically altered parks or recreational facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance objectives for parks or recreational facilities.

- ◆ 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.
- ◆ Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.
- ◆ Conflict with an established recreational land use in the area.
- ◆ Inhibit the ability to provide recreational opportunities in the future.
- ◆ Create a shortage of park and open space facilities for City residents.

4. Impact Discussion

a. General Plan and Specific Plan Amendments

The 141,130 square-foot hypothetical commercial development that could be developed on the Northern Parcel as a result of the proposed General Plan and Specific Plan amendments could have up to 282 employees.⁴¹

b. WinCo Grocery Store

The proposed WinCo would have approximately 240 employees⁴² and 29 new students. Although it is not possible to calculate exact levels of use, it is possible that these employees could use City parks and recreational facilities during lunch breaks or at other times of the day. Kenner Park, New Harmon Park, Kelley Mini Park, Bland Park, and Larch Clover County Park are all within approximately one mile of the project site, and therefore would be the parks most likely to be used by WinCo employees during business hours.

⁴¹ Based on City standard generation rate of two employees per 1,000 square feet for commercial land uses.

⁴² Based on the applicant's listing of 80 employees per shift, 3 shifts per day.

However, use of parks by employees and their children would most likely be scattered throughout the area, based on where they live.

Although there would be a potential increase in use of parks and recreation facilities within about one mile of the project site by WinCo employees, this increase would not be great enough to result in substantial adverse physical impacts to the existing facilities or to require that new facilities be constructed. Therefore, impacts to parks and recreation facilities as a result of the proposed project would be less than significant.

5. Impacts and Mitigation Measures

As stated above, there would be no significant impacts to parks, so no mitigation measures are necessary.

E. Cumulative Impacts

This section discusses the potential for cumulative impacts to community services including police, fire protection and emergency medical, schools, and parks and recreational services.

Because Tracy will increase numbers of police, fire and emergency medical personnel, facilities and equipment as needed, and continue to contribute a proportionate number of staff and resources to mutual aid agreements established within San Joaquin County, adverse cumulative impacts would not occur at a regional level.

1. Police Services

The project would be one of several projects expected to occur in northwest Tracy. Cumulatively, the Tracy Police Department expects that these projects would require the addition of one officer to maintain an acceptable level of service. There would be no need for construction of new facilities or the physical alteration of existing facilities to accommodate this officer. There-

fore, the cumulative impacts on police service in Tracy would be less than significant.

2. Fire Protection and Emergency Medical Services

The project would be one of several projects expected to occur in northwest Tracy. The Tracy Fire Department has indicated that the proposed project would not result in a need to increase personnel or expand facilities, and therefore, could not accumulate service need with other projects cumulatively. In addition, the Fire Department estimates that the potential cumulative impact of the proposed project added to other development anticipated in the City would not be significant.⁴³

In addition, all new development in Tracy, including the proposed WinCo store and any project proposed on the Northern Parcel, would be reviewed by both Development and Engineering Services and Fire Department staff to ensure that it would meet national, State and local standards for fire safety, including the specifications of the latest adopted Uniform Fire and Building Codes.

3. Schools

The project would be one of several projects expected to occur in northwest Tracy. The proposed project, in addition to other projects planned in the City of Tracy, would generate new students for the TUSD. The TUSD has adopted mitigation fees for both residential and commercial development to compensate for growth impacts, such as those associated with the proposed project and other projects in Tracy. California Government Code Section 65996(a) states that no additional mitigation beyond the payment of adopted mitigation fees is permitted. Furthermore, as a whole, the TUSD is operating below capacity, and therefore, cumulative impacts related to schools would be less than significant.

⁴³ Tracy Fire Department Division Chief in charge of Operations, and Acting Fire Marshal, personal communication, December 13, 2004.

4. Parks and Recreational Facilities

The cumulative impacts resulting from the proposed project and additional projects planned for the City of Tracy would potentially have a significant impact on the demand for park space in the City. However, Tracy's park dedication ordinance requires new development to dedicate 4 acres of parkland per 1,000 residents and the General Plan includes policies to increase the adequacy of parks in the City. Additionally, the City adopted the Parks Master Plan in August 2002 to implement the parks and recreation goals of the General Plan. These policies would reduce the potential cumulative impacts of development on parks and recreational facilities to a less-than-significant level.

4.3 TRAFFIC & CIRCULATION

This section presents information on existing traffic and circulation conditions in the City of Tracy and near the project site and describes the potential environmental impacts that the proposed project would have on the circulation system, as well as the standards of significance by which they are evaluated.

A. Traffic Study Methodology and Background

The process for conducting the traffic analysis in this section began by identifying background traffic volumes, which were developed for the Existing No Project Conditions scenario (described below) by collecting traffic counts, and generating, distributing, and assigning approved projects trips. The Cumulative No Project Conditions scenario (also described below) was developed using the 2004 Tracy General Plan Travel Demand Model. The resulting traffic volumes were analyzed for 10 intersections plus I-205. Deficiencies caused by future development without improvements were identified. Finally, planned improvements were factored into the model 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.

1. 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 Wal-Mart is proposing an expansion to its existing store on Grant Line Road near the WinCo site, and a traffic study on the Wal-Mart expansion is being prepared concurrently with this report on WinCo. The traffic associated with the existing Wal-Mart store is included in the existing background volumes, but as the Wal-Mart expansion is not currently an approved project, it is not included in the existing

WinCo analysis. The proposed Wal-Mart expansion is, however, considered a reasonably foreseeable project, and was 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 for the same roadway system with the addition of the estimated traffic generated by the proposed WinCo store and the Northern Parcel developed with General Commercial use.
- ◆ **Scenario 3: Cumulative No Project Conditions** – This scenario looked at future forecast conditions, using the 2004 Tracy General Plan Travel Demand Model as the basis for generating regional cumulative background traffic forecasts. For this analysis, buildout of the I-205 Corridor Specific Plan, based on land use designations and maximum trips per acre allowed in the approved I-205 Corridor Specific Plan was used. Net new trips generated by the Wal-Mart expansion were included as part of the cumulative background growth.
- ◆ **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 project (WinCo store and the Northern Parcel developed with General Commercial use.)

2. Analysis Methods & Significance Criteria

The analysis methods outlined in the Transportation Research Board's *Highway Capacity Manual* (HCM) (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 LOS and significance criteria for signalized intersections, unsignalized intersections, and freeway segments are described below.

a. Signalized Intersections

At signalized intersections, traffic conditions are evaluated using the LOS method described in the 2000 HCM. 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 4.3-1 summarizes the relationship between the control delay and LOS for signalized intersections.

b. Unsignalized Intersections

In the 2000 HCM method, the LOS for unsignalized intersections (side-street or all-way stop controlled intersections) 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 4.3-2 summarizes the relationship between delay and LOS for unsignalized intersections.

c. 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. 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 4.3-3.

3. Study Intersections

Traffic conditions were studied at the study intersections listed below and shown in Figure 4.3-1. These intersections, chosen in consultation with City of Tracy staff, represent the locations most likely to experience traffic impacts associated with the proposed project.

TABLE 4.3-1 **SIGNALIZED INTERSECTION LEVEL OF SERVICE CRITERIA**

LOS	Description	Average Control Delay (Seconds)
A	Operations with very low delay occurring with favorable traffic signal progression and/or short cycle lengths.	≤ 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	> 10.0 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20.0 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.	> 35.0 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.	> 55.0 to 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	> 80.0

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

TABLE 4.3-2 **UNSIGNALIZED INTERSECTION LEVEL OF SERVICE CRITERIA**

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

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

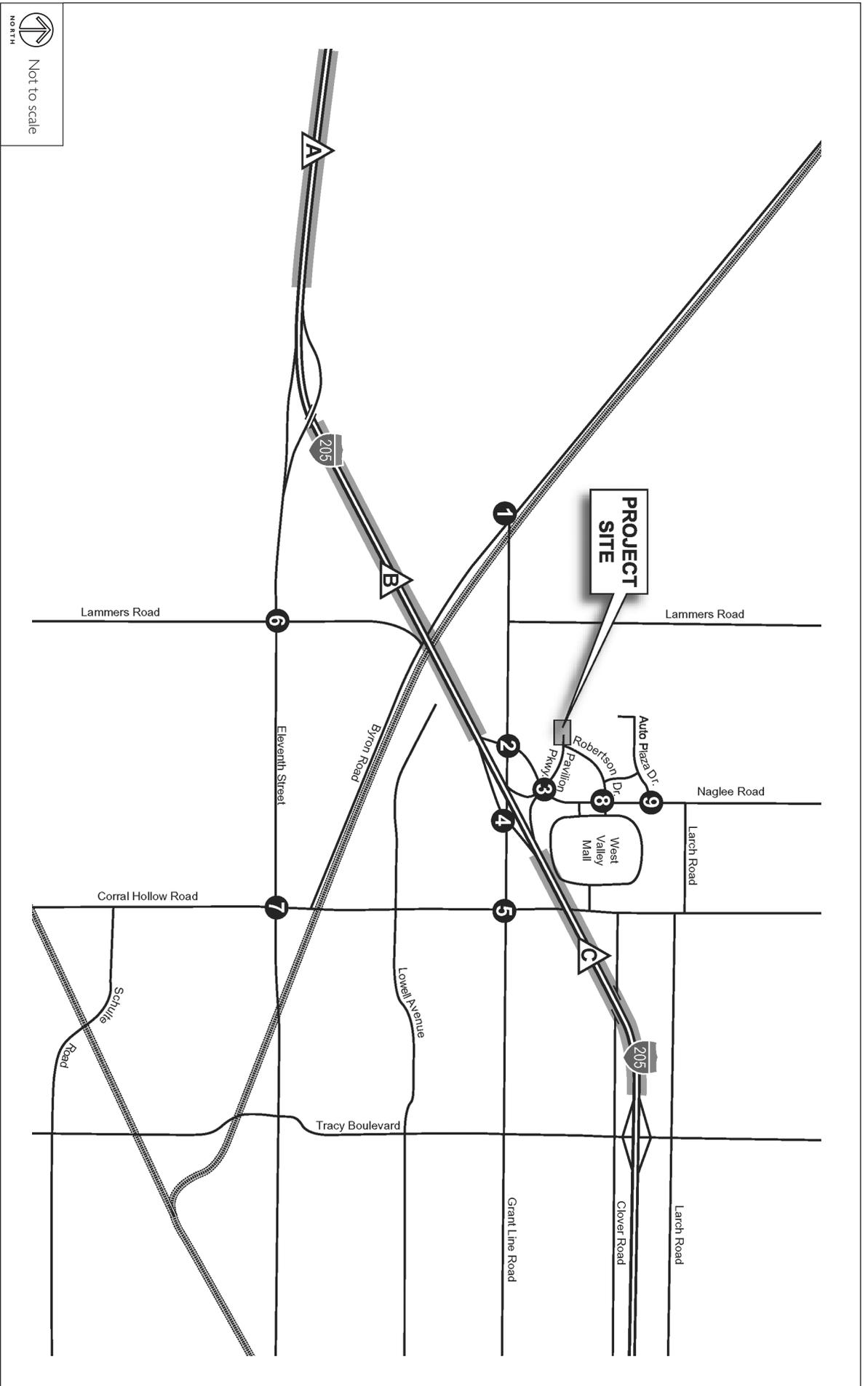
TABLE 4.3-3 **FREEWAY MAINLINE LEVEL OF SERVICE DEFINITIONS**

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

Notes:

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

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



Source: Fehr & Peers, 2005.

FIGURE 4.3-1

**EXISTING ROADWAY NETWORK
AND STUDY LOCATIONS**

- 1** Study Intersections
- A B C** Study Segments
- Railroad

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 within the Tracy City limits except the Grant Line Road/Byron Road intersection, which is in unincorporated San Joaquin County. Intersections 2 through 4 are part of the Grant Line Road/I-205 interchange.

4. 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

These freeway segments are shown in Figure 4.3-1.

B. Regulatory Setting

This section describes the regulatory framework within which transportation issues operate in Tracy.

1. City of Tracy General Plan

City policies regarding traffic and transportation are found in the Circulation Element of Tracy's General Plan. The purpose of the Circulation Element is to identify the location and extent of existing and planned circulation and

transportation facilities, consistent with the existing and planned land uses described in the UMP Land Use Element.

Policies of the Circulation Element that are relevant to the proposed project include those that require maintenance of City Level of Service standards on major streets and intersections within the General Plan Area (Policy CI 2.3); support traffic safety for all modes of transportation (Policy CI 4.1); promote inclusion of bicycle and pedestrian facilities in new development (Policy CI-5.2); and promote transit as an alternative to the automobile (Policy CI-6.1).

2. I-205 Corridor Specific Plan

The I-205 Corridor Specific Plan includes a number of policies concerning traffic and circulation within the Specific Plan Area, designed to create a roadway network that can adequately accommodate future traffic from development generated under the specific plan, as well as other anticipated development in the area. The future roadway network within the plan area is to be adequately linked with I-205 and with the rest of the City of Tracy roadway network.¹ The Specific Plan also provides design standards and cross-sections for all existing and future roadways within the Specific Plan Area. The Environmental Impact Report for the Specific Plan identifies a series of intersection improvements that would be needed to mitigate traffic impacts that would occur with development allowed under the Plan.

3. 2004 Regional Transportation Plan

San Joaquin County Council of Governments (SJCOC) produced the 2004 Regional Transportation Plan (RTP). The RTP is a roadmap to guide the region's transportation development for a 20-year period. The RTP is updated every three years to reflect changes, such as changes in funding availability and growth patterns. The Plan offers a multi-modal strategy to improve congestion and provide a range of transportation choices. Since the RTP needs to take into consideration the availability of funding, projects are prioritized. Tier 1 projects are those anticipated to be financed and completed.

¹ City of Tracy, *I-205 Corridor Specific Plan Amendment*, Section 3.3.1.

Tier 1A and Tier 2 projects create a list of projects that show the shortfall of transportation needs in the area, but for which funding is not identified.

In the study area, two projects have been identified in the Tier 1 funding category:

1. The widening of I-205 to six lanes between Eleventh Street and I-5, and
2. Preliminary engineering for Phase II improvements of the I-205/Grant Line Road interchange.

4. San Joaquin County Congestion Management Program

Following approval of Proposition 111 by California state voters in June, 1990, SJCOG was named the Congestion Management Agency (CMA) for San Joaquin County in 1991. SJCOG adopted its first Congestion Management Program in November of 1991. While much of the State-mandated congestion management program has been reduced, SJCOG continues to implement the Congestion Management Program and the Federal Congestion Management system.²

5. San Joaquin County General Plan

The San Joaquin County General Plan includes a range of objectives and policies that address the provision of adequate roadway, transit and bicycle systems. This policy direction applies to areas outside the incorporated Tracy City limits.

6. Tracy Roadway Master Plan

In 1994, Tracy adopted a Roadway Master Plan and Conceptual Design Standards for the Master Plan. The Roadway Master Plan is the implementation tool to detail the specific improvements necessary to support the general circulation and land use plan identified in the City's General Plan. The long-range roadway plan for major facilities in the project area includes:

² SJCOG web site, <http://www.sjco.org/sections/about/owp/OWP0506>

- ◆ Pavilion Parkway – four-lane major arterial extending west from the Grant Line/I-205 interchange to Hansen Road
- ◆ Grant Line Road – six-lane major arterial from Byron Road to Chrisman Road
- ◆ Corral Hollow Road – six-lane major arterial from Schulte Road to Grant Line Road, transitioning to four-lane major arterial north of Grant Line Road
- ◆ Lammers Road – six-lane expressway throughout its entire length, with a new interchange at I-205

7. Tracy Truck Route Ordinance

Tracy has a specific City ordinance relating to truck routes. This ordinance defines weight restrictions, specifies the ability of trucks to enter areas not designated as truck routes, and defines the truck routes within the city. Near the project area, Grant Line Road and Corral Hollow Road are designated truck routes.³

8. Tracy Parking Requirements

The Tracy Municipal Code includes regulations for off-street parking (Section 10.08.3440 through 3590). These regulations identify minimum parking requirements for different land uses, as well as parking design, such as parking space size and required landscaping.

9. Proposed General Plan Update

The Circulation Element of the proposed General Plan provides the general location and extent of existing and proposed roadways, bicycle and pedestrian facilities, public transit and freight movement facilities. The Element identifies a roadway hierarchy of freeways, expressways, boulevards, rural highways, major arterials, minor arterials, collectors and local streets and roads. The Element has a strong focus on increasing connectivity for vehicles, bicy-

³ *Tracy Municipal Code*: Section 3.08.290.

cles and pedestrians. This includes developing facilities to provide direct and safe connections between residential areas and retail districts.⁴

The Element also modifies the existing level of service (LOS) policy from the existing General Plan and the Roadway Master Plan. The standard in the proposed General Plan is to strive for an LOS of C on all streets and intersections. However, an LOS of D is allowed on all streets and at intersections within ¼ of a mile of any freeway and an LOS of E is allowed in the Downtown Urban Center and the Bowtie. In addition, individual intersections may fall below the City's LOS standards in instances where construction of physical improvements would be prohibitively expensive, significantly impact adjacent properties or the environment or have a significant, adverse impact on the character of the community.⁵

C. Existing Setting

This section describes the existing roadway network, traffic volumes and lane configurations, and existing intersection operations.

1. Existing Roadway Network

Freeways and major roads in the project study area include the following:

- ◆ **I-205** – This freeway extends through the northern portion of Tracy and provides 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 interchanges nearest the project site are located at Grant Line Road/ Naglee Road, and Eleventh Street.
- ◆ **Pavilion Parkway** – This four-lane roadway bisects and provides access to the project sites. Near the project sites, Pavilion Parkway intersects

⁴ *City of Tracy General Plan: City Council/Planning Commission Review Draft*, October 7, 2004, pages 5-14 to 5-33.

⁵ *City of Tracy General Plan: City Council/Planning Commission Review Draft*, October 7, 2004, pages 5-23 to 5-25.

Naglee Road, Robertson Drive and Power Road. The Pavilion Parkway/Naglee Road intersection is signalized.

- ◆ **Naglee Road** – This six-lane roadway provides access to 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.
- ◆ **Grant Line Road** – This is an east-west roadway that intersects Byron Road, Lammers Road, Naglee Road, Corral Hollow Road, and Tracy Boulevard. 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.
- ◆ **Eleventh Street** – This is 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.
- ◆ **Corral Hollow Road** – This four-lane north-south divided roadway extends 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 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** - This north-south roadway runs parallel to Corral Hollow Road serving the western portion of the developed Tracy. In the project area, Lammers Road is a two-lane road with a posted speed limit of 45 mph.

- ◆ **Byron Road** - This rural two-lane roadway runs diagonally between the northwest and southeast.

2. 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 A of the traffic report, which is included in Appendix B of this EIR.

a. 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 proposed WinCo 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 No 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 of the traffic report in Appendix B contains the approved projects list, description, and trip generation information. Figure 4.3-2 shows the location of these projects by project number. Trip distributions for the approved projects were developed using the 2004 Tracy General Plan Travel Demand Model. Because travel behavior associated with residential and commercial uses differ, approved residential and commercial projects were assigned separate trip distribution numbers. The same trip distribution

numbers were used for inbound and outbound for both residential and commercial projects. These trip distribution assignments are shown in Table 5 of the traffic report in Appendix B. Figure 4.3-3 depicts the existing traffic volumes, lane configuration, and traffic control at each of the study intersections.

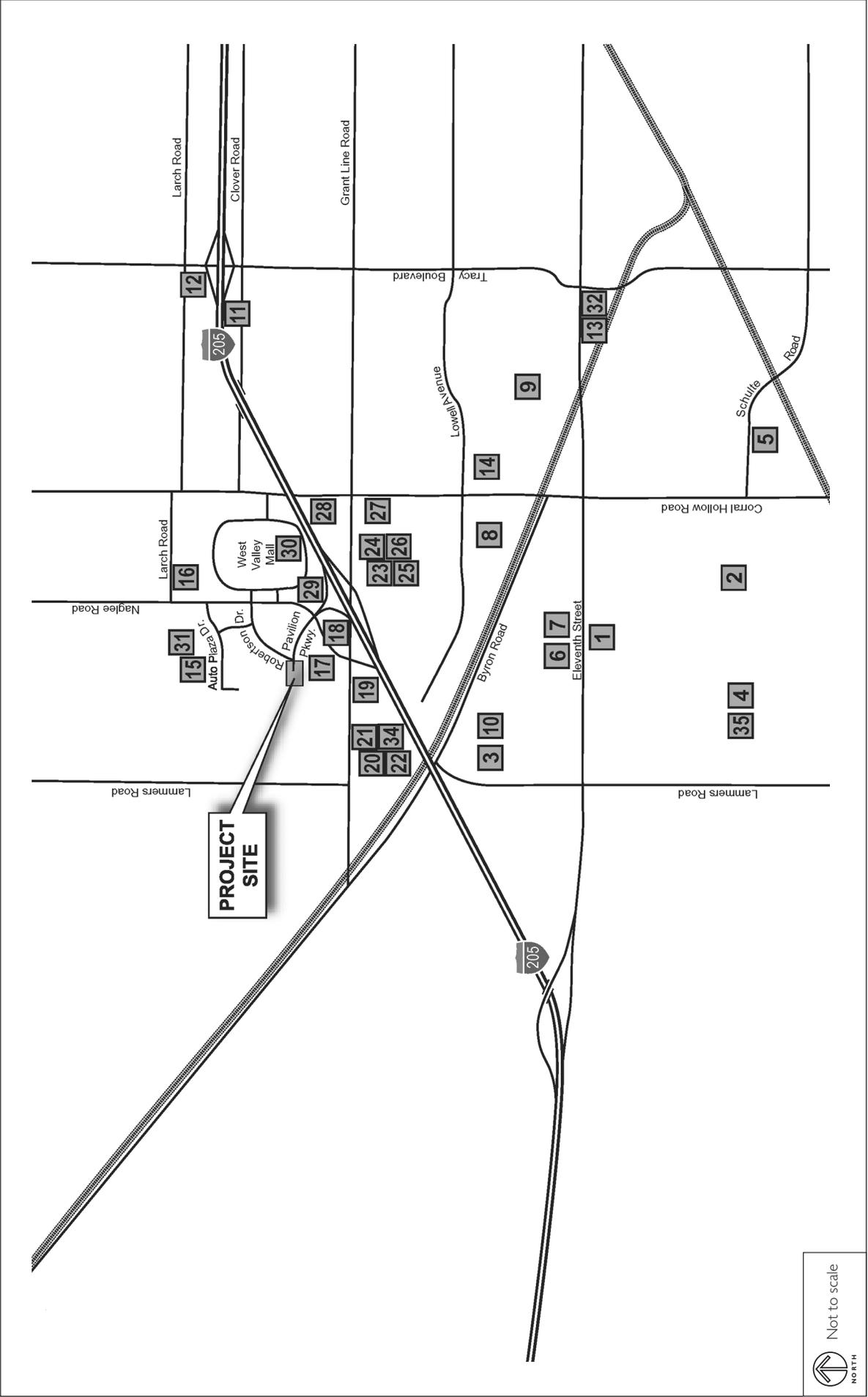
b. Freeway Volumes

Freeway volumes were derived from count data collected by Caltrans during 2004 and summarized for the average mid-weekday (Tuesday, Wednesday, Thursday). The volumes reported on Figure 4.3-3 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 A of the traffic report, which is included in Appendix B of this EIR). Actual peak hour traffic volumes are up to 20 percent higher during the 5:00 AM hour than the reported volumes on Figure 4.3-3.

3. Existing Intersection Operating Conditions

For each of the study intersections, the Existing No Project intersection operating conditions were analyzed. The LOS for intersections along the Grant Line interchange was calculated for AM and PM peak hours and the LOS for all other intersections was calculated for only the PM peak hour. The PM peak hour has historically been the more critical time period for traffic impact evaluation on City of Tracy streets and intersections. The AM peak hour LOS was calculated and reported for the three Grant Line interchange intersections to meet the requirements outlined by Caltrans⁶ for study locations within its jurisdiction. The AM and PM peak hour intersection LOS is shown in Table 4.3-4. Detailed LOS worksheets for the Existing No Project scenario can be found in Appendix B of the traffic report, which is included in Appendix B of this EIR.

⁶ State of California Department of Transportation, 2002, *Guide for the Preparation of Traffic Impact Studies*, December.



Not to scale
 NORTH

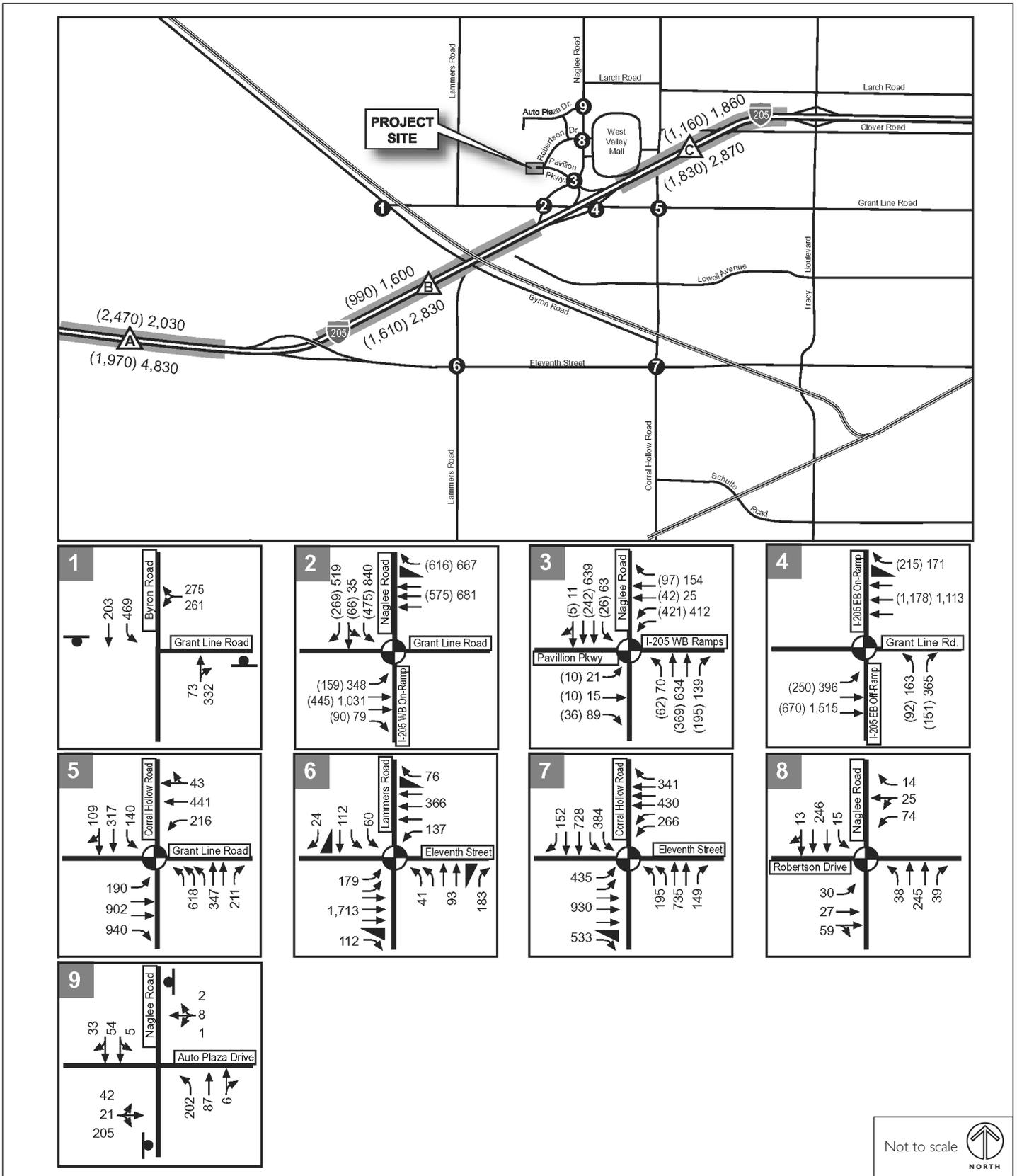
Source: Fehr & Peers, 2005.

1 Approved Project Number
 (Approximate Location)

————— Railroad

FIGURE 4.3-2

APPROVED PROJECTS LOCATION



Source: Fehr & Peers, August 2005

FIGURE 4.3-3

- (XX) YY (AM) PM Peak Hour
- Traffic Signal
- Stop Sign
- Free Right-turn
- Study Intersections
- Study Segments
- Railroad

EXISTING PEAK HOUR TRAFFIC VOLUMES AND LANE CONFIGURATIONS

TABLE 4.3-4 **EXISTING INTERSECTION TRAFFIC OPERATIONS**

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

Note: Bold and highlighting 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 (Transportation Research Board, 2000, *Highway Capacity Manual*).

Source: Fehr & Peers, 2005.

As shown in Table 4.3-4, all intersections operate at acceptable levels of service (LOS C or better) under Existing No Project conditions during the PM peak hour except for Grant Line Road/Byron Road and Grant Line Road/Corral Hollow Road.

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

4. Cumulative Setting

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

a. Cumulative Development

The Cumulative No Project scenario includes reasonably foreseeable development projects in the City of Tracy. This includes commercial buildout of the following specific plan areas and projects:

- ◆ I-205 Corridor 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

City ordinance places limits on the number of residential building permits that can be issued in any given year in Tracy to an average of 600 permits per year. Residential development in the Cumulative No Project scenario was constrained to these 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, residential and commercial development levels are consistent with SJCOG's 2004 RTP traffic model assumptions for year 2030.

b. Cumulative Roadway Network

Roadway improvements consistent with the City of Tracy's Roadway Master Plan were included in the cumulative roadway network, shown in Figure 4.3-4. The following improvements in the project 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. Extension of Pavilion Parkway west to Byron Road.
3. Connecting Power Road (2 lanes) from Auto Plaza Drive to Grant Line Road along the western city limit line.

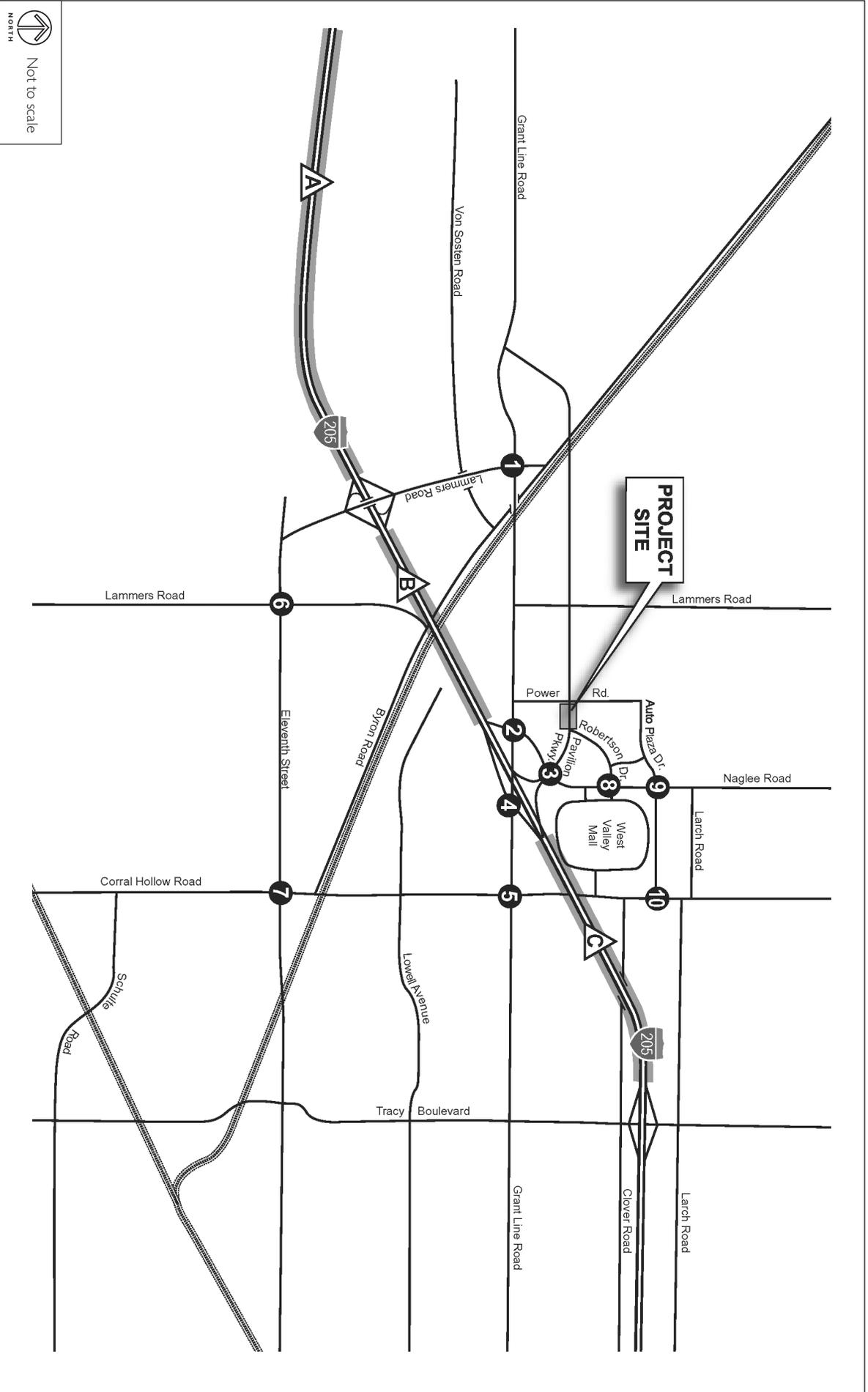


FIGURE 4.3-4

CUMULATIVE ROADWAY NETWORK AND STUDY LOCATIONS

4. 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 project 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 following improvement in the project area is under the jurisdiction of Caltrans. The City of Tracy supports the project, and several major developments recently approved in Tracy are conditioned upon paying regional fees toward the widening and other projects of regional benefit.

1. Widening I-205 to 3 lanes in each direction through Tracy.

The cumulative roadway network including these improvements is shown on Figure 4.3-4.

c. 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.

i. Cumulative Traffic Volumes

The 2004 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 Corridor Specific Plan area based on land use designations and maximum trips per acre allowed in the approved I-205 Corridor Specific Plan was assumed. Development levels in the Mountain House community in San Joaquin County are consistent with the SJCOG RTP estimates for 2030. In addition to the development described above, the net new trips generated by the planned Wal-Mart expansion on Grant Line Road

were included in the cumulative traffic volumes. For the Cumulative No Project scenario, no development was assumed on the Southern Parcel or on the Northern Parcel.

ii. Cumulative Lane Configurations

Intersection operating conditions were assessed assuming no improvements over existing configurations using the Cumulative No Project traffic volumes described above. The service levels under these conditions are shown in Table 4.3-5. The new signalized intersection at Grant Line Road/Lammers Road replaces the intersection of Grant Line Road/Byron 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 for these two intersections under existing configurations is not applicable.

Improvements at nine out of ten study intersections have been identified to accommodate additional traffic volumes associated with Cumulative growth. Table 4.3-6 summarizes these improvements. The elimination of the northbound through lane on Naglee Road at the Auto Plaza Drive/Naglee Road intersection is recommended by the consultant to avoid confusion at the new all-way stop controlled intersection. Figure 4.3-5 displays these intersection improvements, the lane configurations for the new Grant Line Road/Lammers Road and Auto Plaza Drive/Corral Hollow Road intersections and Cumulative No Project background traffic volumes.

d. Cumulative Intersection Operating Conditions

Cumulative intersection operating conditions were analyzed using the traffic volumes and intersection improvements described above. Table 4.3-7 summarizes the calculated level of service under Cumulative No Project conditions. The Grant Line Road interchange (intersections 2, 3 and 4) would operate at acceptable levels of service during the AM and PM peak hours. Other intersections would also operate at acceptable levels of service during the PM peak hour with the exception of Eleventh Street/Corral Hollow Road, which

TABLE 4.3-5 **CUMULATIVE TRAFFIC OPERATIONS WITH EXISTING CONFIGURATIONS**

Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
		Delay (seconds)	LOS	Delay (seconds)	LOS
1. Grant Line Rd / Lammers Rd	Signal ¹	n/a	n/a	n/a	n/a
2. Grant Line Rd / Naglee Rd / I-205 WB On-Ramp	Signal ¹	26	C	67	E
3. Naglee Rd / Pavilion Parkway	Signal ¹	49	D	> 80	F
4. Grant Line Rd / I-205 EB Ramps	Signal ¹	> 80	F	> 80	F
5. Grant Line Rd / Corral Hollow Rd	Signal ¹	n/a	n/a	> 80	F
6. Eleventh St / Lammers Rd	Signal ¹	n/a	n/a	> 80	F
7. Eleventh St / Corral Hollow Rd	Signal ¹	n/a	n/a	> 80	F
8. Robertson Dr / Naglee Rd	Signal ¹	n/a	n/a	7	A
9. Auto Plaza Dr / Naglee Rd	SSSC ²	n/a	n/a	28 (EB) 15	D C
10. Auto Plaza Dr / Corral Hollow Rd	SSSC ²	n/a	n/a	n/a	n/a

Note: Bold and highlighting 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 (Transportation Research Board, 2000, *Highway Capacity Manual*).
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.

TABLE 4.3-6 CUMULATIVE NO PROJECT INTERSECTION IMPROVEMENTS

Location	Improvement
<i>Retrofit Existing Locations</i>	
2. Grant Line Rd / Naglee Rd / I-205 WB On-Ramp	◆ Optimize signal timing.
3. Naglee Rd / Pavilion Parkway	◆ Change existing eastbound right lane to free right on Pavilion Parkway. ◆ Optimize signal timing.
4. I-205 EB Ramps / Grant Line Rd	◆ 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.
<u>OR</u>	
2-4. Grant Line / I-205 Interchange	◆ Implement next phase of Grant Line/I-205 Interchange.
	The required Cumulative configuration of this intersection to operate at LOS C/D consists of three through lanes, dual lefts and exclusive right-turn lanes on all approaches with acceleration lanes on all departures. This would involve the following modifications to the existing intersection:
	◆ 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.
5. Grant Line Rd / Corral Hollow Rd	◆ 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. ◆ 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.

TABLE 4.3-6 (CONTINUED) **CUMULATIVE NO PROJECT INTERSECTION IMPROVEMENTS**

Location	Improvement		
6. Eleventh St / Lammers Rd	<p>The required Cumulative configuration for this intersection is a grade-separated urban intersection. This would 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 overcrossing. ◆ Modify existing free-right to permitted on westbound, northbound, and southbound approaches. ◆ Optimize signal timing. 		
7. Eleventh St / Corral Hollow Rd	<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 would 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. <p><u>OR</u></p> <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>		
9. Auto Plaza Dr / Naglee Rd	<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 northbound left turn lane and a northbound shared through-right turn lane. 		
<i>New Intersections</i>			
1. Grant Line Rd / Lammers Rd	<p>Construction of new signalized intersection with following configuration:</p> <table style="width: 100%; border: none;"> <tr> <td style="vertical-align: top;"> <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 </td> <td style="vertical-align: top;"> <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 <ul style="list-style-type: none"> • Two left turn lanes • Two through lanes • One right turn lane </td> </tr> </table>	<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 <ul style="list-style-type: none"> • Two left turn lanes • Two through lanes • One right turn lane
<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 <ul style="list-style-type: none"> • Two left turn lanes • Two through lanes • One right turn lane 		
10. Auto Plaza Dr / Corral Hollow Rd	<p>Construction of new side-street stop controlled intersection with the following configuration:</p> <table style="width: 100%; border: none;"> <tr> <td style="vertical-align: top;"> <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 </td> <td style="vertical-align: top;"> <ul style="list-style-type: none"> ◆ Eastbound (stop controlled) <ul style="list-style-type: none"> • One left turn lane • One right turn lane </td> </tr> </table>	<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 	<ul style="list-style-type: none"> ◆ Eastbound (stop controlled) <ul style="list-style-type: none"> • One left turn lane • One right turn lane
<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 	<ul style="list-style-type: none"> ◆ Eastbound (stop controlled) <ul style="list-style-type: none"> • One left turn lane • One right turn lane 		

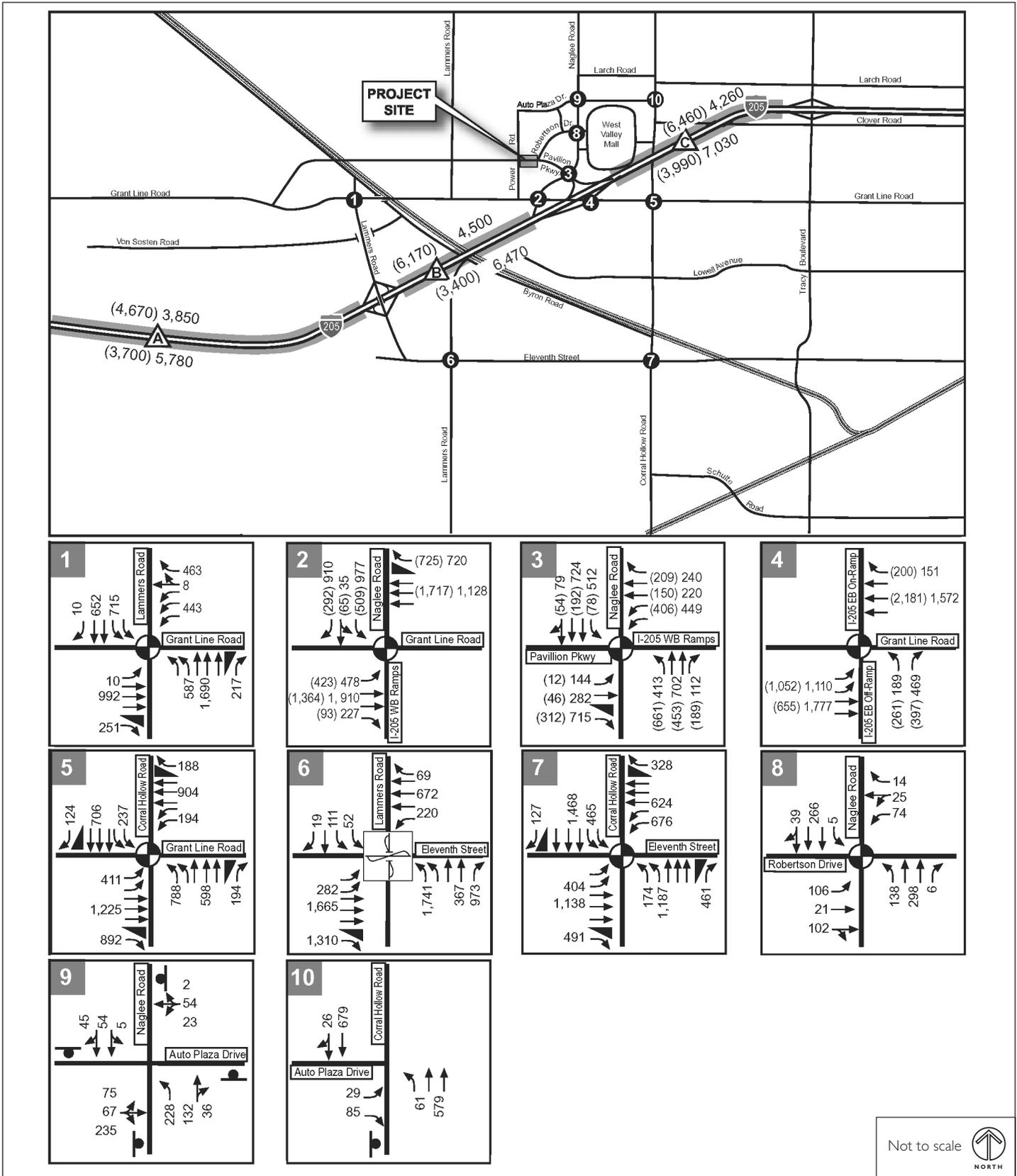
TABLE 4.3-7 INTERSECTION TRAFFIC OPERATIONS WITH CUMULATIVE IMPROVEMENTS

Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
		Delay (seconds)	LOS	Delay (seconds)	LOS
1. Grant Line Rd / Lammers Rd	Signal ¹	n/a	n/a	54	D
2. Grant Line Rd / Naglee Rd / I-205 WB On-Ramp	Signal ¹	24	C	39	D
3. Naglee Rd / Pavilion Parkway	Signal ¹	25	C	48	D
4. Grant Line Rd / I-205 EB Ramps	Signal ¹	55	D	51	D
5. Grant Line Rd / Corral Hollow Rd	Signal ¹	n/a	n/a	35	C/D
6. Eleventh St / Lammers Rd	SPUI ²	n/a	n/a	21	C
7A. Eleventh St / Corral Hollow Rd	Signal ¹	n/a	n/a	47	D
7B. Eleventh St / Corral Hollow Rd	SPUI ²	n/a	n/a	25	C
8. Robertson Dr / Naglee Rd	Signal ¹	n/a	n/a	7	A
9. Auto Plaza Dr / Naglee Rd	AWSC ³	n/a	n/a	12	B
10. Auto Plaza Dr / Corral Hollow Rd	SSSC ⁴	n/a	n/a	15 (EB) 2	C A

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



Source: Fehr & Peers, August 2005.

FIGURE 4.3-5

(XX) YY **(AM) PM Peak Hour**

- Traffic Signal
- Free Right-Turn
- Stop Sign
- SPUI/Signal
- Study Intersections
- Study Segments
- Railroad

CUMULATIVE TRAFFIC VOLUMES AND IMPROVED LANE CONFIGURATIONS

is projected to operate at LOS D during the PM peak hour. Detailed LOS worksheets for the Cumulative No Project scenario can be found in Appendix C of the traffic report, which is Appendix B of this EIR.

5. Trip Generation

a. WinCo Grocery Store

The *WinCo Foods Trip Generation & Characteristics Study* (Kittelson & Associates, September 2002) studied trip generation for ten WinCo locations in the Western United States. Four of the ten study locations were located in California. The average trip generation rates the study found for all ten locations are shown in Table 4.3-8. The average trip generation rates for only the four California locations are shown in Table 4.3-9. There is not a substantial difference between the California average trip generation rates and the average trip generation rates for all study locations. Because they are based on a larger sample of WinCo stores, the average trip generation rates for all locations, shown in Table 4.3-8, were used to estimate trips generated by the WinCo portion of the proposed project.

The *WinCo Foods Trip Generation & Characteristics Study* also separated trips generated into primary, pass-by, and diverted linked trips. Primary trips are new trips made for the specific purpose of visiting the project. Pass-by and diverted linked trips are trips visiting the project from traffic already on the roadway network. Pass-by trips are made by traffic passing on an adjacent street and do not involve any route diversion to reach the project. Diverted linked trips are made by traffic on the roadway network near the project requiring a route diversion to visit the project. Non-primary trips (pass-by and diverted linked trips) generally do not occur during the AM peak hour.

Table 12 of the traffic report in Appendix B shows the percentage of total WinCo trips generated by trip type for the PM peak hour at all the WinCo locations in the study, and only California study locations. The percentage of primary trips generated by California locations is significantly higher than the percentage of primary trips generated by all study locations. For the proposed Tracy WinCo, the trip type percentages for California locations are

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TABLE 4.3-8 **AVERAGE TRIP GENERATION RATES FOR WINCO – ALL STORES**

Land Use	Typical Weekday							Saturday			
	Daily Rate	AM Peak Hour Rate			PM Peak Hour Rate			Daily Rate	Midday Peak Hour Rate		
		In	Out	Total	In	Out	Total		In	Out	Total
WinCo	95.2	1.7	1.4	3.1	4.4	4.3	8.7	121.5	5.4	5.2	10.6

Source: Kittelson & Associates, 2002, *WinCo Foods Trip Generation & Characteristics Study*, September.

TABLE 4.3-9 **AVERAGE TRIP GENERATION RATES FOR WINCO – CALIFORNIA STORES**

Land Use	Typical Weekday							Saturday			
	Daily Rate	AM Peak Hour Rate			PM Peak Hour Rate			Daily Rate	Midday Peak Hour Rate		
		In	Out	Total	In	Out	Total		In	Out	Total
WinCo	95.9	1.9	1.4	3.3	4.2	4.1	8.3	123.4	5.1	5.4	10.5

Source: Kittelson & Associates, 2002, *WinCo Foods Trip Generation & Characteristics Study*, September.

used to separate primary and non-primary trips. Because the proposed project location is adjacent to a low-level collector road, the number of pass-by trips is considered negligible and all non-primary trips are considered diverted linked trips.

The estimated AM and PM peak hour trips generated by the WinCo portion of the proposed Project are shown in Table 13 of the traffic report in Appendix B. The proposed WinCo store would generate approximately 296 AM

peak hour trips. During the PM peak hour, a total of 831 trips are estimated; of these, 507 are primary trips and the other 324 are diverted linked trips.

b. Northern Parcel

The estimated number of trips generated by the Northern Parcel was calculated using trip generation equations associated with Land Use Code 820, Shopping Center, from the Institute of Transportation Engineers (ITE), *Trip Generation* (7th Edition). These ITE trip generation equations yield trips per 1,000 square-feet. The maximum floor-area ratio for commercial uses from the I-205 Corridor Specific Plan, 0.3, was used to convert the 10.8-acre parcel to 141,130 square-feet.

For the Northern Parcel, a 30 percent non-primary trip percentage was used to distinguish between primary and non-primary trips. This rate is based on the non-primary trip rate in the Institute of Transportation Engineers (ITE), *Trip Generation Handbook* (7th Edition), for ITE Land Use Code 820, Shopping Center. As with the proposed WinCo, all non-primary trips are considered diverted linked trips. As shown in Table 14 of Appendix B of this EIR, the Northern Parcel would generate approximately 192 AM peak hour trips, 550 PM peak hour primary trips and 236 PM peak hour diverted linked trips.

6. Trip Distribution and Assignment

The City of Tracy 2004 General Plan Travel Demand Model was used to develop trip distributions for both parts of the proposed project. The same trip distribution was used for the WinCo and the Northern Parcel. 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 model, modifications were made to the trip distributions obtained from the model. For trips to or from areas 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 4.3-10 summarizes the Existing and Cumulative project trip distributions for the WinCo and Northern Parcel.

During the PM peak hour, 324 or 39 percent of WinCo trips and 236 or 30 percent of Northern Parcel trips are diverted linked trips. 162 of WinCo diverted trips are inbound and 162 are outbound. Similarly, 118 of the Northern Parcel diverted linked trips are inbound and 118 are outbound. These trips are diverted from eastbound I-205, westbound I-205 and eastbound Grant Line Road. The routes these trips are diverted from are based on the trip distribution shown in Table 4.3-10. Tables 4.3-11 and 4.3-12 show the direction from which these trips are diverted for the Existing and Cumulative scenarios.

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 4.3-6. In the Cumulative trip distribution, a higher percentage of trips would 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 4.3-7.

Existing primary trips are assigned to the roadway network using the Existing inbound and outbound trip distribution shown in Table 4.3-10 and the Existing diverted routes in Tables 4.3-11 and 4.3-12. The Existing project trip assignment is shown in Figure 4.3-8. Similarly, Cumulative project trips are assigned to the roadway network using the Cumulative inbound and outbound trip distribution presented in Tables 4.3-10, 4.3-11 and 4.3-12. Cumulative project trip assignment is shown on Figure 4.3-9.

TABLE 4.3-10 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
<i>Total</i>	<i>100</i>	<i>100</i>	<i>100</i>	<i>100</i>

Source: Fehr & Peers, 2005.

TABLE 4.3-11 **WINCO DIVERTED TRIPS BREAKDOWN**

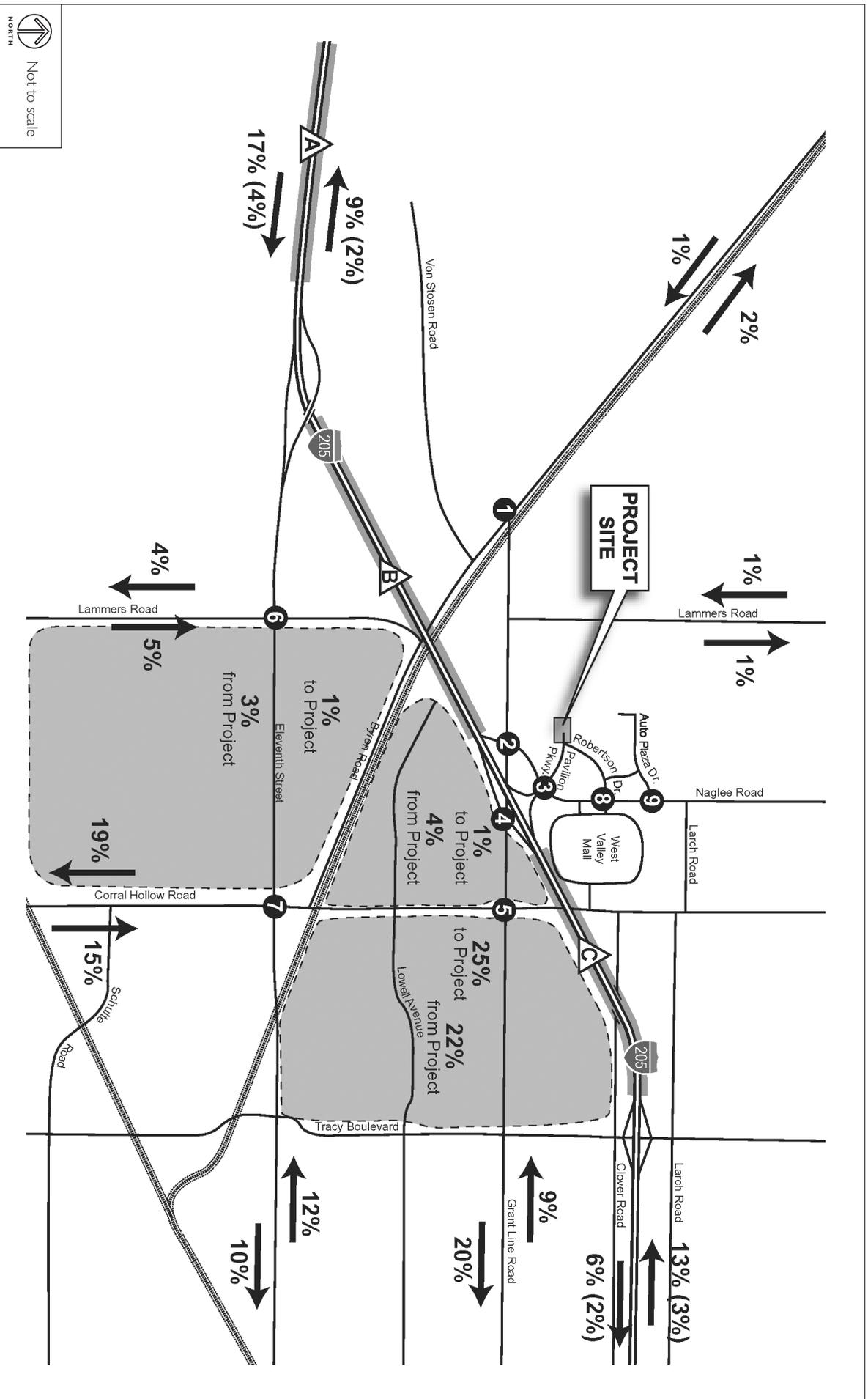
Direction	Existing		Cumulative	
	% Total Trips	Trips	% Total Trips	Trips
WB I-205	16%	66	12%	47
EB I-205	21%	86	20%	88
EB Grant Line Road	2%	10	7%	27
Total	39%	162	39%	162

Source: Fehr & Peers, 2005.

TABLE 4.3-12 **NORTHERN PARCEL DIVERTED TRIPS BREAKDOWN**

Direction	Existing		Cumulative	
	% Total Trips	Trips	% Total Trips	Trips
WB I-205	12%	48	9%	35
EB I-205	16%	63	16%	63
EB Grant Line Road	2%	7	5%	20
Total	30%	118	30%	118

Source: Fehr & Peers, 2005.



Source: Fehr & Peers, August 2005.

FIGURE 4.3-6

EXISTING PROJECT TRIP DISTRIBUTION

1 Study Intersections

X Study Segments

X% (Y%) Trip Distribution % (Primary Trip %)

--- Railroad

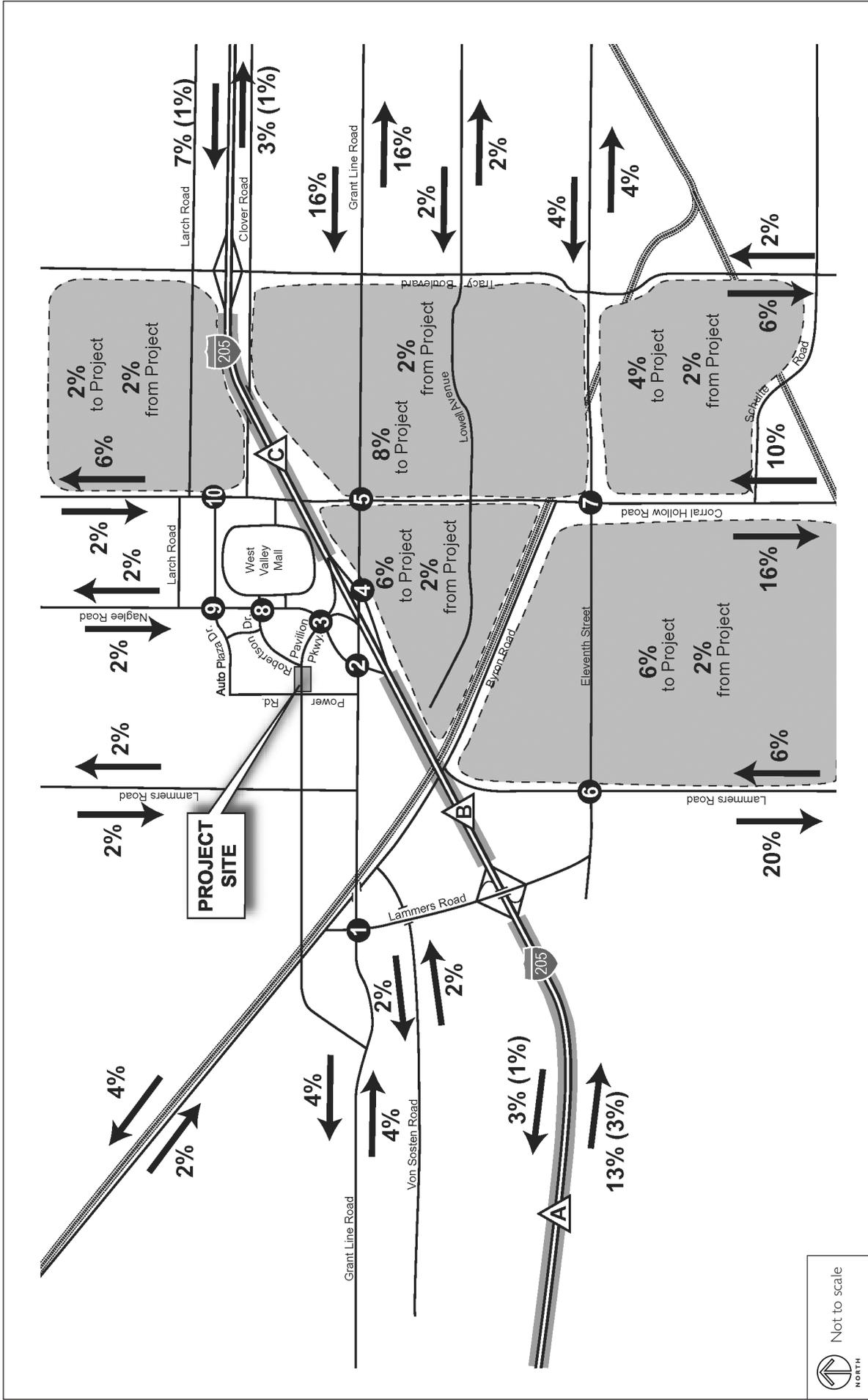
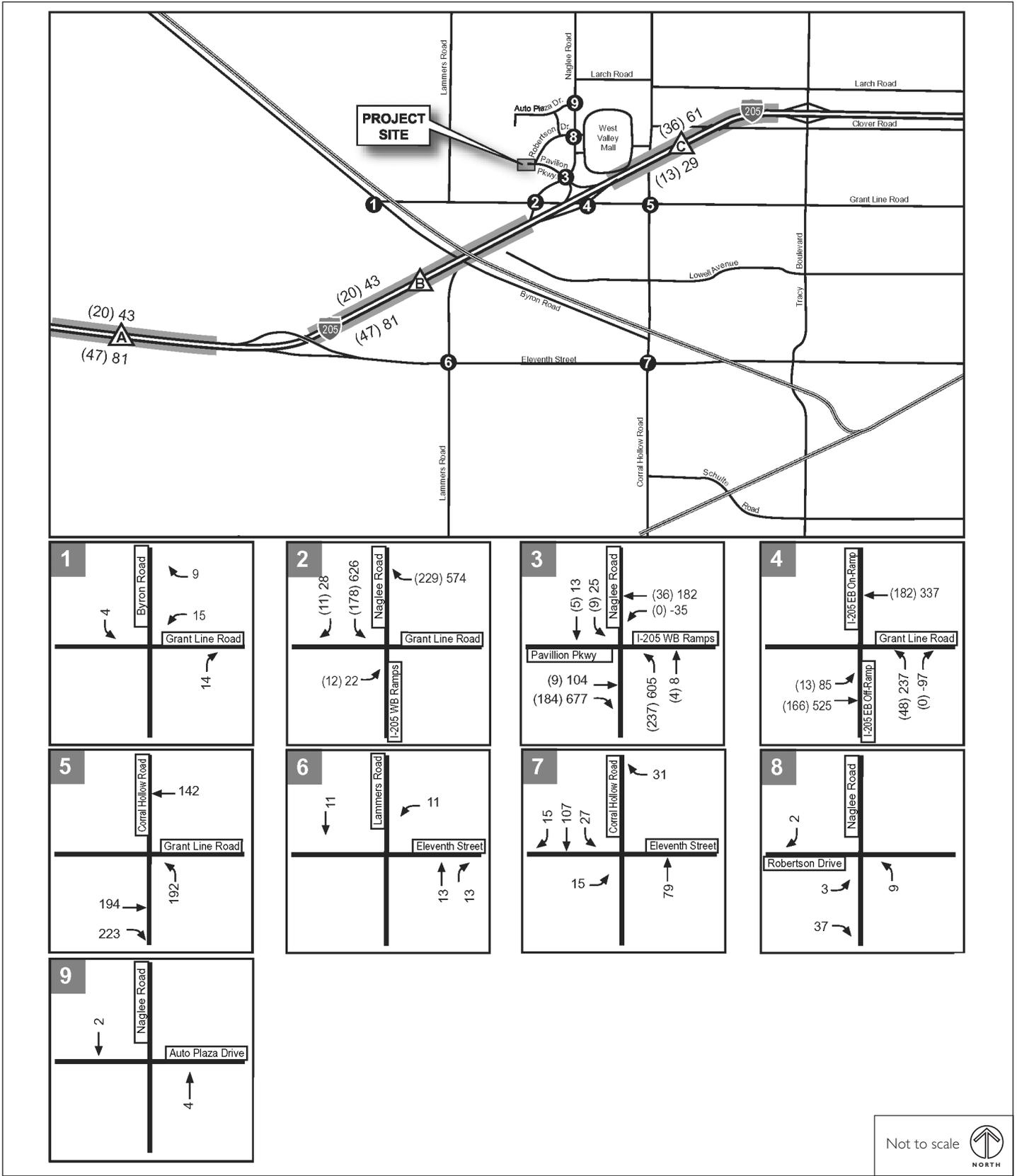


FIGURE 4.3-7

CUMULATIVE PROJECT TRIP DISTRIBUTION

Source: Fehr & Peers, August 2005.



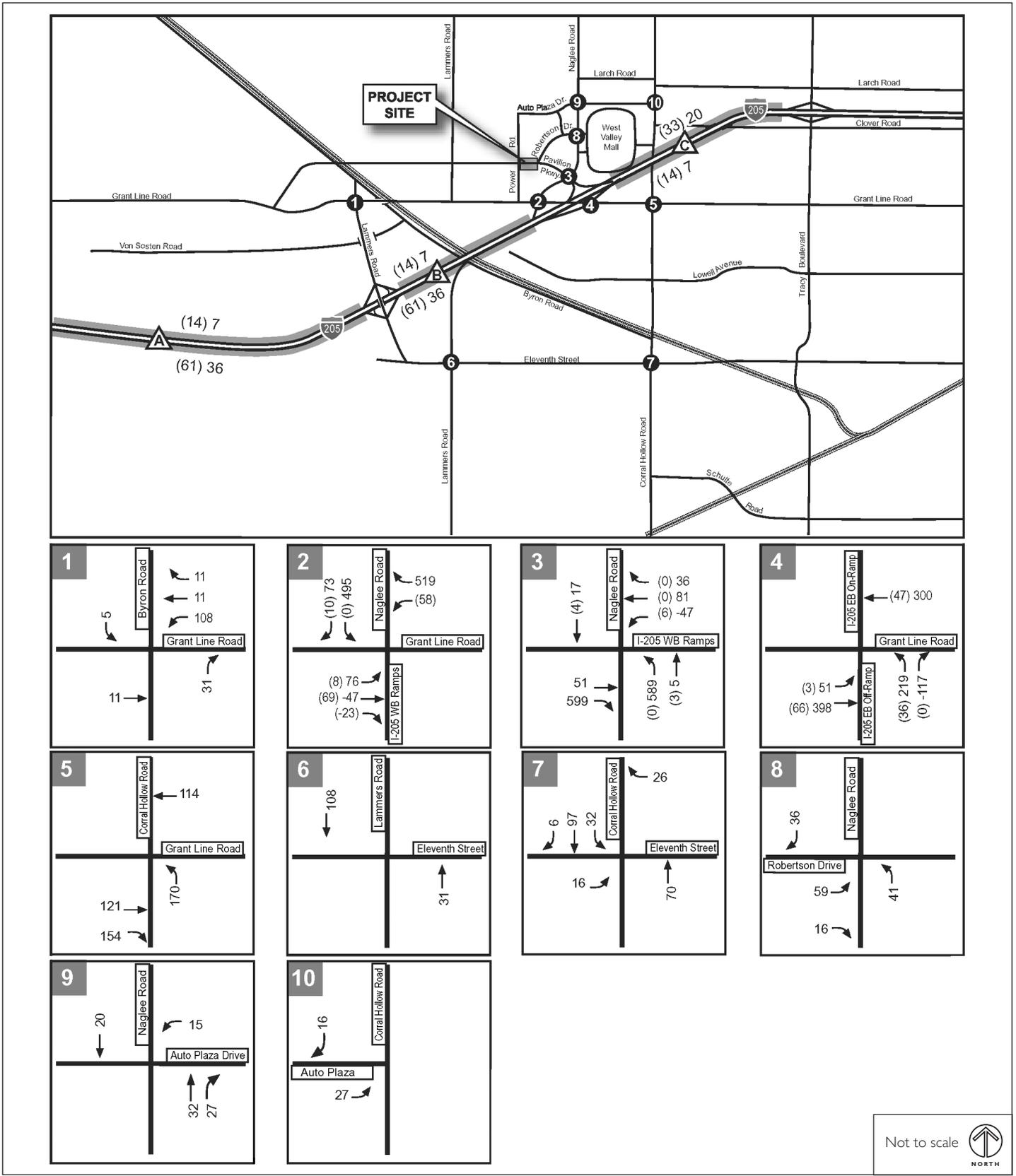
Source: Fehr & Peers, August 2005.

FIGURE 4.3-8

(XX) YY (AM) PM Peak Hour

EXISTING PROJECT TRIP ASSIGNMENT

- ① Study Intersections
- △ Study Segments
- ▬ Railroad



Source: Fehr & Peers, August 2005.

FIGURE 4.3-9

(XX) YY (AM) PM Peak Hour

CUMULATIVE PROJECT TRIP ASSIGNMENT

- ① Study Intersections
- △ Study Segments
- ▬ Railroad

7. On-Site Access and Circulation

The site is currently undeveloped, and so there is no onsite circulation system in place. Circulation components proposed as part of the project are described below in Chapter 3: Project Description, and evaluated below in Section E.

8. Parking

The I-205 Corridor Specific Plan provides parking standards for various land uses allowed within the Plan Area. Retail and office uses are required to provide one off-street parking space per 250 square feet of gross leasable area. Receiving/warehouse/service uses are required to provide parking at a ratio of one space per 1,000 square feet for the first 20,000 square feet, and one parking space per 2,000 square feet for any area over 20,000 square feet.

9. Bicycle and Transit Network

The bicycle network in the vicinity of the project is relatively limited. A Class I Bicycle Path runs along Naglee Road to Grant Line Road. A bike lane is also in place along the existing section of Power Road.

Two bus lines serve the project area, although no transit routes serve the project site directly. San Joaquin Regional Transit District (SJRTD) Route 90 provides service along Grant Line Road and Naglee Road. The City-operated Tracer bus line connects from central Tracy, looping along Coral Hollow Road, Larch Road, and Naglee Road, providing service to West Valley Mall, the nearby WalMart, and the Park and Ride lot located at I-205/Naglee Road.

D. Standards of Significance

The project would result in a significant impact with regard to traffic, circulation and parking if it would:

- ◆ Individually or cumulatively cause an increase in traffic which would degrade existing level of service below LOS D for streets or intersec-

tions within one quarter mile of any freeway, or LOS C for other streets or intersections within the Tracy City limits.

- ◆ Individually or cumulatively, cause an increase in traffic which would degrade existing level of service below LOS D for streets or intersections within unincorporated San Joaquin County.
- ◆ Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersection) or incompatible uses.
- ◆ Result in inadequate emergency access.
- ◆ Result in inadequate parking capacity.
- ◆ Conflict with adopted policies, plans or programs supporting alternative transportation.

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 LOS standards of significance for intersections and facilities within the limits of the city or county.

The LOS 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 would decrease the level of service at a facility past the applicable level of service criteria. The I-205 freeway segments are in the San Joaquin Council of Governments (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 five percent.

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

E. Impact Discussion

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. Numbered impacts and mitigation measures are listed in Section D: Impacts and Mitigation Measures.

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

1. Existing Plus Project

a. Summary of Intersection Operating Conditions

For the Existing Plus Project scenario, traffic generated by the proposed project (WinCo and the Northern Parcel) is added to Existing No Project traffic volumes. Existing Plus Project traffic volumes and lane configurations are shown on Figure 4.3-10.

Intersection operating conditions were analyzed for Existing Plus Project traffic volumes. The calculated LOS for the study intersections is reported in Table 4.3-13. Under Existing Plus Project conditions, the following intersections operate at unacceptable service levels:

- ◆ Intersection 1: Grant Line Road/Byron Road (San Joaquin County jurisdiction)
- ◆ Intersection 3: Naglee Road/Pavilion Parkway
- ◆ Intersection 5: Grant Line Road / Corral Hollow Road

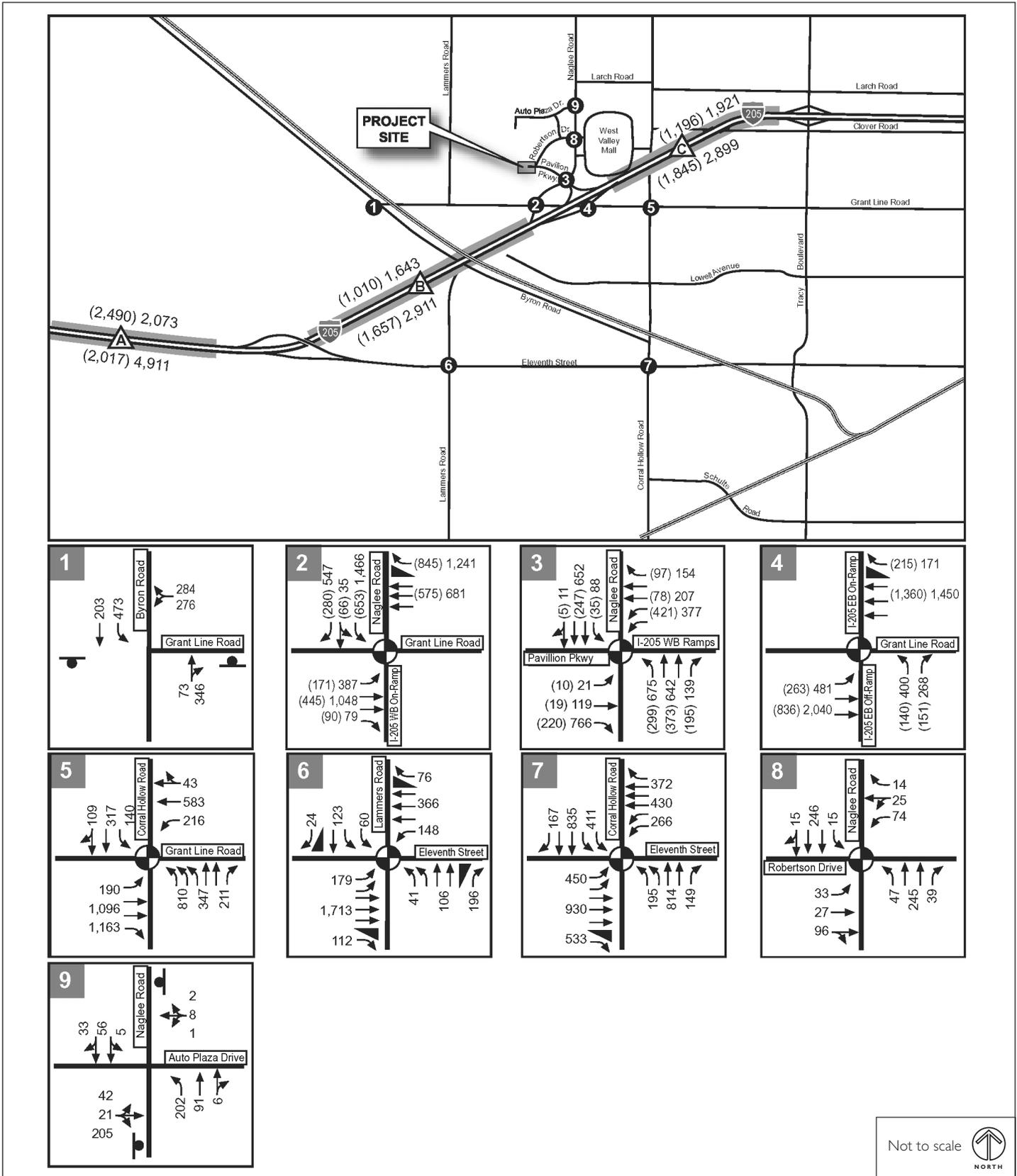
The Naglee Road/Pavilion Parkway intersection average delay would increase to over 80 seconds (LOS F) during the PM peak hour. The Grant Line Road/Corral Hollow intersection average delay would increase to over 80 seconds (LOS F) during the PM peak hour and drop below the City of Tracy standard of LOS C. Detailed LOS worksheets for the Existing Plus Project scenario can be found in Appendix B of the traffic report, which is Appendix B of this EIR.

As a side note, the Eleventh Street/Corral Hollow Road intersection delay increases to 34 seconds, just below the LOS C/D threshold of 35 seconds. All other intersections would continue to operate at acceptable levels of service.

In subsections b through d below, project impacts at each intersection that would experience unacceptable service levels under Existing Plus Project conditions are described in more detail. As discussed below, it would be necessary to mitigate the effects of adding project generated traffic at three intersections in the PM peak hour. Recommended mitigation measures are shown on Figure 4.3-11 and presented in Table 4.3-14. The traffic operations with the mitigation measures in place are summarized in Table 4.3-15. Subsection e below includes an analysis of increased traffic volumes on I-205.

b. Intersection 1: Grant Line Road/Byron Road (San Joaquin County jurisdiction)

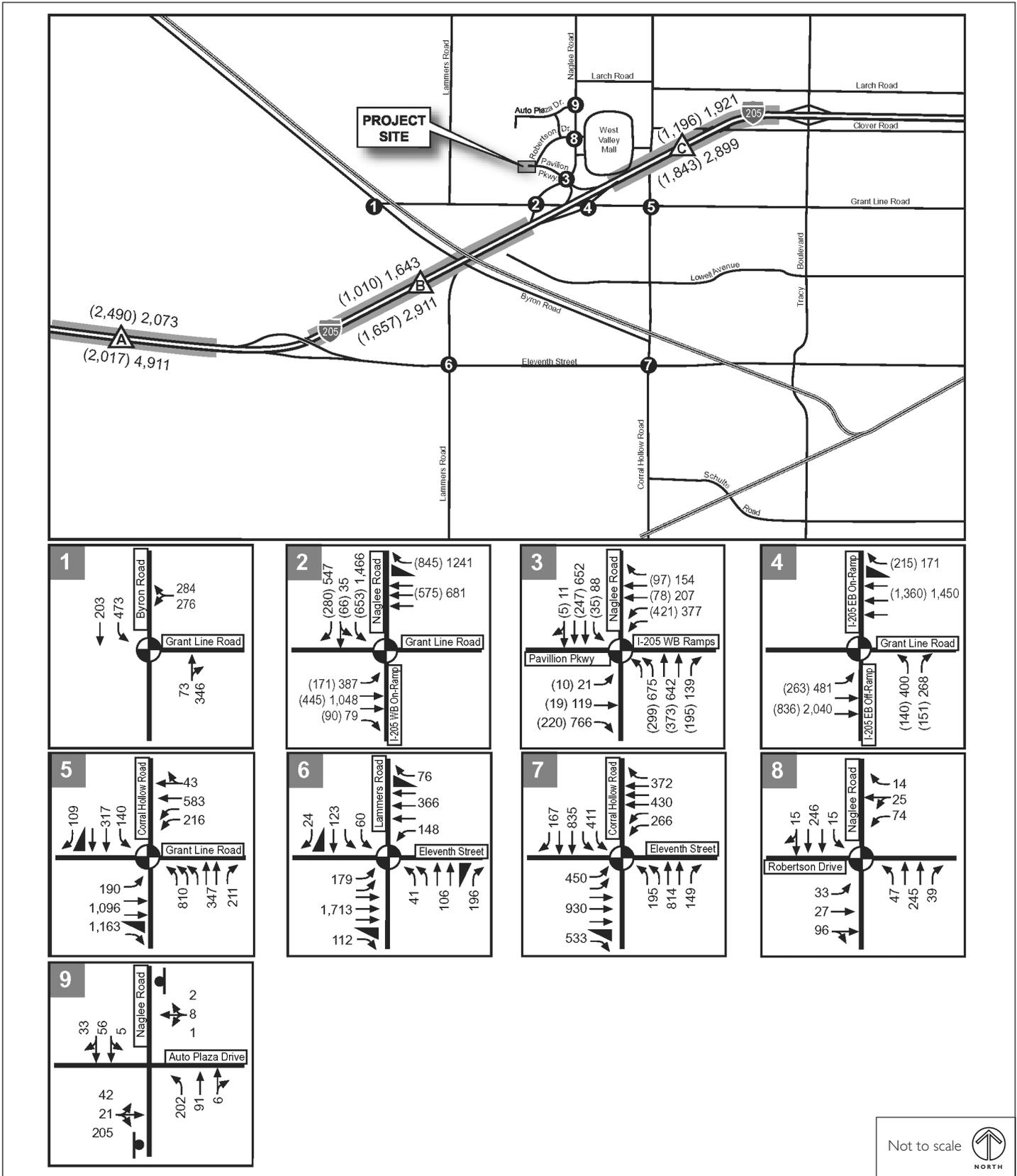
The intersection of Grant Line Road/Byron Road currently has northbound and southbound stop controlled and westbound free to limit the queuing across the rail road tracks. The intersection currently meets the peak hour volume signal warrant with or without the addition of project traffic.



Source: Fehr & Peers, August 2005.

FIGURE 4.3-10

EXISTING PLUS PROJECT TRAFFIC VOLUMES AND LANE CONFIGURATIONS



Source: Fehr & Peers, August 2005.

FIGURE 4.3-11

(XX) YY (AM) PM Peak Hour
 Traffic Signal
 Free Right-Turn
 Stop Sign
 Study Intersections
 Study Segments
 Railroad

**EXISTING PLUS PROJECT
 TRAFFIC VOLUMES AND
 MITIGATED LANE CONFIGURATIONS**

TABLE 4.3-13 EXISTING PLUS PROJECT INTERSECTION TRAFFIC OPERATIONS

Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
		Delay (seconds)	LOS	Delay (seconds)	LOS
1. Grant Line Rd / Byron Rd (San Joaquin County)	SSSC ¹	n/a	n/a	> 50 (SB) > 50	F F
2. Grant Line Rd / Naglee Rd / I-205 WB On-Ramp	Signal ²	11	B	45	D
3. Naglee Rd / Pavilion Parkway	Signal ²	25	C	> 80	F
4. Grant Line Rd / I-205 EB Ramps	Signal ²	13	B	32	C
5. Grant Line Rd / Corral Hollow Rd	Signal ²	n/a	n/a	> 80	F
6. Eleventh St / Lammers Rd	Signal ²	n/a	n/a	17	B
7. Eleventh St / Corral Hollow Rd	Signal ²	n/a	n/a	34	C
8. Robertson Dr / Naglee Rd	Signal ²	n/a	n/a	7	A
9. Auto Plaza Dr / Naglee Rd	SSSC ¹	n/a	n/a	14 (WB) 8	B A

Note: Bold and highlighting indicates intersection operating at deficient level of service. Significance criteria for County intersections (intersection 1) and City intersections within ¼ miles of inter-change 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.

TABLE 4.3-14 **RECOMMENDED PROJECT MITIGATION MEASURES**

Location	Improvement
1. Grant Line Rd / Byron Rd (San Joaquin County)	<ul style="list-style-type: none"> ◆ Install traffic signal. ◆ Coordinate signal with rail road crossing and detection system.
3. Naglee Rd / Pavilion Parkway	<ul style="list-style-type: none"> ◆ Add second left turn lane from northbound Naglee Road to westbound Pavilion Parkway. ◆ Optimize signal timing.
5. Grant Line Rd / Corral Hollow Rd	<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. ◆ Replace existing shared through/right to one exclusive through lane and one free-flow right-turn lane of 300 feet on southbound Corral Hollow and receiving / acceleration lane of 400 feet on westbound Grant Line. ◆ Add second left turn lane from westbound Grant Line Road to southbound Corral Hollow Road. ◆ Optimize signal timing.

Source: Fehr & Peers, 2005

The addition of project traffic to the Grant Line Road/Byron Road intersection in the Existing Plus Project scenario would add traffic to an already deficient intersection that is operating at LOS F with more than 50 seconds of average delay. This is considered a *significant* impact.

By signalizing the intersection the average delay is reduced to 35 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.

TABLE 4.3-15 EXISTING PLUS PROJECT MITIGATED INTERSECTION TRAFFIC OPERATIONS

Intersection	Traffic Control	Unmitigated		Mitigated	
		PM Peak Hour		PM Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
1. Grant Line Rd / Byron Rd	SSSC/Signal	> 50 (SB)	F	35	C
		> 50	F		
3. Naglee Rd / Pavilion Parkway	Signal	> 80	F	52	D
5. Grant Line Rd / Corral Hollow Rd	Signal	> 80	F	34	C

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

Source: Fehr & Peers, 2005

The County of San Joaquin would be responsible for construction of the intersection improvement. Currently, there is no identified plan or project to implement this improvement, nor is there a financing plan in place to fund the improvements. Therefore, since the mitigation measure cannot be implemented, the impact is *significant and unavoidable*.

c. Intersection 3: Naglee Road/Pavilion Parkway

Under existing conditions, the signalized Naglee Road/Pavilion Parkway intersection operates at LOS B with an average delay of 18 seconds in the PM peak hour. The addition of the proposed project traffic would increase the average intersection delay to over 80 seconds, shifting the level of service from LOS B to F. The City of Tracy level of service standard for this intersection is LOS D. This is considered a *significant* impact.

Adding a second left turn lane on northbound Naglee Road and optimizing the signal timing would reduce the average delay at this intersection to 52 seconds. This change in signal control would mitigate the impact of the project, improving the service level to LOS D.

The City of Tracy would be responsible for the acquisition of right-of-way and intersection improvement, both of which would be funded by the proposed project. The first development on the proposed project site (WinCo or the Northern Parcel) would be responsible for the intersection improvement as a project traffic impact mitigation measure. With implementation of this mitigation, project impacts would be reduced to less-than-significant.

d. Intersection 5: Grant Line Road/Corral Hollow Road

Under existing conditions, the signalized Grant Line Road/Corral Hollow Road intersection operates at an unacceptable LOS D with an average delay of 44 seconds during the PM peak hour. However, project-generated traffic would increase the average delay to over 80 seconds, resulting in an unacceptable LOS F. (The City of Tracy level of service standard for this intersection is LOS C.) Although the City of Tracy does not have a defined policy on determining what constitutes a project impact on an intersection that operates at deficient levels under baseline conditions, the addition of over 36 seconds of delay caused by the project is typically considered to be a significant impact. Thus, this is considered a *significant* impact.

To mitigate the impact on the Grant Line Road/Corral Hollow Road intersection, 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. Additional mitigation measures include changing the existing shared through-right to an exclusive through and free-flow right-turn of 300 feet on southbound Corral Hollow and a receiving lane extending west of the intersection along Grant Line of 400 feet, and adding a second left turn on westbound Grant Line. Optimizing the signal timing for Existing Plus Project

traffic volumes is also recommended. These mitigations are expected to reduce the average intersection delay to 34 seconds in the PM peak hour, improving the intersection operation to LOS C.

The WinCo project would be responsible for the intersection improvement as a project traffic impact mitigation measure. The City of Tracy would 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 would be reduced to less-than-significant.

e. Interstate 205 Traffic

The addition of project traffic would increase the volume on I-205. 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 81 trips. This represents about two percent of the total eastbound volume on the freeway during this time period, which is below the significance threshold of five percent. No mitigation is proposed since project impacts are *less-than-significant*.

2. Cumulative Plus Project

This section describes the Cumulative Plus Project intersection operations and I-205 traffic volumes and proposed mitigation measures. Numbered impacts and mitigation measures are listed in Section F: Impacts and Mitigation Measures.

a. Summary of Intersection Operating Conditions

Cumulative Plus Project traffic volumes were obtained by adding the trips generated by WinCo and the Northern Parcel to Cumulative No Project background traffic volumes. Using these volumes and the intersections with cumulative improvements identified in Table 4.3-6, AM and PM peak hour

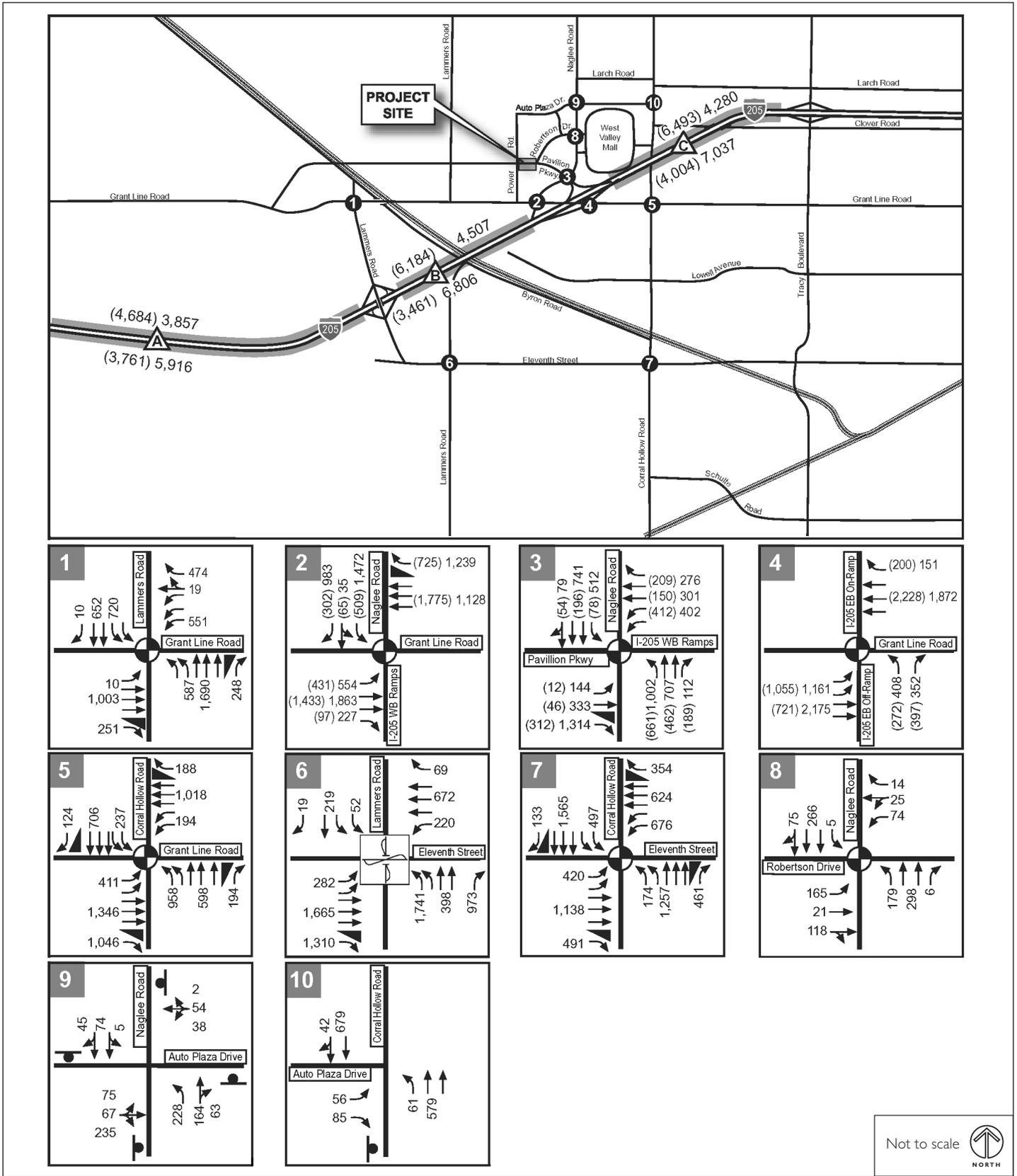
service levels for the study intersections were calculated. Cumulative Plus Project traffic volumes and lane configurations are shown on Figure 4.3-12.

Intersection operating conditions were analyzed for Cumulative Plus Project traffic volumes. The calculated LOS for the study intersections is reported in Table 4.3-16. Detailed LOS worksheets for the Cumulative Plus Project scenario can be found in Appendix C of the traffic report, (which is Appendix B of this EIR.)

Under Cumulative Plus Project conditions, the Grant Line Road/I-205 EB Ramps intersection operates at an unacceptable LOS E in both the AM and PM peak periods with an average intersection delay of 59 seconds and 66 seconds, respectively. In addition, five intersections operate at unacceptable conditions in the PM peak hour:

- ◆ The **Grant Line Road/Lammers Road (San Joaquin County jurisdiction)** intersection average delay increases to 57 seconds (LOS E)
- ◆ The **Grant Line Road/Naglee Road / I-205 WB On-Ramp** intersection average delay would increase to 76 seconds (LOS E)
- ◆ The **Naglee Road/Pavilion Parkway** intersection average delay would increase to over 80 seconds (LOS F) dropping the I-205/Grant Line interchange below the City of Tracy standard of LOS D
- ◆ 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 50 seconds (LOS D).

All other intersections would continue to operate at acceptable levels of service. The Cumulative Plus Project impacts for each of the above intersections are discussed below. The mitigation measures associated with each impact are summarized in Table 4.3-17.



Source: Fehr & Peers, August 2005.

FIGURE 4.3-12

CUMULATIVE PLUS PROJECT TRAFFIC VOLUMES AND LANE CONFIGURATIONS

TABLE 4.3-16 **CUMULATIVE PLUS PROJECT INTERSECTION TRAFFIC OPERATIONS**

Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
		Delay (seconds)	LOS	Delay (seconds)	LOS
1. Grant Line Rd / Lammers Rd (San Joaquin County)	Signal ¹	n/a	n/a	57	E
2. Grant Line Rd / Naglee Rd / I-205 WB On-Ramp	Signal ¹	36	D	76	E
3. Naglee Rd / Pavilion Parkway	Signal ¹	25	C	> 80	F
4. Grant Line Rd / I-205 EB Ramps	Signal ¹	59	E	66	E
5. Grant Line Rd / Corral Hollow Rd	Signal ¹	n/a	n/a	42	D
6. Eleventh St / Lammers Rd	SPUI ²	n/a	n/a	26	C
7A. Eleventh St / Corral Hollow Rd	Signal ¹	n/a	n/a	50	D
7B. Eleventh St / Corral Hollow Rd	SPUI ²	n/a	n/a	26	C
8. Robertson Dr / Naglee Rd	Signal ¹	n/a	n/a	8	A
9. Auto Plaza Dr / Naglee Rd	AWSC ³	n/a	n/a	13	B
10. Auto Plaza Dr / Corral Hollow Rd	SSSC ⁴	n/a	n/a	19 (EB) 2	C A

Note: Bold and highlighting 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.

TABLE 4.3-17 CUMULATIVE PLUS WINCO INTERSECTION MITIGATION MEASURES

Location	Mitigation Measure
1. Grant Line Rd / Lammers Rd (San Joaquin County)	<ul style="list-style-type: none"> ◆ Optimize signal timing.
2. Grant Line Rd / Naglee Rd / I-205 WB On-Ramp	<ul style="list-style-type: none"> ◆ Change existing shared through left to exclusive left and through on southbound Naglee Road. ◆ Utilize second left turn lane on eastbound Grant Line Road that is currently hatched out. ◆ Optimize signal timing. <p>OR</p> <ul style="list-style-type: none"> ◆ Implement next phase of Grant Line/I-205 Interchange.
3. Naglee Rd / Pavilion Parkway	<ul style="list-style-type: none"> ◆ Add second left turn lane on northbound Naglee Road. ◆ Optimize signal timing. <p>OR</p> <ul style="list-style-type: none"> ◆ Implement next phase of Grant Line/I-205 Interchange.
4. I-205 EB Ramps / Grant Line Rd	<ul style="list-style-type: none"> ◆ 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. <p>OR</p> <ul style="list-style-type: none"> ◆ Implement next phase of Grant Line/I-205 Interchange.
5. Grant Line Rd / Corral Hollow Rd	<p>The required Cumulative configuration for this intersection to be fully mitigated is a grade-separated urban intersection. This would 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.
7. Eleventh St / Corral Hollow Rd	<p>The required Cumulative configuration for this intersection to be fully mitigated is a grade-separated urban intersection. This would 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.

Source: Fehr & Peers, 2005

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 4.3-17 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 project involves a FIP (GL -3B). To date, \$130,156 dollars have been deposited into the FIP account for GL -3B.

However, since the adoption of the FIP for GL-3B in March 1993, there have been new cumulative development scenarios relating to traffic. Therefore, in order to ensure that the Winco/Trask project fully funds its fair share of required improvements, an update to the FIP is necessary.

b. Intersection 1: Grant Line Road / Lammers Road (San Joaquin County jurisdiction)

In the Cumulative No Project scenario, the Grant Line Road / Lammers Road intersection is projected to operate at LOS D with an average delay of 54 seconds. The County level of service threshold is LOS D. The addition of project traffic adds 3 seconds of delay, causing the intersection operations to degrade to LOS E. This is considered a *significant* impact.

Optimizing the signal timing for the Cumulative Plus Project traffic would reduce the intersection delay to 53 seconds, an acceptable LOS D. The County would be responsible for modifying the signal timing. With implementation of this mitigation, project impacts would be reduced to less-than-significant.

c. Intersection 2: Grant Line Road / Naglee Road / I-205 WB On-Ramp

In the Cumulative No Project scenario, the Grant Line Road / Naglee Road / I-205 WB On-Ramp intersection is projected to operate at LOS D with an average delay of 39 seconds. The addition of project traffic increases the average delay at the intersection to 76 seconds, reducing the LOS to E. This is considered a *significant* impact.

Several modifications, including changing the existing shared through-left to one exclusive left and one exclusive through on southbound Naglee, utilizing the second eastbound left turn lane on Grant Line Road that is currently hatched out, and optimizing the signal timing would decrease the average intersection delay from an unacceptable 76 seconds, to an acceptable 51 seconds (LOS D).

The City of Tracy would 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 would be reduced to less-than-significant.

d. Intersection 3: Naglee Road/Pavilion Parkway

In the Cumulative No Project scenario, Naglee Road/Pavilion Parkway intersection is projected to operate at LOS D with an average delay of 48 seconds. The addition of project traffic would increase the average delay at the intersection to over 80 seconds, reducing the LOS to F. This is considered a *significant* impact.

Adding a second left turn lane on northbound Naglee Road and optimizing the signal timing would decrease the average intersection delay to an accept-

able 47 seconds (LOS D). The City of Tracy would be responsible for the intersection improvement and acquisition of right-of-way. With implementation of this mitigation, project impacts would be reduced to less-than-significant.

e. Intersection 4: I-205 EB Ramps/Grant Line Road

In the Cumulative no Project scenario, the I-205 EB Ramps/Grant Line Road/ intersection is projected to operate at LOS D with an average delay of 51 seconds. The addition of project traffic would increase the average delay at the Grant Line Road/I-205 EB Ramps intersection by 15 seconds to 66 seconds, reducing the LOS to E. This is considered a *significant* impact.

Changing the existing right turn lane to a free right on I-205 eastbound off-ramp with a receiving/acceleration lane of 400 feet on eastbound Grant Line Road and optimizing the signal timing would decrease the average intersection delay from an unacceptable 66 seconds, to an acceptable 54 seconds (LOS D).

The City of Tracy would be responsible for the intersection improvement and acquisition of right-of-way. With implementation of this mitigation, project impacts would be reduced to less-than-significant.

f. Grant Line Road/I-205 Interchange

The addition of project traffic would result in unacceptable operations at all three intersections of the Grant Line Road/I-205 interchange. This is considered a *significant* impact.

Implementing the next phase of the Grant Line/I-205 interchange improvements would result in acceptable operations at all three intersections. The next phase of the interchange consists of the following:

- ◆ Adding loop ramps to the interchange
- ◆ Re-aligning the interchange

A summary of these configuration changes can be found in Figure 4.3-13 and are summarized in Table 4.3-17. Table 4.3-18 shows the intersection operating conditions with the recommended changes.

The City of Tracy would be responsible for the interchange improvement and acquisition of right-of-way. The City of Tracy would be responsible for determining fair-share responsibilities and administering the Finance and Implementation Plan for intersections within its jurisdiction, and the project would be responsible for funding the Finance and Implementation Plan. With implementation of this mitigation, project impacts would be reduced to less-than-significant.

g. Intersection 5: Corral Hollow Road/ Grant Line Road

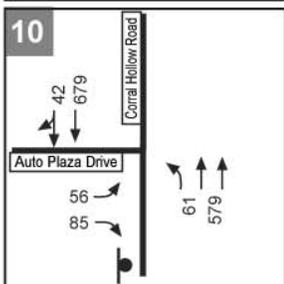
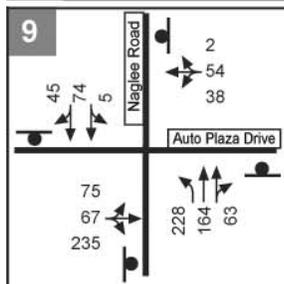
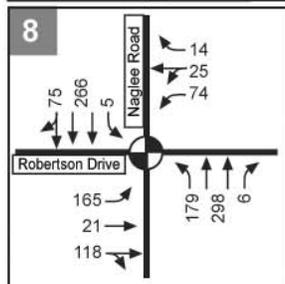
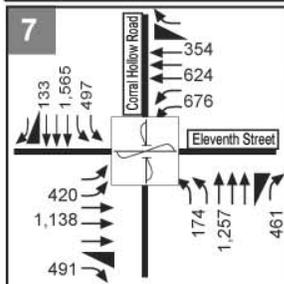
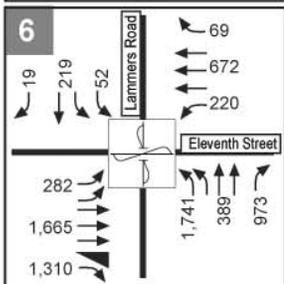
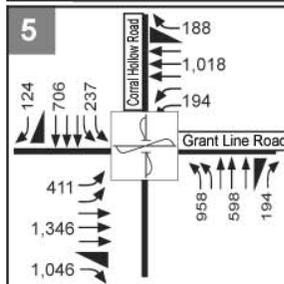
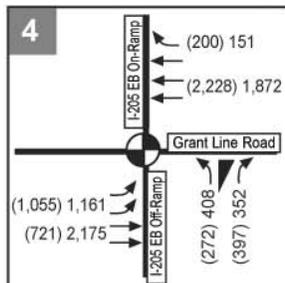
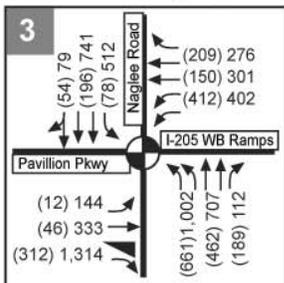
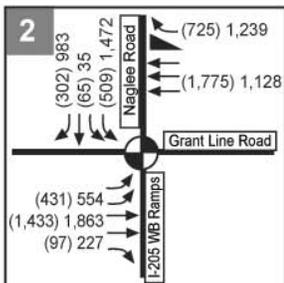
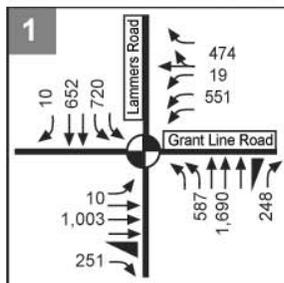
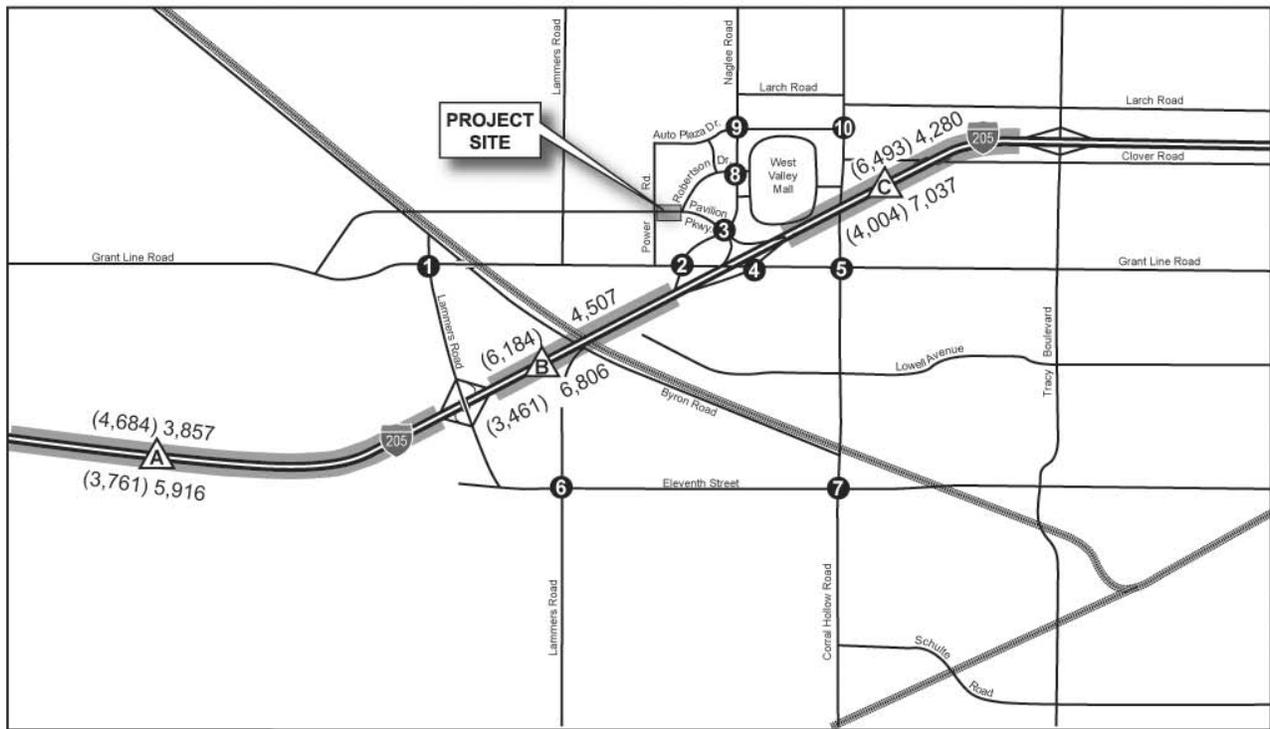
In the Cumulative No Project scenario, the Corral Hollow Road/ Grant Line Road intersection is signalized and operates at an acceptable LOS C/D with an average delay of 35 seconds in the PM. However, addition of the proposed project traffic would increase the average delay to 42 seconds, degrading the operations to unacceptable LOS D. The City of Tracy level of service standard for this intersection is LOS C. This is considered a *significant* impact.

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

There are environmental and development constraints associated with construction of a SPUI at this intersection, and the City intends on making a finding that the mitigation is not feasible, therefore the impact is *significant and unavoidable*.

h. Intersection 7: Corral Hollow Road/ Eleventh Street

With the addition of project traffic, the delay at the Corral Hollow Road/ Eleventh Street intersection is projected to increase from 47 seconds to 50 seconds, but the level of service would remain LOS D. Although the City



Not to scale 

Source: Fehr & Peers, August 2005.

- (XX) YY (AM) PM Peak Hour
-  Traffic Signal
-  Free right-turn
-  SPUI/Signal
-  Study Intersections
-  Study Segments
-  Railroad

FIGURE 4.3-13
CUMULATIVE PLUS PROJECT
TRAFFIC VOLUMES AND
MITIGATED LANE CONFIGURATIONS

TABLE 4.3-18 CUMULATIVE PLUS PROJECT MITIGATED INTERSECTION TRAFFIC OPERATIONS

Intersection	Traffic Control	Unmitigated						Mitigated					
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
		Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS		
1. Grant Line Rd / Lammers Rd	Signal	n/a	n/a	57	E	n/a	n/a	n/a	n/a	53	D		
2. Grant Line Rd / Naglee Rd / I-205 WB On-Ramp	Signal	36	D	76	E	17	B	51	D				
3. Naglee Rd/Pavilion Parkway	Signal	25	C	> 80	F	19	B	47	D				
4. I-205 EB Ramps/Grant Line Rd	Signal	59	E	66	E	53	D	54	D				
5. Grant Line Rd / Corral Hollow Rd	Signal/SPUI	n/a	n/a	42	D	n/a	n/a	22	C				
7. Eleventh St / Corral Hollow Rd	Signal/SPUI	n/a	n/a	50	D	n/a	n/a	26	C				

does not have a policy on determining what constitutes a project impact when an intersection is currently deficient, the additional 3 seconds of delay caused by the project may be considered to be a *significant* impact.

To mitigate the project's impacts, a single-point urban interchange (SPUI) is recommended with the through traffic being grade separated allowing for free-flow along Eleventh Street. By grade separation of Eleventh Street, the average delay is reduced to an acceptable 26 seconds (LOS C).

There are environmental and development constraints associated with construction of a SPUI at this intersection, and the City intends on making a finding that the mitigation is not feasible, therefore the impact is *significant and unavoidable*.

i. Interstate 205 Traffic Volumes

The addition of project traffic would increase the traffic volume on I-205. I-205 through the City of Tracy is expected to operate at LOS F during the peak hour. Currently, 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 36 trips. This represents less than one percent of the total eastbound volume on the freeway during this time period, which is below the significance threshold of five percent. No mitigation is proposed, as project impacts are *less-than-significant*.

3. Emergency Access

a. General Plan and Specific Plan Amendments

The design of any future project on the Northern Parcel is unknown at this point, and so is impossible to provide specific analysis in regard to emergency access. However, as noted Chapter 4.2, all development in Tracy, including development that would occur under the proposed General Plan and Specific Plan Amendments would be subject to review by the City of Tracy Fire Department in order to ensure adequate emergency vehicle access. .

b. WinCo Grocery Store

The access and on-site circulation would provide adequate driveway width and turning radii for large delivery trucks up to 60 feet in length. This would also provide adequate access for emergency vehicles, and impacts to emergency vehicle access would be less than significant.. Furthermore, as noted above, the project would be subject to review by the Tracy Fire Department to ensure that adequate emergency vehicle access would be provided. Therefore, impacts to emergency vehicle access would be less than significant.

4. Parking

a. General Plan and Specific Plan Amendments

The proposed amendments would result in less-than-significant parking impacts, since all future development, regardless of type or intensity, would be required to provide adequate on-site parking, per the standards set forth in the I-205 Corridor Specific Plan. Therefore any parking impacts would be less than significant.

b. WinCo Grocery Store

Based on the standards described in the I-205 Corridor Specific Plan, a total of 298 parking spaces would be required for the project's retail, office and warehouse/receiving components. The project would construct a total of 636 parking spaces, more than double the required amount. Parking impacts would therefore be less than significant.

5. Pedestrian, Bicycle and Transit Facilities

a. General Plan and Specific Plan Amendments

The proposed amendments would result in less-than-significant impacts with regard to pedestrian, bicycle and transit facilities, since any development on the Northern Parcel would be similar in type and intensity to that on the Southern Parcel.

b. WinCo Grocery Store

The proposed WinCo store would have 15 bicycle parking spaces located at the front of the store, which would meet the City's standard of five percent of required automobile parking spaces.

Pedestrian and bicycle access to the site would be from Pavilion Parkway and from the south via a connection to the existing commercial development. Pedestrian walkways would also be provided around the sides and front of the retail store. Since no transit route currently serves the project site, no transit facilities have been provided in association with the proposed project. There would be a less-than significant impact with regard to pedestrian, bicycle and transit facilities.

F. Impacts and Mitigation Measures

1. Existing Plus Project

a. Intersection 1: Grant Line Road / Byron Road (San Joaquin County jurisdiction)

Impact TRA-1: The addition of project traffic to the Grant Line Road / Byron Road intersection in the Existing Plus Project scenario would add traffic to an already deficient intersection that is operating at LOS F with more than 50 seconds of average delay. This is considered a *significant* impact.

Mitigation Measure TRA-1: Install a signal and require signal preemption and coordination with the rail road crossing and detection system.

Significance after Mitigation: Because no improvement plan or financing mechanism is in place, this mitigation cannot be implemented, and the impact is therefore *significant and unavoidable*.

b. Intersection 3: Naglee Road/Pavilion Parkway

Impact TRA-2: The addition of project traffic during the PM peak hour would increase the average delay at the Naglee Road/Pavilion Parkway inter-

section from 18 to over 80 seconds, shifting the level of service from LOS B to F. The City of Tracy level of service standard for this intersection is LOS D. This is considered a *significant* impact.

Mitigation Measure TRA-2: Add a second left turn lane on northbound Naglee Road and optimize the signal timing to reduce the average delay at this intersection to 52 seconds.

Significance after Mitigation: This change in signal control mitigates the impact of the project, improving the service level to LOS D and reducing the impact to a *less-than-significant* level.

c. Intersection 5: Grant Line Road/Corral Hollow Road

Impact TRA-3: The addition of project traffic would increase the average delay at the Grant Line Road/Corral Hollow Road intersection from 44 to over 80 seconds, shifting the level of service from LOS D to F. The City of Tracy level of service standard for this intersection is LOS C. This is considered a *significant* impact.

Mitigation Measure TRA-3a: Create 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.

Mitigation Measure TRA-3b: Change the existing shared through-right to an exclusive through and free-flow right-turn of 300 feet on southbound Corral Hollow Road and a receiving lane extending west of the intersection along Grant Line Road of 400 feet, and add a second left turn on westbound Grant Line Road.

Mitigation Measure TRA-3c: Optimize the signal timing for Existing Plus Project traffic volumes.

Significance after Mitigation: These mitigations are expected to reduce the average intersection delay to 34 seconds in the PM peak hour. These mitigations would reduce the impact to a *less-than-significant* level.

2. Cumulative Project Impacts and Mitigations

The significance after mitigation for all cumulative impacts is summarized in subsection h. below.

a. Intersection 1: Grant Line Road / Lammers Road

Cumulative Impact TRA-4: The addition of project traffic increases the average delay at the Grant Line Road / Lammers Road intersection from 54 to 57 seconds, resulting in an unacceptable LOS E. This would be a *significant* impact.

Mitigation Measure TRA-4: Optimize the signal timing for the Cumulative Plus Project traffic.

b. Intersection 2: Grant Line Road / Naglee Road / I-205 WB On-Ramp

Cumulative Impact TRA-5: The addition of project traffic would result in unacceptable operations at the Grant Line Road/Naglee Road/I-205 WB On-Ramp intersection, increasing the delay from 39 seconds (LOS D) to 76 seconds (LOS E). This would be a *significant* impact.

Mitigation Measure TRA-5: The following improvements shall be made:

- ◆ Change the existing shared through-left to one exclusive left and one exclusive through on southbound Naglee Road
- ◆ Utilize the second eastbound left turn lane on Grant Line Road that is currently hatched out
- ◆ Optimize the signal timing

c. Intersection 3: Naglee Road/Pavilion Parkway

Cumulative Impact TRA-6: The addition of Project traffic results in unacceptable operations at the Naglee Road/Pavilion Parkway intersection, in-

creasing the delay from 48 seconds (LOS D) to over 80 seconds (LOS F). This would be a *significant* impact.

Mitigation Measure TRA-6: The following improvements shall be made:

- ◆ Add a second left turn lane from northbound Naglee Road to west-bound Pavilion Parkway
- ◆ Optimize signal timing

d. Intersection 4: Grant Line Road/I-205 EB Ramps

Cumulative Impact TRA-7: The addition of project traffic would result in unacceptable operations at the Grant Line Road/I-205 EB Ramps intersection, increasing the delay from 51 seconds (LOS D) to 66 seconds (LOS E). This would be a *significant* impact.

Mitigation Measure TRA-7: The following improvements shall be made:

- ◆ Change the existing right turn lane to a free right on I-205 eastbound off-ramp with a receiving/acceleration lane of 400 feet on eastbound Grant Line Road
- ◆ Optimize the signal timing

e. Grant Line Road/I-205 Interchange

Cumulative Impact TRA-8: The addition of project traffic results in unacceptable operations at all three intersections of the Grant Line Road/I-205 interchange. This would be a *significant* impact.

Mitigation Measure TRA-8: Implement the next phase of the Grant Line/I-205 interchange improvements. The next phase of the interchange consists of the following:

- ◆ Adding loop ramps to the interchange
- ◆ Re-aligning the interchange

f. Intersection 5: Grant Line Road/Corral Hollow Road

Cumulative Impact TRA-9: The addition of project traffic would increase the average delay at the Grant Line Road/Corral Hollow Road intersection from 35 to 42 seconds, degrading operations to LOS D. The City of Tracy level of service standard for this intersection is LOS C. This would be a *significant* impact. There are environmental and development constraints associated with construction of a SPUI at this intersection, and the City intends on making a finding that the mitigation is not feasible, therefore the impact is *significant and unavoidable*.

g. Intersection 7: Eleventh Street/Corral Hollow Road

Cumulative Impact TRA-10: The addition of project traffic to Eleventh Street/Corral Hollow Road intersection in the Cumulative plus Project scenario would add traffic to an already deficient intersection. The additional traffic would add 3 seconds of delay to the intersection. This would be a *significant* impact, There are environmental and development constraints associated with construction of a SPUI at this intersection, and the City intends on making a finding that the mitigation is not feasible, therefore the impact is *significant and unavoidable*.

h. Implementation of Mitigation Measures for All Cumulative Impacts excepting **Cumulative Impacts TRA-4 TRA-9 and TRA-10.**

Mitigation Measure TRA-11: Prior to issuance of any building permit for the 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 4.3-6. The project proponents shall be subject to the fair share of the increase in costs to roadway improvements that will result from the update of the FIPs. The project proponents 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, the project proponents 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 and/or other security in a form acceptable to the City Attorney. With the exception of impacts **TRA-4, TRA-9, and TRA-10** (which are *significant and unavoidable*), with implementation of Mitigation Measure TRA 5 through TRA 8, impacts are *less than significant*.

4.4 INFRASTRUCTURE

This chapter describes the existing water, wastewater, storm water and solid waste infrastructure in the City of Tracy and the potential environmental impacts from the proposed project on these services.

A. *Water*

The following section describes conditions and potential impacts of the proposed project with regard to water in Tracy.

1. **Regulatory Setting**

The following section describes local, County and State plans, regulations and codes relevant to water in Tracy.

a. City of Tracy General Plan

Tracy's General Plan contains policies to ensure that adequate water supply can be provided within the City to provide improved water quality while increasing system reliability, and prepare water facilities for reliability during catastrophic events. The policies also encourage the use of reclaimed water to reduce non-potable demands and to create market opportunities for reclaimed water.

b. Urban Water Management Plan

The City of Tracy prepared an Urban Water Management Plan in response to the Urban Water Management Planning Act of 1983. The Plan focuses on the conservation and efficient use of water in Tracy's service area, and on the development and implementation of plans to assure reliable water service in the future. In addition, the Plan contains best management practices for efficient water use. Under this plan, the proposed project would be required to comply with all current metering, landscape water conservation, and water use review programs in place in the city.

c. Recycled and Non-Potable Water Ordinance

The City of Tracy enacted the Recycled and Non-Potable Water Ordinance (Tracy Municipal Code, Chapter 11.30) in March 2002.. The ordinance requires that planned new developments in Tracy install pipelines and dual distribution systems to supply non-potable water to green spaces for irrigation and to facilities for industrial cooling or processing. Recent plans for developments, including Tracy Hills and Tracy Gateway, have proposed to incorporate the use of recycled and/or non-potable water for irrigation of parks, golf courses and other landscaped areas to reduce the potable water demand. The proposed project would not be considered a planned new development and therefore would not be required to comply with this ordinance.

d. I-205 Corridor Specific Plan

The I-205 Corridor Specific Plan EIR required that the Specific Plan provide for a standby supply and/or increased storage capacity to meet peak hour demand and fire flow reserve, either by increasing existing storage capacity, drilling new wells, or expanding water treatment and transmission capacity.¹

e. Proposed General Plan Update

Policies addressing water service are in the Public Facilities and Services Element of the proposed General Plan. Many of the policies in the proposed General Plan are similar to those in the existing General Plan in that they address issues related to the efficient use of water and coordination between land use planning and water facilities and service. The proposed General Plan also includes policies and actions on the use of recycled water to reduce non-potable water demands. Recycled water systems, also known as “purple pipe” systems shall be constructed in new developments to facilitate the use and distribution of recycled water and projects should use recycled water for landscape irrigation, dust control, among other uses.²

¹ City of Tracy, *I-205 Corridor Specific Plan EIR*, 1990, page 108.

² *City of Tracy General Plan: City Council/Planning Commission Review Draft*, October 7, 2004, pages 7-26 to 7-30.

2. Existing Setting

This section includes a description of the City of Tracy water service area and discusses existing water services, supply and demand conditions, treatment and distribution infrastructure and storage facilities.

a. Existing Water Service Area

The City of Tracy provides water service to all of its approximately 74,070 residents³ and to approximately 400 residents of the Larch-Clover County Services District.⁴ The City also provides water service to the unincorporated Patterson Business Park.

Tracy has 21,258 metered service connections, 20,213 of which are single-family and multi-family residential users, 529 of which are commercial or industrial users, and 414 of which serve institutional or landscape irrigation purposes.⁵

b. 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 delivered through the Delta Mendota Canal. 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.

The City's available water supply was 19,140 acre-feet (AF) in 2003. The City's total water demand for both municipal and industrial uses was approximately 16,965 AF⁶ during 2003, which can be converted into an average

³ California Department of Finance estimate for January, 2004.

⁴ Kennedy/Jenks Consultants, *Final Report Water Master Plan*, City of Tracy, June 1994, page ES.1. Same number is cited in City of Tracy, *Urban Water Management Plan 2000*, revised March 2002, page 2-5.

⁵ City of Tracy, *Urban Water Management Plan 2000*, revised March 2002, page 2-5.

⁶ City of Tracy Public Works, *Water Inventory Report*, January 20, 2004, page 1.

demand of 15.1 million gallons per day (mgd). For a service area population of approximately 74,070 in 2004, this represents an average consumption rate of approximately 204 gallons per day (gpd) per capita, including industrial and commercial demands.

c. Existing Water Transmission and Distribution System

The City of Tracy's existing water system facilities include a water treatment plant, pump stations, wells, water mains and storage reservoirs. These components are briefly described below.

The John Jones Water Treatment Plant (JJWTP) has a current capacity of 15 mgd.⁷ Located near the Tracy Municipal Airport, the plant processes water from the Delta Mendota Canal (DMC) and distributes it to the community.⁸

Additionally, the City currently operates nine groundwater wells that pump from the groundwater aquifer, with a total capacity of 15 mgd.⁹ Five of the nine wells pump directly into the primary water main after chlorination and mixed with treated water from the JJWTP.¹⁰ 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,¹¹ varying in diameter from one to 36 inches. The age of the pipes also

⁷ City of Tracy, *Urban Water Management Plan 2000*, revised March 2002, page 2-7.

⁸ City of Tracy Public Works, *Water Inventory Report*, January 20, 2004, page 1.

⁹ City of Tracy, *Urban Water Management Plan 2000*, revised March 2002, page 2-12.

¹⁰ City of Tracy, *Urban Water Management Plan 2000*, revised March 2002, page 2-13.

¹¹ Kennedy/Jenks Consultants, *Final Report Water Master Plan*, City of Tracy, June 1994, page ES.2-3.

varies, dating from anywhere between 1950 and 2003. The City of Tracy has five storage reservoirs with a total combined capacity of 15.4 million gallons.

3. Standards of Significance

The proposed project would have an impact on water service if it would:

- ◆ Require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- ◆ Have insufficient water supplies available to serve the project from existing entitlements and resources, therefore requiring new or expanded entitlements.
- ◆ 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.
- ◆ Require or result in the construction of recycled water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

4. Impact Discussion

Because the proposed project site is located within the City limits and is designated for industrial uses, it was included in the study area for the 2000 Urban Water Management Plan. According to that plan, average commercial water demands are only 3 to 6 percent higher than average industrial water demands, so water demand from industrial to commercial uses is comparable.¹² Furthermore, future water demands from commercial development in the I-205 Specific Plan Area are explicitly included in the 2003 and 2004 Water Resources Inventory Reports completed by the Department of Public Works. Therefore, commercial development of the proposed project site would not represent an unanticipated source of water demand.

¹² City of Tracy, *Urban Water Management Plan 2000*, revised March 2002, page 3-3.

In addition, all fixtures and landscaping associated with the proposed project would be required to comply with City conservation measures.

a. General Plan and Specific Plan Amendments

The proposed amendments to the General Plan and Specific Plan would enable construction of a maximum 141,130 square-foot commercial development on the Northern Parcel. According to the assumed water use rates for land uses within Tracy, as presented in the I-205 Corridor Specific Plan EIR, General Commercial development would be expected to use 3,750 gallons per gross acre per day.¹³ Therefore, a potential commercial project on the 10.8-acre Northern Parcel, built to 141,130 square feet, would be expected to use about 40,500 gpd. This would represent about 0.3 percent of the 2003 city-wide average daily demand of 15.1 mgd. The City has indicated that there are sufficient water supplies available to serve the project.

b. WinCo Grocery Store

According to information from the applicant, the WinCo store would be expected to use approximately 4,110 gpd,¹⁴ about 0.03 percent of the 2003 city-wide average daily demand of 15.1 mgd. There are sufficient water supplies available to serve the project.¹⁵ Therefore, impacts to water service would be less than significant.

5. Impacts and Mitigation Measures

As discussed above, there are no significant impacts to water service, so no mitigation measures are needed.

¹³ City of Tracy, *I-205 Corridor Specific Plan EIR*, Table 4-28, page 4-103.

¹⁴ Gordon Davis Consulting, personal e-mail communication, March 22, 2005.

¹⁵ City of Tracy Public Works Department Staff, personal telephone communication July 2005.

B. Wastewater

This section describes current conditions and potential impacts of the proposed project with regard to wastewater in Tracy.

1. Regulatory Setting

The following programs, policies and regulations direct the wastewater infrastructure in Tracy.

a. National Pollutant Discharge Elimination System Program

The federal National Pollutant Discharge Elimination System (NPDES) program requires all dischargers receive a permit to release effluent into surface waters. Since the City of Tracy wastewater treatment plant releases effluent into the Old River, the City is subject to NPDES permitting requirements, as implemented by the Regional Water Quality Control Board (RWQCB).

b. City of Tracy General Plan

The General Plan contains a policy and actions in the Public Facilities and Services Element to provide adequate wastewater collection and treatment capacity for planned development and to develop innovative solutions for wastewater treatment and disposal that enhance the natural environment.¹⁶

c. City of Tracy Wastewater Master Plan

In 1994, the City of Tracy prepared a Wastewater Master Plan following adoption of the General Plan. The Plan was part of the City's planning efforts to expand wastewater infrastructure to accommodate the growth planned for in the General Plan.

d. I-205 Corridor Specific Plan

The suggested mitigation measures in the I-205 Corridor Specific Plan EIR stated that development of the Specific Plan area would require new wastewater collection system pipelines, new pump stations and force mains, and the

expansion of the City's wastewater treatment capacity. In addition, it stated that these facilities should be sized to serve development from the Specific Plan area only, in order to prevent growth-inducing impacts. The recommended infrastructure has been completed, and the City is currently in the process of expanding the wastewater treatment plant (WWTP), as discussed below.

e. Proposed General Plan Update

As with the General Plan, the proposed General Plan update includes policies on providing necessary wastewater infrastructure and treatment to support growth, pursuing innovative solutions for wastewater treatment and disposal. The General Plan also includes policies for pursuing safe and environmentally-responsible methods of disposing of treated effluent.¹⁷

2. Existing Setting

a. Existing Wastewater Collection and Treatment System

The City of Tracy's wastewater collection system consists of gravity sewer lines, pump stations and the WWTP.¹⁸ The City has two separate collection systems, one for domestic wastewater and the other for industrial wastewater. Wastewater flows toward the northern part of the city where it is treated at the WWTP and then discharged into the Old River in the southern Sacramento-San Joaquin Delta.¹⁹

The existing wastewater collection system consists of three major interceptor systems. The Hansen sewer system, which would serve the proposed project, conveys wastewater from the western and northern parts of the city, includ-

¹⁶ *City of Tracy General Plan: An Urban Management Plan*, adopted July 19, 1993, pages 3-4 to 3-7.

¹⁷ *City of Tracy General Plan: City Council/Planning Commission Review Draft*, October 7, 2004, pages 7-33 to 7-36.

¹⁸ CH2MHILL, *Technical Memorandum: Tracy Gateway Wastewater Facilities*, February 11, 2003, page 8.

¹⁹ City of Tracy, *Urban Management Plan EIR*, July 19, 1993, page 273.

ing the Patterson Pass Business Park and the West Valley Mall Shopping Center. The majority of the capacity in the wastewater collection system is allocated to existing and currently approved projects within the City limits, including the proposed project.

Wastewater infrastructure serving the site includes an 8-inch pipeline under Pavilion Parkway, which connects to a 10-inch pipeline under Robertson Drive. The existing retail development immediately south of the project site is served by a system of 4- and 6-inch pipelines.²⁰

b. Wastewater Treatment Plant Permitting and Capacity

The WWTP is located at the northern end of the City limits north of Interstate 205 and between MacArthur Drive and Holly Drive. The WWTP was constructed in 1930 and has undergone several major expansions, the last of which was in 1985-87.²¹ The WWTP has a design capacity of 9.0 mgd and a corresponding NPDES permit that allows the City to discharge up to 9.0 mgd average dry weather flow of treated effluent to the Old River. The NPDES permit, which is administered by the RWQCB, prescribes the maximum allowable discharge rate, effluent quality, discharge prohibitions, receiving water limitations, pre-treatment program requirements, biosolids disposal requirements, and self-monitoring requirements.²²

c. Existing Wastewater Flows

In 2003, the average dry weather flows were 8.1 mgd and the wet weather flows were 8.6 mgd.²³ By comparing the average dry weather flow and wet

²⁰ Schack & Company, Inc. *Preliminary/Final Development Plan for WinCo Foods, Tracy Pavilion Phase 3*. Sheet 2 of 2, dated August 2003.

²¹ Pacific Municipal Consultants, *Tracy Wastewater Treatment Plant Expansion Final EIR*, September 2002, page 2-1.

²² CH2MHILL, *City of Tracy Wastewater Treatment Plant Facilities Plan*, January 3, 2003, page 2-5.

²³ CH2MHILL, personal communication, May 25, 2004.

weather flow to the capacity of the treatment plant and permit, the existing WWTP is not exceeding its capacity.²⁴

d. Wastewater Treatment Plant Expansion

The City is in the process of expanding the capacity of the WWTP from 9.0 mgd to 16.0 mgd in order to meet expected future demand. The Final EIR for the expanded WWTP was published in September 2002. The City submitted all required documentation to the RWQCB in 2003 and the revised permit is expected in 2005. This permit will allow the City to expand the existing plant to 16.0 mgd and also provide tertiary treatment meeting Title 22 Requirements, which is the standard promulgated by the State of California for water recycling.

The proposed expansion will be completed in four phases. Phase 1 design was completed and construction started in 2004 and is expected to reach completion by Spring 2007. Phase 2 is scheduled to be completed in 2010, Phase 3 in 2014 and Phase 3 in 2018.

3. Standards of Significance

The proposed project would have a significant impact to wastewater service if 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.
- ◆ Exceed wastewater treatment requirements of the applicable RWQCB.
- ◆ Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

²⁴ CH2MHILL, personal communication, May 25, 2004.

4. Impact Discussion

a. General Plan and Specific Plan Amendments

According to the assumed wastewater generation rates for land uses within Tracy, as presented in the I-205 Corridor Specific Plan EIR, General Commercial development would be expected to generate 3,150 gallons per gross acre per day.²⁵ Therefore, a potential General Commercial project on the 10.8-acre Northern Parcel, which could include up to 2.3 acres of building area, would be expected to generate up to 7,245 gpd of wastewater. This would represent about 0.08 percent of the 2003 citywide average wet weather flow of 8.6 mgd. The City has sufficient wastewater treatment capacity available to serve development on the Northern Parcel. Therefore, impacts to wastewater service would be less than significant.

b. WinCo Grocery Store

According to information from the applicant, the WinCo store would be expected to generate approximately 3,419 gpd of wastewater,²⁶ about 0.04 percent of the 2003 citywide average wet weather flow of 8.6 mgd. The City has indicated that has sufficient wastewater available to serve the proposed WinCo store. Therefore, impacts to wastewater service would be less than significant.

5. Impacts and Mitigation Measures

Combined, the Northern Parcel and WinCo Store would generate approximately 10,664 gpd of wastewater, which is about 0.07 percent of the eventual 16 mgd capacity. As discussed above, impacts to wastewater service would be less than significant, so no mitigation measures are needed.

²⁵ City of Tracy, *I-205 Corridor Specific Plan EIR*, Table 4-28, page 4-103.

²⁶ Gordon Davis Consulting, personal e-mail communication, March 22, 2005.

C. Storm Water

This section describes current conditions and potential impacts of the proposed project with regard to storm water handling in Tracy.

1. Regulatory Setting

This section describes the primary laws and policy documents that affect storm water and infrastructure and water quality in Tracy.

a. Federal Water Pollution Control Act (Clean Water Act)

The Clean Water Act (CWA) regulates the discharge of pollutants into watersheds throughout the nation and establishes a framework for regulating municipal and industrial storm water discharges under the NPDES Program. Storm water associated with industrial activity that discharges either directly to surface waters or indirectly through municipal separate storm sewers must be regulated by an NPDES permit.

b. State Regulations

The City's small municipal storm sewer system is covered by the statewide general permit adopted by the State Water Resources Control Board (SWRCB). The City must meet the requirements of the General Permit, which include developing and implementing a Storm Water Management Plan (SWMP) with the goal of reducing the discharge of pollutants to the maximum extent practicable. The State has approved the City of Tracy's SWMP dated September 30, 2003 and the City is now implementing the controls outlined in the SWMP.

c. Local Regulations

The following regulations were developed by the City of Tracy to address storm water.

- ◆ **City of Tracy General Plan.** The General Plan includes policies to provide effective storm drainage facilities for planned development that

meets design standards in the Storm Drainage Master Plan and to integrate drainage facilities with bike paths, sidewalks and landscaping.²⁷

- ◆ **Storm Drainage Master Plan (SDMP).** The City's most recent *Storm Drainage Master Plan*, completed in 1994, states that open channels, detention ponds and integral components of the City's storm drainage facilities must be sized to accommodate 100-year storm events. Facilities that are not considered integral must be designed to accommodate a 10-year storm event.
- ◆ **City of Tracy Design Standards.** The City's design standards, prepared in 1988, set forth requirements for the design and operation of public improvements. The standards include requirements for hydrology calculations, estimation methods, storm water flow models and design parameters for drainage basins and piping systems. In general, design parameters are compatible with planning parameters set forth in the City's SDMP.
- ◆ **Storm Water Management Plan.** The City of Tracy's 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.

d. Proposed General Plan Update

As with the General Plan, the General Plan update includes policies on collecting, conveying, storing and disposing of storm water in ways that provide an appropriate level of protection against flooding, account for future development and address environmental concerns. Policies encourage the dual use of storm drainage facilities with other facilities such as bike paths, landscaping and active and passive recreational uses. The policies also encourage new de-

²⁷ *City of Tracy General Plan: An Urban Management Plan*, adopted July 19, 1993, pages 3-5 to 3-6.

velopment to reduce storm runoff within the development project, to the greatest extent feasible.²⁸

2. Existing Storm Drainage System

The proposed project site is served by the I-205 Corridor Specific Plan System, which consists of storm drains and a large detention basin that were designed and constructed to serve the buildout of the I-205 Specific Plan Area within the Westside Channel Outfall System. Existing storm drain infrastructure surrounding the project site includes a 12-inch pipeline under Pavilion Parkway, which expands to a 24-inch and then a 30-inch pipeline, and ties in to a 42-inch pipeline underneath Robertson Drive.²⁹ Storm water from the proposed project site area is ultimately conveyed to the 406-acre-feet detention basin north of Auto Plaza Drive and west of Naglee Road.

3. Standards of Significance

The proposed project would have a significant impact to the storm water collection system if it would:

- ◆ Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- ◆ Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.
- ◆ Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.
- ◆ Violate any water quality standards or waste discharge requirements.

²⁸ *City of Tracy General Plan: City Council/Planning Commission Review Draft*, October 7, 2004, pages 7-37 to 7-39.

²⁹ Schack & Company, Inc. *Preliminary/Final Development Plan for WinCo Foods, Tracy Pavilion Phase 3*. Sheet 2 of 2, dated August 2003.

- ◆ Otherwise substantially degrade water quality.

4. Impact Discussion

The I-205 Corridor Specific Plan System was constructed to accommodate full buildout of the project site and surrounding areas as industrial uses. Since the proposed retail uses would be expected to generate the same amount or less of storm water runoff, the I-205 Corridor Specific Plan System can adequately accommodate storm water runoff from the proposed project, and no impact would occur.³⁰

5. Impacts and Mitigation Measures

As stated above, no impacts would occur, so no mitigation measures are necessary.

D. Solid Waste

This section describes current conditions and potential impacts of the proposed project with regard to solid waste collection and disposal services in Tracy.

1. Regulatory Setting

This section outlines various State and local regulations and policies that impact solid waste management in Tracy.

a. California Integrated Waste Management Act

California's Integrated Waste Management Act of 1989 (AB 939) set a requirement for cities and counties to divert 50 percent of all solid waste from landfills by January 1, 2000, through source reduction, recycling and composting. To help achieve this, the Act requires that each City and County prepare and submit a Source Reduction and Recycling Element. AB 939 also

³⁰ City of Tracy Public Works Department Senior Civil Engineer for Land Development, personal communication, December 16, 2004.

established the goal for all California counties to provide at least 15 years of ongoing landfill capacity.³¹

b. City of Tracy General Plan

The General Plan does not contain policies on solid waste with the exception of managing sludge disposal so as to minimize impact to the environment and public health.

c. City of Tracy Source Reduction and Recycling Element

The City adopted its Source Reduction and Recycling Element in 1994 to meet the requirements of the California Integrated Waste Management Act. The Element includes proposed waste reduction programs and selected program strategies for each of the following topics: source reduction, recycling, composting, special wastes and public education. Implementation and monitoring plans for each selected program are also included.

d. Proposed General Plan Update

The proposed General Plan update includes policies to reduce the volume of solid waste produced in Tracy. The policies address the reduction of solid waste through recycling and resource conservation programs and seek to ensure that solid waste collection and disposal are adequate to meet the needs of the community.³²

2. Existing Setting

This section describes the existing solid waste and recycling services available to City of Tracy residents and businesses. These services are under the supervision of the Tracy Public Works Department.

³¹ California Integrated Waste Management Board website, <http://www.ciwmb.ca.gov/landfills/needfor/default.htm>, accessed August 18, 2005.

³² *City of Tracy General Plan: City Council/Planning Commission Review Draft*, October 7, 2004, pages 7-20 to 7-22.

a. Solid Waste

The City of Tracy contracts with Tracy Disposal Service, a private company, for solid waste collection and disposal. Solid waste is taken to the Tracy Material Recovery and Transfer Station on South MacArthur Drive. The transfer station has a daily intake capacity of 1,000 tons³³ and takes in an average of 354 tons per day, of which 304 tons are from Tracy.³⁴

From the transfer station, solid waste is taken to the Foothill Landfill near Linden, California. The 800-acre landfill, owned by San Joaquin County,³⁵ received a total of approximately 291,885 tons of municipal solid waste from the surrounding region in 2002.³⁶ It currently receives an average of 810 tons per day and it is permitted to receive up to 1,500 tons per day. The Foothill Landfill has a capacity of approximately 45 million tons³⁷ and is expected to close in 2054.³⁸

b. Recycling

The City of Tracy, in coordination with Tracy Disposal Service, also provides recycling services to both residents and businesses. Acceptable materials include glass containers, all plastics, tin and aluminum cans, plastic milk cartons, newsprint, boxboard, corrugated cardboard, bond paper and magazines.

³³ City of Tracy, *Tracy Gateway Project Draft Environmental Impact Report*, April 2002, page 4.8-17.

³⁴ Tracy Public Works Department staff, personal communication, August 26, 2003.

³⁵ San Joaquin County contracts out the operation of the landfill to a private company.

³⁶ San Joaquin County Solid Waste website, <http://www.co.san-joaquin.ca.us/solidwaste/Foothill.htm>, accessed August 18, 2005.

³⁷ City of Tracy, *Tracy Gateway Project Draft Environmental Impact Report*, April 2002, page 4.8-15.

³⁸ San Joaquin County Solid Waste website, <http://www.co.san-joaquin.ca.us/solidwaste/Foothill.htm>, accessed August 18, 2005.

There are also opportunities to recycle construction and demolition waste.³⁹ In 2002, the City of Tracy collected 13,051 tons of recyclable material.

In accordance with State waste management laws, the City has established a goal of diverting 50 percent of all solid waste from landfills through source reduction, recycling and composting. The City's overall diversion rate in 2002 was 47 percent. The industrial, commercial and institutional sector's recycling rate was about 33 percent.⁴⁰

3. Standards of Significance

The proposed project would have a significant impact related to solid waste disposal if it would *not*:

- ◆ Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.
- ◆ Comply with federal, state, and local statutes and regulations related to solid waste.

4. Impact Discussion

a. General Plan and Specific Plan Amendments

According to standard waste generation rates maintained by the California Integrated Waste Management Board, supermarkets can be expected to generate 3.12 pounds of waste per 100 square feet per day.⁴¹ Therefore, the 141,130 square-foot commercial project that could be developed under the General Plan and Specific Plan amendments would generate about 4,403 pounds (2.2 tons) of waste per day. This amount represents 0.6 percent of the waste processed at the Tracy Material Recovery and Transfer Station each day, and 0.3

³⁹ Tracy Public Works Department staff, personal communication August 26, 2003.

⁴⁰ Tracy Public Works Department staff, personal communication August 26, 2003.

⁴¹ California Integrated Waste Management Board website, <http://www.ciwmb.ca.gov/wastechar/wastegenrates/Commercial.htm>, accessed on December 16, 2004.

percent of the waste delivered to the Foothill Landfill each day. This increase would not impact solid waste disposal services.

In addition, the project would be required to comply with all local, State and federal regulations regarding solid waste disposal. No impacts to solid waste services would occur.

b. WinCo Grocery Store

On average, WinCo stores generate 48,000 pounds of solid waste per week, 32,000 pounds of which is cardboard and is sent to recycling centers.⁴² Most of the remaining 16,000 pounds of waste is contaminated by food and is therefore not suitable for recycling. Based on these figures the WinCo store would generate about 2,279 pounds, or 1.14 tons per day, of solid waste to be sent to the Foothill Landfill. Waste produced by the WinCo store would amount to about 0.3 percent of the waste processed at the Tracy Material Recovery and Transfer Station each day, and 0.1 percent of the waste delivered to the Foothill Landfill each day. This increase would not impact solid waste disposal services.

The project would also be required to comply with all local, State and federal regulations regarding solid waste disposal. In addition, the store's rate of recycling would meet the State's and City's goal of diverting 50 percent of waste from landfills. No impacts to solid waste services would occur.

5. Impacts and Mitigation Measures

As discussed above, no impacts to solid waste services would occur, so no mitigation measures are necessary.

⁴² Gordon Davis Consulting, personal e-mail communication, March 22, 2005.

E. Cumulative Impacts

1. Water

a. Water Supply

The City's current Urban Water Management Plan identifies both historical and projected water use for Tracy, as well as potential sources of water to meet this demand. The Plan estimates that the City will require 31,600 AF in 2020 to meet demand and that the average water usage per person will be 311 gpd.⁴³

Tracy has access to three existing sources of water: 9,000 AFY from the groundwater of the regional aquifer system, 400 AFY from the Plain View Water District, and the available portion of the 10,000 AFY US Bureau of Reclamation allotment. The current water supply from these three sources during wet years is projected to meet the water demand until 2005. The City has reserved additional future water supplies identified in the Urban Water Management Plan, including the West Side, Banta-Carbona and Byron-Bethany Irrigation Districts.⁴⁴ In addition, the City is involved in a collaborative effort with the cities of Manteca, Escalon and Lathrop, and the South San Joaquin Irrigation District, to develop the South County Surface Water Supply Project, which will deliver water from the Stanislaus River.⁴⁵ From these sources the City of Tracy expects to have an additional supply of 23,000 AFY by 2007⁴⁶.

With these future water sources reserved for Tracy, the City anticipates its total water supply to exceed water demand until at least 2020⁴⁷ once the South

⁴³ City of Tracy *Urban Water Management Plan 2000*, Revised 2002, page3-2.

⁴⁴ Deputy Director of Public Works of the City of Tracy, personal telephone communication June 20, 2005.

⁴⁵ City of Tracy *Urban Water Management Plan 2000*, Revised 2002, page 1-3 to 1-4.

⁴⁶ City of Tracy *Urban Water Management Plan 2000*, Revised 2002, pg 2-15.

⁴⁷ City of Tracy *Urban Water Management Plan 2000*, Revised 2002, page 6-1.

County Surface Water Supply Project is completed. Furthermore, the City is negotiating with surrounding irrigation districts WSID and BCID to obtain portions of their contractual water allotments.⁴⁸ Therefore, no cumulative impact to water supply would occur.

b. Water Distribution System

Future development in Tracy has the potential to result in adverse impacts on Tracy's water distribution system. Based on the cumulative projects considered in this analysis and listed in Table 4-1, and on the projections in the Water Master Plan, the City will need to construct additional distribution infrastructure to serve this cumulative development, including pump stations associated with the storage reservoirs. The pump stations will need to be distributed throughout the city and should have a pumping capacity of approximately 13 to 18 mgpd.

The specific environmental impact of constructing new water distribution facilities within the City limits are outside the scope of this document because they are undefined; therefore, it would be speculative to analyze them. However, development and operation of water distribution facilities may result in potentially significant impacts. As specific water distribution expansion projects are identified, additional project-specific environmental analysis will be completed that will identify potential impacts and mitigation measures. For these reasons, development of the project site is not expected to create an adverse environmental impact from the expansion of additional water distribution infrastructure.

2. Wastewater

A major upgrade to the City's wastewater treatment system is currently underway to increase capacity and meet the Regional Water Quality Board requirements. The upgrade and expansion of the WWTP will occur in stages as demand rises, and will increase the capacity of the system to 16.0 mgd and

⁴⁸ City of Tracy *Urban Water Management Plan 2000*, Revised 2002, page 2-15.

improve the level of treatment over the next ten years.⁴⁹ These improvements will occur irrespective of the proposed project. The increase projected reflects anticipated wastewater generation from existing and currently approved projects, including buildout of the I-205 Specific Plan area as predicted in the existing Specific Plan. The WinCo project and all other cumulative development within the service area of the WWTP would be adequately served by the expanded WWTP. The City has completed environmental review of the WWTP upgrade and expansion. No new project environmental impacts would be associated with the expansion of the WWTP, and no cumulative impacts to wastewater service would occur.

The specific environmental impact of constructing new wastewater facilities within the City limits cannot be determined at this level of analysis and is outside the scope of this report because those actions are occurring irrespective of this proposed project. However, development and operation of water distribution facilities may result in potentially significant impacts, which are addressed in the General Plan and the Tracy Water General Plan. As specific water distribution expansion projects are identified, additional project specific environmental analysis will be completed. For these reasons, development of the project site is not expected to create an adverse environmental impact from the expansion of additional wastewater infrastructure.

3. Storm Water

Cumulative development in Tracy has the potential to cause significant impacts by increasing impermeable surfaces and thus storm water runoff, thereby placing greater demands on the storm water handling system. Runoff from developed surfaces, building roofs, parking lots and roads also contains impurities and could have the potential to increase flooding.

To address these potential impacts, the *Infill Properties Storm Drainage Analysis*, a supplement to the SDMP completed in December 2000, includes several

⁴⁹ City of Tracy Deputy Director of Public Works, personal telephone communication, June 21, 2005.

suggested capital improvement projects in the Eastside and Westside Channel System areas to serve new projects scattered throughout the City and to correct existing deficiencies. These projects include installing new storm drains and enlarging existing storm drains, installing sediment basins, and backfilling existing retention ponds that are no longer needed. A number of improvements to the storm drainage system are proposed in the supplements to the SDMP and in other supplemental documents that pertain to Specific Plan areas. If these projects are constructed as planned, then storm water facilities in the City would keep pace with cumulative development, and no cumulative impacts would occur.

The specific environmental impact of constructing new storm water infrastructure in Tracy is beyond the scope of this EIR since the system is undefined and any analysis would be speculative at this time. However, development and operation of storm water infrastructure may result in potentially significant impacts. If specific storm water infrastructure expansion projects are identified, additional project-specific environmental analysis would be completed to identify impacts and appropriate mitigation measures.

4. Solid Waste

Currently, the Tracy Material Recovery and Transfer Station is operating at approximately 35 percent of its permitted capacity. The Foothill Landfill receives approximately 50 percent of its permitted capacity per day and has an expected operational life through 2054. The cumulative development foreseen under the projects listed in Table 4-1 would not exceed the capacity of these facilities, so no cumulative impact would occur.

4.5 HAZARDOUS MATERIALS

This chapter describes the existing environment of the project site in regards to hazardous materials and analyzes the impacts from the proposed project.

A. Existing Setting

This section summarizes regulations and information on hazardous materials in the City of Tracy and evaluates environmental conditions within the project site.

1. Regulatory Setting

a. City of Tracy General Plan

Goal 2 of the Safety Element of Tracy’s General Plan is to protect the public and the environment from exposure to hazardous materials and hazardous waste.¹ The recommended actions include locating land uses involved in the use, storage and production of hazardous materials a safe distance from land uses that may be adversely affected (Action SA 2.1.1); inventorying and regulating use, storage, production and transport of hazardous materials (Actions SA 2.1.2, 2.1.3, 2.1.5); and planning for the disposal of household and other hazardous wastes (Actions SA 2.1.4 and 2.1.6).

b. Proposed General Plan Update

In the proposed General Plan update, policies addressing protection of Tracy’s residents from exposure to harmful hazardous materials and waste are in the Safety Element.² As with the General Plan, the proposed General Plan update includes policies requiring adequate separation of “sensitive uses” (e.g. schools, residences and public facilities) and areas where hazardous materials are present; appropriate levels of environmental investigation for any new development or redevelopment proposals; measures to regulate the use, stor-

¹ *City of Tracy General Plan: An Urban Management Plan*, adopted July 19, 1993, page 7-4.

² *City of Tracy General Plan: City Council/Planning Commission Review Draft*, October 7, 2004, pages 8-9 to 8-13.

age, production and safe transport of hazardous materials through Tracy; and recommendations to coordinate and cooperate with San Joaquin County to inventory businesses or facilities involved in the transportation, use and storage of hazardous materials. The proposed General Plan also includes actions to continue public education programs regarding the safe disposal of household hazardous waste and to encourage the reduction of solid and hazardous wastes generated within the City.

c. San Joaquin County

The San Joaquin Public Health Services Department is a State Certified Unified Program Agency (CUPA). The purpose of the Unified Program is to consolidate, coordinate and make consistent the administrative requirements, permitting, inspection activities, enforcement activities and fees for hazardous waste and hazardous materials programs in each jurisdiction. The EHD was approved by the State as the CUPA for San Joaquin County in January 1997. The EHD administers the Hazardous Waste Generator, Hazardous Waste Onsite Treatment (Tiered Permitting) and Underground Storage Tank (UST) programs.

The San Joaquin County Office of Emergency Services (SJCOES) is a Participating Agency administering the Hazardous Material Release Response Plan and Inventories and the Accidental Release Prevention programs. Under State law, the SJCOES requires businesses that store more than 55 gallons, 200 cubic feet or 500 pounds of hazardous substances to file a Risk Management Plan with them. These plans are coordinated into a countywide planning and response plan.³

San Joaquin County Public Works Department operates a collection point for Conditionally Exempt Small Quantity Generators (CESQG), which are businesses that generate less than 27 gallons of hazardous waste a month.⁴

³ City of Tracy, *General Plan: An Urban Management Plan EIR*, July 19, 1993, page 263.

⁴ City of Stockton website, <http://www.stocktonet.com/community/topps/smbiz.html>, accessed December 14, 2004.

2. Hazardous Materials Use and Generation

a. Listed Sites, Handlers and Generators

There are no identified hazardous waste sites, handlers or generators in the project area (or in the entire I-205 Corridor Specific Plan Area).

Hazardous waste sites in Tracy as of 1993 are identified in Figure 48 of the City of Tracy General Plan EIR.⁵ Figure 48 includes sites listed by the following agencies:

- ◆ US EPA Comprehensive Environmental Response, Cleanup and Liability Information System (CERCLIS) and their National Priorities List which is a subset of CERCLIS. Also listed in General Plan EIR Table 40.
- ◆ Cal-EPA Abandoned Sites Information System which identifies potential hazardous materials sites. Sites where no visible problem exists are not included.
- ◆ The State Water Resources Board and Regional Water Quality Control Board identified areas where hazardous waste impacts water supplies.
- ◆ The Integrated Solid Waste Management Board review of active and inactive landfills and transfer stations.

The San Joaquin County Public Health Services Department lists violations to the UST Regulations of the California Health and Safety Codes and the California Code. No leaking petroleum USTs were cited in the project area as of November 2004.⁶ The Department also oversees existing UST permits and systems.

⁵ City of Tracy, *General Plan: An Urban Management Plan EIR*, July 19, 1993, page 261.

⁶ San Joaquin County Public Health Services Department. *Underground Storage Tank Site Mitigation Database List*. Report #7541, printed November 17, 2004. Accessed from <http://www.geocities.com/unitiii/contsitelist.pdf> on December 9, 2004.

In addition, the Federal Resource Conservation and Recovery Act regulates handlers, generators and emitters of hazardous substances. Handlers and generators in the Tracy planning area as of 1993 are shown in Figure 49 of the General Plan EIR.⁷ There are no identified sites in the project area (or in the entire I-205 Corridor Specific Plan Area).

Interstate 205 is designated as a route for the transportation of explosive substances.⁸

b. Agricultural Pesticides

The project site has a history of agricultural use. In the past, pesticides may have been used while the area was under cultivation and could have resulted in the contamination of groundwater or soils. No specific environmental assessment has been done for the project site to date but all development in the I-205 Corridor Specific Plan Area is required to undergo an environmental assessment to test for such contamination prior to Tentative Map approval. The agricultural parcels to the west may use pesticides or other restricted sprays.

B. Standards of Significance

The project would have a hazardous materials impact if it would:

- ◆ Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials.
- ◆ 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.

⁷ City of Tracy, *General Plan: An Urban Management Plan EIR*, July 19, 1993, page 264.

⁸ City of Tracy, *General Plan: An Urban Management Plan EIR*, July 19, 1993, page 265.

- ◆ Emit hazardous emissions or handle hazardous materials, substances or waste within one-quarter mile of an existing or proposed school.
- ◆ Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result would create a significant hazard to the public or the environment.
- ◆ For a project within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard for people living or working in the project area.
- ◆ For a project within the vicinity of a private airstrip, result in a safety hazard for people living or working in the project area.

C. Impact Discussion

This section discusses the hazardous materials impacts that would arise from the project.

1. General Plan and Specific Plan Amendments

The following discusses impacts associated with the Northern Parcel, however, none of the impacts are considered significant.

a. Routine Use

i. New uses

Hazardous materials usage, transportation and storage is highly regulated by federal, State and local government. The implementation of the proposed project is not expected to have significant environmental impacts related to the release of, or exposure to, hazardous materials or waste under routine proposed uses and circulation patterns because there are no new hazardous material uses being introduced under the proposed project. The shift from industrial land use to commercial land use lessens the likelihood of a business that would use hazardous materials.

In addition, any new business on the Northern Parcel that would involve the use of a UST or use of hazardous materials would be subject to an environmental review and applicable permitting at the time of application. If a proposed business would store more than 55 gallons, 200 cubic feet or 500 pounds of hazardous substances it would be required to file a Risk Management Plan with the SJCOES. If a future business generates small amounts of hazardous waste it can participate in the San Joaquin CESQG collection program. A UST would require additional State permitting. Therefore there is no impact associated with new uses.

ii. Soils and Sprays

There is a possibility of contaminated soils as a result of past agricultural uses. No specific environmental assessment has been done for the project site to date but all development in the I-205 Corridor Specific Plan Area is required to undergo an environmental assessment to test for and remediate such contamination prior to Tentative Map approval. Thus, impacts associated with soil contamination are considered less-than-significant and no additional mitigation is required. Land adjacent to the project site which was previously used for agriculture is no longer in use, so pesticides from agricultural use is not an issue for the proposed project.

b. Accident Conditions

Interstate 205 is a designated explosives transportation route. It is located approximately a half mile from the site. The railroad is approximately one mile away, and may also transport hazardous materials. These routes are far enough from the site that they do not pose a direct risk. Development of the Northern Parcel would not change their operations. In addition, the SJCOES has a Hazardous Materials Team and emergency plans in place. Therefore there is no impact.

c. Proximity to Schools

There are no schools located within one-quarter mile of the Northern Parcel. Thus there is no potential for the future commercial development on the Northern Parcel to emit hazardous materials to nearby schools.

d. Located on a Listed Site

There are no identified hazardous waste sites on the Northern Parcel.

e. Located near a Public or Private Airport

The Tracy Municipal Airport is located approximately 5 miles from the Northern Parcel and there are no private airports in the vicinity. Therefore there are no impacts.

2. WinCo Grocery Store

The following discusses impacts associated with the proposed WinCo grocery store on the Southern Parcel.

a. Routine Use

i. New uses

Hazardous materials usage, transportation and storage is highly regulated by Federal, State and local government. Therefore, the implementation of the proposed project is not expected to have significant environmental impacts related to the release of, or exposure to, hazardous materials or waste under routine proposed uses and circulation patterns because there are no new hazardous material uses being introduced under the proposed project. The shift from industrial land use to commercial land use lessens the likelihood of a business that would use hazardous materials.

If the WinCo would store more than 55 gallons, 200 cubic feet or 500 pounds of hazardous substances it would be required to file a Risk Management Plan with the SJCOES. If it generates a small amount of hazardous waste it can participate in the San Joaquin CESQG collection program. A UST would require additional permits from the State

ii. Soils and Sprays

There is a possibility of contaminated soils as a result of past agricultural uses. No specific environmental assessment has been done for the project site to date but all development in the I-205 Corridor Specific Plan Area is required

to undergo an environmental assessment to test for such contamination prior to Tentative Map approval. Thus, impacts associated with soil contamination are considered less-than-significant and no additional mitigation is required.

b. Accident Conditions

Interstate 205 is a designated explosives transportation route. It is located approximately a half mile from the site. The railroad is approximately one mile away, and may also transport hazardous materials. These routes are far enough from the site that they do not pose a direct risk. In addition, the SJCOES has a Hazardous Materials Team and emergency plans in place. Therefore there is no potentially significant impact.

c. Proximity to Schools

There are no schools located within one-quarter mile of the Southern Parcel. Thus there is no potential for the future commercial development on the Southern Parcel to emit hazardous materials to nearby schools.

d. Located on a Listed Site

There are no identified hazardous waste sites on the Southern Parcel.

e. Located near a Public or Private Airport

The Tracy Municipal Airport is located approximately 5 miles from the Southern Parcel and there are no private airports in the vicinity. Therefore there are no potentially significant hazard or safety impacts related to airports.

D. Impacts and Mitigation Measures

Since no significant hazardous materials impacts were identified, no mitigation measures are required.

E. Cumulative Impacts

Hazardous materials usage, transportation and storage is highly regulated by federal, State and local government. The types of impacts associated with hazardous materials are generally site specific. No new hazardous material uses are being introduced under the proposed project and would not add to any impacts from other projects. Therefore, implementation of the proposed project, combined with other projects, are not expected to have potentially significant cumulative environmental impacts related to the release of, or exposure to, hazardous materials or waste under routine proposed uses and circulation patterns.

CITY OF TRACY
WINCO DRAFT EIR
HAZARDOUS MATERIALS

4.6 AESTHETICS

This section describes the visual characteristics of the project site, including the Northern Parcel for which General Plan and Specific Plan amendments are proposed and the Southern Parcel for which a WinCo grocery store is proposed. The visual quality of the proposed WinCo grocery store is described and its effects on the existing visual character of the surrounding environs are analyzed. The analysis of visual impacts focuses on the nature and degree of changes in the visual character of the surrounding area and its environs, including the visual compatibility of proposed uses, changes to publicly accessible views, and the introduction of sources of light and glare.

This section is illustrated with photos of the site taken during a site visit conducted on November 30, 2004. Photos of the site from the surrounding area are shown in Figures 4.6-2 through 4.6-7. The location of the photo viewpoints are shown in Figure 4.6-1 and represented by a corresponding letter in each figure thereafter.

A. Existing Setting

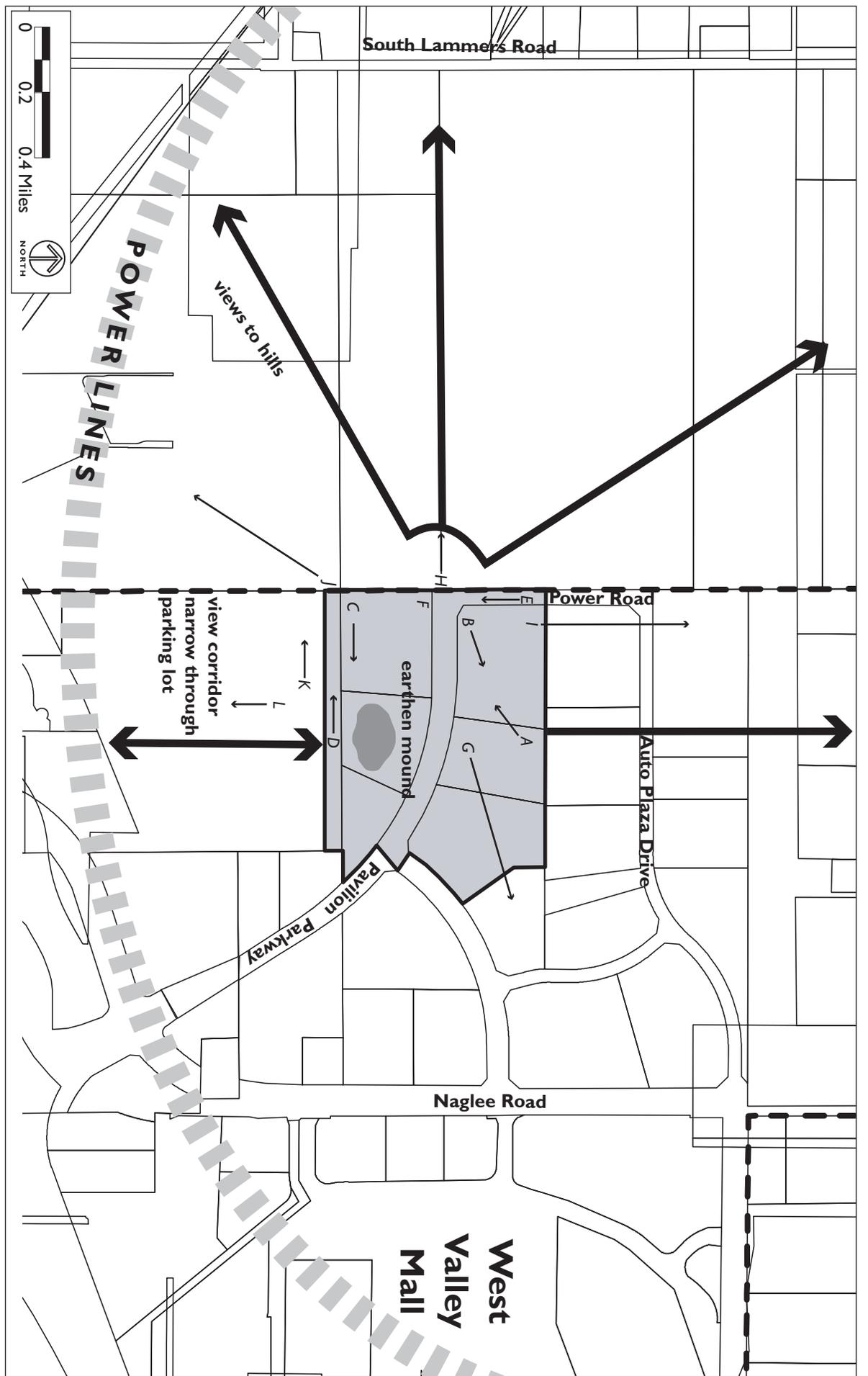
1. Regulatory Setting

The proposed project would be subject to all policies, requirements and standards in the City of Tracy General Plan and the I-205 Corridor Specific Plan. This section also describes some of the relevant guidelines that are included in the design guidelines of the Specific Plan.

a. City of Tracy General Plan

Tracy's General Plan sets forth goals and policies regarding upholding visual quality within the City of Tracy. The Land Use Element puts forth policies for minimizing conflicts between neighboring uses and transportation corridors requiring developments to buffer less desirable effects and impacts on neighboring uses.¹

¹ *City of Tracy General Plan: An Urban Management Plan*, adopted July 19, 1993, page 1-5.



VISUAL ANALYSIS AND LOCATION OF PHOTO VIEWPOINTS

FIGURE 4.6-1

-  Project Location
-  City Limit
-  Major View Corridor
-  Photo Viewpoint and Direction

b. I-205 Corridor Specific Plan

The I-205 Corridor Specific Plan sets forth a number of guidelines and standards regarding on-site development as they relate to I-205 views. The guidelines include concepts for streetscape planting and lighting, and development guidelines for each land use, which cover issues such as architectural form, signage, parking and landscaping. The guidelines discourage the creation of any aesthetically offensive site open to public view.²

Guidelines and standards pertinent to the proposed project include provisions to:

- ◆ Encourage high quality design that can provide a desirable first impression.
- ◆ Ensure the appropriate design and screening of undesirable site elements, such as storage and service areas, attempting to minimize their visual impact on public streets.
- ◆ Develop a sense of visual continuity and unity for future development with tree planting, landscape and setbacks, and entry features.
- ◆ Encourage design that complements the existing visual character of Tracy.
- ◆ Address potential visual incompatibilities with nearby existing development.
- ◆ Aesthetically unify signage in the study area.

c. City of Tracy Municipal Code

The proposed project site is within a Planned Unit Development (PUD) zone, established in conjunction with the adoption of the Specific Plan in 1990. The PUD zone is designed to foster creativity and flexibility in site planning for residential, commercial or industrial development plans with the greatest land use efficiency by creating new amenities, preserving natural re-

² City of Tracy, *I-205 Corridor Specific Plan Environmental Impact Report*, 1990.

sources and maximizing open space.³ While all Specific Plans are subject to development review, the PUD zone designation can become an implementation mechanism while concurrently permitting the Plan to alter the standard PUD requirements, procedures and documents.⁴

d. Proposed General Plan Update

The update to the General Plan includes a new Community Character Element that is intended to provide additional design guidance for future development and redevelopment in the city, in an effort to preserve Tracy's "hometown feel." The Element provides citywide community character policies relating to ensuring high-quality design, providing special entry features and public art, and connections for pedestrian, bicycle, and vehicle conditions. It also includes a goal, an objective and policies to create appropriate transitions between urban development and non-urban areas. Located at the northwestern edge of the City limit, the proposed project is in an area where creating a "soft edge," which is defined as a gradual or smooth transition between urban and rural uses, is recommended.⁵

In addition, the Element includes a goal, an objective and nine policies that specifically address development in the "I-205 Regional Commercial Area," which includes the proposed project site. The I-205 Regional Commercial Area is defined as a "special district north of I-205 that contains big-box retail, automobile sales establishments and a large, regional shopping mall."⁶ Policies for this area incorporate many of the urban design goals and guidelines included in the I-205 Corridor Specific Plan, which require future development to include high-quality architecture; street trees and landscaping; connections, especially pedestrian, internally and to existing development; and

³ City of Tracy Municipal Code. Chapter 10.08.1760, Purpose.

⁴ City of Tracy Municipal Code. Chapter 10.08.1880, Specific plans.

⁵ *City of Tracy General Plan: City Council/Planning Commission Review Draft*, October 7, 2004, page 3-23.

⁶ *City of Tracy General Plan: City Council/Planning Commission Review Draft*, October 7, 2004, page 3-11.

public transit service to and around the area. It also includes recommendations for inclusion of amenities such as public art, and bicycle racks.⁷

2. Existing Visual Character of the Project Site

This section describes the existing visual setting and aesthetic quality of the project site land and surrounding commercial developments. The project site lies east of Power Road, west of Naglee Road, and north and south of Pavilion Parkway. The general visual character of the area is agricultural and rural lands interrupted by urban and retail development.

The project site is flat land that had been previously used as agriculture. Views of the site can be seen in Figure 4.6.2 and 4.6.3. Pavilion Parkway bisects the project site into the north and south parcels. Pavilion Parkway comprises a wide right-of-way providing four lanes of east to west travel. Adequate pedestrian infrastructure is in place, with existing pedestrian sidewalks and street tree plantings on the north and south sides of Pavilion Parkway. The sidewalks have handicap accessible ramps and are separated from the street by a three- to four-foot planted tree lawn. Through the center of the existing street there is a planted raised median with large cobra head street lamps for night lighting. Pavilion Parkway forms a “T” intersection where it terminates at Power Road. Power Road is a three lane road providing north and south travel and one turn pocket lane. A pedestrian sidewalk exists on the eastern side of the street, with no existing tree lawn or street tree plantings, additionally there is not a sidewalk on the western side of the street. Power Road dead ends into the WinCo project site, with a road stub to the south of the property for future connection to West Grant Line Road. Views of both of the existing roads in the project area can be seen in Figure 4.6-4.

⁷ *City of Tracy General Plan: City Council/Planning Commission Review Draft*, October 7, 2004, page 3-35.



A. View across the WinCo site looking southwest towards Power Road and Pavilion Parkway Intersection



B. View across the project area looking north east towards Pavilion Parkway and the auto dealerships

FIGURE 4.6-2

VIEWS OF THE NORTHERN PARCEL SITE



C. View of the WinCo site looking East towards the adjacent Linens N' Things Building



D. View of the WinCo site looking Northwest from the Linens N' Things Parking Lot

FIGURE 4.6-3

VIEWS OF THE SOUTHERN PARCEL SITE



E. Power Road looking south



F. Pavilion Parkway looking east from the Power Road intersection

FIGURE 4.6-4

VIEWS OF THE EXISTING STREETS

a. Northern Parcel

The Northern Parcel lies below the existing grades of Pavilion Parkway and Power Road. The entire site lies approximately four feet lower than the adjacent sidewalks with an approximate 1:2 slope. The slight grade change can be seen in the middle ground of Photo A. The three parcels that make up the northern portion of the site are flat vacant land with grasses and scrub but no medium-sized vegetation or trees. The grasses and scrub that exists throughout the project site can be seen in the foreground of Photo B in Figure 4.6.2.

b. Southern Parcel

Three parcels and some additional land to the south of the site make up the Southern Parcel. The southern portion of the site is vacant land with grasses and scrub, but no medium-sized vegetation or trees. A gradual slope down from the existing grade elevation of the adjacent Pavilion Parkway sidewalk sets the entire southern portion of the project site approximately three to four feet below grade. After the initial grade change, the topography is generally flat with the exception of a large ramped earthen mound recently created through construction activity on the southeastern parcel. The mound will eventually be leveled as construction is completed. Two views of the Southern Parcel can be seen in Figure 4.6.3; the earthen mound is in the distance in Photo C.

3. Form and Views of the Surrounding Area

Generally speaking, expansive views of the project site are possible due to the site's flat topography and absence of any tall vegetation, particularly from the vantage point of Pavilion Parkway and Power Road at slightly higher elevations. The site is located adjacent to an area of largely commercial and light industrial development, but located in vacant agricultural land.

a. East Side

The east side of the project site abuts Robertson Drive, which contains numerous automobile dealerships and service centers. A view towards the east from the project site can be seen in Photo G in Figure 4.6-5.



G. View across the project area at the north parcel looking east towards auto dealerships on Auto Plaza Way



H. View from Power Drive looking West towards the County

**FIGURE 4.6-5
VIEWS EAST AND WEST**

West of the project site looking east the views are obstructed by the large buildings serving the automobile dealerships. In the distance the electric power line towers can be seen traversing the area near West Valley Mall further to the east.

b. West Side

The western edge aligns with the City limits and Power Road, beyond which is agricultural land. A view towards the west from the project site can be seen in Photo H in Figure 4.6-5.

East of the project site looking west the area is expansive and vast. To the west the land is flat, stretching out to several visible residential developments on adjacent County land. A large drainage ditch for agricultural purposes lines the west side of Power Road with a perpendicular connection to another drainage ditch traversing the agricultural fields to the west.

c. North Side

The three parcels along the project site's northern edge are currently under construction and being developed as a multiple-tenant building for various automobile services. Further north lies the City's main retention pond. A view towards the north from the project site can be seen in Photo I in Figure 4.6-6.

South of the project site looking north the area is vacant agricultural land. Construction at the time of the site visit had created a rise in elevation with a small interlocking concrete wall about 3 feet in height.

d. South Side

The south side of the site connects with a retail development containing a Linens n' Things, Home Depot, PetsMart and a large parking lot. The site's southeast corner abuts a vacant lot for which a proposal is being reviewed by the City for a 50,000- to 60,000-square foot retail development. A large parking lot adjacent to the WinCo grocery store site serves Linens N'



I. View across the project site looking north along Power Road



J. View from the project area looking south west towards the I-205 corridor and high voltage power lines

FIGURE 4.6-6

VIEWS NORTH AND SOUTH

Things. A view towards the south from the project site can be seen in Photo J in Figure 4.6-6.

From the north of the project site looking south, established commercial development abuts the Southern Parcel. To the south of the WinCo site is commercial development. Directly adjacent to the site is the large retail building housing Linens N' Things. The building's wall has some minor architectural detailing with artificial columns and pediments painted yellow ochre and burgundy red. The parking lot of Linens N' Things retail store is also directly adjacent to the Southern Parcel. The parking lot includes small tree wells roughly every five parking stalls and provides a strong view corridor to the south, past the commercial development to West Grant Line Road and I-205. On the southwest side of the retail building, additional views of traffic on West Grant Line Road and I-205 can be seen. Large high voltage electric power line towers cross through the traffic corridor and travel east to west at the southern end of the project site, visible in the distance.

4. Views to the Project Site

Visual access to the project site from all sides but the south is generally unobstructed at present because of the absence of development, large trees, and vegetation. At the south, the project site is generally secluded from view from Grant Line Road and I-205 because of obstruction of big box retail commercial development along that corridor and the flat topography of the area. The sidewalks following Robertson Drive currently offer unobstructed views of the project site, both north and south of Pavilion Parkway. As Pavilion Parkway approaches the project site, the urban sidewalk views of the site and lands adjacent to the project site are expansive. The site is most visible from the parking lot south of the project site serving the Linens n' Things retail development adjacent to the WinCo grocery store site, two views of which can be seen in Figure 4.6-7.



K. Linens N' Things Building and Parking Lot looking west



L. Adjacent Parking lot of Linens N' Things looking south

FIGURE 4.6-7

ADJACENT PARKING LOT

B. Standards of Significance

The proposed project would have a significant impact to visual and aesthetic quality if it would:

- ◆ Have a substantial adverse effect on a scenic vista.
- ◆ Substantially or demonstrably result in a negative aesthetic alternation to the existing character or the area. A substantial alteration is characterized by a negative “sense of loss” of character or unique resources.
- ◆ Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and historic buildings within a state scenic highway.
- ◆ Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

C. Impact Discussion

1. General Plan and Specific Plan Amendment

Since no specific development is proposed for the Northern Parcel as part of the proposed project, no aesthetic analysis is required for this parcel. Any future development proposed for the Northern Parcel would be subject to the submittal requirements of the PUD zoning designation and be required to undergo separate environmental review through which potential aesthetic impacts would be analyzed.

2. WinCo Grocery Store

This section discusses the potential impacts of the proposed WinCo grocery store on the visual and aesthetic qualities of the surrounding area, including those arising from the proposed project’s height and massing and its visual and urban design compatibility with the surrounding area.

Visual quality impacts are considered potentially significant where they have a substantial, demonstrable negative aesthetic impact. This determination is based upon several criteria, including observer position, views, view corri-

dors, existing and proposed screening, backdrop and the characteristics of the proposed development. Demonstrable negative aesthetic impacts could occur if the proposed project were to substantially obstruct significant public views and view corridors or substantially reduce sunlight or introduce more shadow in public gathering places, for example. The existing visual character of the surrounding area is also taken into account in making this determination. For the purpose of this study, no quantitative method for the assessment of visual quality/aesthetic impacts has been used. Accordingly, determining the significance of visual impacts is inherently subjective because individuals respond differently to changes in the visual characteristics of an area.

a. Site Character

Proposed development of the WinCo grocery store project would change the character of the Southern Parcel from undeveloped open space to a retail commercial development with a significant amount of parking. The project would result in construction of one 95,900-square-foot building, including retail space, receiving and warehouse facilities and offices, as well as include 262,400 square feet of paved area and approximately 636 parking spaces to serve the store.

The proposed WinCo grocery store would have no impact on the scenic vistas north and west from Power Road because it would merely add to the established urban form in the area, where views from certain vantage points are obstructed. Although development on the site would alter the site's existing physical character, encroaching commercial developments make this conversion a logical and orderly progression in the transformation of remaining vacant parcels in this portion of the city.

Development of the project site, and in this part of the city as a whole, is intended by the General Plan and the I-205 Corridor Specific Plan. The change designated for the site would not result in a building of lesser design quality or greatly different visual appearance or scale than occurs in the area or than would have otherwise been allowed. The scale and massing of the building

would be compatible with surrounding development, which consists largely of horizontal, low-profile structures accompanied by large parking areas.

There are no scenic resources in the project area aside from the expansive open space of the surrounding agricultural land. The site, as it exists, offers no significant aesthetic contribution to the area, so its development would not substantially alter the aesthetic character of the area. Additionally, there are no large trees, rock outcroppings or historic buildings within a State scenic highway, since there are no State scenic highways in the area. Thus the proposed WinCo store on the Southern Parcel would not have any impacts on scenic resources.

The project would include lighting for safety and security purposes. Installation and operation of new lighting would increase the potential for spill onto adjacent properties; however, the San Joaquin County General Plan designates land west of the project site agricultural. Thus there would be no potential for light and glare impacts to residential uses. The commercial developments and auto dealerships already present at Naglee Road and Robertson Road create nighttime lighting in the area. As a similar commercial development project, lighting of the WinCo store during non-daylight hours would also be limited primarily to low-level security lighting. Because it would be a 24-hour operation, there would be full lighting in the area immediately in front of the store.

In order for the project to occur, the proposed WinCo development must comply with regulations outlined in Tracy's General Plan, the I-205 Corridor Specific Plan and PUD zoning conditions. Therefore, the proposed project would not conflict with any applicable plan, policy or regulation of an agency with jurisdiction over the project regarding aesthetics. The I-205 Corridor Specific Plan established mitigation measures to address unavoidable visual impacts when it was adopted in 1990. The WinCo development must follow the same design and aesthetic guidelines as any other retail development to occur previously within the Plan area. Thus, the proposed project in itself

would not create additional potentially significant impacts to the visual quality of the site.

b. Site Design

The WinCo grocery store project incorporates design features that are characteristic to similar types of big box retail. These include the use of similar building materials and massing as adjacent retail stores, parking lot design and landscaped sidewalks. The proposed WinCo store would be a one-story, rectangular structure with varying roof forms and heights, including parapets on each corner, as shown in the elevation illustration in Figure 3-4. The varied roof shapes would create the effect of separate but adjacent buildings. Façade elements such as awnings, faux windows, and accented lighting fixtures and roofs would help to provide a more human scale and show an attempt to blend in with the surrounding retail development next to the WinCo site. Materials used would include integrally-colored concrete masonry walls and corrugated metal awnings.

As shown in Figure 3-4, the landscaping plan for WinCo shows street trees with shrubs and groundcover proposed along Pavilion Parkway, which would define the property and improve the visual character of the street. Although the proposed WinCo includes large amounts of surface parking, the proposed landscaping plan provides for trees to achieve at least 40 percent canopy tree coverage. When they mature, the proposed trees defining the internal vehicular network and entranceways, and the trees every three to five parking stalls, would help to minimize the visual prominence of the WinCo store and the expanse of parking. The trees proposed for behind the store, once mature, would help to screen the store's loading activities.

For the reasons outlined above, the overall aesthetic impact of the WinCo store on the Southern Parcel would be less than significant.

D. Impacts and Mitigation Measures

Since no potentially significant aesthetic impacts were identified, no mitigation measures are required.

E. Cumulative Impacts

Development associated with anticipated regional growth would result in a substantial change to the visual character of San Joaquin County. Continual urbanization of existing agriculture and open space land has the potential to permanently alter the character of the area. State and local regulations, such as the State Scenic Highway guidelines and the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan, mitigate some potential impacts along scenic corridors by preserving views and open space land.

Scenic vistas would be affected by tall buildings or other structures, which are not currently allowed by City regulations. Any future projects in the area would consist of development similar to the existing low one- to two-story buildings. Future development west of the proposed project site at Lammers Business Park, which is currently outside the City limits and within the SOI, would change the existing character from open fields to urban development, and might limit scenic vistas from the project site and nearby surroundings. However, development would be of a similar character as to what currently exists in the area. Furthermore, future projects would undergo separate environmental review at that time, through which potential aesthetic impacts would be analyzed. Therefore, cumulative impacts from the proposed project, in conjunction with other projects, would result in less-than-significant impacts on scenic vistas.

Development on the Northern Parcel and of the proposed WinCo store would contribute to the area's continued transformation from an agricultural setting to a commercial center. This transition was anticipated upon the adoption of the I-205 Corridor Specific Plan and evaluated in the EIR for the

Specific Plan. The City's General Plan land use designations and land use policies are designed to permit well-planned commercial, industrial and residential development. The proposed project and other proposed projects would be subject to design review and environmental review as a condition of approval. Most of these projects in the area would also be subject to the submittal requirements of either the PUD zoning designation or would undergo a specific plan process. This development review process provides ample opportunities to analyze and mitigate potential aesthetic impacts. Construction of the WinCo project would not result in a cumulatively significant aesthetic impact as it would be constructed in an area designated for urban development with similar existing buildings and where future projects would be of a similar nature. Therefore, the cumulative impacts of negative aesthetic alteration to the existing character of the area are considered less than significant.

There are no scenic highways in or near the proposed project area so there would be no addition to any potential cumulative impacts to scenic resources, including, but not limited to, trees, rock outcroppings and historic buildings within a State scenic highway.

The proposed project along with the additional projected cumulative projects could create a potentially significant light and glare impact. The Land Use Element puts forth policies for minimizing conflicts between neighboring uses and transportation corridors, requiring new development to buffer less desirable effects and impacts on neighboring uses, which may mitigate the cumulative impacts on light and glare of new development.⁸ Implementation of this policy, in conjunction with the lighting guidelines in the I-205 Corridor Specific Plan, would mitigate cumulative light and glare impacts. Guidelines in the Specific Plan include directing new development lighting down onto parking area surfaces and spacing it to prevent glare or excessive spray of

⁸ *City of Tracy General Plan: An Urban Management Plan*, adopted July 19, 1993, page 1-5.

light on neighboring sites, ensuring that light does not spill over outside of service areas and ensuring that sites are not overlit.⁹

Other impacts to visual resources within Tracy City limits would be mitigated by policies contained in the I-205 Corridor Specific Plan and the Tracy Municipal Code. These policies include design guidelines preserve scenic views and resources. With implementation of the City policies and regional planning efforts, the potential cumulative visual resources impact of the proposed project would be less than significant.

⁹ *City of Tracy: I-205 Corridor Specific Plan Amendment*, approved July 6, 1999, page 4-85.

4.7 CULTURAL RESOURCES

This chapter discusses the potential for cultural resources to occur on the project site and evaluates the proposed project's potential impacts on these resources.

A. *Existing Setting*

This section provides a description of existing cultural resources in the project area and a discussion of the regulatory setting.

1. **Regulatory Setting**

There are several federal, State and local laws and regulations applicable to historical and architecturally significant resources, as well as paleontological and archaeological resources. The key regulations are discussed briefly below.

a. Federal

i. National Historic Preservation Act (1966)

The National Historic Preservation Act of 1966 (NHPA) is the most influential federal law dealing with historic preservation. In addition, Congress has enacted numerous other statutes that affect historic properties.

One of the most important provisions of the NHPA is the National Register of Historic Places, the official designation of historical resources. Districts, sites, buildings, structures and objects are eligible for listing in the Register. Nominations are listed if they are significant in American history, architecture, archeology, engineering and culture. The National Register is administered by the National Park Service. To be eligible for the NRHP, a property must be significant under criterion A (history), B (persons), or C (design/construction); possess integrity; and ordinarily be 50 years of age or more.

Listing in the National Register does not entail specific protection or assistance for a property, but it does guarantee recognition in planning for federal or federally-assisted projects (see Section 106), eligibility for federal tax bene-

fits, and qualification for federal historic preservation assistance. The National Register is influential beyond its statutory role because it achieves uniform standards of documentation and evaluation. Additionally, as noted above, project effects on properties listed in the National Register must be evaluated under CEQA.

b. State Regulations

i. *CEQA Guidelines*

CEQA Section 15064.5 states that a project that may cause a “substantial adverse change” to the significance of a historic resource is a project that “may have a significant effect on the environment.” Historical resources are defined by CEQA as buildings, sites, structures, objects, or districts, each of which may have historical, architectural, archaeological, cultural, or scientific significance. CEQA Guidelines generally define four ways that a property can qualify as a significant historical resource for the purposes of CEQA review:

- ◆ The resource is listed in or determined eligible for listing in the California Register of Historical Resources (CRHR), as determined by the State Historical Resources Commission.
- ◆ The resource is 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 of Section 5024.1(g) of the Public Resources Code, unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- ◆ The lead agency determines the resource to be significant as supported by substantial evidence in light of the whole record.
- ◆ The lead agency determines that the resource may be a historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1 (CEQA

Guidelines Section 15064.5), which means, in part, that it may be eligible for the California Register.¹

In addition, Section 15126.4 of the CEQA Guidelines states that “Public agencies should, whenever feasible, seek to avoid damaging effects on any historical resources of an archeological nature.” The guidelines further state that preservation in place is the preferred approach to mitigating impacts on archaeological resources. However, according to Section 15126.4, if data recovery through excavation is “the only feasible mitigation,” then a “data recovery plan, which makes provision for adequately recovering the scientifically consequential information from and about the historical resources, shall be prepared and adopted prior to any excavation being undertaken.”² Data recovery is not required for a resource of an archaeological nature if “the lead agency determines that testing or studies already completed have adequately recovered the scientifically consequential information from and about the archaeological or historical resource.”³

ii. California Register of Historic Resources

The CRHR establishes a list of those properties that are to be protected from substantial adverse change (Public Resources Code Section 5024.1). A historical resource may be listed in the California Register if it meets any of the following criteria:

- ◆ It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- ◆ It is associated with the lives of persons important in California's past.
- ◆ It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic value.

¹ CEQA Guidelines, Title 14, Section 15064.5[a]

² CEQA Guidelines, Title 14, Section 15126.4[b][3][C]

³ CEQA Guidelines, Title 14, Section 15126.4[b][3][D]

- ◆ It has yielded or is likely to yield information important in prehistory or history.

The Register includes properties that are listed or have been formally determined to be eligible for listing in the National Register, State Historical Landmarks and eligible Points of Historical Interest. Other resources require nomination for inclusion in the Register. These may include resources contributing to the significance of a local historic district, individual historical resources, historical resources identified in historic resource surveys conducted in accordance with State Historic Preservation Office (SHPO) procedures, historic resources or districts designated under a local ordinance consistent with Commission procedures, and local landmarks or historic properties designated under local ordinance.⁴

iii. Health and Safety Code, Section 7052 and 7050.5

Section 7052 of the Health and Safety Code states that the disturbance of Native American cemeteries is a felony. Section 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If determined to be Native American, the coroner must contact the California Native American Heritage Commission (NAHC).⁵

iv. California Native American Historical, Cultural and Sacred Sites Act

The California Native American Historical, Cultural and Sacred Sites Act (CNAHCSSA) applies to both State and private lands. The Act requires that upon discovery of human remains, that construction or excavation activity cease and that the county coroner be notified. If the remains are of a Native American, the coroner must notify the NAHC. The NAHC then notifies

⁴ California Environmental Resources Evaluation System website, "CEQA & Historical Resources, CEQA Technical Advice Series," http://ceres.ca.gov/topic/env_law/ceqa/more/tas/page2.html, accessed on August 22, 2005.

⁵ California Environmental Resources Evaluation System website, "State Preservation Laws," <http://ceres.ca.gov/nahc/statepres.html>, accessed on August 22, 2005.

those persons mostly likely to be descended from the Native American remains. The Act stipulates the procedures the descendants may follow for treating or disposing of the remains and associated grave goods.⁶

v. Public Resource Code, Section 5097

Public Resources Code Section 5097 specifies the procedures to be followed in the event of the unexpected discovery of human remains on nonfederal land and helps enact the CNAHCSSA. The disposition of Native American burial falls within the jurisdiction of the NAHC. Section 5097.5 of the Code states the following:

No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

As used in this section, “public lands” means lands owned by, or under the jurisdiction of the State, or any city, county, district, authority, or public corporation, or any agency thereof. Consequently, the City of Tracy is required to comply with Public Resource Code Section 5097.5 for its activities.⁷

c. City of Tracy

i. City of Tracy General Plan

Tracy’s General Plan contains several goals, policies and actions related to historic and cultural resources. The Conservation Element of the General

⁶ Arrowheads website, compiled for the Natural Resources Conservation Service, <http://www.arrowheads.com/burials.htm#CALIFORNIA>, accessed August 22, 2005.

⁷ Department of Transportation website, <http://www.dot.ca.gov/ser/vol1/sec3/physical/Ch08Paleo/chap08paleo.htm#statelaws>.

Plan includes goals to preserve historic structures within Tracy, maintain the historic qualities of these structures and preserve known archaeological resources. It also includes specific actions should archaeological artifacts be discovered during construction of a project, including halting construction until a qualified archaeologist determines the significance of the discovery.⁸

ii. I-205 Corridor Specific Plan EIR

The City of Tracy I-205 Corridor Specific Plan EIR includes site specific mitigation measures regarding impacts to cultural resources. These are incorporated into the mitigation measures contained in Section D of this chapter.

iii. City of Tracy Resolutions 3232 and 2001-076

The City of Tracy Resolution 3232, which was signed in 1978, designated 50 structures and sites to be historical landmarks in Tracy. The resolution followed a survey of architecturally and historically significant resources in the City. The buildings included in the survey were constructed between 1878 and 1941. Resolution 2001-076 added two more buildings to the list of designated properties. None of these buildings is on the project site.

iv. Proposed General Plan Update

In the proposed General Plan update, goals, policies and actions addressing preserving cultural and historic resources are in the Community Character Element. As with the existing General Plan, the policies address preserving identified cultural and historic landmarks and buildings within Tracy. The update also includes a policy that encourages the preservation and enhancement of historic and older neighborhoods.⁹

2. Project Site Resources

The project site is currently vacant, though it had previously been used for agricultural production. As such, there are no historic resources on the site.

⁸ City of Tracy, *General Plan: An Urban Management Plan*, July 19, 1993, page 8-9.

⁹ *City of Tracy General Plan: City Council/Planning Commission Review Draft*, October 7, 2004, page 3-20.

Additionally, there are no State Points of Historical Interest in or around the site and no City of Tracy historic landmarks on the project site. Very few prehistoric archaeological sites have been recorded in the vicinity of Tracy.¹⁰ These sites indicate that additional sites may exist within Tracy and its SOI, although none have been recorded on the project site.¹¹ No fossils have been found on the site.

B. Standards of Significance

The proposed project would have a significant cultural resources impact if it would:

- ◆ Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.
- ◆ Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
- ◆ Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.
- ◆ Disturb any human remains, including those interred outside of formal cemeteries.

C. Impact Discussion

This section discusses the potential impacts of the proposed General Plan and Specific Plan amendments and the construction of a new WinCo store on historic and archaeological resources.

¹⁰ City of Tracy, *Northeast Industrial Concept Development Plan Draft EIR*, 1996, page 4.36.

¹¹ City of Tracy, *Final Environmental Impact Report for the City of Tracy Urban Management Plan*, July 19, 1993, page 140.

1. Historical Resources

A records search was conducted at the Central California Information Center at California State University, Stanislaus as part of the EIR for I-205 Corridor Specific Plan. The subject parcels fall within the Specific Plan area. The records search indicated that there are no recorded historical resources within the I-205 Corridor Specific Plan area. Therefore the project would not have a potentially significant impact on historical resources.¹²

2. Archaeological and Paleontological Resources and Human Remains

The records search conducted at the Central California Information Center at California State University, Stanislaus, also revealed no archaeological resources recorded within the Specific Plan area. Therefore it is unlikely that implementation of the project would affect archaeological and paleontological resources, including human remains. However, Native American burial sites have been recorded within a one mile-radius of the Specific Plan area. The Specific Plan EIR therefore acknowledges the possibility that subsurface or buried archaeological materials may be present in the area, and these materials could be disturbed during activities related to the construction of the project.¹³ This is considered a *potentially significant* impact.

D. Impacts and Mitigation Measures

Impact CUL-1: Subsurface or buried archaeological materials may be discovered during construction, grading, trenching or other activities associated with implementation of the proposed project. Destruction or disturbance of such undiscovered resources constitutes a *potentially significant* impact.

Mitigation Measure CUL-1a: If evidence of archeological artifacts is discovered during construction, all operations within an area at and adjacent

¹² City of Tracy, *I-205 Corridor Specific Plan Environmental Impact Report*, May 1990, page 4-43.

¹³ City of Tracy, *I-205 Corridor Specific Plan Environmental Impact Report*, May 1990, page 4-43.

to the discovered site shall be halted until a qualified archeologist determines the extent and significance of the finds and recommends appropriate mitigation measures and those measures are implemented.

Mitigation Measure CUL-1b: If human remains are discovered during construction, all construction and excavation activity shall cease and the County coroner shall be notified, pursuant to Section 7050.5 of California's Health and Safety Code. If the remains are of a Native American, the coroner shall notify the California Native American Heritage Commission within 24 hours, which in turn will inform a most likely descendent pursuant to Section 5097.98 of the State Resources Code. The descendent shall recommend the appropriate disposition of the remains and any associated grave goods.

Significance after Mitigation: Less Than Significant

E. Cumulative Impacts

Cultural resources such as historical, archaeological and paleontological resources in San Joaquin County could be cumulatively impacted by future development and related construction activities in the region. However, most impacts would be mitigated at an individual project level, by current State and federal regulations, as well as other local and County regulations. Such regulations and mitigation include the monitoring of construction sites in proximity to known resources, immediate cessation of construction activity upon discovery of unidentified human remains and the protection of cultural resources. The combination of the above-mentioned efforts would reduce potential cumulative impacts related to cultural resources to a less-than-significant level.

4.8 GEOLOGY, SEISMICITY AND SOILS

This chapter summarizes information on geology, seismic hazards, and soils on the project site, as well as potential area-wide geologic hazards and regional seismic characteristics that are relevant to development on this site. An evaluation of the impacts of the proposed WinCo store and the proposed General Plan and Specific Plan amendments with regard to these potential hazards follows.

A. Existing Setting

This section provides background information necessary to determining the potential impacts of the proposed project. The regulatory environment is described as are the regional and local geology; seismic activity; secondary seismic hazards including ground rupture and shaking, liquefaction, landslides and ground failure, and land subsidence; and soils on the project site.

1. Regulatory Setting

This section summarizes State and local regulations related to seismic safety.

a. State

The State of California has established a variety of regulations and requirements related to seismic safety and structural integrity, including the California Building Code, the Alquist-Priolo Earthquake Fault Zoning Act, and the Seismic Hazards Mapping Act.

i. California Building Code

The California Building Code (CBC) is included in Title 24 of the California Code of Regulations and is a portion of the California Building Standards Code. Under State law, all building standards must be centralized in Title 24 or they are not enforceable. The CBC incorporates the Uniform Building Code, a widely adopted model building code in the United States.

Through the CBC, the State provides a minimum standard for building design and construction. The CBC contains specific requirements for seismic

safety, excavation, foundations, retaining walls, and site demolition. It also regulates grading activities, including drainage and erosion control.¹

ii. Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act² was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The main purpose of the Act is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards.³

The law requires the State Geologist to establish regulatory zones (known as Earthquake Fault Zones or Alquist-Priolo Zones⁴) around the surface traces of active faults and to issue appropriate maps. The maps are distributed to all affected cities, counties, and State agencies for their use in planning and controlling new or renewed construction. Local agencies must regulate most development projects within the zones and there can generally be no construction within 50 feet of an active fault zone.⁵

¹ California Code of Regulations, Title 24 (California Building Standards Code) summary page. Retrieved from http://www.bsc.ca.gov/title_24/t24_2001.html, accessed November 4, 2003.

² Originally entitled the Alquist-Priolo Special Studies Zones Act until its 1993 renaming.

³ California Geological Survey, Alquist-Priolo Earthquake Fault Zones, <http://www.consrv.ca.gov/CGS/rghm/ap/>, accessed February 18, 2004.

⁴ Earthquake Fault Zones are regulatory zones around active faults. The zones are defined by turning points connected by straight lines. Most of the turning points are identified by roads, drainages, and other features on the ground. The zones vary in width, but average about one-quarter mile wide. (<http://www.consrv.ca.gov/cgs/rghm/ap/index.htm>, accessed November 18, 2003)

⁵ California Geological Survey, Alquist-Priolo Earthquake Fault Zones, <http://www.consrv.ca.gov/CGS/rghm/ap/>, accessed February 18, 2004.

The California Geologic Survey does not list the city of Tracy or San Joaquin county on its list of cities and counties affected by Alquist-Priolo Earthquake Fault Zones, as of May 1, 1999.⁶

iii. Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act, passed in 1990, addresses non-surface fault rupture earthquake hazards, including liquefaction and seismically induced landslides.⁷ Under the Act, seismic hazard zones are to be mapped by the State Geologist to assist local governments in land use planning. The Act states that “it is necessary to identify and map seismic hazard zones in order for cities and counties to adequately prepare the safety element of their general plans and to encourage land use management policies and regulations to reduce and mitigate those hazards to protect public health and safety.”⁸ §2697(a) of the Act additionally requires that “cities and counties shall require, prior to the approval of a project located in a seismic hazard zone, a geotechnical report defining and delineating any seismic hazard.”

b. Local

i. City of Tracy General Plan

The City of Tracy General Plan strives to reduce the impacts of natural hazards in the Tracy Planning Area. Policy SA1.4 of the General Plan calls for mitigation of all seismic hazards. Under this policy are several actions designed to achieve this end including a requirement for site-specific geologic and soils studies and mitigation of identified hazards. It also requires a survey to identify seismically-unsafe buildings and that underground utilities be de-

⁶ California Department of Conservation website, Geological Survey, <http://www.consrv.ca.gov/CGS/rghm/ap/affected.htm>, accessed December 1, 2004.

⁷ California Department of Conservation website, Geological Survey, Alquist-Priolo Earthquake Fault Zones, <http://www.consrv.ca.gov/CGS/rghm/ap/>, accessed February 18, 2004.

⁸ California Department of Conservation website, California Public Resources Code, Division 2, Chapter 7.8, Article 7.8, Section 2691(c), <http://www.consrv.ca.gov/cgs/codes/prc/chap-7-8.htm>, accessed February 19, 2004.

signed to withstand seismic forces. Finally, the General Plan has a goal, policy and actions to eliminate hazards due to unreinforced masonry structures.

ii. Proposed General Plan Update

In the proposed General Plan update, goals, policies and actions addressing geology, soils and seismic hazards are in the Safety Element. As with the existing General Plan, the policies address minimizing the impacts of earthquakes and other geologic hazards on land development, and measures related to site preparation and building construction that must be taken in order to protect life and property from seismic hazards.⁹

2. Regional Geology

The project site is located in the City of Tracy, most of which lies within the Great Valley between the Sierra Nevada geomorphic province to the east and the Coast Ranges to the west. The Great Valley falls into four geomorphic categories: dissected uplands, low alluvial planes and fans, river floodplains and channels, and overflow lands and lake bottoms. The City of Tracy, including the project site, lies largely in low alluvial planes and fans but has some areas of dissected uplands and river floodplains and channels as well.¹⁰

The extreme southwestern portion of Tracy lies within the Coast Ranges province. The Coast Ranges consist of a series of parallel, linear ranges separated by structural depressions. The Diablo Range, which underlies a portion of Tracy, is the easternmost of these linear ranges. Numerous faults and shear zones are present in the ranges, the most prominent being structures of the San Andreas Fault system.¹¹

⁹ *City of Tracy General Plan: City Council/Planning Commission Review Draft*, October 7, 2004, pages 8-1 to 8-3.

¹⁰ California Department of Conservation Division of Mines and Geology, *Geologic Map of California*, DMG CD 2000-007 2000 and Dames & Moore, *Geologic Hazards Assessment, Urban Growth Management Plan, City of Tracy, CA*, July 31, 1991, page 2.

¹¹ City of Tracy, *Final Environmental Impact Report for the City of Tracy Urban Management Plan/General Plan 1993*, SCH No. 91092060, July 19, 1993, page 249.

3. Local Geology¹²

Previous studies of local geology generally agree that the City of Tracy is underlain by folded Cretaceous and Tertiary sediments. Descriptions of rock units exposed in the Planning Area are provided from the Dames and Moore Geologic Hazards Assessment.¹³

The project site is located in the northwestern portion of the city where the “river flood planes and channels” geomorphic unit consists of relatively level topography, slightly sloping to the north. The project area is underlain by alluvial and fluvial deposits that are generally from 100 to 2,000 feet deep. Near surface sediments in the site vicinity include:

- ◆ Silty clay, clayey silt, silt
- ◆ Silty sand, sand, gravelly sand, sand and gravel
- ◆ Clayey sand, sandy clay

The US Department of Agriculture has identified one agricultural soil type underlying the project site: Capay clay. Capay clay has a high shrink/swell potential and was formed on alluvium derived from mixed rock sources and is found in nearly level inter-fan basins of zero to two percent slopes.

Groundwater at the project site is less than six feet below the ground's surface.¹⁴ In addition, aerial photographs, taken in 1987, reveal areas that are darker than the surrounding areas. These darker spots appear to support lush vegetation and point to the existence of areas where the groundwater is very shallow or where water ponds at the surface.¹⁵

¹² Dames & Moore, *Geologic Hazards Assessment, Urban Growth Management Plan, City of Tracy, CA*, July 31, 1991, page 2.

¹³ Dames & Moore, *Geologic Hazards Assessment, Urban Growth Management Plan, City of Tracy, CA*, July 31, 1991, page 3 to 4.

¹⁴ City of Tracy, *I-205 Corridor Specific Plan EIR*, 1990, Figure 4-2.

¹⁵ City of Tracy, *I-205 Corridor Specific Plan EIR*, 1990, page 4-1.

4. Seismic Activity

a. Background

The strength of an earthquake is generally expressed in two ways: magnitude and intensity. Magnitude depends on the seismic energy radiated by the earthquake as recorded on seismographs. The original magnitude scale is the Richter scale. Events with magnitudes of about 4 and up are felt by most people. The Richter Scale has no upper limit and is not used to express damage. Today, the most commonly used magnitude scale is the Moment Magnitude (M_w) scale, which is related to the physical size of fault rupture and the movement across a fault. The Moment Magnitude scale is a way of rating the seismic moment at the source, or epicenter, of the earthquake with a simple, logarithmic numerical scale similar to the original Richter magnitude scale. Because it does not “saturate” the way local magnitude does, it is used for large earthquakes—those that would have a local magnitude of about 6 or larger.

The force of an earthquake at a particular place is measured on the Modified Mercalli Intensity Scale, which is a subjective ranking of earthquakes’ effects on persons and structures. It is expressed in Roman numerals from I to XII. Lower numbers on the scale indicate less severe shaking. Table 4.8-1 summarizes the Modified Mercalli Intensity Scale in relation to the Richter Scale.

b. Local Seismicity

As is the case in most of California, the City of Tracy is subject to risks from seismic activity. Earthquakes can give rise to various secondary seismic hazards including ground shaking, liquefaction and subsidence, ground rupture and slope instability. These seismic hazards can cause damage to structures and risk the health and safety of citizens, particularly in unreinforced masonry buildings.

As explained in the section on the regulatory environment, land in the United States has traditionally been zoned into one of four Seismic Zones

TABLE 4.8-1 **MODIFIED MERCALLI AND RICHTER SCALES**

Richter Magnitude	Modified Mercalli Category	Expected Modified Mercalli Maximum Intensity at Epicenter
2	I-II	Usually detected only by instruments
3	III	Felt indoors
4	IV-V	Felt by most people Slight damage
5	VI-VII	Felt by all Many frightened and run outdoors Damage minor to moderate
6	VII-VIII	Everybody runs outdoors Damage moderate to major
7	IX-X	Major damage
8+	X-XII	Total and major damages

Source: ABAG website, <http://www.abag.ca.gov/bayarea/eqmaps/doc/mmi.html>, accessed August 18, 2005.

according to their seismic hazard potential. The project site lies within Seismic Zone 3, as does all of the City of Tracy.¹⁶ However, a more accurate assessment of earthquake risk is now available from a recent study which evaluates the probability of earthquakes in the San Francisco Bay Area and Central Valley. The study was conducted by the US Geological Study (USGS) Working Group on California Earthquake Probabilities, a joint project of the USGS, the California Office of Emergency Services, the California Geological Survey, and the Association of Bay Area Governments and was released in April 2003.

¹⁶ City of Tracy website, DES Building FAQ, <http://www.ci.tracy.ca.us/departments/des/building/faq/>, accessed December 1, 2004.

The results of the study indicate that the San Francisco and Central Valley have a 62 percent probability of experiencing one or more damaging earthquakes in the next 30 years with a magnitude (M) of 6.7 or higher. A strong earthquake of M6.7 or higher on the San Andreas, Calaveras, Hayward-Rodgers Creek, Concord-Green Valley and Greenville faults would likely be felt in the City of Tracy.¹⁷ These faults are shown on Figure 4.8-1.¹⁸ The USGS recently estimated that the Hayward-Rodgers Creek fault has the highest probability of generating a $M \geq 6.7$ earthquake before 2032 among regional faults.¹⁹

There is also an extensive northwest-trending fault system in the Sierran foothills, about 50 miles northeast of Tracy. The activity of this system, which includes the Melones and Bear Mountain faults, has not been determined. The Bear Mountain and Melones Fault Zones were evaluated by the California Division of Mines and Geology and no special seismic zoning was recommended.²⁰

There are also a number of locally significant faults in the Tracy area. The Tracy-Stockton fault, which passes beneath the City of Tracy and ends close to the project site in the deep subsurface, is considered inactive.²¹ The Black

¹⁷ USGS website, "Earthquake Planning Scenarios," <http://quake.wr.usgs.gov/research/strongmotion/effects/shake/archive/scenario.html>, accessed August 22, 2005.

¹⁸ USGS Fact Sheet 039-03, "Is a Powerful Quake Likely to Strike in the Next 30 Years?", 2003 (<http://geopubs.wr.usgs.gov/fact-sheet/fs039-03/fs039-03.pdf>, retrieved February 19, 2004).

¹⁹ USGS Fact Sheet 039-03, "Is a Powerful Quake Likely to Strike in the Next 30 Years?" 2003 (<http://geopubs.wr.usgs.gov/fact-sheet/fs039-03/fs039-03.pdf>, retrieved February 19, 2004).

²⁰ California Department of Conservation Division of Mines and Geology, *Geologic Map of California*, DMG CD 2000-007 2000 and California Department of Conservation Division of Mines and Geology.

²¹ Dames & Moore, *Geologic Hazards Assessment, Urban Growth Management Plan, City of Tracy, CA*, July 31, 1991, page 8.

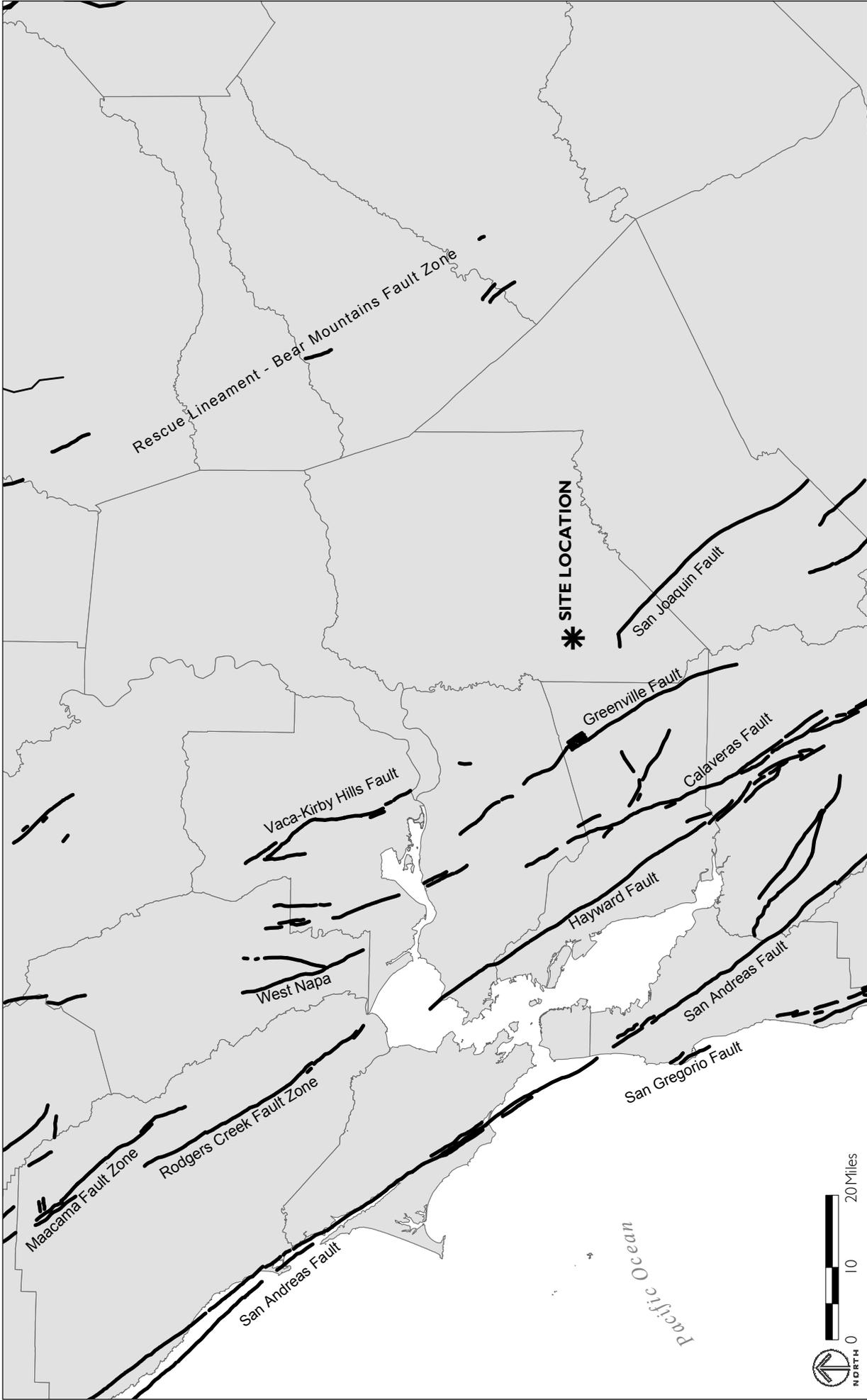


FIGURE 4.8-1

REGIONAL EARTHQUAKE FAULTS

Data Source for Fault Locations: <http://quake.usgs.gov/recenteqs/latestfault.htm>

Butte and Midway faults, which are potentially active, lie just outside the City limit and may pose potential seismic hazards. The Carnegie/Corral Hollow fault, which was previously considered inactive, runs roughly northeast-southeast along the southern boundary of the Lawrence Livermore National Laboratory Site 300.²² The Elk Ravine fault, which is considered inactive, lies between the Carnegie/Corral Hollow, Black Butte and Midway faults.²³ These faults are shown on Figure 4.8-2.

5. Ground Rupture

Ground rupture due to earthquakes occurs along fault lines. Since no known active faults pass through the project site, no portion of the site is thought to be subject to ground rupture. The Black Butte, Midway, El Ravine and Carnegie Corral Hollow Faults, which lie to the southwest of the City of Tracy, represent possible fault rupture hazards.²⁴

6. Ground Shaking

Earthquake ground shaking is the source of the most widespread earthquake damage. The intensity of ground shaking can be several times larger on sites underlain by thick deposits of saturated sediments than it would be on bedrock. The amount of ground shaking at a particular site depends on:

- ◆ Characteristics of the earthquake source (magnitude, location and area of causative fault surface)
- ◆ Distance from the fault
- ◆ Amplification effects of local geologic deposits

²² Information obtained from both the *Northeast Industrial Concept Development Plan DEIR* and the *Tracy Hills Specific Plan, Appendix D*.

²³ City of Tracy, *Final Environmental Impact Report for the City of Tracy Urban Management Plan/General Plan 1993*, SCH No. 91092060, July 19, 1993, page 252.

²⁴ City of Tracy, *Final Environmental Impact Report for the City of Tracy Urban Management Plan/General Plan 1993*, SCH No. 91092060, July 19, 1993, page 245.

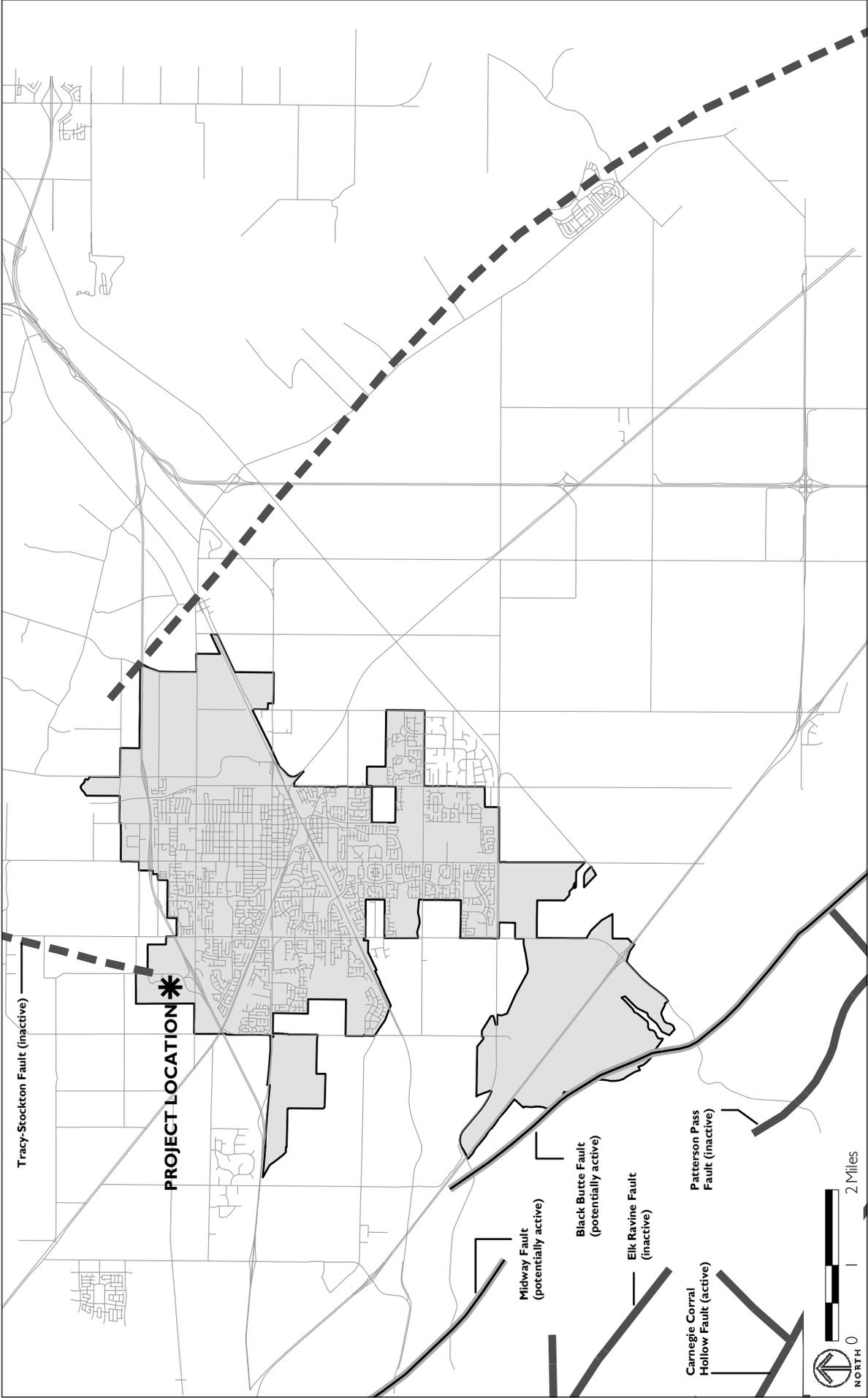


FIGURE 4.8-2

Data Source for Fault Locations: "GIS Data for the Geologic Map of California". California Dept. of Conservation, Division of Mines and Geology (2000)
 Data Source for Fault Names: "Final Environmental Impact Report for the City of Tracy" (1993)

LOCAL EARTHQUAKE FAULTS

-  **Certain fault location**
-  **Approximate fault location**
-  **Concealed fault location**
-  **City Limit**

The Tracy area has a low-to-moderate seismic history. The largest recorded measurable magnitude earthquake in Tracy measured 3.9 on the Richter scale.²⁵ The greatest potential for significant ground shaking in Tracy is believed to be from maximum credible earthquakes occurring on the Calaveras, Hayward, San Andreas, Concord-Green Valley or Greenville faults. An M6.7 earthquake on the San Andreas, Calaveras, Hayward, Concord-Green Valley or Greenville faults would likely be felt in the City of Tracy with moderate to strong shaking. Damage from such an earthquake would be very light to light.²⁶

Possible recent movement on the Carnegie/Corral Hollow fault could mean that there is potential for significant ground shaking from a maximum credible earthquake on this fault as well. Current Livermore Laboratory data estimate the maximum credible earthquake likely to be assigned to the Carnegie/Corral Hollow fault will be around M6.5 on the Richter scale.²⁷ The potential for activity on the Black Butte and Midway faults is uncertain at this time.²⁸ As reported in the General Plan EIR, and confirmed by additional studies, the maximum expected seismic event in the Tracy area would register 7.0 on the Richter scale.²⁹

²⁵ *Northeast Industrial Concept Development Plan DEIR*, 1996, page 4.16. (No changes were made to the test in the final EIR.)

²⁶ USGS website, Earthquake Hazards Program, <http://quake.wr.usgs.gov/research/strongmotion/effects/shake/archive/scenario.html>.

²⁷ Information obtained from both the *Northeast Industrial Concept Development Plan DEIR* and the *Tracy Hills Specific Plan, Appendix D*.

²⁸ *Tracy Hills Specific Plan, Appendix D*, June 1998, page D-1.

²⁹ *Northeast Industrial Concept Development Plan DEIR*, 1996, page 4.18. (No changes were made to the test in the final EIR.) The Department of Conservation Division of Mines and Geology reassessed the Tracy's seismic exposure after completion of the General Plan EIR and identified the thirty-kilometer Coast Range-Central Valley blind-thrust fault zone along the western edge of the valley. The characteristic earthquake magnitude for this fault segment involves a potential Moment Magnitude Mw 6.7 corresponding with a close epicentral distance of seven to eight kilometers. The reassessment does not exceed the estimated maximum earthquake potential for Tracy as described in the General Plan EIR.

7. Liquefaction

Liquefaction occurs when the strength of saturated, loose, granular materials, such as silt, sand or gravel, is dramatically reduced as a result of an earthquake. This earthquake-induced deformation transforms a stable material into a temporary fluid-like state in which solid particles are virtually in suspension, akin to quicksand. Liquefaction can result in loss of support, failures due to lateral spreading, and settlement of affected soils after an earthquake when excess pore water pressures are dissipated.

The groundwater table at the site is shallow: 0 to 6 feet below the surface. The soils in the project area consist of discontinuous layers of silty and sandy clays, sands and gravels that have low liquefaction potential. However, geotechnical studies have shown the presence of granular sediments fairly close to the surface within the groundwater table, which suggests that the area is moderately susceptible to seismically induced liquefaction.³⁰

8. Landslides and Ground Failure

Landslides are common in hill areas and mountains as loose material moves down the slopes. Some of the natural causes of this instability are earthquakes, weak materials, stream and coastal erosion, and heavy rainfall. In addition, certain human activities tend to make earth materials less stable and increase the chance of ground failure. Activities contributing to instability include extensive irrigation, poor drainage or groundwater withdrawal, removal of stabilizing vegetation and over-steepening of slopes by undercutting them or overloading them with artificial fill. These causes of failure, which normally produce landslides and differential settlement, are augmented during earthquakes by strong ground motion. There has been no identified landslide risk at the project site.³¹

³⁰ Dames & Moore, *Geologic Hazards Assessment, Urban Growth Management Plan, City of Tracy, CA*, July 31, 1991, page 12, *I-205 Corridor Specific Plan EIR*, 1990, page 4-7.

³¹ City of Tracy, *Final Environmental Impact Report for the City of Tracy Urban Management Plan/General Plan 1993*, SCH No. 91092060, July 19, 1993, page 245.

9. Land Subsidence

Land subsidence, or settlement, is the slow-to-rapid downward movement of the ground surface that can be caused by a variety of factors including compaction, or loss of surface materials. It is usually a consequence of groundwater, gas or oil extraction but can be caused by seismic shaking.³²

Land subsidence as a result of groundwater retraction, the only type of loss of surface materials relevant to the project area, is being monitored by the City of Tracy Groundwater Mitigation Monitoring Program (GMMP). As of August 3, 2004, the GMMP was monitoring seven benchmarks around the city for subsidence monitoring. The results show little, if any, subsidence during the last year. It appears that City groundwater extractions are not creating any subsidence; however, long-term monitoring is needed to develop trend information.³³

Seismic land subsidence is the compaction or densification of subsoil as a result of seismically induced ground shaking. Because loose sedimentary deposits in the project area are associated with high groundwater conditions (creating the potential for liquefaction), conditions for seismic settlement are not met. Consequently, the potential for seismic settlement is considered to be low.³⁴

10. Soils

San Joaquin County's combination of fertile soils, long growing season and successful irrigation network has made the county a major national and regional agricultural area. San Joaquin County ranked 6th in the state in gross

³² San Joaquin Council of Governments, *2001 RTP Program EIR*, September 2001, page 3.9-5.

³³ City of Tracy, *Agenda Item 1.N, Request. Approval of the Sixth Groundwater Mitigation Monitoring Report: November 2003 through April 2004*. August 3, 2004.

³⁴ Dames & Moore, *Geologic Hazards Assessment, Urban Growth Management Plan, City of Tracy, CA*, July 31, 1991, page 13.

value of agricultural production in 2000 and has been consistently ranked among the top ten counties in the nation since 1992.³⁵

a. Expansive Soils

Expansive soils are those that undergo volume changes as moisture content fluctuates; swelling substantially when wet or shrinking when dry. Soil expansion can damage structures by cracking foundations, causing settlement and distorting structural elements. The clay-type soils found on the project site have a moderate to high shrink/swell potential.³⁶

b. Soil Erosion

Soil erosion occurs when soil is loosened and is transported by wind or water. Soil erosion hazards due to water are highest in areas with steep slopes, loose soils, and high runoff rates. Erosion can also occur in many areas once vegetation is removed. Slopes on the project site are flat or very gentle and there is no flowing water on the site so there is minimal risk of erosion.³⁷

B. Standards of Significance

The proposed project would result in a significant geologic or seismic impact if it would:

- ◆ Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Ge-

³⁵ American Farmland Trust website, California region Northern San Joaquin Valley, http://www.farmland.org/california/north_san_joaquin.htm, accessed December 1, 2004.

³⁶ City of Tracy, *Final Environmental Impact Report for the City of Tracy Urban Management Plan/General Plan 1993*, SCH No. 91092060, July 19, 1993, pages 246 and 253.

³⁷ San Joaquin Council of Governments, *2001 RTP Program EIR*, September 2001. page 3.9-5.

ologist for the area or based on other substantial evidence of a known fault.

- Strong seismic ground shaking.
 - Seismic-related ground failure, including liquefaction.
 - Landslides.
- ◆ Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.
 - ◆ Result in substantial soil erosion or the loss of topsoil.
 - ◆ Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.
 - ◆ Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

C. Impact Discussion

This section does not discuss the impacts of the General and Specific Plan separately from the construction of the WinCo store because of the scale of the issues addressed.

The proposed project may increase the number of people and buildings exposed to geologic hazards; however, the impacts would likely be small. The General Plan and Specific Plan amendments, described in the project description, would, in fact, decrease the amount of building space allowed on the site. Hypothetical buildout on the Northern Parcel and the construction of the WinCo store on the Southern Parcel would bring additional buildings and people to the site. However, the new construction would be required to follow the same policies from the General Plan, as well as State and local building and energy codes, to mitigate seismic and geologic hazards as would development under the existing General and Specific Plans. Thus, there would

be no new seismic and geologic hazards impacts that would result from the proposed project. Specific hazards are discussed below in greater detail.

1. Ground Rupture

There are no identified faults running through the project site and thus the risk of ground rupture is virtually non-existent.

2. Ground Shaking

The project site is not located within an Alquist-Priolo Earthquake Fault Zone. There is a high probability of an M6.7 or higher earthquake on one of the major faults in the Bay Area including the San Andreas, Calaveras, Hayward-Rodgers Creek, Concord-Green Valley and Greenville faults. However, these faults are at a great distance from the project site and would result in moderate to strong shaking but very light to light damage.

The Carnegie/Corral Hollow fault, which is located much closer to the project site, could result in significant ground shaking if a maximum credible earthquake were to take place on this fault. The Black Butte and Midway faults may also be sources for ground shaking though their potential for earthquakes is uncertain at this time. A strong earthquake originating on these or other known or unmapped faults in the Central Valley or greater San Francisco Bay region can be expected to damage structures in a broad area. The seismic response of the site is expected to be similar to that of other nearby developed lots and to the development that would have taken place under the General and Specific Plans without the amendment proposed in the project. However, there is a moderate to strong risk of potential damaging intensities of ground shaking at the site during the useful life of the plan amendments.

Development in the project area must comply with the CBC, which outlines standards for seismic design, foundations and drainage and requires that geotechnical engineering studies be undertaken for all major new buildings or earth works. Compliance with the CBC is already required by City ordinance and as a mitigation measure in the I-205 Corridor Specific Plan EIR.

Additional mitigation measures outlined in the EIR include a requirement for building designs to withstand strong seismic ground shaking and the use of appropriate fill materials. Because of these policies, the implementation of the General Plan and Specific Plan amendments and the hypothetical buildout that may result on the Northern Parcel would result in a *less-than-significant* impact.

3. Liquefaction

As noted above, the liquefaction potential on the project site is moderate. Moreover, as discussed above, all development under the General and Specific Plan amendments would comply with the City's policy on mitigating seismic and geologic hazards and would be subject to a site-specific geotechnical investigation. Mitigation measures would be required in accordance with the recommendations of the geotechnical investigation. Also, all construction must comply with State and local building codes, which are designed to protect against structural failures or problems related to seismic or soil condition. Thus, impacts associated with liquefaction hazards are considered *less-than-significant* and no mitigation is required.

4. Landslides and Ground Failure

Due to the relatively flat land on the project site, the implementation of the General and Specific Plan amendments, construction of the WinCo store and hypothetical buildout on the Northern Parcel would not result in a significant impact to the risk of landslides or ground failure.

5. Land Subsidence

The risks of earthquake-induced subsidence are considered to be low on the project site. Subsidence from a loss of surface materials is currently not being observed and is being monitored by the City of Tracy Groundwater Mitigation Monitoring Program. Thus there is little risk of subsidence on the project site.

6. Topsoil

Construction of the WinCo store and on the Northern Parcel could result in the removal of vegetation cover and could compound or increase erosion on the project site by subjecting unprotected areas to the erosional forces of runoff. Increased erosion could potentially result in the loss of topsoil at the project site. Project impacts associated with loss of topsoil are considered to be *potentially significant*.

7. Soil Expansion

The project site has a moderate to high risk for expansive soils. However, development of the WinCo store or under the amendments to the General Plan and Specific Plan would not substantially increase the number of people and structures potentially exposed to expansive soils. In any case, all development would comply with the City's policy on mitigating seismic and geologic hazards and would be subject to a site-specific geotechnical investigation and must be in compliance with the CBC, which includes standards for building on expansive soils. Mitigation measures would be required in accordance with the recommendations of the geotechnical investigation and with those required in the I-205 Corridor Specific Plan EIR. Thus, potential impacts associated with soil expansion hazards are considered *less-than-significant*.

8. Wastewater Disposal

Sewers are available for the disposal of wastewater so there is no potential impact regarding soil capabilities for wastewater disposal.

D. Impacts and Mitigation Measures

Impact GEO-1: Future development could be subjected to moderate to strong groundshaking.

Mitigation Measure GEO-1a: California Building Code and City of Tracy standards shall be applied as minimum standards for all construction.

Mitigation Measure GEO-1b: All structures shall be designed to withstand strong seismic ground shaking.

Mitigation Measure GEO-1c: Fill material shall meet requirements of City, County and State grading ordinances.

Significance after Mitigation: Less Than Significant

Impact GEO-2: Surficial soils on the site have a high shrink/swell potential and could result in differential settlement.

Mitigation Measure GEO-2: Highly expansive soils shall be removed or covered with non-expansive soils. Surface water control and specialized foundation systems shall be used.

Significance after Mitigation: Less Than Significant

Impact GEO-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 levels.

Mitigation Measure GEO-3: Applicable erosion control BMPs for the construction phase of the WinCo store and the Northern Parcel shall be implemented, including:

- ◆ Soil stabilization techniques such as: hydroseeding and short-term biodegradable erosion control blankets.
- ◆ Silt fences or some kind of inlet protection at downstream storm drain outlets.
- ◆ Post-construction inspection of all drainage facilities for accumulated sediment.

- ◆ Post-construction clearing of all drainage structures of debris and sediment.

Significance after Mitigation: Less Than Significant

E. Cumulative Impacts

As San Joaquin County continues to attract additional residents, the number of people and structures exposed to geologic and seismic hazards will also increase. Tracy itself will continue to grow, irrespective of the proposed General Plan update. Throughout the region, land use planning and building should comply with the CBC and other related County and State regulations. The Public Safety Element of the General Plan contains policies to mitigate these risks at the project level, and individual development would be reviewed for seismic safety prior to approval. Therefore, the proposed project would result in a less-than-significant cumulative geologic, soils or seismic hazard impact.

4.9 HYDROLOGY AND FLOODING

This section summarizes information on hydrology and flooding in the project area, and provides an evaluation of the effects the project would have on hydrologic resources and flooding.

A. Existing Setting

The city of Tracy is located within the San Joaquin River drainage system and typically receives lower amounts of rainfall relative to other locations within the region. Typical annual precipitation in the Tracy area is about 10 inches, which occurs primarily from November to April. Ground surface elevation is about five feet above mean sea level at the city's northern boundary.

The prevalent drainage pattern is overland flow in a northerly direction toward the Sacramento/San Joaquin Delta. Natural drainages and major human-made drainage and water conveyance facilities in and near Tracy include the Old River, Tom Paine Slough, Corral Hollow Creek, the California Aqueduct, Delta-Mendota Canal, and the Upper and Lower Main Canals. The natural streams and rivers are generally located on the north side of the city and outside the City's Sphere of Influence (SOI).

The project site is located in the 5,700-acre Westside Watershed, and the closest drainage to the site is the Old River. Old River is a part of the San Joaquin Delta, which ultimately drains into the San Francisco Bay and on into the Pacific Ocean.

1. Regulatory Setting

There are several laws and policy documents that affect the requirements and infrastructure needs for water quality and storm water discharge in the project area. The most important of these are described below.

a. Federal Water Pollution Control Act (commonly referred to as the Clean Water Act)

The Clean Water Act (CWA), initially passed in 1972, regulates the discharge of pollutants into watersheds throughout the nation. Section 402(p) of the act establishes a framework for regulating municipal and industrial storm water discharges under the NPDES Program. Section 402(p) requires that storm water associated with industrial activity that discharges either directly to surface waters or indirectly through municipal separate storm sewers must be regulated by an NPDES permit. On December 8, 1999, the US EPA circulated regulations requiring permits for storm water discharges from Small Municipal Separate Storm Sewer System operators, which includes the city of Tracy. Permits for small municipal storm sewer systems (MS4s) generally fall under the “Phase II” permits program, which regulate non-point source pollutants. In California, the NPDES Program is administered by the State (see below).

b. State Regulations and NPDES Permits

The State Water Resources Control Board (SWRCB) is responsible for implementing the CWA and does so through issuing NPDES permits to cities and counties through regional water quality control boards. Federal regulations allow two permitting options for storm water discharges (individual permits and general permits). The SWRCB elected to adopt a statewide general permit (Water Quality Order No. 2003-0004-DWQ) for small MS4s covered under the CWA to efficiently regulate numerous storm water discharges under a single permit. Permittees must meet the requirements in Provision D of the General Permit, which require development and implementation of a Storm Water Management Plan (SWMP) with the goal of reducing the discharge of pollutants to the maximum extent practicable. The State has approved the City of Tracy’s SWMP dated September 30, 2003, which is described below.

c. Local Regulations

i. *City of Tracy General Plan*

The City's General Plan contains policies related to water quality, groundwater, drainage, flooding and dam failure.

a) Water Quality

The Conservation Element contains a policy to control discharges of non-point source pollution such as urban runoff and construction site runoff to receiving waters. This policy also states that the City should be prepared to respond to upcoming regulatory requirements for storm water discharge permits (Policy CO 1.2).

b) Groundwater

Policies in the Public Facilities and Services Element and the Conservation Element address the protection of the groundwater basin from overdraft and groundwater supplies from water quality degradation (Policies PF 1.5 and CO 1.3).

c) Drainage

The General Plan's Land Use Element encourages urban development that is adjacent to existing City limits (Policy LU 8.6). Policies in the Public Facilities and Services Element require that planned development provide effective storm drainage facilities in accordance with existing design standards, meet the requirements of the existing Storm Drainage Master Plan, and integrate with bike paths, sidewalks and landscaping (Policies PF 1.11, 1.11.2 and 1.12).

These policies minimize new development in locations that could alter drainage patterns or stream alignments by focusing development in areas already impacted by urban development and away from remaining natural areas.

d) Flooding

The Safety Element of the General Plan includes policies to provide flood protection for existing and new development (Policies SA1, 1.2, 1.3). The City's Municipal Code requires that new construction and substantial im-

provements of residential structures have the lowest floor (including the basement) elevated to or above the base flood level. Non-residential structures must have their utility systems above the base-floor elevation (BFE) or be designed to be impermeable to water. In addition, the I-205 Corridor Specific Plan Amendment Design Standards state finished flood elevations must be set a minimum of one foot above the FEMA 100-year contour.

e) Dam Failure

To minimize risks associated with potential dam failure, the General Plan's Safety Element directs the City to coordinate with San Joaquin County to inspect and repair area levees in the event of seismic activity (Policy SA 1.4).

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

The Specific Plan addresses development in the floodplain by including design standards that development within the 100-year flood zone must conform to, and outlines the storm drainage system in the Plan area.

iii. City of Tracy Storm Drainage Master Plan, 1994

The City's most recent Storm Drainage Master Plan (SDMP), completed in 1994, states that open channels, detention ponds and integral components of the City's storm drainage facilities must be sized to accommodate a 100-year storm event. This is referred to as "100-year design capacity." Facilities that are not considered integral must be designed to accommodate the 10-year storm event.

iv. Supplements to the Storm Drainage Master Plan

Since the 1994 SDMP was adopted, development conditions in Tracy have changed substantially. As new development projects have arisen, the City has supplemented its 1994 plan with the following technical reports on storm drainage that include additional information and policy direction.

- ◆ *Plan "C" Storm Drainage Master Analysis*, Final Report April 1998.
- ◆ *Northeast Industrial Area Storm Drainage Analysis and Fee Justification Study*, Final Report revised October 1999.

- ◆ *Presidio Sub-basin Storm Drainage Analysis and Fee Justification Study*, Final Report October 1999.
- ◆ *Storm Drainage Analysis for South MacArthur Planning Area*, Final Report revised December 1999.
- ◆ *South ISP Storm Drainage Analysis*, Final Technical Report, July 2000.
- ◆ *City of Tracy Infill Properties Storm Drainage Analysis*, Final Technical Study and Fee Justification Report, December 2000.
- ◆ *Tracy Gateway Project Storm Drainage Analysis and Supplement to the SDMP*, April 2002.
- ◆ *Storm Drainage Master Plan Supplement No. 1, Westside Channel Outfall System Final Environmental Impact Report*, certified by the Tracy City Council on April 3, 2001.

v. *City of Tracy Storm Water Management Plan, 2003*

Tracy's Storm Water Management Plan (SWMP) establishes Best Management Practices (BMPs) to limit to the Maximum Extent Practicable (MEP) the discharge of pollutants from the City storm sewer system. The plan was written to comply with Section 402(p) of the CWA and Provision D as written in the 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. The SWMP must include the following six minimum control measures:

- ◆ Public Education and Outreach on Storm Water Impacts
- ◆ Public Involvement/Participation
- ◆ Illicit Discharge Detection and Elimination
- ◆ Construction Site Storm Water Runoff Control
- ◆ Post-Construction Storm Water Management in New Development
- ◆ Redevelopment and Pollution Prevention/Good Housekeeping for Municipal Operations.

vi. Proposed General Plan Update

The proposed General Plan Safety Element includes goals, objectives, policies and actions about flooding. The element identifies conditions where development projects can be built in the 100-year flood zone. Element policy states that development shall only be allowed if it will not create a danger to life and property, create difficult emergency vehicle access, create excessive costs in providing governmental services during and after flood conditions, interfere with the existing water flow capacity, increase erosion and/or sedimentation, contribute to the deterioration of any watercourse or negatively impact the quality of water in any body of water. The policies also state that the City shall prevent the construction of flood barriers within the 100-year flood zone that will divert water on increase flooding in other areas.¹

2. Groundwater

Water supply for the city of Tracy includes both groundwater and surface water, as discussed in Chapter 4.4 Infrastructure. In 2003, groundwater supply comprised 41 percent, or 2.2 billion gallons, of the total Tracy water supply. Wells pump groundwater from underneath aquifers, which are recharged or refilled naturally by rainfall.²

3. Drainage and Storm Water

Surface runoff generated within the I-205 Specific Plan Area is currently collected by a storm water drainage system that eventually discharges into Old River, which is located about two miles northwest of the project site. Tracy's storm water drainage system is managed by the City's Public Works Department. Storm water drains through open channels, storm drains, detention basins, and closed conduits owned, operated, and maintained by the City.

¹ *City of Tracy General Plan: City Council/Planning Commission Review Draft*, October 7, 2004, pages 8-6 to 8-7.

² City of Tracy website, Water Quality, Safe Drinking Water Act, http://www.ci.tracy.ca.us/departments/public_works/water_quality/, accessed December 7, 2004.

The project area is within the I-205 Corridor Specific Plan area, which contains its own storm drainage system that includes a series of pipes, and a large detention basin with a pump station and force main.³ The Specific Plan area drainage system was designed and built to accommodate storm water runoff at buildout of the I-205 Corridor Specific Plan.⁴ The existing public detention basin 10 (DET 10), which is located approximately 900 feet north of the northern boundary of the project site, was recently expanded with construction of DET 11 as a part of construction of the Westside Channel Outfall System project. The storm drainage channel on the west side of the Auto Mall that connects to detention basins 10 and 11 was recently completed, while the force main from the detention basin to Old River was completed approximately 10 years ago.⁵ The expanded detention basin, pump station and force main, now serve both the I-205 Corridor Specific Plan area and relevant portions of the Westside Channel Watershed.⁶

Storm water at the project site drains by surface flow to the north and eventually discharges to Pavilion Parkway, which is the site of recent drainage improvements. As noted in the Project Description, a storm drain system on the Southern Parcel would be constructed to convey surface water runoff to on-site catch basins or curb inlets and then to the existing storm drain system. Grease interceptors would be installed in the project's parking lot to retain accumulations of grease and other materials from parking surfaces. The property owner would be responsible for maintenance of these grease interceptors.

³ City of Tracy, *I-205 Corridor Specific Plan Amendment*, 1999, page 3-19.

⁴ City of Tracy Public Works Department, personal communication, December 16, 2004.

⁵ City of Tracy Public Works Department, personal communication, December 9, 2004.

⁶ Nelson, Jim, Storm Water Consulting, Inc., personal e-mail communication September 7, 2005.

Site improvements for the WinCo grocery store site that would affect existing drainage patterns include laying foundations, asphalt paving of the parking areas, landscaping, and installation of facilities for drainage.

4. Flooding

Flood hazards in San Joaquin County are related to dam failures, levee failures in the Delta, and 100-year floods. Flooding is controlled by a system of dams, dikes, spillways and reservoirs. Dam and levee-related flooding is discussed in the next section.

Floodplain zones are determined by the Federal Emergency Management Agency (FEMA) and used to create Flood Insurance Rate Maps (FIRMs) designating these areas. These tools assist cities in mitigating flooding hazards through land use planning. FEMA also outlines specific regulations for any construction, whether residential, commercial, or industrial within 100-year floodplains.⁷

The most recent FIRM for the city of Tracy is dated June 18, 1987. The majority of land within the City limits is in Zone X, the designation for lands outside of the 100-year floodplains. Two areas along the northern portion of the city, which includes the Northern Parcel and a slight portion of the Southern Parcel, fall within Zone A, which indicates the 100-year floodplain, as shown in Figure 4.9-1. The majority of the SOI north of the city also falls within the 100-year floodplain, from flooding of lower reaches of the San Joaquin River, including Old River.

⁷ The 100-year floodplain is the area that has a one percent chance of being inundated during any particular 12-month period. The risk of this area being flooded in any century is one percent but statistically the risk is almost 40 percent in any 50-year period.

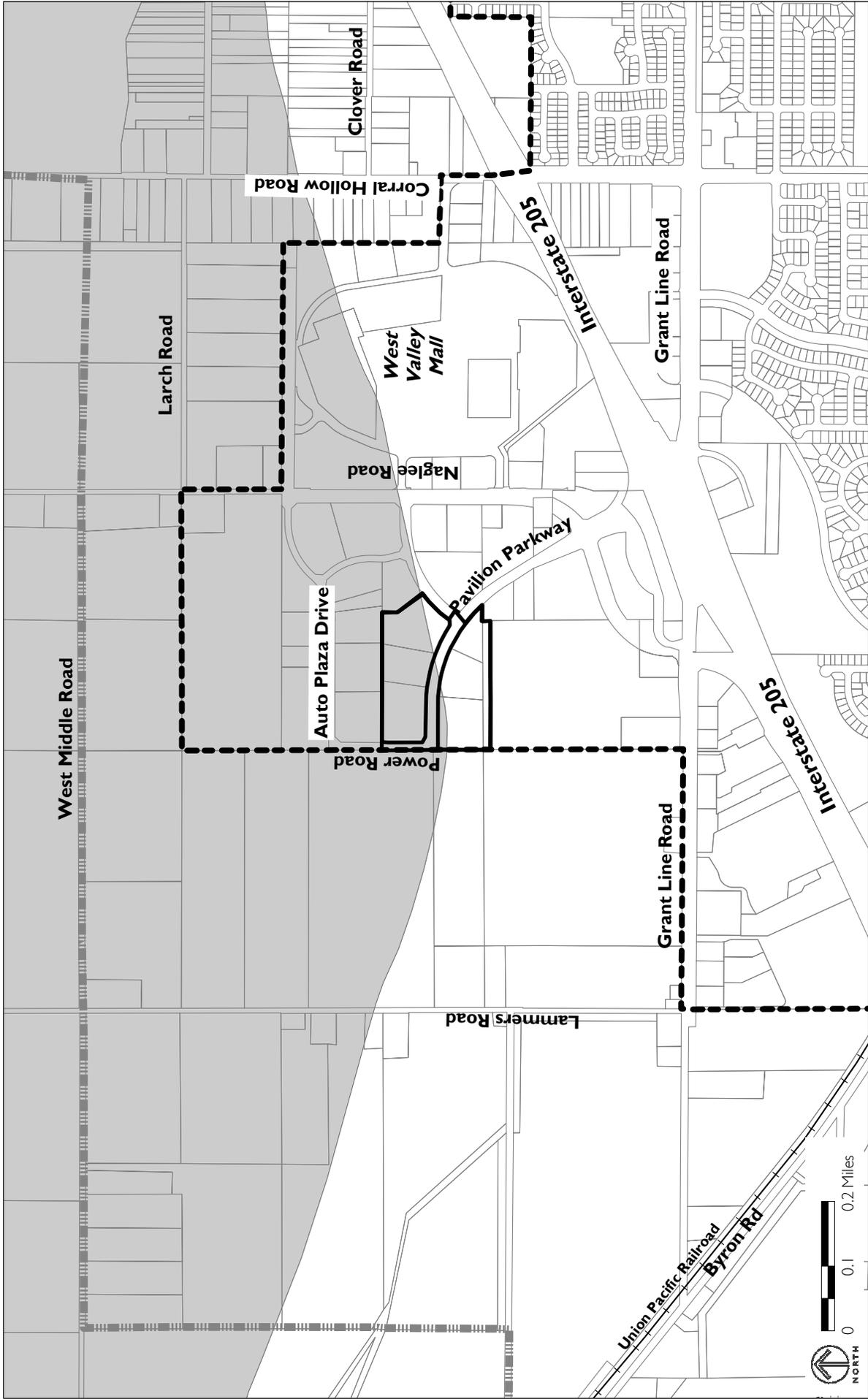


FIGURE 4.9-1

FEMA FLOODPLAIN

For lands west of Corral Hollow Road, the FEMA designated flood elevation of 11 feet above mean sea level results in 100-year flooding from 0 feet at the south end of the flood plain to approximately 6.5 feet in depth at the northern limits of the Specific Plan area.⁸

5. Dam Failure

Some areas within Tracy have the potential to be affected by dam failure inundation from the San Luis dam in Merced County and the New Melones dam in Calaveras County, as shown in Figure 4.9-2. This includes the Northern Parcel and the northern portion of the Southern Parcel, which are over 50 miles away from the dams themselves. In addition, portions of San Joaquin County could be subject to flooding due to seiches resulting in levee failure.

Dam failure could result from structural instability caused by improper design or construction, instability resulting from seismic shaking, or overtopping and erosion of the dam. However, the potential for flooding from dam failure for areas in Tracy north of I-205 is considered moderate.⁹ Dams higher than 25 feet or with storage capacities over 50 acre-feet¹⁰ of water are regulated by the California Dam Safety Act.¹¹

The potential for levee failure is greatest in the Delta where levees are constructed of unstable materials like peat soil and silt. As reported in a recent State report, only isolated areas of the western-most levees would completely fail.¹² The project site is not located near these levees.

⁸ City of Tracy, *I-205 Corridor Specific Plan EIR*, 1990.

⁹ City of Tracy, *Final Environmental Impact Report for the City of Tracy Urban Management Plan/General Plan 1993*, page 247.

¹⁰ An acre-foot (af) is the amount of water needed to cover an acre of land with a foot of water.

¹¹ State of California, Department of Water Resources, Division of Safety of Dams, 1993, *Statutes and Regulations Pertaining to Supervision of Dams and Reservoirs*.

¹² San Joaquin Council of Governments, *2004 RTP Program EIR*, retrieved from: <http://www.sjcog.org/uploaded/3-11-Water2.pdf>. December 9, 2004..

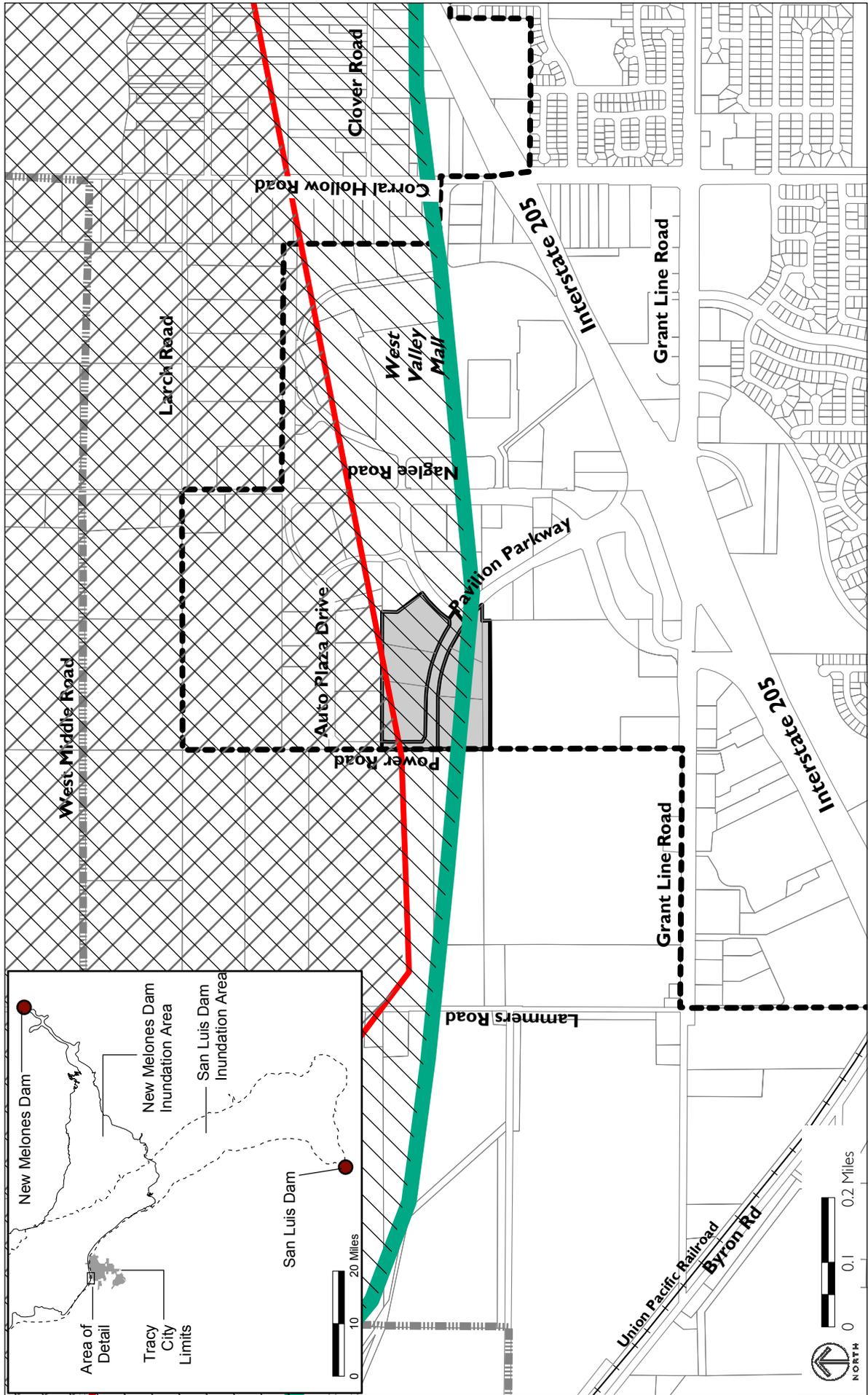


FIGURE 4.9-2

DAM INUNDATION AREAS

Sphere of Influence
 City Limit
 Project Location

Area inundated by failure of New Melones Dam
 Area inundated by failure of San Luis Dam
 Area that would be inundated by failure of both dams

Source: California Office of Emergency Services

6. Tsunami, Seiche and Mudflow

A tsunami is a large sea wave generated by earthquakes. These waves travel across the ocean at hundreds of miles an hour and are capable of causing waves cresting tens of feet high. Since Tracy has no ocean frontage and is located inland across several mountain ranges, there is no risk of tsunami in the project area.¹³

A seiche is a wave generated in a bay or lake, which can be compared to the back-and-forth sloshing of water in a tub. Seiches can be caused by winds, changes in atmospheric pressure, underwater earthquakes, or landslides into the water. Bodies of water including reservoirs, ponds, and swimming pools are likely to experience seiche waves up to several feet in height during a strong earthquake. Some potential seiche risk has been identified for the city of Tracy due to overtopping of the San Luis Reservoir dam or other enclosed body of water during a seismic event. The hazard level corresponds to the level of hazard for ground shaking.¹⁴ In addition, the project area is not near any physical or geologic features, such as a volcano or hillsides, that would pose a mudflow hazard.

B. Standards of Significance

The proposed project would have a significant impact on hydrology and flooding if it would:

- ◆ Violate any water quality standards or waste discharge requirements.
- ◆ Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which

¹³ City of Tracy, *Final Environmental Impact Report for the City of Tracy Urban Management Plan/General Plan 1993*, page 247.

¹⁴ City of Tracy, *Final Environmental Impact Report for the City of Tracy Urban Management Plan/General Plan 1993*, page 247.

would not support existing land uses or planned uses for which permits have been granted).

- ◆ 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.
- ◆ 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 which would result in flooding on- or off-site.
- ◆ Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.
- ◆ Otherwise substantially degrade water quality.
- ◆ Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.
- ◆ Place within a 100-year flood hazard area structures which would impede or redirect flood flows.
- ◆ Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.
- ◆ Inundation by seiche, tsunami, or mudflow.

C. Impact Discussion

Construction in the project area would be subject to follow the same local, State and federal policies, programs and regulations to mitigate water quality, storm water runoff and flood hazard impacts under the proposed project as would development under both the current and proposed General and Specific Plan designations. Furthermore, the project area was included in the

Storm Water Management Program and the I-205 Corridor Specific Plan storm drainage system, which was designed to carry maximum storm water volumes at building out the Specific Plan area.

1. Water Quality Standards

Development in the project area would be required to follow local, State and federal policies and programs that regulate water quality.

a. General Plan and Specific Plan Amendments

The amendments would not result in impacts to water quality as the type and intensity of development impacts with or without the amendments are essentially the same. Furthermore, the City's Storm Water Management Program contains Best Management Practices (BMPs) related to illicit discharge and construction site runoff, for example, that would ensure that water quality standards are met. Therefore, impacts of the amendments related to water quality standards would be less than significant.

b. WinCo Grocery Store

Construction of a WinCo grocery store could impact downstream sedimentation, and water quality impacts may occur due to grading and construction activities of the WinCo store. There are local, State and federal policies in place to minimize these impacts, and therefore, any increase in urban runoff from an increase in impervious surfaces resulting from urban development is unlikely to violate water quality standards in existing drainage ditches or detention pond or downstream to Old River. The on-site drainage system has been designed to carry runoff to the storm drainage system designed to handle buildout of the project area. There is on-site treatment of runoff, such as grease traps, as well as construction BMPS, such as procedures for construction site plan review, site inspections, public reporting and notification of specific requirements that reduce potential impacts to water quality to a less-than-significant level.

2. Groundwater

Groundwater wells provide some of the city's water supply, but the City is not reliant on the groundwater supply. Chapter 4.4 Infrastructure includes more information about water supply.

a. General Plan and Specific Plan Amendments

The proposed amendments would result in less-than-significant groundwater impacts, as the type and intensity of development with or without the amendments is essentially the same. Furthermore, there would be no reliance on groundwater for a water supply.

b. WinCo Grocery Store

The City of Tracy would supply water to the proposed WinCo store, as described in Chapter 4.4 Infrastructure. There is sufficient water to serve the proposed project and therefore potential impacts related to groundwater supplies and recharge are less than significant.

3. Drainage and Storm Water

Development in the project area would be required to follow local, State and federal policies, programs and regulations to mitigate any alterations to the existing drainage system that lead to erosion, siltation or flooding, increase in storm water runoff, and reduction of quality of runoff water. In addition, implementation of the Storm Drainage Master Plan and Storm Water Management Program, which are listed above, would mitigate the potential for impacts from increased storm water runoff. Furthermore, the Interstate 205 storm water drainage system in the project area, which includes a detention pond that minimizes high volumes of runoff to receiving waters, a pump station and force main, has been designed to handle runoff at buildout of the I-205 Corridor Specific Plan area. This includes development of both the Northern and Southern parcels, neither which are located adjacent to an existing stream or other waterway. The storm water detention basins improve water quality through treatment of runoff and control the release of storm water discharges into Old River.

a. General Plan and Specific Plan Amendments

Future development on the Northern Parcel under the existing or proposed General Plan and Specific Plan designations would alter the existing drainage pattern and increase the amounts of runoff, although the type and intensity of development with or without the proposed amendments is essentially the same. However, the existing storm drainage system was designed to carry storm water from buildout of the project area, and would therefore reduce this potential impact to a less than significant level. In addition, future development of the site would be subject to City review to verify that the on-site drainage system is designed to accommodate increased flows on the site.

b. WinCo Grocery Store

Site development would alter the existing drainage pattern of the area as urban uses are constructed. The proposed on-site drainage and detention system for the WinCo project conveys surface water runoff to on-site catch basins or curb inlets and connects to existing storm drain inlets that carry storm water to a storm drainage system designed to carry storm water from buildout of the project area. Therefore, impacts related to changes in drainage pattern and runoff would be less than significant.

4. Flooding and Dam Failure

Flooding and dam failure could affect both parcels in the project area, although the majority of the Southern Parcel is not at risk from flooding or inundation. Flooding risks to the project area exist as a result of flooding from the Old River, or failure of the San Luis or New Melones dams.

As discussed above, the Northern Parcel and a portion at the northern edge of the Southern Parcel are within the 100-year floodplain. Changing the land use designation for the Northern Parcel would not affect impacts from flooding as a similar type of development is already allowed in the area. Housing is not proposed for the project area and any other structures placed in the 100-year floodplain, such as the proposed WinCo grocery store, would have to comply with City policies that minimize the risk of exposing people or property to flood hazards, and floodplain regulations related to new construction.

Therefore, potential impacts associated with flooding would be less than significant.

The failure of the dam at San Luis Reservoir or the New Melones dam in the event of an earthquake has the potential to create flooding, although risk of dam failure is small because of regulation by the Dam Safety Act. In addition, the project area is located at the far end of both dam inundation areas and the dam inundation areas are similar to the 100-year floodplain, where development must comply with regulation that minimized risk from flooding. Therefore, the potential impact of changing land use designation or allowing development is considered to be less than significant.

The project area is not located in close proximity to Delta levees nor does it propose the construction of levees or dikes. Therefore, potential impacts from levee failure or impeded or redirected flood flows resulting from new levees would be less than significant.

5. Tsunami, Seiche and Mudflow

Potential impacts of seiche, tsunami and mudflow apply equally to both the Northern and Southern parcels of the project area. As previously mentioned, Tracy is at no risk from a tsunami and low risk from a seiche, and the implementation of the proposed General Plan and Specific Plan amendments, and the WinCo store would not be expected to increase exposure to these risks. In addition, no development is proposed in the hillsides, where there is a risk of mudflow. Therefore, potential impacts associated with seiche, tsunami or mudflow would be less than significant.

D. Impacts and Mitigation Measures

Since no significant hydrology, water quality or flooding-related impacts were identified, no mitigation measures are required.

E. Cumulative Impacts

Regional growth has the potential to result in adverse cumulative impacts to hydrology and flooding, including decreased water quality, increased storm water runoff and by exposing additional people and structures to flood risk.

1. Water Quality Standards

Additional regional development should comply with existing federal, State and local regulations and standards for water quality, such as the National Pollutant Discharge Elimination System (NPDES), that control runoff levels, especially in association with new development. Furthermore, the City's Storm Water Management Program contains Best Management Practices (BMPs) related to illicit discharge and construction site runoff, for example, that ensure that water quality standards are met. Therefore, any cumulative impacts to water quality standards or waste discharge requirements would be less than significant.

2. Groundwater

Additional development in Tracy would increase demand for water. As discussed in Chapter 4.4 Infrastructure, the Urban Water Management Plan governs the supply and distribution of water and ensures that groundwater resources in the city are not substantially depleted and that development does not substantially interfere with groundwater recharge. All new development, including the proposed project, would be subject to the requirements in this plan. Therefore, cumulative impacts related to groundwater would be less than significant.

3. Drainage and Storm Water

Additional regional development would increase pollution levels in runoff, as runoff from scattered sources converge in downstream waterways, resulting in potentially significant cumulative impacts to receiving waters. Increased erosion and sediment from construction activities would also result in potentially significant impacts to water quality.

Storm water for the proposed project and other projects within the I-205 Corridor Specific Plan area would drain into the storm water system built for the Specific Plan area. It would not affect storm water or drainage for projected projects outside that area which are serviced by other storm water systems. Drainage and storm water for the proposed project and all projected cumulative projects in the city would be required to follow federal, State and local policies, programs and regulations to mitigate any alterations to the existing drainage system that lead to erosion, siltation or flooding, increase in storm water runoff, and reduction of the quality of runoff water. In addition, implementation of the Storm Drainage Master Plan and Storm Water Management Program would mitigate the potential for impacts from increased storm water runoff. Therefore, cumulative impacts related to drainage and storm water would be less than significant.

4. Flooding and Dam Failure

Although cumulative growth would result in an increase in the number of people who could be exposed to flooding or dam failure hazards, regional development must comply with the FEMA regulations for lands identified within floodplains, and local development also has to comply with local floodplain regulations. These policies and regulations would reduce potential cumulative impacts to a less-than-significant level.

5. Tsunami, Seiche and Mudflow

As mentioned above, Tracy is at no risk from a tsunami and low risk from a seiche. Additionally, only development to the north of the City limits would be subject to risk from seiche and development is planned for within City limits. Therefore, there cumulative impacts related to tsunami or seiche are less than significant. Since the project does not have any impacts related to mudflow, it could not add to any cumulative mudflow impact.

CITY OF TRACY
WINCO DRAFT EIR
HYDROLOGY AND FLOODING

4.10 BIOLOGICAL RESOURCES

This chapter summarizes information on biological resources on the project site and provides an evaluation of the effects of the proposed project on sensitive resources. A summary of the existing regulatory setting which provides for the protection and conservation of important biological resources begins this chapter.

A. *Existing Setting*

The Tracy Planning Area supports a diversity of biological resources. The generally mild climate and rural location, as well as the presence of several waterways create an ideal setting for many types of habitats. These habitats provide food, protection and movement corridors for many species.

1. **Regulatory Setting**

a. Federal

On the federal level, the US Fish and Wildlife Service (USFWS) is responsible for protecting terrestrial and freshwater organisms through implementation of the federal Endangered Species Act¹ and the Migratory Bird Treaty Act, and the National Marine Fisheries Service (NMFS) is responsible for protecting anadromous fish and marine wildlife. The US Army Corps of Engineers (Corps) has primary responsibility for protecting wetlands under Section 404 of the Clean Water Act.

b. State

At the State level, the California Department of Fish and Game (CDFG) is responsible for administering the California Endangered Species Act (CESA), and for protecting streams and water bodies through the Streambed Alteration Agreement process under Section 1601-1606 of the California Fish and

¹ The federal Endangered Species Act (ESA) of 1973 declares that all federal departments and agencies shall utilize their authority to concern endangered and threatened plant and animal species. The California Endangered Species Act (CESA) of 1984 parallels the policies of the ESA and pertains to California species.

Game Code. Certification from the California Regional Water Quality Control Board is also required when a proposed activity may result in discharge into navigable waters, pursuant to Section 401 of the Clean Water Act and US EPA Section 404(b)(1) Guidelines.

i. California Fish and Game Code

Under the California Fish and Game Code, the CDFG provides protection from “take” for a variety of species. Species that are designated “fully protected” are protected against direct impacts. Section 5050 lists protected amphibians and reptiles. Eggs and nests of all birds are protected under Section 3503, nesting birds (including raptors and passerines) under Sections 3503.5 and 3513, birds of prey under Section 3503.5, and fully protected birds under Section 3511. All birds that occur naturally in California and are not resident game birds, migratory game birds, or fully protected birds are considered non-game birds and are protected under Section 3800. Mammals are protected under Section 4700.

ii. California Native Plant Protection Act

The California Native Plant Protection Act of 1977 prohibits importation of rare and endangered plants into California, “take” of rare and endangered plants, and sale of rare and endangered plants. CESA defers to the California Native Plant Protection Act, which ensures that State-listed plant species are protected when State agencies are involved in projects subject to CEQA. In this case, plants listed as rare under the California Native Plant Protection Act are not protected under CESA but rather under CEQA.

c. Local

i. San Joaquin County Multi-Species Habitat Conservation & Open Space Plan

The San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) is administered by a Joint Powers Authority consisting of members of the San Joaquin County Council of Governments (SJCOG). The 50-year plan addresses impacts to 97 special-status plant, fish and wildlife species found in 52 vegetative communities that occur in scattered localities throughout San Joaquin County. The SJMSCP compensates for conversions

of open space for a wide variety of ground disturbing activity, including urban development.

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, resolution, 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 SJMSCP] and pursuant to the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA), the Planning and Zoning Law, the State Subdivision Map 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 dated November 15, 2000 and certified by the San Joaquin Council of Governments on December 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 USFWS as established in City Council Resolution 91-928, which satisfies the requirements of the SJMSCP.

ii. City of Tracy General Plan

City policies regarding the protection of biological resources are found in the Open Space Element of Tracy’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.

iii. Proposed General Plan Update

The Open Space and Conservation Element of the proposed General Plan provides policies for the protection of rare, endangered and threatened plant and animal species. Policies require that new development meet all federal, State and regional regulations for habitat and species protection, including the SJMSCP. The Element also includes a policy that encourages new development to incorporate native vegetation into landscape plans, instead of non-native, invasive species.²

2. Biological Resources

Prior to conducting a field survey of the site, the California Natural Diversity Database³ (CNDDDB) was reviewed for occurrence records of special-status species and habitats known in the project area. The CNDDDB review included the nine 7.5-minute USGS quadrangle maps that surround the project area: Union Island, Tracy, Midway, Clifton Court Forebay, Woodward Island, Holt, Stockton West, Lathrop, and Vernalis. The USFWS database of threatened and endangered species for San Joaquin County was also reviewed.⁴ Database records were evaluated based on previous biological surveys conducted in the project vicinity. The SJMSCP⁵ was reviewed to determine the conservation status of the project area and to determine if any specific requirements would be applicable to the proposed WinCo development.

² *City of Tracy General Plan: City Council/Planning Commission Review Draft*, October 7, 2004, pages 6-18 to 6-19.

³ CDFG, 2004, *California Natural Diversity Database*, Department of Fish and Game, Wildlife & Habitat Data Analysis Branch.

⁴ USFWS, 2004, *Federal Endangered and Threatened Species that may be Affected by Projects in San Joaquin County*. (http://sacramento.fws.gov/es/spp_lists/coListFormPage.cfm) Updated August 11, 2004, accessed December 13, 2004.

⁵ SJCOG, 2000, *San Joaquin Multi-Species Habitat Conservation and Open Space Plan*, SJCOG, Stockton, CA.

On December 11, 2004, GANDA biologists Joseph Drennan and Jason Minton conducted a survey of the project area. During the survey, they walked over the entire project area and recorded notes on the dominant plant species, habitat types, and features considered important to special-status wildlife species.

The Northern and Southern Parcels are dominated by ruderal vegetation. Dominant species included riggut (*Bromus diandrus*), fiddleneck (*Amsinckia menziesii* v. *intermedia*), shortpod mustard (*Hirschfeldia incana*), common chickweed (*Stellaria media*), filaree (*Erodium botrys*), checker mallow (*Sidalcea malviflora*), bristly oxtongue (*Picris echioides*), milk thistle (*Silybum marianum*), yellow star-thistle (*Centaurea solstitialis*), and Russian thistle (*Salsola iberica*). The topography on both parcels was flat except for an approximately 5 x 35-meter mound of fill material located on the Southern Parcel.

The project area was surrounded by developed areas and agricultural fields. To the south and east were developed shopping centers and automotive dealerships, and to the west was a fallow agricultural field. Immediately north of the project area was a parcel that was recently graded and prepared for development. A shallow agricultural ditch formed the eastern boundary of the project area. Although no formal wetland assessment was conducted, this ditch is unlikely to qualify as a jurisdictional wetland or waters of the United States, because it was dry, lacked hydrophytic vegetation, and appeared to be constructed in an upland field.

Wildlife species observed during the site visit included rough-legged hawk (*Buteo lagopus*), American kestrel (*Falco sparverius*), burrowing owl (*Athene cunicularia*), mourning dove (*Zenaidura macroura*), western meadowlark (*Sturnella neglecta*), white-crowned sparrow (*Zonotrichia leucophrys*), savannah sparrow (*Passerculus sandwichensis*), common raven (*Corvus corax*), black-tailed jackrabbit (*Lepus californicus*), and California ground squirrel (*Spermophilus beecheyi*).

During the site visit, no trees were observed on either parcel that would be provided protection as a “special tree” under the City of Tracy’s Subdivision Ordinance, the only relevant local ordinance identified.

a. Special-Status Biological Resources

The project area has low to no potential to support any special-status plants because no undisturbed natural habitats occur on the site. The project area was used for agriculture in the past and appears to have been disked regularly to keep the vegetation maintained. Most special-status wildlife species are unlikely to occur at the project site because essential habitat features are lacking. California tiger salamander (*Ambystoma californiense*), a federally-acknowledged threatened species, is recorded in the county⁶ but is unlikely to occur on the project site because there is no aquatic habitat nearby that is suitable for breeding. The San Joaquin kit fox (*Vulpes macrotis mutica*) is a wide-ranging carnivore that has been documented in the project vicinity and could occur in the project area. The nearest record listed in the CNDDDB is approximately 4.6 miles from the project site. Although it is possible that kit fox could occur at the project site, it is unlikely because the site lacks suitably-sized burrows required by kit fox and the surrounding development diminishes habitat quality relative to undeveloped areas in the vicinity. Similarly, other special status wildlife identified during the database review are considered to have low probability of occurring at the project site because of the surrounding development and lack of important habitat features associated with their preferred habitats. The only species considered further are the burrowing owl (*Athene cunicularia*) and Swainson’s hawk (*Buteo swainsoni*).

i. Burrowing Owl

Two burrowing owls were documented on the project site during the field survey. The owls were observed near the center of the Northern Parcel of the project area. The burrow where the owls were first observed appeared to

⁶ USFWS, 2004, *Federal Endangered and Threatened Species that may be Affected by Projects in San Joaquin County*, available at http://sacramento.fws.gov/es/spp_lists/coListFormPage.cfm. Updated August 11, 2004, accessed December 13, 2004.

have been used frequently by one or more owls based on the presence of owl sign (e.g. whitewash (excrement) and regurgitated pellets). Although the survey was not timed appropriately to determine nesting status of these owls, it is likely that they are a mated pair and that they might attempt to nest on the site in the 2005-breeding season. The burrow where the owls were observed was approximately 250 feet north of the south side of Pavilion Parkway.

ii. Swainson's Hawk

Swainson's hawk is a California State Threatened species and is protected by the Migratory Bird Treaty Act. No Swainson's hawks, nor suitable nesting trees, were observed during the site survey; however, the project area is considered foraging habitat for the species. CDFG guidelines consider annual grassland habitat within 10 miles of known nests as potential foraging habitat.⁷ The database search resulted in multiple CNDDDB records⁸ within that distance from the project area. In addition, the Draft Initial Study for the I-205 Corridor Specific Plan Amendment and General Plan Amendment⁹ identified the project area as Swainson's hawk foraging habitat.

B. Standards of Significance

The proposed project would result in a significant impact on biological resources if it would:

- ◆ 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 CDFG or USFWS.

⁷ CDFG, 1993, *Draft Mitigation Guidelines for Swainson's Hawks (Buteo swainsoni) in the Central Valley of California*, CDFG, Unpublished report.

⁸ CDFG, 2004, *California Natural Diversity Database*, Department of Fish and Game, Wildlife & Habitat Data Analysis Branch.

⁹ City of Tracy, 2002, *Robertson/Trask Draft Initial Study for the I-205 Corridor Specific Plan Amendment and General Plan Amendment*.

- ◆ 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 CDFG or USFWS.
- ◆ 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.
- ◆ 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 site; and
- ◆ Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

C. Impact Discussion

1. General Plan and Specific Plan Amendments

Construction of a project on the Northern Parcel would adversely affect the burrowing owl pair nesting on the site. This is considered a significant impact. The burrowing owl is a California species of special concern, a federal species of concern, and is protected under the Migratory Bird Treaty Act. The breeding season for the burrowing owl is considered to extend from February 1 to August 31.¹⁰

¹⁰ CDFG, 1995, *Staff Report on Burrowing Owl Mitigation*, CDFG, Unpublished report.

The CDFG recommends a 165-foot buffer surrounding owls during the non-breeding season and a 250-foot buffer during the breeding season.¹¹ Actual buffer distances should be confirmed through consultation with the CDFG. The buffer should be maintained until the owls are confirmed to have abandoned the site or fledged young are deemed capable of surviving without the natal burrow. Alternatively, the CDFG provides that the owls can be passively relocated by biologists prior to the breeding season, and development can occur without further avoidance efforts.¹²

Passive relocation involves installation of one-way doors into all suitable burrows at the project site and within 165 feet of potential disturbance. The one-way doors allow animals inside the burrow to leave but not reenter. After relocation, the burrows can be excavated by hand or disked by machinery to destroy the burrows and render the project area unsuitable for owls.

Consultation with the CDFG would be required to determine if the agency would consider the distance between the project site and the nest as adequate buffer. Alternatively, the burrowing owl pair could be passively relocated by a qualified biologist, in consultation with the CDFG.

2. Northern Parcel

The Northern Parcel has low potential to support most special status wildlife and plant species. The only significant issue identified during the literature review and site visit was the burrowing owl, and the site was previously identified as potential Swainson's hawk foraging habitat. Development on the Northern Parcel would not adversely affect riparian habitats or other sensitive natural communities, nor would it adversely affect federally protected wetlands.

¹¹ CDFG, 1995, *Staff Report on Burrowing Owl Mitigation*, CDFG, Unpublished report; California Burrowing Owl Consortium (CBOC), 1993, *Burrowing Owl Survey Protocol and Mitigation Guidelines*, Technical Report, CBOC, Alviso, CA.

¹² CDFG, 1995, *Staff Report on Burrowing Owl Mitigation*, CDFG, Unpublished report; CBOC, 1993, *Burrowing Owl Survey Protocol and Mitigation Guidelines*, Technical Report, CBOC, Alviso, CA.

3. Southern Parcel

The Southern Parcel has low potential to support most special-status wildlife and plant species. The only significant issue identified during the literature review and site visit was the burrowing owl and the site was previously identified as potential Swainson's hawk foraging habitat. Development on the Southern Parcel would not adversely affect riparian habitats or other sensitive natural communities, nor would it adversely affect federally protected wetlands.

D. Impacts and Mitigation Measures

Impact BIO-1: Development activity on either the Northern or Southern Parcel could adversely affect the burrowing owl pair nesting on the Northern Parcel, if site improvements are made during the breeding season which is between February 1 and August 31. Modifying the habitat of a species listed as a California species of special concern and a federal species of concern, and protected under the Migratory Bird Treaty Act constitutes a *significant* impact.

Mitigation Measure BIO-1: The project proponent shall consult with the CDFG on an appropriate buffer for avoiding impacts to burrowing owls during the 2005 breeding season (February 1 to August 31), if construction is proposed during that time. Alternatively, the owls shall be passively excluded by a qualified biologist, in consultation with the CDFG prior to the breeding season. If construction is proposed after the 2005 nesting season, then an additional field survey shall be conducted to determine the absence or presence of the species, prior to issuance of development permits on the property.

Significance after Mitigation: Less Than Significant

Impact BIO-2: Development on the Northern and Southern Parcels could adversely affect Swainson's hawk foraging habitat. The Swainson's hawk is a species covered by the SJMSCP. 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 measure is required beyond participation in the SJMSCP, and payment of \$2,100 per acre as established in City Council Resolution 91-928, which satisfies the requirements of the SJMSCP.

E. Cumulative Impacts

Construction of the WinCo store on the Southern Parcel and the buildout of the Northern Parcel, along with other projects in Tracy, are proposed to take, or are taking place, on previously undeveloped agricultural land. Construction on the Northern and Southern parcels would permanently remove 18.8 acres of former agricultural land that provides habitat for the threatened Swainson's hawk and burrowing owl. Sensitive biological resources will be impacted by continued growth within the county. The SJMCP was created and adopted to address both the project and cumulative impacts to biological resources, including the burrowing owl and Swainson's hawk. The City's continued participation in the SJMSCP, and the continued collection and application of mitigation fees for the purpose of preserving agricultural lands as foraging territory would reduce the cumulative impacts to a less-than-significant level.

4.11 AIR QUALITY

This section describes the impacts of the proposed project on local and regional air quality. This section was prepared using methodologies and assumptions recommended within the air quality impact assessment guidelines of the San Joaquin Valley Air Pollution Control District (SJVAPCD). In keeping with these recommendations, this section describes existing air quality, construction-related impacts, direct and indirect emissions associated with the project, the local and regional impacts of these emissions, and mitigation measures warranted to reduce or eliminate any identified significant impacts.

A. Existing Setting

The project is located in the San Joaquin Valley 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.¹

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 Fahrenheit, with lows in the 60's. In winter daytime temperatures are usually in the 50's, with lows around 35 degrees. Radiation fog, ground fog caused by cooling of the earth's surface, 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

¹ San Joaquin Valley Unified Air Pollution Control District (SJVAPCD), 1998, *Guidance for Assessing and Mitigating Air Quality Impacts*.

months. Winds in the fall and winter are generally lighter and more variable in direction.²

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.

1. Regulatory Setting

This section summarizes the federal, State and local regulations affecting air quality.

a. Federal and State Regulations

The following section describes ambient air quality standards for common pollutants, as established by the United States Environmental Protection Agency (EPA) and the California Air Resources Board (CARB).

i. Ambient Air Quality Standards

These ambient air quality standards represent safe levels of contaminants 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.³

Federal and State of California ambient air quality standards for important pollutants are summarized in Table 4.11-1. The federal and State ambient standards were developed independently with differing purposes and methods, although both processes shared the goal of avoiding health related effects.

² CARB, 1974, *Climate of the San Joaquin Valley Air Basin*.

³ CARB, *Ambient Air Quality Standards*, May 6, 2005.
(<http://www.arb.ca.gov.aq/aaqs2.pdf>)

TABLE 4.11-1 **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 ug/m ³	20 ug/m ³
	24-Hour	150 ug/m ³	50 ug/m ³
PM _{2.5}	Annual	15 ug/m ³	12 ug/m ³
	24-Hour	65 ug/m ³	--
Lead	30-Day Average	--	1.5 ug/m ³
	3-Month Average	1.5 ug/m ³	--

Notes: ppm = parts per million; ug/m³ = Micrograms per Cubic Meter.

Source: CARB 2005

As a result, the federal and State standards differ in some cases. In general, the State standards are more stringent, particularly for ozone and particulate matter (PM_{2.5} and PM₁₀) pollutants.

Particulate matter is unhealthy to breathe and has been associated with premature mortality and other serious health effects. Particles smaller than 10 micrometers in diameter (PM₁₀) pose a health concern because they can be inhaled into and accumulate in the respiratory system. Particles smaller than 2.5 micrometers in diameter (PM_{2.5}) are referred to as "fine" particles and are believed to pose the greatest health risks. Because of their small size (approximately three percent of the average width of a human hair), fine particles can lodge deeply into the lungs. Particulate matter includes a variety of

natural and human-made substances, including sulfates, nitrates, metals, carbon, sea salt, soil, and organic material, which come from a variety of industrial and mobile sources.

The State of California regularly reviews scientific literature regarding the health effects of exposure to particulate matter and other pollutants. On July 5, 2003, the CARB adopted new standard for particulate matter, lowering the level of the annual standard for PM₁₀ and establishing a new annual standard for PM_{2.5} (particulate matter 2.5 micrometers in diameter and smaller).

In addition to the criteria pollutants discussed above, Toxic Air Contaminants (TACs) are another group of pollutants of concern. TACs are injurious in small quantities and are regulated by the federal and State governments 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.

ii. Ambient Air Quality

The 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 two pollutants as well as carbon monoxide and PM₁₀. Data from these monitoring sites are shown in Table 4.11-2. Air quality in Tracy and San Joaquin County generally meets the State and federal ambient air quality standards except for ozone and PM₁₀.

iii. Attainment Status

Federal and State air quality laws require identification of areas not meeting the ambient air quality standards. All such 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 for ozone (1-hour and 8-hour), PM₁₀ and PM_{2.5}. The Air Basin is either in attainment or unclassified for other ambient standards.

b. Regional Air Quality Plans

To meet the federal Clean Air Act requirements described above, the SJVAPCD has adopted an Ozone Attainment Demonstration Plan and in June 2003 adopted the 2003 PM₁₀ Plan. The most recent federal ozone plan⁴ determined that federal ozone standards could not be met by the required date of November 15, 2005. In December 2003, the SJVAPCD requested that the US EPA downgrade the Valley's ozone status from "severe" to "extreme" non-attainment, and in April 2004 the US 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, the EPA approved of provisions of the SJVAPCD's 2003 *PM₁₀ Plan and Plan Amendments* as meeting the Clean Air Act requirements for serious PM₁₀ non-attainment areas. Provisions of the Plan include, among other measures, 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. While inclusion of a planning process for PM₁₀, similar to that in place for ozone, has been considered, at present, such a requirement is not in place.

c. City of Tracy General Plan

City policies regarding air quality are found in the Air Quality Element of Tracy's General Plan. The purpose of the Air Quality Element is to preserve and improve air quality through careful land use and transportation planning.

⁴ Amended 2002 and 2005 Rate of Progress Plan for San Joaquin Valley Ozone, December 2002.

TABLE 4.11-2 **AIR QUALITY DATA SUMMARY FOR TRACY AND STOCKTON, 2002-2004**

Pollutant	Standard	Monitoring Site	Number of Annual Violations		
			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	0	0
		Stockton (E. Mariposa)	1	-	-
		Tracy	3	2	1
PM ₁₀	State 24-Hour	Stockton (Hazelton)	10	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 2005

The policies of the Air Quality Element that are most relevant to the proposed project focus on reducing air pollutant emissions by recommending that new development and related support services for employees are within walking, biking distance or accessible by transit, thereby reducing the need for auto trips.

d. Proposed General Plan Update

The Air Quality Element of the proposed General Plan update provides policies intended to address improving air quality at the local and regional levels. As in the General Plan, the Element includes policies, recommend land use, site planning and transportation planning that reduces need for auto trips, since that is identified as the greatest contributor to air pollution in the region. There are many policies relating to promoting development that minimizes air pollutant emissions and their impact on sensitive receptors, including assessing air quality impacts using the latest CEQA and SJVAPCD guidelines; recommendations of implementing best management practices and energy efficient design features; and supporting coordination with regional air quality efforts.⁵

2. Sensitive Receptors

"Sensitive receptors" are defined as facilities where sensitive population groups, such as children, the elderly, the acutely ill and the chronically ill, are likely to be located. These land uses include residences, schools, playgrounds, child care centers, retirement homes, convalescent homes, hospitals and medical clinics. The closest sensitive receptors to the project site are residences a substantial distance to the south fronting Grant Line Road and further south on the far side of I-205.

B. Standards of Significance

The proposed project would have a significant air quality impact if it would meet the following standards of significance established by the SJVAPCD:⁶

⁵ *City of Tracy General Plan: City Council/Planning Commission Review Draft*, October 7, 2004, pages 10-11 to 10-13.

⁶ San Joaquin Valley Unified Air Pollution Control District (SJVAPCD), 1998, *Guidance for Assessing and Mitigating Air Quality Impacts*.

- ◆ Result in estimated carbon monoxide concentrations exceeding the California Ambient Air Quality Standard of 9 parts per million (ppm) averaged over 8 hours and 20 ppm for 1-hour.
- ◆ Result in new direct or indirect emissions of ozone precursors (ROG or nitrogen oxide (NO_x)) in excess of 10 tons per year.
- ◆ Have the potential to frequently expose members of the public to objectionable odors.
- ◆ Have the potential to expose sensitive receptors (including residential areas) or the general public to substantial levels of TACs.

While SJVAPCD CEQA guidance recognizes that PM₁₀ and PM_{2.5} are major air quality issues in the basin, to date it has not established numerical thresholds of significance for either PM₁₀ or PM_{2.5}. 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 for particulate matter. This emission is the SJVAPCD threshold level at which new stationary sources requiring permits from 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.

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

C. Impact Discussion

1. General Plan and Specific Plan Amendments

The General Plan and Specific Plan amendments would have little effect on future construction emissions associated with the project site. Construction emissions for development of commercial uses would be very similar to those for light industrial uses.

As shown in Section 4.3, the General Plan and Specific Plan amendments would increase trip generation from the site, increasing indirect emissions from vehicles. Projected emissions increases due to the General Plan and Specific Plan amendments are shown in Table 4.11-3. The amendments would also be inconsistent with existing regional air quality plans, which are partially based on City/County estimates of growth as reflected in existing General Plan and Specific land use designations. Since the amendments would result in new emissions not accounted for in regional air quality plans, attainment of the air quality standards could be delayed. This would be a *potentially significant* impact.

2. WinCo Grocery Store

The project would result in new sources of emissions both during construction and operation. During construction, gaseous and particulate emissions would be released by equipment and vehicles on the site, trucks bringing materials to the site, and construction employee vehicles. During portions of the construction period, fugitive particulate emissions (PM₁₀ and PM_{2.5}) would occur due to the action of vehicles/equipment and wind on unpaved areas.

The operation of the project land uses would include area sources (e.g., combustion of natural gas for heating), but the overwhelming source of emissions would be vehicle trips generated by project patrons and employees. Estimates of regional emissions generated by project traffic and on site area sources were made using the modeling application URBEMIS 2002 (Version 8.7). URBEMIS 2002 is a computer program that estimates the emissions that result from various land use development scenarios. Land use projects can include resi-

dential 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, 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. The analysis year was 2005. A detailed summary of the URBEMIS 2002 output is included in Appendix C.

a. Construction Impacts

Construction would result in numerous activities that would generate dust. The fine, silty soils in the project area and frequently-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 of these activities would be localized and variable and 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 be greatest during early stages of construction when disturbance of soil is greatest. The temporary increase in particulate matter levels during construction would be a *significant* impact.

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.

TABLE 4.11-3 **PROJECT AUTO AND AREA-SOURCE EMISSIONS (TONS PER YEAR)**

	ROG	NO _x	PM ₁₀
WinCo Grocery:			
Auto Emissions	13.22	15.38	10.29
Area Source	0.20	0.17	0.00
Subtotal	13.42	15.55	10.30
Northern Parcel:			
Auto Emissions	9.38	11.56	7.92
Area Source	0.29	0.25	0.00
Subtotal	9.67	11.81	7.92
Grand Total	23.09	27.35	18.22
SJVAPCD Significance			
Threshold	10.00	10.00	15.00

The SJVAPCD regulates construction emissions through its Regulation VIII. Regulation VIII sets forth a number of requirements pertaining to construction activities:

- ◆ 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 work day or once every 24 hours from public paved roads, shoulders and access ways adjacent to the site.

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

b. Traffic-Related Impacts

Project traffic would increase concentrations of carbon monoxide, a colorless, odorless, poisonous gas, 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 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 for this Draft EIR examined Level of Service (LOS) for intersections affected by the project. As noted in Section 4.4 of this EIR, 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.

c. Diesel Truck Impacts

The proposed WinCo grocery store would result in 14 to 20 new diesel powered trucks accessing the receiving docks on the building's west side each

week. There are no sensitive receptors in proximity to the receiving dock; surrounding land uses are commercial and agricultural.

In 1998, the CARB identified particulate matter from diesel-fueled engines as a TAC. The CARB has completed a risk management process that identified potential cancer risks for a range of activities using diesel-fueled engines.⁷ 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 hoteling at ports and train idling.⁸

Because of the relatively low level of truck activity associated with the project, lack of extended truck idling on the project site, large distance to residential or other sensitive 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.

d. Regional Air Quality Impacts

Table 4.11-3 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, and also indicates the SJVAPCD's thresholds of significance.

⁷ California Air Resources Board, 2000, *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles*.

⁸ South Coast Air Quality Management District, 2003, *Health Risk Assessment Guidelines for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*.

As noted in the table, the SJVAPCD has established a threshold of significance for ozone precursors of 10 tons per year. As described in Section B, 15 tons per year has been assumed to represent a significant impact for PM₁₀. Project-related emissions would exceed the thresholds of significance for ozone precursors and PM₁₀, so project impacts on regional air quality individually would be *significant*.

D. Impacts and Mitigation Measures

Impact AQ-1: Implementation of the proposed project would result in temporarily increased particulate matter levels in the immediate vicinity during construction.

Mitigation Measure AQ-1: The following measures are appropriate dust control strategies that shall be implemented and 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.
- ◆ Expeditiously remove the accumulation of mud or dirt from adjacent public streets at least once every 24 hours when operations are occurring.

Significance after Mitigation: Less Than Significant.

Impact AQ-2: Development of the project would result in increases in emission of both ozone precursors and PM₁₀.

Mitigation Measure AQ-2: Require the following design features to 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.
- ◆ Provide low NO_x emitting and/or high efficiency water heaters.
- ◆ Appropriate easements should be reserved to provide for future improvements such as bus turnouts, loading areas, and shelters.
- ◆ Purchase low-emission, alternatively-fueled or electrical-driven maintenance vehicles and equipment.
- ◆ Promote pedestrian, bicycle and transit modes of travel through informational programs and provision of amenities such as transit shelters, secure bicycle parking and attractive pedestrian pathways.
- ◆ Designate an on site TSM coordinator.
- ◆ Implement carpool/vanpool program, e.g., carpool ride-matching for employees, assistance with vanpool formation, provision of vanpool vehicles, etc.
- ◆ Provide lockers for employees bicycling or walking to work.

The suburban location and character of the proposed project limits the potential for further reducing regional air quality impacts. Available air quality mitigation strategies for commercial development are most effective on employee work trips, which comprise a very small fraction of to-

tal project trips. Parking restrictions or fees as a means of reducing vehicle trips are impractical unless imposed regionally.

Significance after Mitigation: Significant and Unavoidable.

E. Cumulative Impacts

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. Additionally, the project involves a General Plan and Specific Plan amendments that would result in increased trip generation from the site and the amendments would also be technically inconsistent with existing regional air quality plans, which are partially based on city/county estimates of growth and current land use designations. Since the amendments would result in new emissions not accounted for in regional air quality plans, attainment of the air quality standards could be delayed. The project would therefore have a *significant cumulative* impact on regional air quality.

The additional emissions that would result from the project would be occurring in an air basin that has severe air quality problems and that currently exceeds the State/federal ambient air quality standards. The State/federal ambient standards are health-based thresholds, so the project would cumulatively contribute to the known adverse health effects associated with exceedances of the ambient air quality standards, and contribute to the health effects associated with mobile-source TACs.

Cumulative Impact AQ-3: Development of the project, together with the rapid pace of development in the region would result in increases in emission of both ozone precursors and PM₁₀. and is considered an *unavoidable significant cumulative* impact.

Cumulative Impact AQ-4: The proposed General Plan amendments and subsequent development would result in a contribution to increased air emissions within an air basin that exceeds State and federal air quality standards, resulting in an *unavoidable significant cumulative* impact to air quality in the region.

CITY OF TRACY
WINCO DRAFT EIR
AIR QUALITY

4.12 NOISE

This chapter describes the existing noise environment of the project site and analyzes the noise impacts from the proposed project.

A. Existing Setting

This section includes an overview of noise, the methodology of measuring sound, the existing noise environment of the project site, and noise-related regulations. Acoustical terms used in this section are defined in Table 4.12-1.

1. Fundamental Concepts of Environmental Acoustics

Noise can be defined as unwanted sound. The objectionable nature of a sound can be caused by its pitch or its loudness. *Pitch* is the height or depth of a tone or sound, depending on the relative rapidity, or frequency, of the vibrations by which it is produced. Higher pitched signals sound louder to humans than sounds with a lower pitch. *Loudness* is intensity of sound waves combined with the reception characteristics of the ear. *Intensity* may be compared with the height of an ocean wave in that it is a measure of the amplitude of the sound wave.

2. Noise Measurement

Several noise measurement scales are used to describe noise in a particular location. A decibel (dB) is a unit of measurement which indicates the relative amplitude of a sound. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 dB represents a ten-fold increase in acoustic energy, while 20 dB is 100 times more intense, 30 dB is 1,000 times more intense, etc. There is a relationship between the subjective loudness of a sound and its intensity. Each 10-dB increase in sound level is perceived as approximately a doubling of loudness over a fairly wide range of intensities.

There are several methods of characterizing sound. The most common in California is the A-weighted sound level or dBA. This scale gives greater weight to

TABLE 4.12-1 **DEFINITIONS OF ACOUSTICAL TERMS**

Term	Definition
Decibel, dB	A unit describing the amplitude of sound.
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure.
A-Weighted Sound Level, dBA	Decibel level as measured using the A-weighting filter network which de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlating well with subjective reactions to noise. All sound levels in this report are A-weighted, unless reported otherwise.
L ₀₁ , L ₁₀ , L ₅₀ , L ₉₀	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Equivalent Noise Level, L _{eq}	The average A-weighted noise level during the measurement period.
Community Noise Equivalent Level, CNEL	The average A-weighted noise level during a 24-hour day, obtained after addition of 5 decibels to sound levels measured from 7:00 pm to 10:00 pm and 10 decibels to sound levels measured between 10:00 pm and 7:00 am.
Day/Night Noise Level, L _{dn}	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 pm and 7:00 am.
L _{max} , L _{min}	The maximum and minimum A-weighted noise level during the measurement period.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	Noise which intrudes over and above the existing ambient noise at a given location. Relative intrusiveness depends on amplitude, duration, frequency, time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

the frequencies of sound to which the human ear is most sensitive. All sound levels in this report are A-weighted, unless reported otherwise. Representative outdoor and indoor noise levels in units of dBA are shown in Table 4.12-2.

Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events. This energy-equivalent sound/noise descriptor is called Leq. The most common averaging period is one hour, but measurement can be of any duration.

Excessive noise interferes with the ability to sleep, so sensitivity to noise increases during the evening and at night. For this reason, 24-hour descriptors have been developed that give penalties to quiet-time noise events. The Community Noise Equivalent Level, CNEL, is a measure of the cumulative noise exposure in a community, with a 5-dB penalty added to evening (7:00 p.m. - 10:00 p.m.) and a 10-dB addition to nocturnal (10:00 p.m. - 7:00 a.m.) noise levels. The Day/Night Average Sound Level, Ldn, is essentially the same as CNEL, with the exception that the evening time period is dropped and all occurrences during this three-hour period are grouped into the daytime period.

3. Regulatory Setting

Noise in Tracy is governed by federal standards and by policies put forth in the existing City of Tracy General Plan, which are described in this section.

a. Federal Occupational Safety and Health Administration

The federal Occupational Safety and Health Administration (OSHA) has a noise exposure standard which is set at the noise threshold where hearing loss may occur from long-term exposures. The maximum allowable level is 90 dBA averaged over 8 hours. If the noise is above 90 dBA, the allowable exposure time is correspondingly shorter.

TABLE 4.12-2 TYPICAL SOUND LEVELS

Outdoor Sound	dBA	Indoor Sound	Threshold
	140		
Civil Defense Siren (100')	130		
Jet Takeoff (200')	120		Pain Threshold
	110		
Diesel Pile Driver (100')	100	Rock Music Concert	Very Loud
	90	Boiler Room Printing Press Plant	
Freight Cars (50')	80		
	70	In Kitchen With Garbage Disposal Running	Moderately Loud
Freeway (100')	60	Data Processing Center	
Vacuum Cleaner (10')	50	Department Store	
Light Traffic (100')	40	Private Business Office	
Large Transformer (200')	30	Quiet Bedroom	Quiet
Soft Whisper (5')	20		
	10	Recording Studio	
	0		Threshold of Hearing

b. City of Tracy General Plan

The City of Tracy General Plan Noise Element contains policies designed to protect sensitive land uses and residents from noise impacts, and to provide an acceptable noise environment. The purpose of the Noise Element of Tracy's General Plan is to protect citizens from the harmful effects of excessive noise exposure.

The General Plan sets noise maximums for zoning districts, measured in Ldn at the property line (Policy NO 3.1). The exterior standard for commercial uses is 70 Ldn;¹ no interior standard exists.

The General Plan also seeks to separate significant noise generators from sensitive receptors such as schools, churches, libraries, and residential uses (Goal NO 2, Policy NO 1.1, and Policy NO 2.1), and regulates noise from construction activities (Policy NO 4.4).

c. Tracy Municipal Code Noise Control Ordinance Section 4.12.710

The City of Tracy has adopted a quantitative noise ordinance. The Noise Control Ordinance is contained in Article 9 of the City's Municipal Code. The Ordinance establishes allowable noise level limits based on the zoning district. The maximum allowable noise level limit is 55 dBA in residential districts, 65 dBA in commercial districts, 75 dBA in industrial/aggregate mining and agricultural districts. When property lines form the joint boundary of two district zones the sound level limit shall be the arithmetic mean of the limit applicable to each of the two zones. The Ordinance sets forth procedures for extensions, variations, exceptions and identifies specific prohibitions regarding noise within the City.

d. Proposed General Plan Update

Like the existing Noise Element, the Noise Element in the proposed General Plan update sets forth the goal of protecting Tracy's citizenry from excessive noise. Policies supporting this goal include setting standards for acceptable, conditionally acceptable, and unacceptable noise levels, requiring that sensitive land uses not be located near significant noise generators without adequate mitigation, and regulating long-term and short-term (e.g. construction) noise levels.

Similar to the General Plan, the proposed General Plan update sets an exterior standard for commercial uses at 70 Ldn. While not specifying a quantitative standard for interior noise levels for commercial uses, the proposed Plan does include

¹ *City of Tracy General Plan: An Urban Management Plan*, adopted July 19, 1993, pages 6-4.

a policy that “less sensitive noise uses shall require appropriate interior noise environments when located in areas adjacent to major noise generators.”³

The proposed Noise Element also includes policies and actions to consider noise issues in the development review process, including site design noise attenuation measures that do not conflict with policies of the Community Character Element.

e. I-205 Corridor Specific Plan

The I-205 Corridor Specific Plan does not address noise directly but includes a goal to site commercial and high-density residential uses to buffer nearby medium- and low-density residential areas from noise impacts from the freeway.

4. Existing Noise Environment in the Project Vicinity

The project site is currently vacant. The site is bordered to the south by retail stores, such as Home Depot and Linens N’ Things, and other commercial uses, which generate noise from customer traffic and truck deliveries. The County land to the west of the project site is currently in agricultural production and does not generate significant noise. To the north, the project site is vacant, but being graded for new development as of December 2004. To the east, there are developing automobile sales and services facilities along Auto Plaza Way and Auto Plaza Drive. There are no identified noise-sensitive land uses in the immediate project vicinity.

The ambient noise environment in the immediate project vicinity includes noise from the automobile sales and services east of the project site. Intermittent truck delivery operations at the Home Depot, Linens N’ Things, and other commercial uses south of the project site, also contribute to the ambient noise environment at the project vicinity. To generally quantify the existing ambient noise environment in the project vicinity, a short-term ambient noise level measurement survey

³*City of Tracy General Plan: City Council/Planning Commission Review Draft, October 7, 2004, page 9-17.*

was conducted at four locations on the project vicinity on December 16, 2004. The noise measurement locations are shown on Figure 4.12-1.

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 in Table 4.12-3. The ambient noise monitoring survey revealed that ambient noise levels in the immediate project vicinity are typical of commercial areas located in the project vicinity.

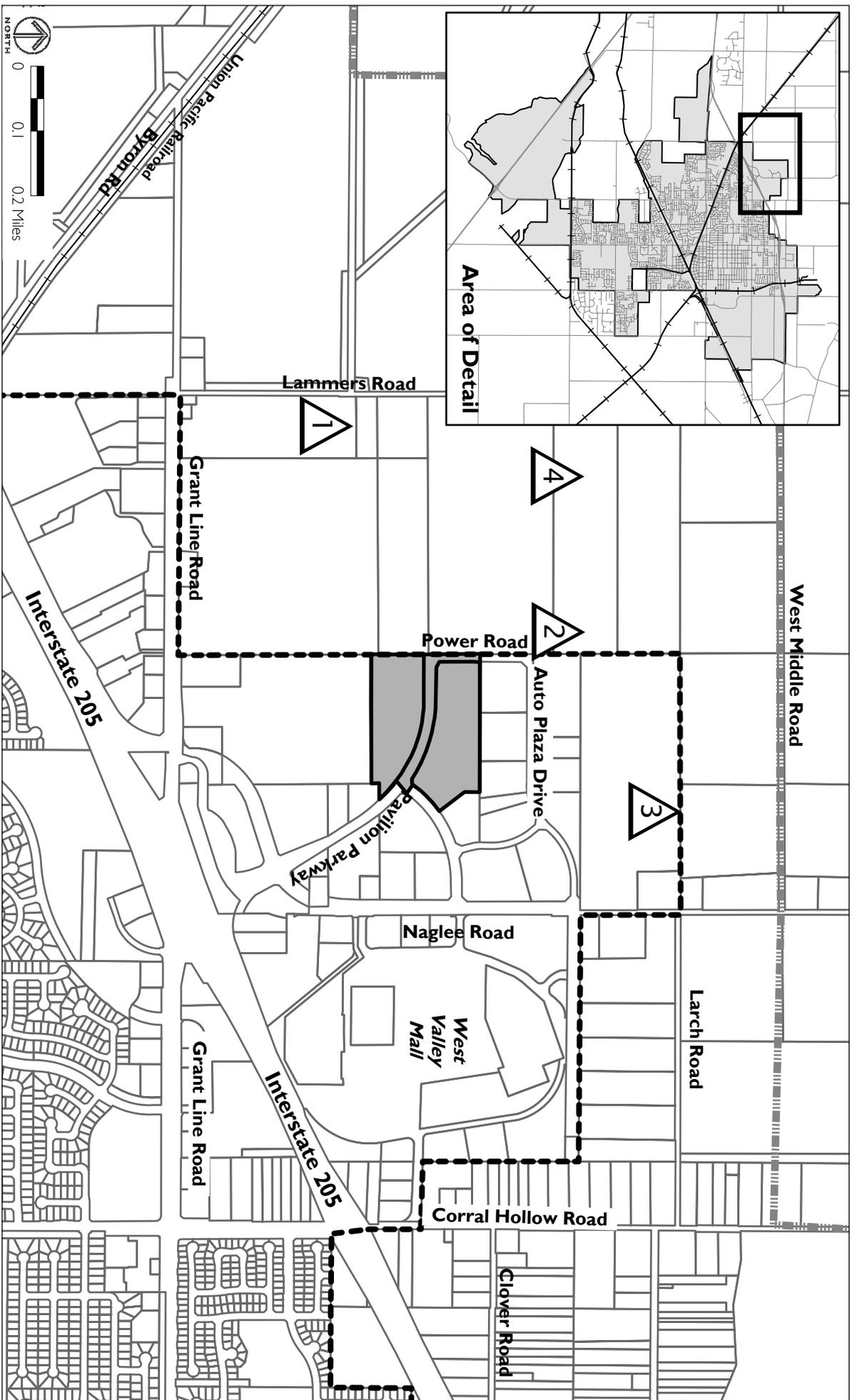
B. Standards of Significance

The proposed project would have a significant noise impact if it would:

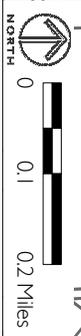
- ◆ Result in the exposure of persons to or generation of noise levels in excess of standards established in the Tracy General Plan Noise Element or Tracy Municipal Code Noise Ordinance, or applicable standards of other agencies.
- ◆ Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, defined as 5 dB.
- ◆ Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project, defined as 5 dB.

C. Impact Discussion

To predict changes in ambient noise levels resulting from the proposed WinCo store, a combination of existing literature and application of accepted noise pre-



Source: Bolland & Brennan, Inc., 2005.



Short-Term Noise Measurement Sites



Sphere of Influence



City Limit



Project Location

NOISE MEASUREMENT LOCATIONS

FIGURE 4.12-1

TABLE 4.12-3 **AMBIENT NOISE MONITORING RESULTS, PROJECT VICINITY,
DECEMBER 16, 2004**

Site	Location	Average (Leq) (dB)	Maximum (Lmax) (dB)
1	East of Lammers Road and North of Grant Line Road	53	69
2	Near North Corner of Project Site	48	52
3	North of Project Site	48	57
4	Northwest of Project Site	46	54

Notes:

Noise measurement locations are shown in Figure 4.12-1

Source: Bollard & Brennan, Inc. 2005

diction and sound propagation algorithms was used. Specific noise sources evaluated in this section include off-site traffic, project construction, and on-site noise sources associated with the proposed project.

1. Off-Site Traffic Noise Impacts

To describe existing and projected noise levels due to traffic, the Federal Highway Administration (FHWA) 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 to adjust the traffic volume input data to yield an equivalent hourly traffic volume.

Peak Hour traffic volumes for near term (2005) and cumulative (2025) conditions were obtained from the project transportation consultant for both project and no-project scenarios. The FHWA Model inputs are contained in Appendix D. The predicted traffic noise levels at a representative distance of 100 feet from the centerlines of the project-area roadways are shown in Table 4.12-4. Distances to 65 dB Ldn traffic noise contours are measured in feet from the centerlines of the roadways.

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 5 dB on all roadway segments, except Naglee Road west of the I-205 ramp, and because there are no identified noise-sensitive land uses on that segment, this impact would be *less than significant*. Therefore, no mitigation is necessary.

2. Construction Noise Impacts

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 4.12-5, ranging from 85 to 88 dB at a distance of 50 feet. Noise from increased truck traffic on area roadways associated with the transport of heavy materials and equipment to and from the construction site would also be generated during the construction phase. Although construction activities and construction-related traffic would result in periods of elevated noise levels, these increases would be temporary in nature and would be expected to occur during normal daytime working hours. Therefore, this impact is considered *less than significant*, and no mitigation measures are necessary.

3. On-Site Activity Noise Impacts

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

TABLE 4.12-4 PREDICTED 2005 TRAFFIC NOISE LEVELS (LDN @ 100 FEET FROM ROADWAY CENTERLINES) ON PROJECT VICINITY ROADWAYS, WITH AND WITHOUT PROJECT

Intersection	Direction	Year 2005 Conditions			
		Without Project (dB)	With Project (dB)	Change (dB)	Distance to 65 dB Ldn with Project (ft)
Naglee Rd. at Grant Line Rd	North	66	66	0	110
	South	52	53	1	15
	West	66	66	0	121
	East	67	67	0	136
Corral Hollow Rd. at Grant Line Rd.	North	62	62	0	67
	South	66	66	0	118
	West	67	67	0	134
	East	65	65	0	97
Bryon Rd. at Grant Line Rd.	North	62	62	0	62
	South	61	61	0	56
	West	n/a	n/a	n/a	n/a
	East	63	63	0	161

Notes: FHWA Model input data are provided in Appendix D. Distances to 65 dB Ldn traffic noise contours are measured in feet from the centerlines of the roadways.

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

TABLE 4.12-5 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.

a. Truck Circulation Noise

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 L_{max} level due to a truck pass-by has been measured to be approximately 75 dB at a distance of 50 feet. Because there are no noise-sensitive land uses in the project vicinity, *no adverse noise impacts* from this source are anticipated.

b. Loading Dock Noise

To determine typical loading dock noise levels associated with the proposed WinCo 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 a 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 a 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 loading dock areas is the heavy trucks, which stop (air brakes), back into the loading docks (back up alarms), and pull 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 would be contained within the building and truck trailer. Because there are no noise-sensitive land uses in the project vicinity, there would be *no adverse noise impacts* from this source.

c. Mechanical Equipment Noise

The HVAC system for maintaining comfortable shopping temperatures within the store would consist of packaged rooftop air conditioning systems. The units would be 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 to 5 feet tall, would be shielded from view by the project building parapet. 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, noise level measurements were conducted at a similar facility in Reno, Nevada (2001). At a distance of 50 feet from these units, a noise level of 66 dB Leq was recorded. Because there are no noise-sensitive land uses in the project vicinity, *no adverse noise impacts* from this source are anticipated.

d. Summary of On-Site Noise Impacts

Noise generated by on-site traffic, loading dock activities and mechanical equipment is predicted to be well within compliance with City of Tracy noise standards, and well below existing background noise levels. Furthermore, there are no identified noise-sensitive land uses in the immediate project vicinity. There-

fore, predicted noise levels from truck pass-bys, mechanical equipment, and loading dock activities, would be well below the applicable noise standards at distant residential locations, and would be well below measured existing ambient conditions at the nearest residence. There would be *no adverse impacts* from on-site noise and no mitigation measures would be required.

D. Impacts and Mitigation Measures

Since there are no significant impacts regarding noise, no mitigation measures are required.

E. Cumulative Impacts

The future ambient noise environment following cumulative buildout of the area is expected to continue to be defined primarily by surface traffic, as it is now. Due to the increased traffic which will result from the buildout of the area, future traffic noise levels are predicted to be higher than existing traffic noise levels. Table 4.12-6 shows the predicted year 2025 traffic noise levels on the major project area roadways, both with and without the proposed project.

Cumulative plus project traffic is expected to result in traffic noise level increases over cumulative no-project levels of 0 to 5 dB Ldn on the roadways in the immediate project vicinity. A substantial increase in traffic noise levels is typically defined as 5 dB. Because the project-related contribution to cumulative noise levels would be well below that level on all segments except Naglee Road, where no sensitive uses were identified and the change was only 5 dB, this impact is *less than significant* and no mitigation measures would be necessary.

TABLE 4.12-6 PREDICTED 2025 TRAFFIC NOISE LEVELS (LDN @ 100 FEET FROM ROADWAY CENTERLINES) ON PROJECT VICINITY ROADWAYS, WITH AND WITHOUT PROJECT

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

Notes: FHWA Model input data are provided in Appendix D. Distances to 65 dB Ldn traffic noise contours are measured in feet

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

CITY OF TRACY
WINCO DRAFT EIR
NOISE

5 ALTERNATIVES TO THE PROPOSED PROJECT

The proposed project has been described and analyzed in the previous chapter with an emphasis on potentially significant impacts and recommended mitigation measures to avoid those impacts. The State CEQA Guidelines require the description and comparative analysis of a range of alternatives to the proposed project that could feasibly attain the objectives of the project.

The following discussion is intended to inform the public and decision makers of the feasible alternatives that consider mitigation measures recommended in this EIR. The following four alternatives are discussed below in sections A through D:

- ◆ No Development Alternative
- ◆ Industrial Development Alternative
- ◆ Increased WinCo Store Size Alternative
- ◆ Decreased Parking Alternative

Each alternative is analyzed against the impact factors considered for the proposed project, according to whether it would have a mitigating or adverse effect. Table 5-1 summarizes the results of the analysis.

CEQA Guidelines require consideration of a “No Project Alternative” in every EIR. In most project EIRs, the No Project Alternative is assumed to be one in which no development would take place on the project site. Such an alternative is considered as the No Project Alternative in this EIR.

CEQA Guidelines also require that the environmentally superior alternative be designated. If the alternative with the least environmental impact is the No Project Alternative, then the EIR must also designate the next most environmentally superior alternative.

A. No Project Alternative

This section analyzes the No Project Alternative against the proposed project.

TABLE 5-1 **COMPARISON OF PROJECT ALTERNATIVES**

Topic	No Development Alternative	Industrial Development Alternative	Increased WinCo Store Size Alternative	Decreased Parking Alternative
Land Use	--	0	0	0
Community Services	+	0	0	0
Traffic and Circulation	++	+	-	0
Infrastructure	+	0	0	0
Hazardous Materials	+	-	0	0
Aesthetics	0	0	0	+
Cultural Resources	0	0	0	0
Geology and Soils	0	0	0	0
Hydrology and Flooding	+	0	0	+
Biological Resources	++	0	0	0
Air Quality	++	0	-	0
Noise	+	0	0	0

- ++ Substantial improvement compared to the proposed project
- + Insubstantial improvement compared to the proposed project
- 0 Same impact as proposed project
- Insubstantial deterioration compared to the proposed project
- Substantial deterioration compared to the proposed project

1. Principal Characteristics

Under the No Project Alternative, no General Plan or Specific Plan Amendment would occur and no WinCo grocery store would be constructed on the Southern Parcel. The existing General and Specific Plan land use designations

allowing for industrial development would remain in place. Both the Northern and Southern parcels would remain vacant, but the potential would exist for both to be developed with light industrial uses in the future. An Industrial Development Alternative is considered in Section B below.

2. Impact Analysis

The No Project Alternative would have the following impacts relative to the proposed project:

a. Land Use and Economics

Under the No Project Alternative, no development would occur on the project site and thus the site would not be used to fulfill the City's General Plan's goals of using the site for industrial purposes or the Specific Plan's goals of using the site for light industrial uses. Therefore, this alternative is a substantial deterioration compared to the proposed project.

b. Community Services

The No Project Alternative would not result in an increase in demand for community services. Since the proposed project would increase demand for services, but this demand would not result in significant impacts, the No Project Alternative would be considered an insubstantial improvement compared to the proposed project.

c. Traffic and Circulation

Under the No Project Alternative, the increase in traffic associated with the proposed project would not occur. Since the proposed project itself would result in significant impacts to traffic and circulation in the area, the No Project Alternative would be a substantial improvement compared to the proposed project.

d. Infrastructure

The No Project Alternative would not result in an increase in the need for new infrastructure or in a demand on services such as water and wastewater. Since the proposed project would increase demand for utility services, but this

demand would not result in significant infrastructure impacts, the No Project Alternative would be considered an insubstantial improvement compared to the proposed project.

e. Hazardous Materials

The No Project Alternative would not result in the use, storage or handling of any hazardous materials. Since the proposed project would not result in significant hazardous materials impacts, but hazardous materials use would occur, the No Project Alternative would be an insubstantial improvement compared to the proposed project.

f. Aesthetics

Although the No Project Alternative would retain the open views across the site, the vacant site itself does not contribute to the visual or urban design quality of the area. This alternative is therefore considered neither better nor worse than the proposed project.

g. Cultural Resources

Although the No Project Alternative would retain the site as open space, the vacant site does not have any cultural significance and does not include any historical structures. The site would remain vacant and would not require any ground breaking. Thus there would be no potential to unearth archaeological or paleontological resources. However, since none of these resources are known to exist on the site, the No Project Alternative is considered neither better nor worse than the proposed project with mitigation.

h. Geology, Soils and Seismicity

Since there would be no development on the project site under the No Project Alternative, geologic and seismic impacts would be avoided. However, since the proposed project would be required to comply with the CBC and construction BMPs that would reduce seismic risks to less-than-significant levels, the No Project Alternative is considered neither better nor worse than the proposed project.

i. Hydrology and Flooding

Under the No Project Alternative, there would be a beneficial hydrologic and water quality impact because the vacant site would allow for greater permeability than a developed site, and thus generate less surface runoff. Since the proposed project would not result in any significant hydrologic impacts, the No Project Alternative is considered only an insubstantial improvement compared to the proposed project.

j. Biological Resources

Under the No Project Alternative, there would be no removal of vegetation and no construction on the site. This would avoid a significant impact of the proposed project. Therefore the No Project Alternative would be a substantial improvement compared to the proposed project without mitigation.

k. Air Quality

Since the site would remain vacant and no construction would occur, the No Project Alternative would have no air quality impacts. Therefore this alternative is a substantial improvement compared to the proposed project without mitigation.

l. Noise

Since the site would remain vacant and no construction would occur, the No Project Alternative would have no noise impacts. Since the proposed project would also not have any significant noise impacts, the No Project Alternative is considered only an insubstantial improvement compared to the proposed project because it would avoid any temporary noise from construction.

3. Ability to Meet Project Objectives

This alternative would not meet any of the objectives set forward for the project, since the WinCo store would not be constructed and the General Plan and Specific Plan would not be amended.

B. Industrial Development Alternative

This section analyzes the Industrial Development Alternative against the proposed project.

1. Principal Characteristics

Under the Industrial Development Alternative, no General Plan or Specific Plan Amendment would occur and no WinCo grocery store would be constructed on the Southern Parcel. The existing General and Specific Plan land use designations allowing for industrial development would remain in place. Light industrial development would occur on both the Northern and Southern Parcels, as allowed for under the I-205 Corridor Specific Plan. The Light Industrial designation in the I-205 Corridor Specific Plan allows for business park and warehouse uses, and for light manufacturing uses not generating large quantities of wastes or requiring rail access. Based on the Specific Plan's maximum FAR permitted for industrial uses, which is 0.5, the Northern Parcel could potentially have 235,224 square feet of industrial development and the Southern Parcel could have up to 228,690 square feet of industrial development.

2. Impact Analysis

The Industrial Development Alternative would have the following impacts relative to the proposed project:

a. Land Use and Economics

Since no General Plan or Specific Plan amendments would occur under the Industrial Development Alternative, the existing land use designations on the project site would apply. Under the existing land use designations, industrial development would be permitted on the project site. Although the surrounding land uses are commercial and agricultural, the industrial uses under this alternative would not be expected to result in significant land use conflicts or incompatibilities. Industrial uses are generally compatible with commercial uses. Furthermore, potential incompatibilities with the nearby agricultural land would not be substantially different if industrial uses or commercial uses

occurred on the site. No economic impacts would be expected from light industrial uses under the Industrial Development Alternative. This alternative is thus considered neither better nor worse than the proposed project.

b. Community Services

Under the Industrial Development Alternative, up to 235 employees¹ would be anticipated for the Northern Parcel based on the assumption that there would be one employee per 1,000 square feet of floor area. For industrial development on the Southern Parcel, up to 229 employees would be anticipated.² Thus the Industrial Development Alternative could expect to result in about 464 employees.

Under the proposed project, the Northern Parcel could be developed with a 141,130 square-foot commercial use which could have up to 282 employees³ and the proposed WinCo would have approximately 240 employees.⁵ Thus the proposed project could result in about 522 employees. The projected difference in the number of employees between the proposed project and Industrial Development Alternative is only 58 employees, which should not cause a significant difference with regard to demand on community services.

Since approximately half of the schools in the Tracy Unified School District (TUSD) are operating near or slightly above capacity, any students generated by the Industrial Development Alternative would not create a significant impact on the TUSD relative to existing conditions. Like the proposed project,

¹ Based on City standard generation rate of 1 employee per 1,000 square feet for industrial land uses, and on a maximum of 0.50 FAR for industrial (warehouse/distribution) land uses.

² Based on City standard generation rate of 1 employee per 1,000 square feet for industrial land uses, and on a maximum 0.50 FAR for industrial (warehouse/distribution) land uses.

³ Based on City standard generation rate of two employees per 1,000 square feet for commercial land uses.

⁵ Based on the applicant's listing of 80 employees per shift, 3 shifts per day.

the Industrial Development Alternative would be required to pay the adopted TUSD mitigation fee and no additional mitigation beyond the payment of adopted mitigation fees is permitted.

Like the proposed project, the Industrial Development Alternative would not have any significant impacts with regard to police and fire services, or parks and recreation. Thus the Industrial Development Alternative is considered neither better nor worse than the proposed project with regard to community services.

c. Traffic and Circulation

Table 5-2 shows projected daily, PM peak and AM peak traffic generation, based on the development of the North and South parcels with industrial uses. Compared to the proposed project, the alternative would generate significantly fewer daily and PM peak hour trips than the proposed project. The Alternative would generate 2,929 daily trips compared to over 12,000 daily trips for the proposed project, and 411 PM peak hour trips, compared to 1,057 for the proposed project. AM peak hour trips would be approximately the same for the alternative as for the proposed project. Given the lower daily and PM peak volumes, the Alternative would have fewer potential traffic impacts than the proposed project.

Since development under the alternative would be of a similar character to the proposed project, impacts with regard to traffic safety, bicycle and pedestrian facilities, parking and transit are expected to be no better or worse than the proposed project. Thus, overall, the Industrial Development Alternative would be an insubstantial improvement over the proposed project because it would have fewer potential traffic impacts than the proposed project.

TABLE 5-2 **INDUSTRIAL DEVELOPMENT ALTERNATIVE TRIP GENERATION**

	Size (ksf)	Trip Generation Rate ¹	Total Trips
<i>Daily</i>			
Northern Parcel	2.35.2	6.97	1,639
Southern Parcel	185.1	6.97	1,290
Total			2,929
<i>AM Peak Hour</i>			
Northern Parcel	2.35.2	0.92	216
Southern Parcel	185.1	0.92	170
Total			386
<i>PM Peak Hour</i>			
Northern Parcel	2.35.2	0.98	230
Southern Parcel	185.1	0.98	181
Total			411

d. Infrastructure

Industrial development on the project site was anticipated in the I-205 Corridor Specific Plan and EIR. Any mitigation measures addressing infrastructure impacts would be applicable under the Industrial Development Alternative. Because the project site is located within the City limits and is designated for industrial uses, development under the Industrial Development Alternative was included in the study area for the 2000 Urban Water Management Plan and therefore would not represent an unanticipated source of water demand and the City has sufficient water supplies available to serve the Alternative. Similarly, the City has sufficient wastewater capacity available to serve industrial development on the project site. Average total water use and wastewater

generation rates are lower for Light Industrial uses than General Commercial uses, so any water and wastewater impacts would be less for the Industrial Development Alternative than the proposed project.

The I-205 Corridor Specific Plan System was constructed to accommodate full buildout of the project site and surrounding areas as industrial uses. This system can adequately accommodate stormwater runoff from the Industrial Development Alternative and no impact would occur.

Since the Foothill Landfill has a capacity of approximately 45 million tons and is not expected to close in 2054, the amount of waste generated by industrial development under the Industrial Development Alternative would not have a significant impact with regard to solid waste.

Overall, with regard to infrastructure, the Industrial Development Alternative is neither better nor worse than the proposed project.

e. Hazardous Materials

The hazardous materials impacts have the potential to be greater under the Industrial Development Alternative since it would allow for industrial land uses that could use and store more hazardous materials than the commercial development that would be allowed under the proposed project. However, like the proposed project, the Industrial Development Alternative would be required to comply with all federal, State and local hazardous materials regulations. Thus this alternative is considered an insubstantial deterioration compared to the proposed project.

f. Aesthetics

As with the proposed project, the Industrial Development Alternative would not result in any potentially significant impacts with regard to aesthetics. Potential development under the Industrial Development Alternative would be required to follow the same design guidelines that the proposed project would be required to follow. Therefore, this alternative would be considered neither better nor worse than the project as proposed.

g. Cultural Resources

The cultural resource impacts under the Industrial Development Alternative would be the same as under the proposed project. Since the site is vacant, there would be no potential to impact existing historic or architecturally significant structures. Potential impacts with regard to archeological and paleontological resources would be the same regardless of whether the site is developed with commercial or industrial uses. Therefore, this alternative would be considered neither better nor worse than the project as proposed.

h. Geology, Soils and Seismicity

The potential geology, soils and seismicity impacts would be the same as, or similar to, the proposed project. Regardless of land use, the project site is subject to the seismic and geologic hazards identified in Section 4.8. The mitigation measures presented in the I-205 Corridor Specific Plan EIR, such as complying with the latest Uniform Building Code, would apply to development proposed under both the proposed project and the Industrial Development Alternative. Therefore, this alternative would be considered neither better nor worse than the project as proposed.

i. Hydrology and Flooding

The potential hydrology and flooding impacts of the Industrial Development Alternative would be the same as those of the proposed project. Under either scenario, the land would be developed. The same regulations that address hydrologic and flooding conditions would apply regardless of whether the project site is developed with industrial or commercial uses. Therefore, this alternative would be considered neither better nor worse than the project as proposed.

j. Biological Resources

The potential biological resource impacts under the Industrial Development Alternative would be the same as under the proposed project since both could result in the urbanization of the Northern and Southern parcels. Therefore,

this alternative would be considered neither better nor worse than the project as proposed.

k. Air Quality

The Industrial Development Alternative would contribute to air pollution from light industrial operations and vehicle traffic to and from the site. The potential air quality impacts under the Industrial Development Alternative would be similar as under the proposed project since both would result in temporarily increased Particulate Matter levels in the immediate vicinity during construction; would have project traffic that would result in an increase in carbon monoxide concentration; attract new diesel truck trips; and result in increases in emission of both ozone precursors and PM₁₀. The Industrial Development Alternative could contribute more or less of particular air pollutants compared to the proposed project. However, since light industrial development would attract fewer daily vehicle trips compared to commercial uses, this alternative is considered neither better nor worse than the proposed project.

l. Noise

The Industrial Development Alternative would have similar noise impacts as the proposed project. Temporary construction-related noise would be expected to be similar for both the proposed project and Industrial Development Alternative, since both would involve site grading and building construction activities. However, since the project site is not near any residential areas or sensitive noise receptors, such noise would not have a significant impact. Depending on the nature of the industrial development that could be constructed on the Northern and Southern parcels, the Industrial Development Alternative has the potential to result in light industrial activities that generate more noise than would be generated by commercial businesses such as WinCo. Again, since the project site is not near any residential areas or sensitive noise receptors, noise from daily light industrial operations would not create any impacts. The EIR for the I-205 Corridor Specific Plan identifies no impacts for non-residential properties from groundborne vibration or

noise. For these reasons, the Industrial Development Alternative is considered neither better nor worse than the project as proposed.

3. Ability to Meet Project Objectives

This alternative would not meet any of the objectives set forward for the project, since the WinCo grocery store would not be constructed and the General Plan and Specific Plan would not be amended.

C. Increased WinCo Store Size Alternative

This section analyzes the Increased WinCo Store Size Alternative against the proposed project.

1. Principal Characteristics

The Increased WinCo Store Size Alternative would propose the same General Plan and Specific Plan amendments that are proposed for the proposed project. It would also propose a WinCo grocery store on the Southern Parcel. The design of the WinCo store would be maintained; however, the size of the proposed WinCo would increase to 114,345 square feet. This is based on the maximum allowable FAR under the Specific Plan for retail land uses, which is 0.25.⁶ Parking would be decreased by 100 spaces over the proposed project, meaning there would be a total of 536 spaces.

2. Impact Analysis

The Increased WinCo Store Size Alternative would have the following impacts relative to the proposed project:

a. Land Use and Economics

Like the proposed project, the Increased WinCo Store Size Alternative would include General and Specific Plan amendments and result in the development of the Southern Parcel with a WinCo grocery store. As with the proposed

⁶ *City of Tracy: I-205 Corridor Specific Plan Amendment*, approved July 6, 1999, page 4-22.

project, the Increased WinCo Store Size Alternative would not result in any potentially significant land use or economic impacts, except that a larger store would increase the potential for urban decay to the extent that it would have a greater impact on the market for other existing stores. Therefore, this alternative would be considered neither better nor worse than the project as proposed.

b. Community Services

As with the proposed project, the Increased WinCo Store Size Alternative would not result in any impacts with regard to community services. Although this alternative could result in a larger number of employees, the increase would not be expected to be so large that it would cause a potentially significant impact to community services. Therefore, this alternative would be considered neither better nor worse than the project as proposed.

c. Traffic and Circulation

The Increased WinCo Store Size Alternative would have the same traffic impacts as the proposed projects. The daily trips for the Southern Parcel under this alternative would be 10,575 trips, a 14 percent increase over the proposed project. However, this increase would not be enough to generate any additional potentially significant impacts not already identified for the proposed project. Thus the Increased WinCo Store Size Alternative would be considered an insubstantial deterioration compared to the proposed project.

The proposed project proposes 636 parking spaces, which amounts to 338 parking spaces more than required by City regulations. In contrast, the Increased WinCo Store Size Alternative would have 536 spaces, which would be 238 parking spaces more than required by City regulations. Parking under this alternative, as for the proposed project, would exceed requirements and would not be expected to result in significant parking impacts. Thus with regards to parking, the Increased WinCo Store Size Alternative would be considered neither better nor worse than the proposed project.

d. Infrastructure

As with the proposed project, the Increased WinCo Store Size Alternative would not result in any potentially significant impacts with regard to infrastructure. Therefore, this alternative would be considered neither better nor worse than the project as proposed.

e. Hazardous Materials

As with the proposed project, the Increased WinCo Store Size Alternative would not result in any potentially significant impacts with regard to hazardous materials. Therefore, this alternative would be considered neither better nor worse than the project as proposed.

f. Aesthetics

As with the proposed project, the Increased WinCo Store Size Alternative would not result in any potentially significant impacts with regard to aesthetics. Therefore, this alternative would be considered neither better nor worse than the project as proposed.

g. Cultural Resources

The cultural resource impacts under the Increased WinCo Store Size Alternative would be the same as under the proposed project. Since the site is vacant, there would be no potential to impact existing historic or architecturally significant structures. Potential impacts with regard to archeological and paleontological resources would be the same regardless of the size of the WinCo since the construction of either sized store would require site grading. Therefore, this alternative would be considered neither better nor worse than the project as proposed.

h. Geology, Soils and Seismicity

As with the proposed project, the Increased WinCo Store Size Alternative would not result in any potentially significant impacts with regard to geology, soils or seismicity. Therefore, this alternative would be considered neither better nor worse than the project as proposed.

i. Hydrology and Flooding

As with the proposed project, the Increased WinCo Store Size Alternative would not result in any impacts to hydrology and flooding. Therefore, this alternative would be considered neither better nor worse than the project as proposed.

j. Biological Resources

The potential biological resource impacts under the Increased WinCo Store Size Alternative would be the same as under the proposed project since both could result in the urbanization of the Northern and Southern parcels. Therefore, this alternative would be considered neither better nor worse than the project as proposed.

k. Air Quality

The potential construction air quality impacts under the Increased WinCo Store Size Alternative would be the same as under the proposed project since both would result in temporarily increased Particulate Matter levels in the immediate vicinity during construction; would have project traffic that would result in an increase in carbon monoxide concentration; attract new diesel truck trips; and result in increases in emission of both ozone precursors and PM₁₀.

Since the Increased WinCo Store Size Alternative would generate more daily vehicle trips than the proposed project, it would cause a corresponding increase in carbon monoxide concentration. However, this increase in carbon monoxide would not be substantial. Therefore, this alternative would be considered an insubstantial deterioration compared to the proposed project.

l. Noise

The Increased WinCo Store Size Alternative would have similar noise impacts as the proposed project. Temporary construction-related noise would be expected to be similar for both the proposed project and the Increased WinCo Store Size Alternative, since both would involve site grading and building construction activities. However, since the project site is not near

any residential areas or sensitive noise receptors, such noise would have a significant impact. The EIR for the I-205 Corridor Specific Plan identifies no impacts for non-residential properties from groundborne vibration or noise. For these reasons, the Increased WinCo Store Size Alternative is considered neither better nor worse than the project as proposed.

3. Ability to Meet Project Objectives

The Increased WinCo Store Size Alternative would meet most of the proposed project objectives. However, the proposed project includes an objective to construct a WinCo store with adequate site space for an approximate 95,900-square foot grocery store including retail space, receiving and warehouse facilities and offices and approximately 636 parking spaces to serve the store. Since the Increased WinCo Store Size Alternative proposes a larger retail store and fewer parking spaces, it would not meet this objective.

D. Decreased Parking Alternative

This section analyzes the Decreased Parking Alternative against the proposed project.

1. Principal Characteristics

The Decreased Parking Alternative would be the same as the proposed project except that the amount of land dedicated to parking would be decreased to 298 parking spaces instead of 636. The City's zoning ordinance requires only 298 parking spaces for a development the size of the proposed WinCo store. The space for the 338 parking spaces from the proposed project would be used in this alternative for landscaping and pervious surface areas.

2. Impact Analysis

The Decreased Parking Alternative would have the following impacts relative to the proposed project:

a. Land Use and Economics

Like the proposed project, the Decreased Parking Alternative would include General and Specific Plan Amendments and result in the development of the Southern Parcel with a WinCo grocery store. As with the proposed project, the Decreased Parking Alternative would not result in any land use or economic impacts. Therefore, this alternative would be considered neither better nor worse than the project as proposed.

b. Community Services

As with the proposed project, the Decreased Parking Alternative would not result in any impacts with regard to community services. Therefore, this alternative would be considered neither better nor worse than the project as proposed.

c. Traffic and Circulation

The Decreased Parking Alternative would have the same traffic impacts as the proposed project. Although it would have less parking than the proposed parking, this would not result in a significant impact since the proposed project has 338 more spaces than is required by City regulations. Thus the Decreased Parking Alternative is considered neither better nor worse than the proposed project.

d. Infrastructure

As with the proposed project, the Decreased Parking Alternative would not result in any impacts with regard to infrastructure. Therefore, this alternative would be considered neither better nor worse than the project as proposed.

e. Hazardous Materials

As with the proposed project, the Decreased Parking Alternative would not result in any impacts with regard to hazardous materials. Therefore, this alternative would be considered neither better nor worse than the project as proposed.

f. Aesthetics

As with the proposed project, the Decreased Parking Alternative would not result in any impacts with regard to aesthetics. Due to the increased landscaping that would occur under the Decreased Parking Alternative, this alternative would have some aesthetic benefits relative to the proposed project. Therefore, this alternative would be considered somewhat better than the project as proposed.

g. Cultural Resources

The cultural resource impacts under the Increased Decreased Parking Alternative would be the same as under the proposed project. Since the site is vacant, there would be no potential to impact existing historic or architecturally significant structures. Potential impacts with regard to archeological and paleontological resources would be the same regardless of the size of on-site parking since the site under both scenarios would require grading. Therefore, this alternative would be considered neither better nor worse than the project as proposed.

h. Geology, Soils and Seismicity

As with the proposed project, the Decreased Parking Alternative would not result in any impacts with regard to geology, soils or seismicity. Therefore, this alternative would be considered neither better nor worse than the project as proposed.

i. Hydrology and Flooding

Like the proposed project, the Decreased Parking Alternative would not have any adverse environmental impacts with regard to hydrology or flooding. Compared to the proposed project, the Decreased Parking Alternative would have a greater area of pervious surfaces, which would provide for greater surface water infiltration and less runoff. For this reason, the Decreased Parking Alternative is considered an improvement compared to the proposed project.

j. Biological Resources

The potential biological resource impacts under the Decreased Parking Alternative would be the same as under the proposed project since both could result in the urbanization of the Northern and Southern parcels. Therefore, this alternative would be considered neither better nor worse than the project as proposed.

k. Air Quality

The potential construction air quality impacts under the Decreased Parking Alternative would be the same as under the proposed project since both would result in temporarily increased particulate matter levels in the immediate vicinity during construction; would have project traffic that would result in an increase in carbon monoxide concentration; attract new diesel truck trips; and result in increases in emission of both ozone precursors and PM₁₀. Since the Decreased Parking Alternative would generate more daily vehicle trips than the proposed project, it would cause a corresponding 14 percent increase in carbon monoxide concentration. However, this increase in carbon monoxide would not be considered substantial. Therefore, this alternative would be considered neither better nor worse than the proposed project.

l. Noise

The Decreased Parking Alternative would have similar noise impacts as the proposed project. Temporary construction-related noise would be expected to be similar for both the proposed project and the Decreased Parking Alternative, since both would involve site grading and building construction activities. However, since the project site is not near any residential areas or sensitive noise receptors, such noise would not have a significant impact. The EIR for the I-205 Corridor Specific Plan identifies no impacts for non-residential properties from groundborne vibration or noise. For these reasons, the Decreased Parking Alternative is considered neither better nor worse than the project as proposed.

3. Ability to Meet Project Objectives

The Decreased Parking Alternative would meet most of the proposed project objectives. However, the proposed project includes an objective to construct a WinCo store with adequate site space for an approximately 95,900-square foot grocery store including retail space, receiving and warehouse facilities and offices and approximately 636 parking spaces to serve the store. Since the Decreased Parking Alternative proposes fewer parking spaces to create a larger pervious surface area, it would not meet this objective. WinCo will not consider building the store if there are fewer spaces than proposed.

E. Environmentally Superior Alternative

CEQA requires the identification of the environmentally superior alternative in an EIR. Based on the foregoing analysis, which is summarized in Table 5-1, it can be seen that the No Project Alternative has the least environmental impact and is therefore the environmentally superior alternative.

CEQA Guidelines also require that if the alternative with the least environmental impact is the No Project Alternative, the EIR must also designate the next most environmentally superior alternative. After the No Development Alternative, the Decreased Parking Alternative is the next most environmentally superior alternative.

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ALTERNATIVES TO THE PROPOSED PROJECT

6 CEQA-REQUIRED ASSESSMENT CONCLUSIONS

As required by Section 15126 of the CEQA Guidelines, this chapter provides an overview of the impacts of the proposed project based on the technical topical analyses presented in this EIR. The topics covered in this chapter include growth inducement; unavoidable significant effects; significant irreversible changes; and impacts not found to be significant. A more detailed analysis of the effects the project would have on the environment is provided in Chapter 4: Environmental Evaluation.

A. Growth Inducement

A project is considered to be growth-inducing if it fosters economic or population growth beyond the boundaries of the project site or beyond that anticipated in existing general or specific plans or other similar, regulatory documents. Typical growth inducements might be the extension of urban services or transportation infrastructure to a previously unserved or underserved area, or the removal of major boundaries to development. Not all growth inducement is necessarily negative. Negative impacts associated with growth inducement occur only where the projected growth would cause adverse physical environmental impacts.

1. General Plan/Specific Plan Amendments

The proposed General Plan and Specific Plan amendments make the designations on the project site consistent with those on surrounding parcels except to the west in the agriculture lands. The General Plan and Specific Plan amendments would not have a significant impact on the total growth of employment that would result on the Northern and Southern parcels of the project site because employment was already projected for the uses allowed under the current Industrial designation.

On the Northern Parcel, approximately 282 employees¹ would be expected for a 141,130-square foot commercial development, while the proposed WinCo on the Southern Parcel would anticipate about 240 employees.² Comparatively, under the existing land use designations, the Northern Parcel could potentially have 235,224 square feet of warehouse/distribution development which would result in up to 235 new employees;³ the Southern Parcel could have up to 228,690 square feet of warehouse/distribution development and 229 employees.

2. Buildout of Northern Parcel

Buildout on the Northern Parcel would create short-term growth in construction jobs and some long-term growth in jobs comparable or slightly higher to the employment growth projected from the WinCo store. Development on the Northern Parcel could also have the potential to create additional demand in terms of service companies that could choose to locate within the I-205 Corridor Specific Plan area or other commercial areas within the City of Tracy. To the extent that additional jobs may be created, the project could have a growth inducing effect on employment in Tracy.

Any new growth on the Northern Parcel would be served by existing roadways, water, sewer and wastewater systems. Other services including telephone, gas, electric and cable television service would be extended to the site but would not result in services that would facilitate development beyond the site.

¹ Based on City standard generation rate of two employees per 1,000 square feet for commercial land uses, and on a maximum FAR of 0.35 for a one-story office use.

² Based on the applicant's listing of 80 employees per shift, 3 shifts per day.

³ Based on the maximum FAR permitted for the I-205 Corridor Specific Plan Design Standards and the General Plan update assumption of one employee per 1,000 square feet of industrial development.

No residential development would be allowed under the land use designation and no substantial indirect inducements to residential growth would be expected from the buildout of the Northern Parcel.

3. WinCo Grocery Store

If built and successful, the store should create additional employment opportunities in the City of Tracy. In the short-term, the construction of the WinCo store project would create construction jobs while the development is being built. Over the long-term, the proposed WinCo store would create 240 new jobs in retail employment.⁴ As with the Northern Parcel, the WinCo store might create additional demand for service companies that could choose to locate within the city. To the extent that additional jobs may be created, the project could have a growth inducing effect on employment in Tracy.

The store would be served by existing roadways, water, sewer and wastewater systems. Other services including telephone, gas and electric are already available,⁵ though cable television service would need to be extended to the site for the project.

There is no residential development included in the WinCo store project so there would be no direct inducement to residential development. Though it is unknown whether employees for the new store would be hired from within the City of Tracy or from other locations, it is expected that most employees would already live in Tracy and not move to Tracy to work at the WinCo. Furthermore, retail development, especially grocery, responds to residential growth rather than causes it. Thus the project is not projected to have any significant indirect residential impacts.

Moreover, the City of Tracy has adopted a residential Growth Management Ordinance (GMO), which is designed to achieve a steady and orderly growth rate and allow for the adequate provision of services and community facilities.

⁴ Based on the applicant's listing of 80 employees per shift, 3 shifts per day.

⁵ City of Tracy, *I-205 Corridor Specific Plan EIR*, May 1990, page 3-1.

The GMO limits the number of new residential building permits to an average of 600 housing units per year for market rate housing, with a maximum of 750 units in any single year. There are exceptions for affordable housing.

The implementation of a local initiative approved by Tracy voters in 2000 is projected to result in approximately 100 residential market-rate permits per year until approximately 2013, after which an annual average of 600 permits per year would be allowed.

B. Unavoidable Significant Impacts

Under CEQA, a significant impact on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance.

The proposed project would have three significant unavoidable impacts related to air quality:

- ◆ Development of the project would result in increases in emission of both ozone precursors and PM₁₀ beyond what is anticipated by existing air quality plans. This would be significant at the project level.
- ◆ The above impact would be significant at the cumulative level as well.
- ◆ The proposed project would also result in increased air emissions within an air basin that exceeds State and federal air quality standards, resulting in an unavoidable significant cumulative impact to air quality in the region.

Additionally, the proposed project would have several significant unavoidable traffic impacts. The first impact listed below is project-specific, while the remainder are cumulative traffic impacts:

- ◆ The addition of project traffic to the Grant Line Road / Byron Road intersection in the Existing Plus Project scenario would add traffic to an already deficient intersection that is operating at LOS F with more than 50 seconds of average delay.
- ◆ The addition of project traffic increases the average delay at the Grant Line Road / Lammers Road intersection from 54 to 57 seconds, resulting in an unacceptable LOS E.
- ◆ The addition of project traffic would increase the average delay at the Grant Line Road/Corral Hollow Road intersection from 35 to 42 seconds, degrading operations to LOS D. The City of Tracy level of service standard for this intersection is LOS C.
- ◆ The addition of project traffic to Eleventh Street/Corral Hollow Road intersection in the Cumulative plus Project scenario would add traffic to an already deficient intersection. The additional traffic would add 3 seconds of delay to the intersection.

C. Significant Irreversible Changes

Section 15126.2(c) of the CEQA Guidelines requires a discussion of whether a project will result in significant irreversible changes to the environment. A project would generally result in a significant irreversible change if it would:

- ◆ Primary and secondary impacts would commit future generations to similar uses.
- ◆ The project would involve a large commitment of nonrenewable resources.
- ◆ The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project.

1. Changes in Land Use which Commit Future Generations

The proposed project would commit future generations to development on the project site since it is unlikely to be economically feasible or prudent to restore the project site to its pre-development condition as agricultural land.

2. Consumption of Non-renewable Resources

This category includes issues related to increased energy consumption, conversion of agricultural lands, and lost access to mining reserves. The proposed project would require additional electric and gas service, and it would require resources for construction. However, it is anticipated that these additional services should fall within the capabilities of the utility providers and no major upgrades are anticipated as a result of the project. The project would convert agricultural land to urban uses. However, the land is currently fallow and was designated as “Urban and Built-out” by the California Department of Conservation, Division of Land Resource Protection Farmland Mapping and Monitoring Program as of the year 2000.⁶ Furthermore, it is not considered economically feasible to return the land to agricultural production because of the encroachment of urban development already underway. The project site does not offer access to a mining reserve.

3. Irreversible Damage from Environmental Accidents

No significant environmental damage, such as the accidental spill or explosion of a hazardous material, is anticipated if implementation of the proposed project occurs since the use of unusual hazardous materials is not proposed.

⁶ California Department of Conservation, Division of Land Resource Protection Farmland Mapping and Monitoring Program, San Joaquin County, 2000.

D. Impacts Found Not to Be Significant

CEQA allows environmental issues for which there is no likelihood of an impact to be “scoped out” during the EIR scoping process and not covered in an EIR. This section summarizes previous findings regarding the areas of concern which were “scoped out” and are not considered further in this EIR:

- ◆ **Mineral Resources.** There are no identified mineral resources and no access to such resources on the site.
- ◆ **Population and Housing.** The proposed project proposes to replace industrially zoned land with commercially zoned land and to construct a WinCo store and other commercial development on the Northern Parcel consistent with the proposed designation. The proposed project would not create significant growth or population impacts because most new employees would be expected to already live in Tracy. Retail development, and particularly grocery retail, responds to residential development, not vice versa, and therefore it would not create the need for new housing. The project would also not significantly change previously identified impacts, as the type and intensity of development with or without the amendment are essentially the same.

No housing would be displaced as a result of the project, nor would it necessitate housing to be built elsewhere. The adopted Specific Plan provides for residential development, and the proposed project does not change the residential component. Furthermore, no people would be displaced by development. The proposed project site is currently vacant.

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CEQA-REQUIRED ASSESSMENT CONCLUSIONS

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