

Addendum to the
Subsequent Environmental Impact Report

for the

River Islands at Lathrop Project



State Clearinghouse No. 1993112027

July 1, 2005

EDAW

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ACRONYMS AND ABBREVIATIONS

Addendum	River Islands Project
CDMG	Department of Conservation, Division of Mines and Geology
CEQA	California Environmental Quality Act
CFF	City's Capital Facility Fee
City	City of Lathrop
EIR	Environmental Impact Report
ESA	Endangered Species Act
FEMA	Federal Emergency Management Agency
I-5	Interstate 5
LMFPD	Lathrop-Manteca Fire Protection District
NOAA Fisheries	National Oceanic and Atmospheric Administration, National Marine Fisheries Service
PDP	Preliminary Development Plan
RD	Reclamation District 2062
RID Area	River Islands Development Area
SCSWP	South County Surface Water Project
SEIR	Subsequent Environmental Impact Report
SJMSCP	San Joaquin County Multi-Species Habitat Conservation and Open Space Plan
TDS	total dissolved solids
TUSD	Tracy Unified School District
UDC	Urban Design Concept
UPRR	Union Pacific Railroad
VTM	vesting tentative map
VTM	Vesting Tentative Map
Water Master Plan	City's Water, Wastewater, and Recycled Water Master Plan
WLSP	Lathrop General Plan and West Lathrop Specific Plan

1 INTRODUCTION

1.1 BACKGROUND AND ACTION TRIGGERING THE ADDENDUM

On January 28, 2003, the City of Lathrop (City) certified the Subsequent Environmental Impact Report (SEIR) for the River Islands at Lathrop Project and approved various entitlements, such as amendments to the *Lathrop General Plan* and *West Lathrop Specific Plan (WLSP)* and cancellation of existing Williamson Act contracts on various parcels.

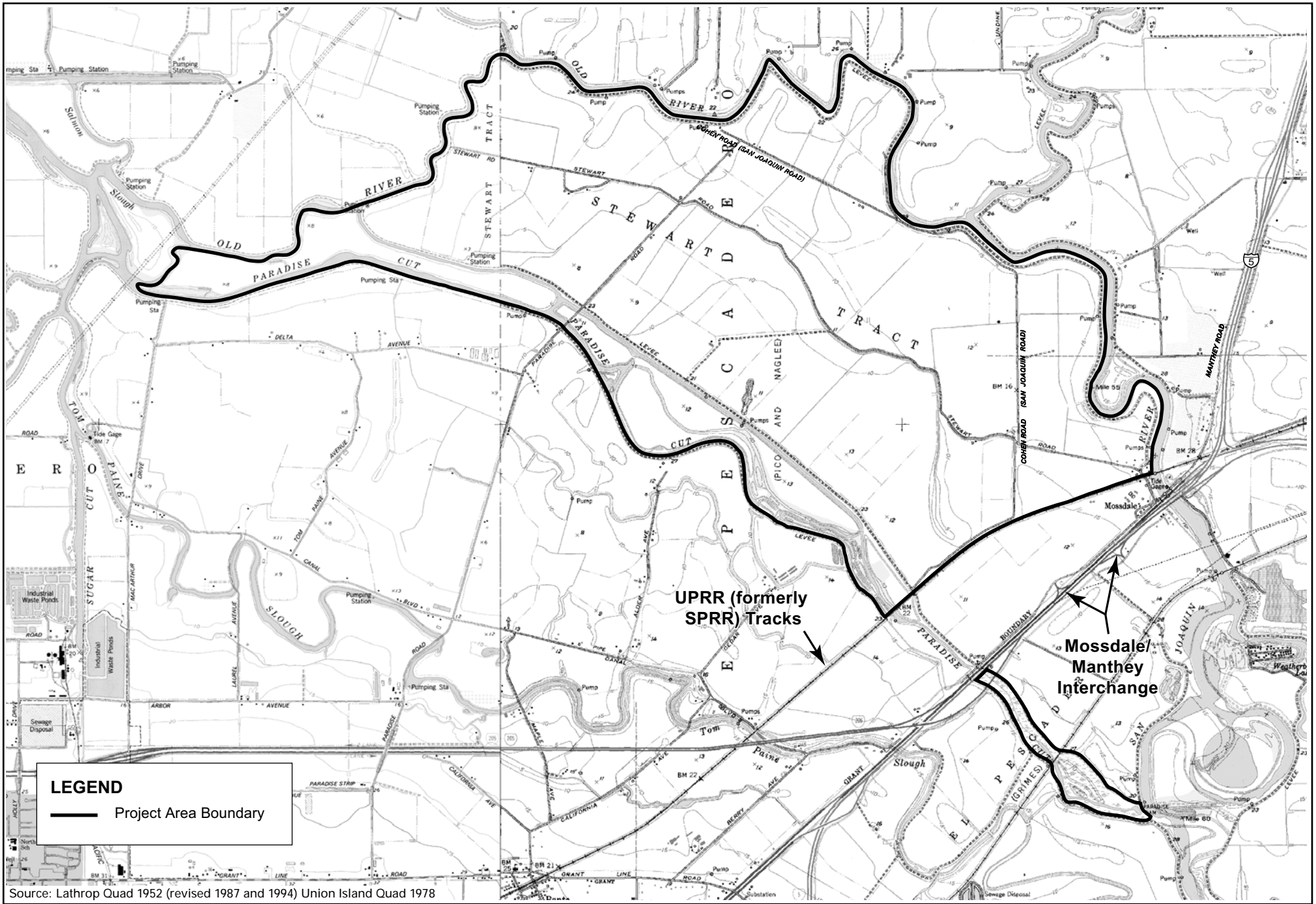
In addition to these entitlements, the City also approved a vesting tentative map (VTM) for the project. The VTM is identified as Tract 3221, which is the identifier given by San Joaquin County for the map. The Tract 3221 VTM generally encompasses the areas identified as Phase 1a and Phase 1 of the proposed project (project phasing is discussed below).

The River Islands Project consists of a mixed-use master planned community that encompasses approximately 4,905 acres of agricultural land and open space located on Stewart Tract and Paradise Cut (Exhibit 1-1). The proposed project includes, among other uses, an Employment Center, a Town Center, residential districts, golf courses, dock facilities, various flood management elements, construction of a central lake and other water features, and preservation, restoration, and creation of terrestrial and aquatic habitats (Exhibit 1-2).

The project analyzed in the SEIR and approved by the City is divided into two primary phases: Phase 1 and Phase 2 (Exhibit 1-3). Phase 1 includes the Town Center; the Employment Center; East Village, Lake Harbor, and Old River districts; and various flood control and other project features. The remainder of the project would be constructed as part of Phase 2. Phase 1 includes a subphase, Phase 1a. The primary component of Phase 1a is placement of fill in the southeastern section of the project area to create approximately 415 acres of “high ground” above the 100-year floodplain. The Phase 1a area encompasses portions of the Town Center and East Village and Old River Road districts. Up to 800 housing units and associated roads and infrastructure would be constructed on the Phase 1a high ground area.

The project proponent for the River Islands Project, Califia, LLC, has submitted an application for a new VTM for the project. The proposed VTM application would subdivide approximately 1,500 acres of the Stewart Tract to support development of Phase 1a and Phase 1 of the River Islands Project. Tract 3491 is the identifier given by San Joaquin County for this new VTM.

Phase 1a development under the Tract 3491 proposal would be very similar to the Phase 1a development described as part of the approved Tract 3221 VTM and in the SEIR. It would include 800 dwelling units, creation of a high ground area, and installation of initial project infrastructure. Existing roadway access would be used to

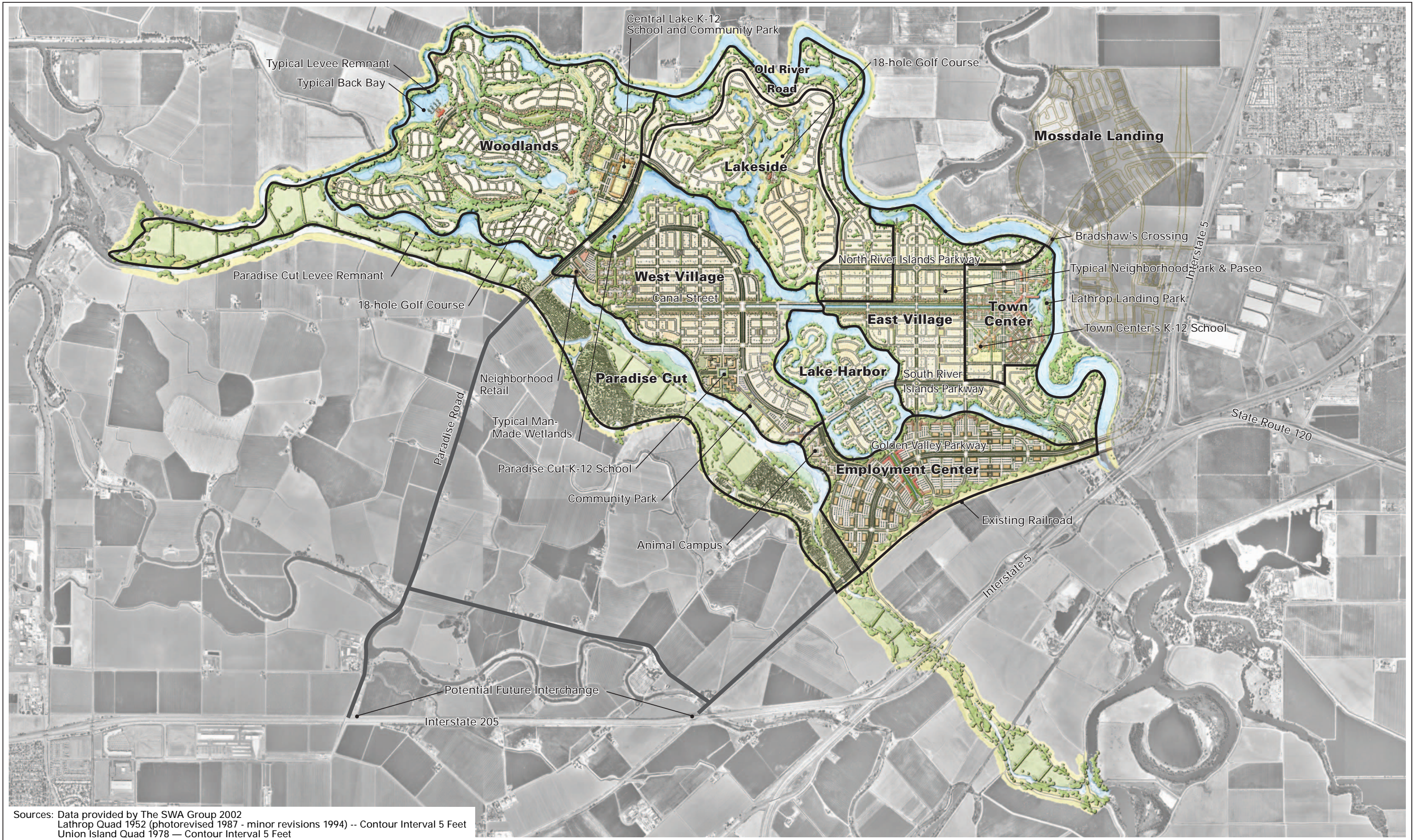


Project Vicinity Map

River Islands at Lathrop
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EXHIBIT 1-1

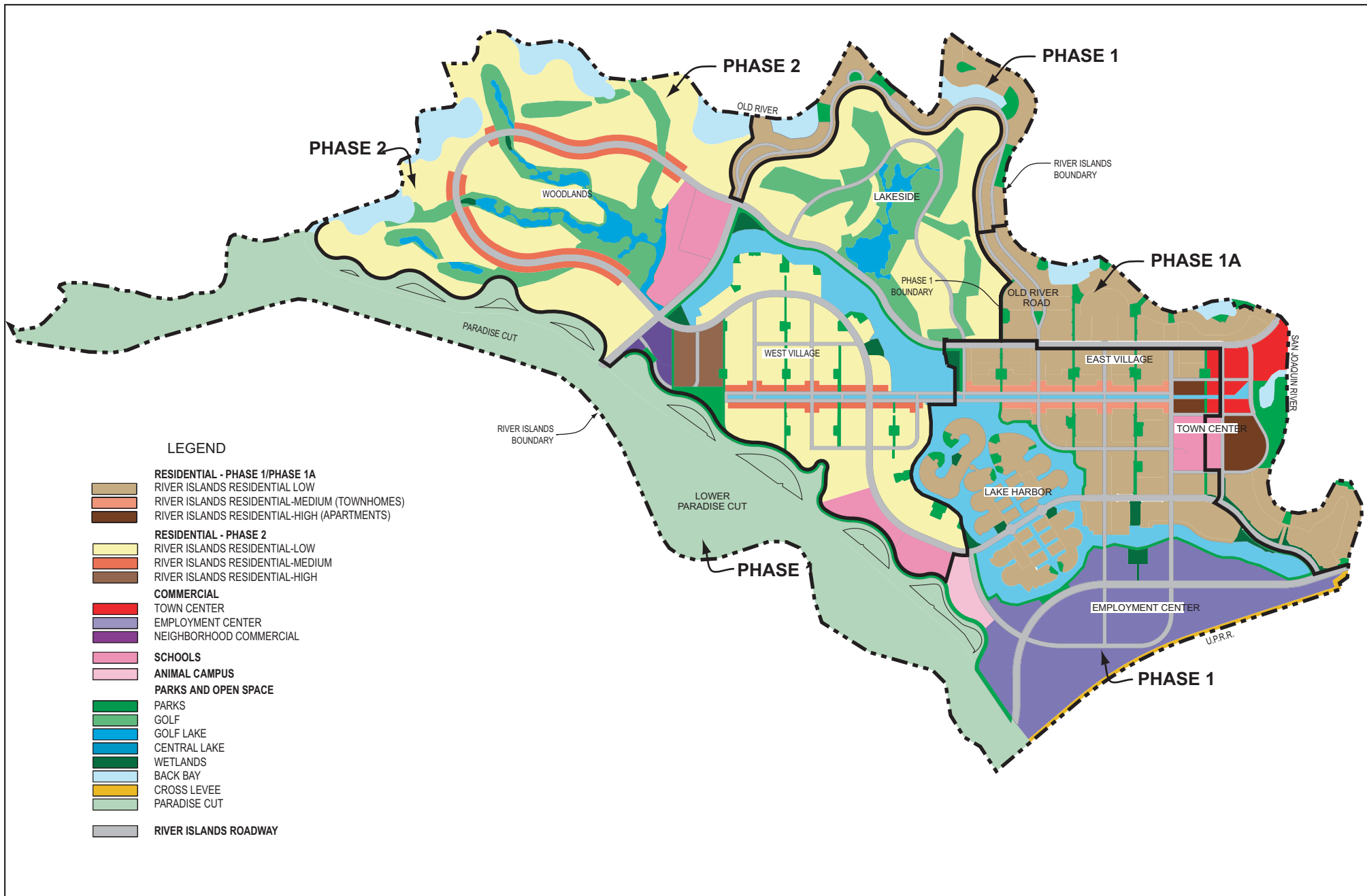




River Islands at Lathrop Development Concept Plan

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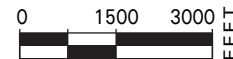


Source: Data provided by Carlson, Barbee & Gibson 2002

Proposed Project Development Phases

River Islands at Lathrop
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EXHIBIT 1-3



serve the 800 dwelling units. However, under the development scenario described in the SEIR, all 800 Phase 1a housing units would be constructed on the high ground area. Under the Tract 3491 VTM proposal, approximately 190 housing units would be placed on the high ground area and the remainder would receive flood protection through construction of new levees. See Chapter 2, “Description of the Proposed Action,” for a full description of the flood protection system included as part of the Tract 3491 VTM development proposal.

The balance of Phase 1 would also be similar to what is described for Tract 3221; however, development proposed under the Tract 3491 VTM differs in several respects, including modifications to the development boundary and the phasing of buildout of the Employment Center. See Chapter 2, “Description of the Proposed Action,” for a full description of the Tract 3491 VTM development proposal.

Although the development proposal included as part of the proposed Tract 3491 VTM is similar to the existing development proposal associated with the approved Tract 3221 VTM, the City, as lead agency for the project under the California Environmental Quality Act (CEQA), believes that the proposals differ sufficiently to result in minor modifications and clarifications to the prior SEIR. The City has determined that, in accordance with Section 15164 of the State CEQA Guidelines, the Tract 3491 VTM proposal differs sufficiently from the development scenario described in the SEIR for the River Islands Project that preparation of this Addendum to the SEIR is warranted.

It should be noted that the Tract 3221 VTM, as approved on January 28, 2003, remains valid and would only be superseded if Tract 3491 is approved by City Council action and a final map is filed under the new VTM.

1.2 CEQA GUIDELINES REGARDING THE ADDENDUM TO THE SEIR

If, after certification of an Environmental Impact Report (EIR), altered conditions or changes or additions to a project occur, CEQA provides three mechanisms to address these changes, a Subsequent EIR, a Supplement to an EIR, and an Addendum to an EIR.

Section 15162 of the State CEQA Guidelines describes the conditions under which a Subsequent EIR would be prepared. In summary, when an EIR has been certified for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects;

- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Section 15163 of the State CEQA Guidelines states that a lead agency may choose to prepare a supplement to an EIR rather than a Subsequent EIR if:

- (1) any of the conditions described above for Section 15162 would require the preparation of a Subsequent EIR, and
- (2) only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

Section 15164 of the State CEQA Guidelines states that a lead agency may prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described above for Section 15162 calling for preparation of a Subsequent EIR have occurred.

The differences between the River Islands Project as described in the SEIR and as approved by the City and the development proposal included in the Tract 3491 VTM application constitute changes consistent with Section 15164 that may be addressed in an addendum to an EIR. As described in Chapter 2 of this document, "Description of the Proposed Action," and Chapter 3, "Affected Environment, Environmental Consequences, and Mitigation Measures," none of the conditions described above for Section 15162 calling for preparation of a Subsequent EIR have occurred. The Tract 3491 VTM development proposal does not deviate appreciably from conditions

included in required project entitlements. In addition, the SEIR and resulting Mitigation Monitoring and Reporting Program are still valid for assessing and mitigating identified impacts as a result of the project.

Changes to the project associated with the Tract 3491 VTM proposal and any altered conditions since certification of the SEIR in January 2003 will:

- ▶ not result in any new significant environmental effects;
- ▶ not substantially increase the severity of previously identified effects.

In addition, no new information of substantial importance has arisen that shows:

- ▶ The project will have new significant effects;
- ▶ The project will have substantially more severe effects;
- ▶ That mitigation measures or alternatives previously found to be infeasible would in fact be feasible;
- ▶ That mitigation measures or alternatives which are considerably different from those analyzed in the SEIR would substantially reduce one or more significant effects on the environment.

Because minor clarifying changes/additions to the SEIR for the River Islands Project are necessary to accommodate the Tract 3491 VTM development proposal, but none of the conditions described in Section 15162 of the State CEQA Guidelines calling for preparation of a Subsequent EIR have occurred, an Addendum to the SEIR for the River Islands Project, consistent with Section 15164 of the State CEQA Guidelines, is the appropriate mechanism to address the Tract 3491 VTM development proposal.

2 DESCRIPTION OF THE PROPOSED ACTION

2.1 SCOPE AND FORMAT OF THE PROJECT DESCRIPTION

The proposed action evaluated in this Addendum to the SEIR for the River Islands Project (Addendum) is the adoption of the Tract 3491 VTM, approval of the Lakeside Planning District Preliminary Development Plan (PDP) and development of Phase 1 of the River Islands Project consistent with the Tract 3491 VTM proposal. For purposes of this Addendum, these Phase 1 actions are referred to as the “Tract 3491 VTM development proposal,” the “Tract 3491 VTM proposal,” or simply the “proposed project” or “Project.” When referring to any project elements or phases as described in the SEIR or current project approvals, the terms “SEIR” or “current project approvals” are included in the relevant text.

The purpose of this Addendum is (i) to document minor changes in the phasing of the development of the River Islands Project as reflected in the Tract 3491 VTM proposal and the Lakeside Planning District PDP when compared to the River Islands Project evaluated in the existing certified SEIR and current project approvals, and (ii) to evaluate whether these differences result in new significant impacts, significant changes in the severity of previously identified environmental impacts, or significant changes in the effectiveness or applicability of mitigation measures and project alternatives.

Consistent with this purpose, the project description provided below focuses on the minor changes associated with the Tract 3491 VTM proposal when compared to the current project approvals associated with the implementation of Phase 1 of the River Islands Project. Overall project development at full buildout is not appreciably altered by the Tract 3491 VTM proposal, which covers only Phase 1 of development, and analysis of full buildout of the River Islands Project (i.e., completion of Phase 2 development) is not the subject of this Addendum. The primary changes associated with the Phase 1 approvals under consideration involve a modification to the sequence or phasing of some elements of the overall River Islands Project.

The following project description follows the format used in the SEIR. Where the proposed Project differs from the project identified in the SEIR, these differences are described. If there are no differences for a particular topic area, this is also noted. The reader is referred to the certified SEIR and associated approvals for a more detailed description of the River Islands Project, particularly elements included in Phase 2 of the project, which is not the subject of this Addendum.

2.2 LOCATION AND SETTING

Conditions related to the location and setting for the proposed project have not changed from what is described in the SEIR. However, it should be noted that Section 3.1, “Location and Setting” in the SEIR describes the location of the River Islands project site in its entirety, whereas the Tract 3491 VTM development proposal (the proposed

project) only encompasses a portion of the project site associated with Phase 1 of project development (Exhibit 2-1).

2.3 PROJECT BACKGROUND

Information included in the SEIR related to Stewart Tract planning history, previous development plans for Stewart Tract, and previous environmental documents remains accurate and applicable. Background information relevant to this Addendum is supplemented by the certification of the SEIR and associated approvals and entitlements, which were summarized previously in Section 1.1, “Background and Action Triggering the Addendum.”

2.4 PROJECT GOALS AND OBJECTIVES

There are no changes in project goals and objectives related to the Tract 3491 VTM proposal.

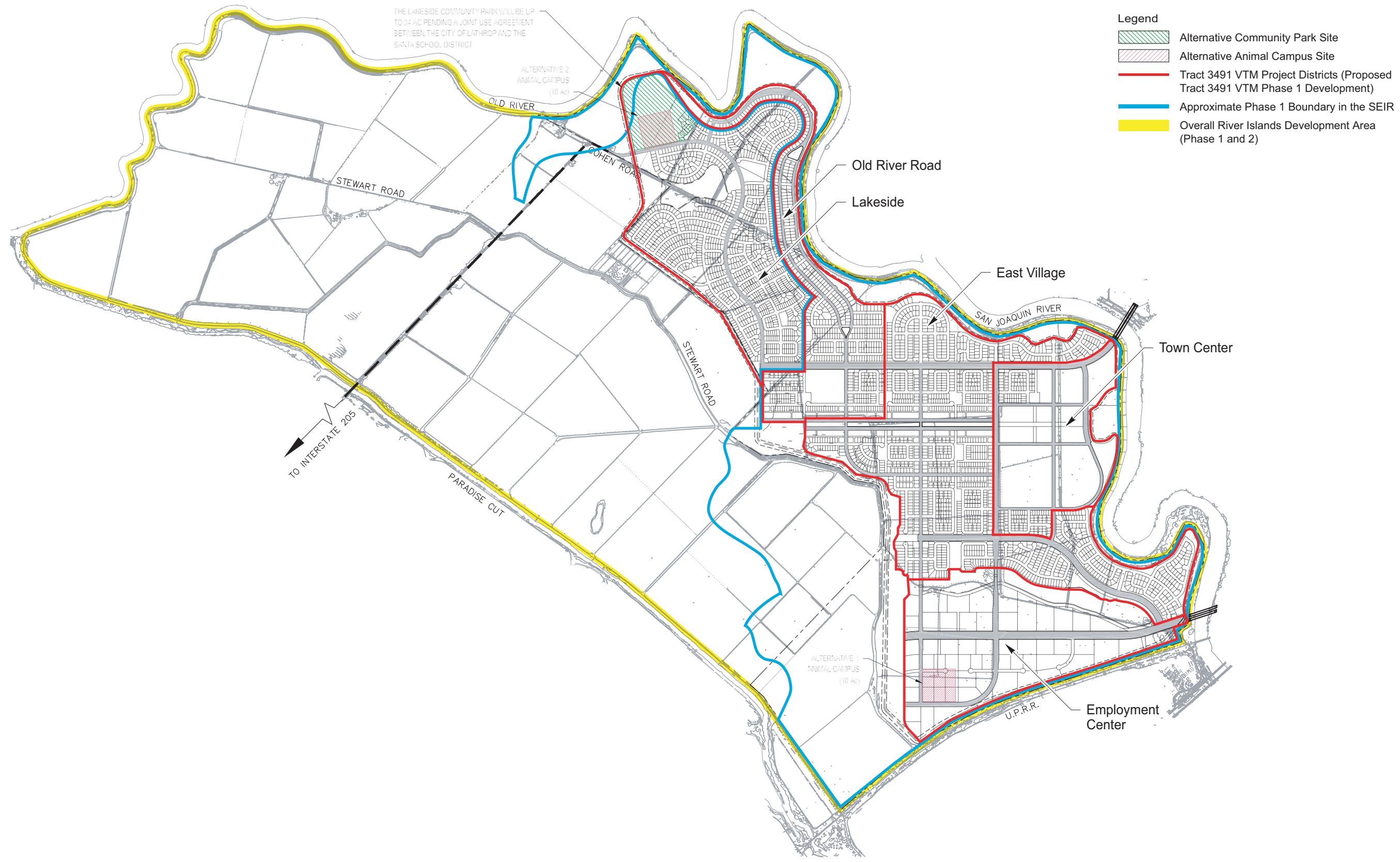
2.5 PROJECT DESCRIPTION

2.5.1 LAND USES

Land uses included in the Tract 3491 VTM proposal are consistent with those identified for the same area in the SEIR. Although consistent, specific details regarding land uses included in the Tract 3491 VTM proposal are provided below to allow a more detailed characterization of the proposed action and to assist with the evaluation of environmental effects in Chapter 3, “Affected Environment, Environmental Consequences, and Mitigation Measures.”

General land use categories associated with the Tract 3491 VTM proposal include a Town Center, an Employment Center, residential areas, lakes and water features, schools, and parks and trails. Specific elements of the proposed project would include;

- ▶ a first phase of the Employment Center, consisting of approximately 259 acres of the Employment Center District, within which would be roughly 156 acres of Employment Center land use (see Exhibit 2-1 for project district boundaries under the Tract 3491 VTM proposal, and Exhibit 1-2 for proposed project district boundaries at full buildout);
- ▶ approximately 156 acres of the Town Center District, within which would be roughly 36 acres of Town Center land use;
- ▶ an approximately 31-acre school in the Town Center District and an additional school covering approximately 12 acres in the East Village District;



Proposed Tract 3491 VTM Development and District Boundaries

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- ▶ approximately 694 acres of residential development within the Town Center, Old River Road, Lakeside, and East Village Districts;
- ▶ approximately 77 acres of parkland;
- ▶ an Animal Campus covering approximately 10-acres in one of two locations;
- ▶ approximately 79 acres of water bodies consisting of two lakes, water treatment wetlands associated with these lakes, and a central canal;
- ▶ approximately 167 acres of arterial and collector roadways; and
- ▶ other necessary public facilities and infrastructure to support the project.

The Tract 3491 VTM proposal includes development in all or part of the following project areas/districts (Exhibits 2-1 and 1-2):

- ▶ Town Center
- ▶ Employment Center
- ▶ East Village
- ▶ Old River Road
- ▶ Lakeside

Phase 1 of the River Islands Project as described in the SEIR includes these same areas/districts, with the exception of the Lakeside District. The portion of the Lakeside District included in the Tract 3491 VTM proposal (Exhibit 2-1) is described in more detail below and is one specific area of analysis in this Addendum.

TOWN CENTER DISTRICT

The type and distribution of land uses in the Town Center District under the proposed project would generally be the same as those described in the SEIR, consisting of a mix of retail, office, residential, educational, and civic uses; parks; and other public spaces. However, under the Tract 3491 VTM proposal, the Lathrop Landing back bay, associated dock facilities, and a portion of the Lathrop Landing park are not included (see sections related to “Lakes and Water” and “Parks and Trails” below). These facilities would be constructed during Phase 2 of project implementation, after development in the Tract 3491 VTM area is complete.

Under the development proposal analyzed in the SEIR, the entire approximately 185-acre Town Center District would be developed during Phase 1 of project implementation. However, because some shoreline facilities would

be deferred until Phase 2 under the Tract 3491 VTM development proposal, approximately 156 acres of the Town Center District would be developed during Phase 1 under this scenario.

EMPLOYMENT CENTER

Under the currently approved project proposal, it is assumed that much of the infrastructure over the entire approximately 450-acre Employment Center area would be constructed during Phase 1 of project development. However, it was estimated as part of the analysis included in the SEIR, that based on market conditions, only approximately 35% of the available developable acres, or approximately 107 acres, would be occupied by completion of Phase 1.

Under the Tract 3491 VTM proposal, construction of infrastructure and development in the Employment Center during Phase 1 would be restricted to an approximately 259-acre area in the eastern portion of the Employment Center District (Exhibit 2-1). Construction of infrastructure and development in the remainder of the Employment Center would take place during Phase 2 of project implementation. Within the 259-acre Employment Center area under the Tract 3491 VTM proposal, approximately 156 acres are identified specifically for Employment Center uses, with the remaining acreage identified for roadways, parks, a portion of the Central Lake (see discussion of “Lakes and Water” below), public facilities, and other supporting land uses. It is assumed that the same 107 acres of developable Employment Center area considered in the SEIR to be occupied by completion of Phase 1 would also be occupied under the Tract 3491 VTM proposal.

RESIDENTIAL DISTRICTS

The Tract 3491 VTM proposal includes the development of 3,226 single-family housing units and 1,058 multifamily units (4,284 total housing units) within the East Village, Lakeside, Old River Road, and Town Center Districts (Exhibit 2-1). This is the same unit count and unit mix for Phase 1 of project implementation approved with the original entitlements in 2003 (Note that the SEIR identifies the development of 3,231 single-family housing units and 829 multifamily housing units [4,060 total housing units] at the completion of Phase 1; however these totals were adjusted to 3,226 single-family housing units and 1,058 multifamily housing units [4,284 total housing units] in subsequent entitlements/approvals).

Although the numbers of housing units are the same for both the existing project approvals and the Tract 3491 VTM proposal, some units in the Tract 3491 VTM proposal are in different locations. Under the existing entitlements, the Lake Harbor District (Exhibit 1-2), which includes approximately 500 single-family housing units, is included in Phase 1 of project development. Under the Tract 3491 VTM proposal, none of the Lake Harbor District would be developed during Phase 1 (Exhibit 2-1). In addition, the Tract 3491 VTM proposal includes fewer housing units as part of Phase 1 in the Town Center, Old River Road, and East Village Districts, as compared to the unit counts for these districts under the current approvals. However, approximately 1,077 single-

family housing units are included in the Lakeside District in the Tract 3491 VTM proposal. The Lakeside District is not included as part of Phase 1 of project development under the current approvals.

As stated above, the total number and types of housing units associated with Phase 1 of project development and at full buildout are the same for the existing development scenario and the Tract 3491 VTM proposal. The only differences are that during Phase 1 under the Tract 3491 VTM proposal, 1,077 single-family units would be constructed in the Lakeside District, no housing units would be constructed in the Lake Harbor District, and fewer housing units would be constructed in the Town Center, Old River Road, and East Village Districts. In other words, some of the housing units included in the Town Center, Old River Road, and East Village Districts under the development scenario identified in the SEIR would be shifted to other portions of the Phase 1 area under the Tract 3491 VTM proposal, including the Lakeside District.

LAKES AND WATER

The water elements incorporated into the overall River Islands Project can be divided into two systems: the internal system and the external system. The internal system would consist of the human-made lake, canals, and other waterways interspersed throughout the developed portion of the project site and within the proposed Stewart Tract flood control system (e.g., levees and high ground corridors). (See Section 2.5.2, “Flood Protection,” for a discussion of the proposed levee and high ground corridor system.) The external system consists of those elements outside the proposed levee and high ground corridor system: the San Joaquin River, Old River, and Paradise Cut. The external system also would include back bays.

Internal Lake and Water System

During Phase 1 of project development, under both the existing approvals and the Tract 3491 VTM proposal, only a portion of the internal water system would be constructed, consisting of a segment of the Central Lake adjacent to the Employment Center District and the eastern portion of the Grand Canal in the East Village District. Proposed uses and management activities associated with these water features are the same under both scenarios, including the placement of docks along the shore of the Central Lake.

The primary difference between the internal water system scenarios is that under the Tract 3491 VTM proposal, the Lake Harbor District would not be developed until Phase 2, resulting in a modified configuration for the Central Lake during Phase 1. The water surface area for the combined Central Lake and Grand Canal segments under the Tract 3491 VTM proposal would be approximately 49 acres, roughly 35 acres for the Central Lake and 14 acres for the Grand Canal. Approximately 10 additional acres of human-made wetlands would be constructed along the shore of the Central Lake for treatment of stormwater and to assist in maintaining water quality in the lake. The Tract 3491 VTM proposal also includes the use of an additional approximately 16-acre human-made lake in the Lakeside District for stormwater detention, and approximately 5 acres of treatment wetlands along the

shore of this lake. This Lakeside District lake (which is independent from the Central Lake) would be converted to a golf-course water feature during Phase 2 of project development.

Under the Tract 3491 VTM proposal, approximately 79 acres of internal water features would be constructed, consisting of the two lakes, associated water treatment wetlands, and a portion of the Grand Canal. The combined water surface area for the Central Lake and Grand Canal during Phase 1 under the existing project entitlements would be approximately 200 acres.

Uses of the internal water features under the Tract 3491 VTM proposal would be the same as those described in the SEIR, including boating, fishing, construction of private boat docks, and a prohibition on use of internal combustion engines for all watercraft except those operated for emergency services.

External Water System

The Tract 3491 VTM proposal includes no facilities along the external water system. All back bays, docks, Paradise Cut improvements, and similar activities along the external water system would be developed during Phase 2 of the River Islands Project. As part of the Tract 3491 VTM proposal, the Lathrop Landing back bay area would be landscaped to blend into the adjacent portion of the Lathrop Landing park developed during Phase 1. This interim landscaping would be removed during excavation and construction of the back bay during Phase 2 of project development.

SCHOOLS

The River Islands project site is located within two different school district boundaries: the Banta Elementary School District (Banta ESD), which serves grades K–8, and the Tracy Unified School District (TUSD), which serves grades 9–12. The 2003 approvals envisioned a “magnet school” system, which would house all grade levels in individual facilities (K–12), with one facility, the Town Center School, being the only school in the Phase 1 area. An alternative system of traditional-model elementary, middle, and high schools was also approved. Under this approach, elementary and middle schools would be constructed in the Phase 1 area as needed to meet demand, and temporary high school facilities would be associated with one or more of these schools until student populations were sufficient to support a “stand-alone” high school. It was anticipated that a single high school would be built at the project site during Phase 2 of development.

Under a mitigation agreement adopted in 2003 between Banta ESD and the project applicant, a modified traditional mode of K–5 elementary schools and 6–8 middle schools will be followed, along with a traditional 9–12 high school.

The Town Center magnet school described in the original SEIR covered an approximately 31-acre area in the Town Center district. Under the Tract 3491 VTM proposal, the same 31-acre site would house one K–5 elementary school and one 6–8 middle school. An additional K–5 school would be constructed in the East Village District to accommodate expected demand. Demand for high school facilities would be addressed in the same manner as described in the SEIR; temporary facilities at elementary and middle school sites would be used until a sufficient student population would warrant construction of the planned high school in the Woodlands District, which is anticipated to occur during Phase 2.

Similar to what was anticipated in the SEIR, in the early stages of Phase 1a development under the Tract 3491 VTM proposal, students could temporarily attend schools outside the community. Temporary school facilities could also be provided in the Phase 1a area until the Town Center schools are built. As part of the 2003 mitigation agreement with Banta ESD, the Town Center schools must start construction when the first residential building permit is issued for the project.

POLICE, FIRE PROTECTION, AND ANIMAL CONTROL SERVICES

Fire protection services at the project site will be provided by the Lathrop-Manteca Fire Protection District (LMFPD). In the SEIR it was assumed that an interim fire station would be put into service in the Phase 1a area to provide fire protection for the initial 800 housing units. Under the Tract 3491 VTM proposal, the new Mossdale Landing Fire Station (Station 34) would provide interim fire protection for development within the boundary of the Phase 1a development area (as described in the Project application). No interim fire station would be put into service to serve the Phase 1a area under the Tract 3491 VTM proposal. When development reaches a sufficient level during Phase 1 (based on maintenance of 3-4 minute response times), both the development scenario identified in the SEIR and the Tract 3491 VTM proposal include construction of a fire station, likely in the Employment Center District. Although not required, a mitigation agreement between the applicant and LMFPD is currently under negotiation to further clarify the implementation of required fire facilities.

Methods for provision of police services are the same under the currently approved project proposal and the Tract 3491 VTM proposal.

As contemplated with the original project approvals, an emergency response/evacuation plan for the Tract 3491 VTM area would be developed in coordination with the police and fire departments to ensure that island residents would be evacuated safely in the event of a large-scale emergency or natural disaster.

Animal control in the City is provided by the Lathrop Animal Services Division. The previous approvals called for the project applicant and the City to negotiate an animal control services element. Credit could be given to the project applicant if a portion of the proposed River Islands Animal Campus was dedicated for use by the City's

Animal Services Division. Under the current Tract 3221 VTM, the proposed Animal Campus would hold the City's first animal shelter, and the land would be offered for dedication to the City prior to the completion of Phase 1 of the River Islands Project.

Under the Tract 3491 VTM proposal, to meet the demand for animal control services during Phase 1 of project development, a 10-acre Animal Campus site, in one of two locations in the Tract 3491 VTM area, would be offered for dedication to the City (see Exhibit 2-1). If no further development of the River Islands Project beyond the Tract 3491 VTM area occurs, then the 10-acre Animal Campus site in the Tract 3491 VTM area shall be considered a permanent site. Should a tentative map be approved beyond the boundaries of the Tract 3491 VTM, and at that time the City has not developed the 10-acre site identified in the Tract 3491 VTM area, the applicant shall have the option of offering for dedication an additional net 10 acre site adjacent to the site identified in the Tract 3491 VTM area, or offer for dedication at least 20 net acres of usable land in the Employment Center District as currently identified in the existing Tract 3221 VTM (i.e., the Animal Campus site described in the SEIR). If use of the Animal Campus site identified in the SEIR and the Tract 3221 VTM is chosen, then the 10 acres of land identified for the Animal Campus site in the Tract 3491 VTM area would be made available for development consistent with land use and development assumptions identified in the SEIR.

PARKS AND TRAILS

Parks

There are four primary categories of parks proposed as part of the overall River Islands project: community parks, river vista parks, lakefront parks, and neighborhood parks. Phase 1a of project development, as described in the SEIR, includes approximately 38.2 acres of parkland in these categories. Of these roughly 38 acres, approximately 18 acres of parkland would be considered to function as a community park, as described in the *Lathrop General Plan*, and approximately 20 acres of parkland would be considered equivalent to neighborhood parks, as described in the *Lathrop General Plan*. Phase 1 of the River Islands Project, as described in the SEIR, would include approximately 98.4 acres of parkland. Of these roughly 98 acres, approximately 28 acres are specifically defined as community parks. Portions of the remaining roughly 70 acres of parkland would serve community park and neighborhood park functions.

The Tract 3491 VTM development proposal includes approximately 77 acres of parkland in the proposed development area. In many instances, the location and types of parks included in this scenario are the same as those identified in the SEIR. However, the Tract 3491 VTM development proposal includes no river vista parks because no facilities would be developed along the San Joaquin River or Old River shorelines. Under this scenario, development of river shoreline facilities (e.g., back bays, river vista parks, levee shoreline vegetation/habitat) would be deferred until Phase 2 of project implementation. The Tract 3491 VTM proposal

includes lakeside parks/trails to be developed along the edge of the Central Lake, but these facilities would be within the developed portion of the Tract 3491 VTM area and are located several hundred to several thousand feet from the San Joaquin River and Old River.

The Tract 3491 VTM development proposal includes a 34 acre community park to be developed in the Lakeside District (Exhibit 2-1).

Trails

The Tract 3491 VTM development proposal includes a pedestrian and bicycle trail system, similar to that described in the SEIR, connecting the various parks and other project features.

2.5.2 FLOOD PROTECTION

The entire River Islands project site is in the 100-year floodplain. Stewart Tract and Paradise Cut are surrounded by levees that provide 50-year level of protection and do not meet urban standards as defined by the Federal Emergency Management Agency (FEMA). As required by various regulations and entitlement conditions, areas developed as part of the River Islands project must be taken out of the 100-year floodplain designation before occupancy of units. Current performance standards thus require a minimum 100-year level of flood protection.

The overall plan to provide flood protection for the River Islands Development Area (RID Area) (i.e., all new urban development associated with the River Islands Project), is the same under the development proposal described in the SEIR and the Tract 3491 VTM development proposal. However, a revised phasing program for flood protection is proposed as part of the Tract 3491 VTM development scenario.

The project, as described in the SEIR, completes almost all flood protection activities (levee improvements, setback levees, high ground corridors, Paradise Cut improvements) during Phase 1 of project development. Under the Tract 3491 VTM development proposal, sufficient flood protection activities will be completed during Phase 1a (and/or Phase 1, see discussion in the following paragraph) to remove developed areas from the 100-year floodplain. However, under the Tract 3491 VTM proposal, much of the Phase 1 flood protection activities identified in the SEIR would take place during Phase 2 of project development. The primary difference between the flood protection program identified in the SEIR and that included in the Tract 3491 VTM proposal is that the Tract 3491 VTM development proposal includes no alterations to the existing levee system (e.g., strengthening of existing levees, high ground corridors integrated into existing levees, Paradise Cut improvements, creation of back bays) during Phase 1 of project development.

Under the Tract 3491 VTM development proposal, a system of levees and high ground areas would be constructed to remove the development area from the 100-year floodplain. The entire levee system protecting the

Tract 3491 VTM area may be constructed during Phase 1a, or a phased approach may be applied and levees would be constructed to protect new development as the project proceeds. All levees/high ground areas would be built to applicable agency standards and would have a minimum elevation equal to the 200-year flood elevation plus 3 feet of freeboard. These new levees/high ground areas would neither affect, nor be integrated into, the existing Stewart Tract and Paradise Cut levee system until after the Tract 3491 VTM development is complete. As Phase 2 of project development is initiated, the Tract 3491 VTM levees would be integrated with the existing levee system, as appropriate, to complete the overall flood protection system identified in the SEIR. Some segments of the Tract 3491 VTM levees could also be removed if they are not needed as part of the overall flood protection system. Because of the installation of a flood protection system, all Phase 1 development in the Tract 3491 VTM would be constructed outside of the 100-year floodplain, as was proposed for Phase 1 development identified in the SEIR.

As shown in Exhibit 2-1, the Tract 3491 VTM proposal includes a portion of the proposed cross levee between the Employment Center and the existing Union Pacific Railroad (UPRR) berm. The Tract 3491 VTM proposal only includes a sufficient length of the cross levee to protect the Tract 3491 VTM development area. The remainder of the cross levee would be completed as part of Phase 2 of project development, as part of the overall flood protection system for buildout of the River Islands Project.

Existing levees in the River Islands project area are all privately owned, and there is currently no public access to these levees. Because no improvements to existing levees are proposed in Phase 1 as part of the Tract 3491 VTM proposal, all provision of public access to the riverbanks along the project perimeter would be deferred to Phase 2. The reclamation district or other public agency will continue to maintain all existing levees, as well as all new levees and the water-facing side of the high ground corridors. Access for reclamation district and authority to conduct any necessary maintenance activities would be included in the easement language for new levees and for parcels along the extreme edge of the new high ground corridors.

2.5.3 TRAFFIC AND VEHICULAR ACCESS

Although the boundary of Phase 1 development under the Tract 3491 VTM proposal is somewhat different from what is described in the SEIR, in almost all instances the internal and external circulation networks serving the proposed development are not appreciably different under the two scenarios. An exception relates to the Bradshaw's Crossing bridge.

The City is currently pursuing state and federal permits for construction of the Bradshaw's Crossing bridge. In the SEIR it was assumed that the project applicant would have primary responsibility for construction of the Bradshaw's Crossing bridge. As a City led project, the Bradshaw's Crossing bridge is anticipated to provide regional access from Mossdale Village and other areas of the City, using the existing Cohen and Paradise Roads

on Stewart Tract, independent of the timing of River Islands development. Funding for construction of Bradshaw's Crossing bridge (as well as other regional roadway improvements in the City) is provided by the City's Capital Facility Fee (CFF) program. The CFF is applied to projects in the City both east and west of I-5; however, a majority of fees are paid by projects west of I-5. It should be noted that environmental impacts from construction of the Bradshaw's Crossing bridge were fully analyzed in the River Islands SEIR approved in 2003.

2.5.4 UTILITIES

WATER

Since certification of the River Islands SEIR, several anticipated water service improvements have been completed, are underway, or are planned that advance the provision of water to the project site. In summer 2005, treated surface water deliveries from the South County Surface Water Project (SCSWP) to the City will begin. A SCSWP pipeline crosses Stewart Tract near the River Islands project site. During Phase 1 of project development, a turnout from this pipeline would be completed to provide water to Tract 3491. River Islands will construct a water storage tank to support Phase 1, along with necessary booster pumps, before the full buildout of Tract 3491, in accordance with the City's *Water, Wastewater, and Recycled Water Master Plan* (Water Master Plan).

The SCSWP pipeline mentioned above crosses the San Joaquin River over a recently completed Pedestrian/Bicycle Bridge located just north of the existing Manthey Road bridge. The bridge was constructed as part of the City's overall pedestrian/bicycle trail system. A 16-inch water pipeline would be installed in this bridge to connect the River Islands development to the City's potable water system.

SEWER AND RECYCLED WATER

Methods for the collection and treatment of wastewater under the Tract 3491 VTM proposal are the same as those described in the SEIR. Anticipated improvements that have been constructed since completion of the SEIR include construction of the first stage of the City's planned Water Recycling Plant #1 (WRP #1). Permits for use of the plant were approved in March 2005. Capacity from the first stage of the WRP #1 expansion would serve a portion of Phase 1a of the Tract 3491 VTM development, and future stages of expansion of WRP #1 would provide capacity for the balance of the Tract 3491 VTM proposal. The applicant has agreements with the City that support the orderly expansion of WRP #1 as necessary when project development proceeds.

Methods for the disposal of recycled water generated by WRP#1 under the Tract 3491 VTM proposal are the same as methods described in the SEIR.

STORM DRAINAGE

The same storm drainage performance criteria identified in the SEIR for the River Islands project would be applied to the Tract 3491 VTM proposal; therefore, the Tract 3491 VTM storm drainage system will provide sufficient flood detention to retain the 1-in-100-AEP (annual exceedance probability) storm event without impact to the levees and high-ground corridors. Within Tract 3491, storm flows from a 1-in-100-AEP event would be contained within portions of the Central Lake, the Grand Canal, and a man-made lake in the Lakeside District. Temporary detention ponds in the Phase 2 area may also be used.

Stormwater Treatment Measures

The Tract 3491 VTM proposal uses a system of grassy swales, water treatment wetlands, and stormwater detention lakes similar to the system described in the SEIR to clean and manage stormwater. However, where Phase 1 development in the SEIR included approximately 200 acres of water features to be used for stormwater treatment and management (i.e., Central Lake, water treatment wetlands), the Tract 3491 VTM proposal includes approximately 79 acres of water features serving this purpose; these include the proposed 15.6 acre northern lake in the Lakeside District, 13.8 acres of the Grand Canal, 35.2 acres of the Central Lake, and a total of 14.3 acres of treatment wetlands located along the shore of the northern lake and the Central Lake.

A hydrologic evaluation of the proposed Tract 3491 VTM stormwater system indicates that the 79 acres of water features planned for use for stormwater management provide sufficient treatment and detention capacity to serve the planned Phase 1 development (Carlson, Barbee, and Gibson 2005). However, if as development of Phase 1a and Phase 1 proceeds it is determined that additional stormwater detention capacity becomes necessary, temporary detention ponds would be constructed in the planned Phase 2 development area. These ponds would be removed as development of Phase 2 proceeds and additional detention capacity is provided by the ongoing construction/expansion of the Central Lake. If temporary detention ponds are constructed, all or a portion of the stormwater held in these ponds may be used to irrigate agricultural lands on the Stewart Tract within the Phase 2 area.

Similar to the Central Lake management system identified in the SEIR, it is anticipated under the Tract 3491 VTM scenario that water will need to be pumped into and out of the Central Lake, Grand Canal, and northern lake to maintain desired water levels in these three features. However, unlike the system identified in the SEIR where new water intakes and outfalls would be constructed to support management of the Central Lake, under the Tract 3491 VTM proposal, only existing agricultural intakes and outfalls and the existing agricultural irrigation and drainage system on Stewart Tract would be used to add and remove water from the proposed water features. Under the Tract 3491 VTM proposal, once existing agricultural intakes are used to bring water from the San Joaquin River and/or Old River onto Stewart Tract, the water will be transported towards the Tract 3491 VTM

area using the existing agricultural irrigation network. New pumps in/adjacent to the Tract 3491 VTM area will move water from the irrigation network, over the new levees protecting the Tract 3491 VTM area, to a system of pumps and pipelines installed in the Tract 3491 VTM area designed to move water in and out of the three water features. When water is discharged from the three water features, it would be pumped over the new levees protecting the Tract 3491 VTM area and into existing agricultural drainage ditches that are not features subject to regulation under the Clean Water Act. The existing agricultural drainage system running through the Phase 2 portion of the project site would be used to convey water from the Tract 3491 VTM area (and temporary detention ponds if necessary) to the existing agricultural outfalls.

ELECTRICITY

Methods for delivery and distribution of electricity under the Tract 3491 proposal are the same as those described in the SEIR.

NATURAL GAS

Methods for delivery and distribution of natural gas under the Tract 3491 VTM proposal are generally the same as those described in the SEIR. However, there is one significant difference. As described in the SEIR, the first of two natural gas lines constructed to serve the project area would be installed via directional bore under the San Joaquin River. Under the Tract 3491 VTM proposal, this line would be attached to the recently completed pedestrian/bicycle bridge crossing the San Joaquin River adjacent to the existing Manthey Road bridge.

2.5.5 NATURAL LANDS/ECOLOGICAL RESTORATION

Because of the modified phasing of the flood control program associated with the Tract 3491 VTM proposal, anticipated impacts to natural lands/ecological areas (e.g., Paradise Cut, riparian habitat, aquatic features subject to regulation under the Clean Water Act) identified as part of Phase 1 of project implementation in the SEIR would be deferred to Phase 2 under the Tract 3491 VTM proposal. For this reason, the natural lands/ecological restoration identified as part of Phase 1 of project implementation in the SEIR would also be deferred to Phase 2 under the Tract 3491 VTM proposal. Each primary natural lands area associated with the River Islands project—the Paradise Cut Conservation Area, riverbanks, and the cross levee—is discussed below.

PARADISE CUT CONSERVATION AREA

The Tract 3491 VTM proposal defers proposed flood control improvements to Paradise Cut to Phase 2 of project development. Therefore, proposed habitat enhancement/restoration/creation activities in and adjacent to Paradise Cut would also be deferred to Phase 2.

RIVERBANKS

The Tract 3491 VTM proposal defers flood control improvements along the San Joaquin River and Old River until Phase 2 of project development. This includes improvements to existing levees, integration of existing levees into high ground corridors, and construction of back bays. Because improvements to existing shoreline levees are deferred to Phase 2 under the Tract 3491 VTM proposal, associated creation and enhancement of habitat along the levee shoreline and riverbanks is also deferred until Phase 2.

CROSS LEVEE

Under the project scenario described in the SEIR, the entire cross levee adjacent to the UPRR berm would be constructed during Phase 1 of project implementation. A fence or wall would be installed along the levee to exclude humans and feral cats from the area between the cross levee and the railroad berm. Vegetation in the area protected by the wall/fence would be left undisturbed and allowed to naturally increase in density to improve conditions for riparian brush rabbit.

Under the Tract 3491 VTM proposal, only a portion of the cross levee would be constructed during Phase 1 of project implementation (Exhibit 2-1). Along this portion of the cross levee a wall/fence would be constructed and the vegetation left undisturbed in the same manner described in the SEIR.

2.5.6 LATHROP GENERAL PLAN AND WEST LATHROP SPECIFIC PLAN AMENDMENTS

The Tract 3491 VTM proposal and the Lakeside Planning District PDP are consistent with the *Lathrop General Plan* and the WLSP. The Tract 3491 VTM proposal would not require any additional amendments to these plans beyond those already approved for the River Islands project.

2.5.7 PHASING

Other than the differences described above, project phasing under the Tract 3491 VTM proposal, which includes Phase 1a and Phase 1 of project development, would be the same as described in the SEIR.

3 AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, AND MITIGATION MEASURES

3.1 APPROACH TO ENVIRONMENTAL ANALYSIS

As stated previously in Section 1.2, “CEQA Guidelines Regarding the Addendum to the SEIR,” the City has determined that, in accordance with Section 15164 of the State CEQA Guidelines, minor technical changes or additions to the SEIR for the River Islands Project are necessary to address the Tract 3491 Vesting Tentative Map (VTM) proposal. Consequently, this Addendum to the SEIR is prepared for the Tract 3491 VTM proposal.

To prepare an Addendum to an EIR, as opposed to a Subsequent EIR or a Supplement to an EIR (Sections 15162 and 15163 of the State CEQA Guidelines), none of the conditions described in Section 15162 calling for preparation of a SEIR must have occurred. In summary, to prepare an Addendum requires that the revised project or altered circumstances since approval of the previous CEQA document:

- ▶ will not result in any new significant environmental effects,
- ▶ will not substantially increase the severity of previously identified effects,
- ▶ will not result in mitigation measures or alternatives previously found to be infeasible being categorized as feasible, and
- ▶ will not result in availability/implementation of mitigation measures or alternatives that are considerably different from those analyzed in the previous document that would substantially reduce one or more significant effects on the environment.

The analysis of environmental effects provided below follows the general format used in the SEIR. The environmental analysis first evaluates for each environmental topic area (e.g., land use, traffic, air quality) whether there are any changes in the regulatory background, existing conditions, or circumstances in which the project is undertaken that would result in new or substantially more severe environmental impacts. The Addendum then evaluates the differences between the Tract 3491 VTM proposal and the current River Islands Project approvals that warrant minor changes or additions to the SEIR. The environmental effects of these differences, if any, are then identified and an assessment is made as to whether these differences will result in new significant impacts, significant changes in the severity of previously identified environmental impacts, or significant changes in the effectiveness or applicability of mitigation measures and project alternatives that would trigger the need for subsequent environmental review for the Tract 3491 VTM proposal based on the various criteria for subsequent environmental review included in Sections 15162 and 15164 of the State CEQA Guidelines.

3.2 LAND USE CONSISTENCY AND COMPATIBILITY

Since certification of the River Islands SEIR and related project approvals in 2003, no changes to the regulatory background or existing conditions have occurred involving land use issues that would trigger the need for subsequent environmental review for the Tract 3491 VTM proposal.

As state above in Chapter 2, “Description of the Proposed Project,” the Tract 3491 VTM proposal and the Lakeside Planning District PDP are consistent with the *Lathrop General Plan* and the WLSP. The Tract 3491 VTM proposal would not require any additional amendments to these plans beyond those already approved for the River Islands project.

In almost all cases, project land uses under the Tract 3491 VTM proposal are consistent with the land uses in the original project proposal evaluated in the SEIR. The primary differences between the two scenarios from a land use perspective are related to changes in phasing of some Project elements (as discussed in Chapter 2, “Description of the Proposed Action) and the configuration of Phase 1 of project development, and not to the type or location of land uses proposed as part of the overall project. Exceptions are the proposed locations for the Animal Campus site and the Lakeside community park (Exhibit 2-1), which are not included in the original SEIR and related approvals. However, these are not new land uses, but are adjustments to the timing and location of development of these uses. The Animal Campus sites and Lakeside community park do not conflict with any adopted land use plans or policies because they constitute permissible land uses within the planning and zoning areas where they are proposed.

In summary, any differences between the Tract 3491 VTM proposal and the previously approved development proposal are considered minor and would not result in new significant land use impacts, significant changes in the severity of previously identified land use impacts, or significant changes in the effectiveness or applicability of mitigation measures and project alternatives related to land use.

3.3 POPULATION, EMPLOYMENT, AND HOUSING

Since certification of the River Islands SEIR and related project approvals in 2003, no changes to the regulatory background or existing conditions relative to population, employment, and housing have occurred that trigger the need for subsequent environmental review of the Tract 3491 VTM proposal.

The SEIR identifies impacts related to population growth and housing demand during project construction as being less than significant. The extent, type, and pace of development are basically the same under both the Tract 3491 VTM proposal and the development scenario described in the SEIR. Therefore, the number of construction jobs generated by project development during peak construction periods would not be appreciably different

between the two scenarios. Impacts related to population growth and housing demand during project construction would remain less than significant under the Tract 3491 proposal.

The Tract 3491 VTM proposal includes the same number and type of housing units as identified in existing project approvals (3,226 single-family units and 1,058 multifamily units). Therefore, impacts related to population growth and inconsistency with City housing policies, which are identified as less than significant in the SEIR, would remain less than significant under the Tract 3491 proposal.

Job-generating land uses under both the Tract 3491 VTM proposal and the development scenario analyzed in the SEIR would be concentrated in the Town Center and Employment Center. Under both scenarios, full buildout of the Town Center is assumed during Phase 1, and 107 acres of developable Employment Center area is assumed to be occupied by the end of Phase 1. The Tract 3491 VTM development proposal would therefore have approximately the same employee-generation potential as the development scenario in the SEIR. As described above, the Tract 3491 VTM proposal also includes the same number and type of housing units as the development scenario in the SEIR. Therefore, impacts related to generation of housing demand, which are identified as less than significant in the SEIR, would remain less than significant under the Tract 3491 proposal.

Although the boundary of the Phase 1 development area under the Tract 3491 development proposal is somewhat different than that described in the SEIR, the differences do not result in substantial changes in the project that would result in new significant or substantially more severe impacts on existing housing. This is because the Tract 3491 VTM proposal would not result in any additional existing housing units being displaced beyond what is identified in the SEIR. Impacts related to housing displacement are considered less than significant in the SEIR (less than 10 existing residences would be displaced) and would also be less than significant under the Tract 3491 VTM proposal.

In summary, any differences between the Tract 3491 VTM proposal and the previously approved development proposal are considered minor and would not result in new significant impacts related to population, employment, and housing; significant changes in the severity of previously identified impacts related to population, employment, and housing; or significant changes in the effectiveness or applicability of mitigation measures and project alternatives related to population, employment, and housing.

3.4 TRAFFIC

Since certification of the River Islands SEIR and related project approvals in 2003, no changes to the regulatory background relative to traffic have occurred that trigger the need for subsequent environmental review of the Tract 3491 VTM proposal.

Some changes to existing traffic conditions have occurred since completion of the SEIR in 2003, in that some planned transportation infrastructure improvements have been implemented and some traffic generating land uses have been developed since that time. However, these changes are consistent with the traffic model assumptions used in the SEIR and would not alter the results of the model or the impact analysis for the Tract 3491 VTM proposal.

As described previously in Section 2.5.3, “Traffic and Vehicular Access,” the City is leading development of the Bradshaw’s Crossing bridge rather than the project applicant because the bridge is part of the City’s planned regional transportation network as described in the City’s CFF program. However, the City’s role in completion of this planned regional transportation infrastructure element does not have the potential to increase traffic impacts.

Therefore, although some conditions relative to traffic and transportation have changed since completion of the SEIR, these changes would not require subsequent environmental review to assess the impacts of the Tract 3491 VTM proposal.

As described above in Section 3.3, “Population, Employment, and Housing,” the Tract 3451 VTM proposal has the same number and type of housing units and type and extent of job-generating land uses as assumed in the SEIR. The type and extent of other land uses are also approximately the same among the two development scenarios. Therefore, traffic generation attributable to the Tract 3491 VTM proposal should not be appreciably different from that described in the SEIR and the Project would not result in new or substantially more severe traffic impacts. Locations and methods for accessing the project site, for both construction and operational traffic, are also the same under both scenarios, and the on-site circulation system under both proposals uses the same arterial and collector roads and follows the same principals/policies for minor streets.

Because traffic generation and planned infrastructure under the Tract 3491 VTM proposal would not represent a substantial change resulting in new significant or substantially more severe traffic impacts when compared to the impacts described in the SEIR, all traffic impacts and significance conclusions regarding these impacts identified in the SEIR would also apply to the Tract 3491 VTM proposal. In addition, the same traffic mitigation measures applicable to Phase 1a and Phase 1 development in the SEIR would apply to the Tract 3491 VTM proposal and would have the same affect on reducing significant impacts to less than significant levels.

Implementation of the Tract 3491 VTM proposal would not result in any new significant traffic impacts, significant changes in the severity of previously identified traffic impacts, or significant changes in the effectiveness or applicability of mitigation measures and project alternatives related to traffic.

3.5 AIR QUALITY

Since certification of the River Islands SEIR and related project approvals in 2003, no changes to the regulatory background or existing conditions relative to air quality have occurred that trigger the need for subsequent environmental review for the Tract 3491 VTM proposal.

As mentioned above in Section 3.3, “Population, Employment, and Housing,” and described elsewhere in this document, the extent, type, and pace of development are basically the same under both the Tract 3491 VTM proposal and the development scenario described in the SEIR. Therefore, impacts related to emissions of regional criteria pollutants during construction, potential for increases in odorous emissions, and increases in stationary-source toxic air contaminants would not be appreciably different between the two scenarios and the Tract 3491 VTM proposal would not result in new or substantially more severe air quality impacts relative to these impact mechanisms. Impacts considered significant in the SEIR related to construction emissions would remain significant under the Tract 3491 proposal, and the same mitigation measures identified in the SEIR would reduce these impacts to less-than-significant levels. Impacts related to odorous emissions and stationary-source toxic air contaminants, which are considered less than significant in the SEIR, would remain less than significant under the Tract 3491 VTM proposal.

As described above in Section 3.4, “Traffic,” traffic generation and overall traffic impacts under the Tract 3491 VTM proposal would not be appreciably different from those identified in the SEIR and the Tract 3491 VTM proposal would not result in new or substantially more severe traffic impacts. Therefore, air quality impacts related to mobile source emissions would also not be appreciably different between the two scenarios and the Tract 3491 VTM proposal would not result in new or substantially more severe air quality impacts relative to this impact mechanism. Specifically, impacts related to mobile-source toxic air contaminants, which are identified as potentially significant in the SEIR, would remain potentially significant under the Tract 3491 VTM proposal. The SEIR determines that the only available mitigation for this impact, completely separating diesel vehicles from all sensitive receptors, is not feasible. This conclusion does not change under the Tract 3491 VTM proposal. Impacts related to local mobile-source carbon monoxide concentrations are considered less than significant in the SEIR, and would remain less than significant under the Tract 3491 VTM proposal.

In the SEIR, both stationary- and mobile-source emissions are considered in the discussion of impacts related to increases in long-term regional emissions and consistency with air quality plans. As described above, both stationary- and mobile-source emissions under the Tract 3491 VTM proposal do not differ substantially from those described in the SEIR and would not result in new or substantially more severe air quality impacts relative to these impact mechanism. Therefore, impacts resulting from increases in long-term regional emissions, which are considered significant and unavoidable in the SEIR, would also be significant and unavoidable under the Tract

3491 VTM proposal. Impacts related to consistency with air quality plans are considered less than significant in the SEIR, and would remain less than significant under the Tract 3491 VTM proposal.

Implementation of the Tract 3491 VTM proposal would not result in any new significant air quality impacts, significant changes in the severity of previously identified air quality impacts, or significant changes in the effectiveness or applicability of mitigation measures and project alternatives related to air quality.

3.6 NOISE

Since certification of the River Islands SEIR and related project approvals in 2003, no changes to the regulatory background or existing conditions relative to noise have occurred that trigger the need for subsequent environmental review of the Tract 3491 VTM proposal.

As described previously, the extent, type, and pace of development are basically the same under both the Tract 3491 VTM proposal and the development scenario described in the SEIR. In addition, traffic generation and overall traffic impacts under the Tract 3491 VTM proposal would not be appreciably different from those identified in the SEIR and the Tract 3491 VTM proposal would not result in new or substantially more severe traffic impacts. Therefore, noise generation from construction activities, stationary sources, and mobile sources under the Tract 3491 VTM proposal also would not be appreciably different from noise generation sources identified in the SEIR and the Tract 3491 VTM proposal would not result in new or substantially more severe noise impacts relative to these impact mechanisms. Impacts related to construction noise and stationary noise generated by on-site land uses, which are considered significant in the SEIR, would also be significant under the Tract 3491 VTM proposal. The same mitigation measures identified in the SEIR would reduce these impacts to less-than-significant levels. Impacts related to increases in traffic noise levels are considered less than significant in the SEIR, and would remain less than significant under the Tract 3491 VTM proposal.

The SEIR identifies a significant and unavoidable noise impact resulting from some project areas potentially being exposed to exterior noise levels exceeding City standards. This condition is created by existing noise sources, primarily Interstate 5 (I-5) and the UPRR. Exterior areas around homes on high-ground corridors near I-5 and the Head of Old River are considered most likely to be exposed to this impact. Because the Tract 3491 VTM proposal includes no development along the San Joaquin River and Old River levees, and therefore would not develop homes on high-ground corridors adjacent to the rivers, this impact would be considered less than significant under the Tract 3491 VTM proposal. However, during Phase 2 of project development under the Tract 3491 VTM proposal, the same homes identified as being potentially exposed to elevated noise levels in the SEIR would be constructed. Therefore, the same impact would occur under the Tract 3491 VTM proposal, although it would be deferred until Phase 2 of project development.

Implementation of the Tract 3491 VTM proposal would not result in any new significant noise impacts, significant changes in the severity of previously identified noise impacts, or significant changes in the effectiveness or applicability of mitigation measures and project alternatives related to noise issues.

3.7 GEOLOGY, SOILS, AND MINERAL RESOURCES

Since certification of the River Islands SEIR and related project approvals in 2003, no changes to the regulatory background or existing conditions relative to geology, soils, and mineral resources have occurred that trigger the need for subsequent environmental review of the Tract 3491 VTM proposal.

The Tract 3491 VTM proposal includes the same land uses and development types as those analyzed in the SEIR. Therefore, risks associated with seismic hazards; including ground shaking, liquefaction, ground lurching, soil settlement, lateral spreading, and landslide; would not be appreciably different between the two scenarios and the Tract 3491 VTM proposal would not result in new or substantially more severe geology, soils, and mineral resources impacts relative to these impact mechanisms. Potential for damage to project facilities resulting from shrink-swell soils and corrosive soils also would not be appreciably different between the two scenarios and the Tract 3491 VTM proposal would not result in new or substantially more severe geology, soils, and mineral resources impacts relative to these impact mechanisms. Impacts identified in the SEIR related to seismic hazards, shrink swell-soils, and corrosive soils, the level of significance of those impacts (before and after mitigation), and applicable mitigation measures, would also apply to the Tract 3491 VTM proposal.

The areas identified for the Tract 3491 VTM proposal and for Phase 1 of project development in the SEIR cover the same approximately 5-acre area of potentially significant sand deposits designated as MRZ-2 by the California Department of Conservation, Division of Mines and Geology (CDMG). The impact of the loss of access to this area after project development, which is considered less than significant in the SEIR, would be the same under both project scenarios.

Impacts related to construction-related soil erosion would occur under both the Tract 3491 VTM proposal and the development scenario identified in the SEIR. In the SEIR, this impact is considered less than significant. The potential for construction-related soil erosion would be somewhat less under the Tract 3491 development proposal, compared to Phase 1 development described in the SEIR, because a smaller surface area would be disturbed (roughly 1,300 acres under the Tract 3491 VTM proposal versus approximately 1,770 acres during Phase 1 of project development as described in the SEIR) and no soil disturbance would occur along the existing levees/river shoreline. Therefore, this impact would remain less than significant under the Tract 3491 VTM proposal.

Implementation of the Tract 3491 VTM proposal would not result in any new significant impacts related to geology, soils, and mineral resources; significant changes in the severity of previously identified impacts related to geology, soils, and mineral resources; or significant changes in the effectiveness or applicability of mitigation measures and project alternatives related to geology, soils, and mineral resources.

3.8 HYDROLOGY AND WATER QUALITY

Since certification of the River Islands SEIR and related project approvals in 2003, no changes to the regulatory background relative to hydrology and water quality have occurred that trigger the need for subsequent environmental review of the Tract 3491 VTM proposal.

As described previously, since completion of the SEIR, a pedestrian/bicycle bridge has been constructed across the San Joaquin River adjacent to the existing Manthey Road bridge. Several utility pipelines supporting the River Islands Project, including a natural gas pipeline, would be installed within the bridge across the San Joaquin River. Therefore, hydrology and water quality impacts identified in the SEIR related to directional boring of a natural gas pipeline under the San Joaquin River would not occur.

In addition, since completion of the SEIR, the City has taken the lead role in construction of the Bradshaw's Crossing bridge as an element of the planned regional transportation network. The bridge would be constructed independent of the development of the River Islands Project and would no longer be attributed to the River Islands Project (although impacts associated with bridge construction and operation and the associated regional roadway network were previously evaluated in the River Islands SEIR and the Mossdale Landing EIR). No other changes to existing conditions have occurred since certification of the SEIR that would result in the Tract 3491 VTM proposal causing a new significant or substantially more severe effect on hydrology and water quality or influence or trigger the need for subsequent environmental review of the Tract 3491 VTM proposal.

Impacts related to construction sediment in the project-development area contributing to water quality contamination would occur under both the Tract 3491 VTM proposal and the development scenario identified in the SEIR. In the SEIR, this impact is considered potentially significant and is reduced to a less-than-significant level with mitigation. The potential for construction-related soil erosion would be somewhat less under the Tract 3491 development proposal, compared to Phase 1 development described in the SEIR because a smaller surface area would be disturbed (roughly 1,300 acres under the Tract 3491 VTM proposal versus approximately 1,770 acres during Phase 1 of project development as described in the SEIR), and no soil disturbance would occur along the existing levees/river shoreline. However, the impact would still be considered potentially significant under the Tract 3491 VTM proposal, and the same mitigation measures would be implemented as part of the Tract 3491 VTM to reduce the impact to less-than-significant levels.

The Tract 3491 VTM proposal neither includes project activities along, nor affects the existing levees adjacent to the San Joaquin River, Old River, and Paradise Cut. Under this proposal, project elements such as back bays, boat docks, installation of new water intakes and outfalls, integration of existing levees into high-ground corridors, improvements to existing levees, and breaching of existing levees after setback levees are constructed would all be deferred until Phase 2 of project development. Under the development proposal identified in the SEIR, a portion of these activities would take place during Phase 1 of project development. Because the Tract 3491 VTM proposal only includes development of Phase 1 of the River Islands Project, and defers construction of the riverside elements until Phase 2 of project development, impacts related to these elements identified in the SEIR would not occur during development of the Tract 3491 VTM area. These impacts include earth-moving activities in or adjacent to water bodies, in-water project features, maintenance dredging of back bays, and increased boat traffic. However, at full buildout of the River Islands Project under the Tract 3491 proposal and the development scenario described in the SEIR, all the same levee, high ground, and in water features would be constructed. Therefore, at full buildout of the River Islands Project, the Tract 3491 proposal and the development scenario described in the SEIR would have the same impacts related to these project elements.

Both the Tract 3491 VTM proposal and the development scenario identified in the SEIR use a portion of the Central Lake and the Grand Canal during Phase 1 of project development to detain stormwater before discharging it to Paradise Cut. In the case of the Tract 3491 VTM proposal, a lake in the Lakeside District would also be used to detain stormwater. Under both development scenarios, various stormwater best-management practices, such as use of grassy swales and water treatment wetlands adjacent to the stormwater detention water bodies, would be used to treat stormwater before it reaches the detention areas. In the case of the water treatment wetlands, water from the stormwater detention water bodies would be regularly cycled through the treatment wetlands to maintain water quality in the detention water bodies.

Under the development scenario analyzed in the SEIR, Phase 1 of project development would include approximately 200 acres of water features to be used for stormwater treatment and management (i.e., Central Lake, Grand Canal, water treatment wetlands). This area, in conjunction with other stormwater BMPs, was considered sufficient to:

- ▶ detain project-generated stormwater volumes consistent with regulatory standards,
- ▶ maintain interior lake water quality to such a level that water quality impacts associated with discharges from the lake to the Delta would be considered less than significant, and
- ▶ allow a lake-level management regime such that diversions to the lake from the Delta and discharges from the lake to the Delta would result in less-than-significant, and in some cases beneficial, impacts related to Delta hydrology and water quality.

The Tract 3491 VTM proposal includes approximately 79 acres of water features to be used for stormwater treatment and management; these include the proposed 15.6-acre northern lake in the Lakeside District, 13.8 acres of the Grand Canal, 35.2 acres of the Central Lake, and a total of 14.3 acres of treatment wetlands located along the shore of the northern lake and the Central Lake. An analysis of these revised features (Carlson, Barbee, and Gibson 2005) provides the following results for the Tract 3491 VTM:

- ▶ The combination of onsite lakes, the Grand Canal, and the treatment wetlands are adequate to detain project-generated stormwater volumes consistent with regulatory standards. This conclusion is based on several factors. First, the approximately 1,300 acres area covered by the Tract 3491 VTM proposal is approximately 70% of the Phase 1 developed area identified in the SEIR. Therefore, the Tract 3491 VTM proposal will generate substantially less stormwater runoff requiring detention. Second, runoff from large storm events is typically pumped directly into the Delta at the time of the event. However, the peak runoff from a storm event typically occurs several days before the river stage peaks; therefore, pumping runoff from large storm events into adjacent rivers as they occur typically does not aggravate flood conditions. In the unlikely event the adjacent river flood stage matches the onsite peak runoff event, and pumping into the river is not permitted, there is adequate flood storage in the Tract 3491 VTM area to detain the 100-year event storm runoff on-site (Carlson, Barbee, and Gibson 2005). In addition, it will be a normal practice to lower the water levels in stormwater detention water bodies just prior to large storm events to provide additional flood storage capacity. However, runoff from the 100-year storm event can be detained without flooding adjacent streets or endangering any building pads, even if the lake level is not lowered in advance of such a storm (Carlson, Barbee, and Gibson 2005).
- ▶ Regarding interior lake water quality, in the SEIR it was determined that the 35 acres of constructed wetlands included in full buildout of the River Islands project would be adequate to maintain the water quality of the approximately 280 acres of interior lakes and canals. This represents the provision of 0.125 acres of treatment wetland per acre of water body to be treated. The Tract 3491 VTM proposal includes 14.3 acres of constructed wetland to ensure the quality of 64.6 acres of interior lakes and canals, or the provision of 0.22 acres of wetland per acre of lake. This represents an increase of almost two times the amount of constructed wetlands per acre of lake. Therefore, the water quality in the stormwater detention water bodies under the Tract 3491 VTM proposal would be at least equal to the water quality anticipated in the SEIR and would maintain interior lake water quality to such a level that water quality impacts associated with discharges from the lake to the Delta would be considered less than significant,
- ▶ The Tract 3491 VTM proposal will allow a lake-level management regime such that diversions to the lakes from the Delta and discharges from the lakes to Paradise Cut would result in less-than-significant, and in some cases beneficial impacts related to Delta hydrology and water quality. This determination is a result of

the fact that the area of the lakes and canals in the Tract 3491 VTM are less than anticipated in the SEIR Phase 1. Therefore, diversions to the lakes from the Delta will be less, since the lake losses from both evaporation and seepage will be less. Regarding discharges from the lakes to Paradise Cut, the lake level management regime will still allow discharges that would result in less than significant impacts. This is because the combination of lake, canal, and wetland area will allow storage of flows until the appropriate time to avoid impacts to the Delta. Finally, since the water quality in the lakes will be at least as high as anticipated in the SEIR, discharge of these lake waters to the Delta will result in beneficial impacts related to Delta water quality. If temporary detention ponds are constructed in the future, all or a portion of the stormwater held in these ponds may be used to irrigate agricultural lands on the Stewart Tract within the Phase 2 area, further reducing the amount of storm runoff pumped into the Delta.

Therefore, the analysis of hydrology and water quality relative to the stormwater management and treatment system included in the Tract 3491 VTM proposal indicates that it would meet the same criteria as the system considered in the SEIR, relative to regulatory standards for volume of detention; impacts to water quality being considered less than significant; and hydrologic and water quality impacts related to diversions to, and discharges from, the water system being considered less than significant.

The project, as described in the SEIR, removes the entire RID Area (i.e., all new urban development associated with the proposed project) from the 100-year floodplain during Phase 1 of project development. This is considered a beneficial impact in the SEIR, relative to flood protection. Under the Tract 3491 VTM development proposal, sufficient flood protection features will be completed during Phase 1 to remove the Tract 3491 VTM development area from the 100-year floodplain. Although under the Tract 3491 VTM development proposal a smaller area would be provided increased flood protection during Phase 1 of project development, compared to the development scenario in the SEIR, impacts associated with providing additional flood protection would still be considered beneficial because areas currently within the FEMA 100-year floodplain (the Tract 3491 VTM area) would be removed from the floodplain. During Phase 2 of project development under the Tract 3491 VTM proposal, the same flood control system described in the SEIR would be in place, resulting in the entire RID being removed from the 100-year floodplain, just as described in the SEIR.

By removing the RID Area from the 100-year flood plain, as identified in the SEIR, the flood storage capacity provided by the RID Area if one of the Stewart Tract levees were to breach would no longer be available. This condition has the potential to have adverse hydrologic impacts downstream of the project site by increasing flood-stage elevations under certain conditions. Portions of Stewart Tract outside the RID Area could also be adversely affected because flood waters, which historically moved from the southeast to the northwest across Stewart Tract during a levee breach (such breaches have occurred three times in the last 100 years), would be stopped by the cross levee, and the southeast portion of Stewart Tract would be inundated to higher levels and for longer periods

than under current conditions. These adverse effects were addressed as part of the project's flood system design through the proposed expansion of Paradise Cut and related improvements and the inclusion of a "take-down" levee segment and a pump system to drain the southeast portion of Stewart Tract if it were to flood. Based on the inclusion of these elements in the proposed project, impacts related to changes in flood-stage elevations in surrounding waterways and flood conditions for southeast Stewart Tract resulting from project implementation were considered less than significant.

The potential impacts noted above would be triggered by completion of the cross levee between the San Joaquin River and Paradise Cut, parallel with the UPRR elevated berm. This is because the past three occurrences of flooding in the RID Area happened when levees in RD 2107 failed and water ponded against and ultimately breached the UPRR elevated berm. Under the Tract 3491 VTM proposal, only a portion of the RID Area would be taken out of the 100-year floodplain, and only a portion of the cross levee would be constructed. This generates two specific results. First, the potential for failure of RD 2107 levees and the resulting failure of the elevated UPRR rail bed would remain unchanged. Second, only a portion of the Stewart Tract (1,300 of the 4,200 acre RID area, or about 31%) is being protected from the 100-year flood under VTM 3491 which leaves the remaining area available for flooding. In regard to flood conditions in southeast Stewart Tract, under the Tract 3491 VTM proposal the entire cross levee (as described in the SEIR) would not be built. For approximately 2,000 feet between the western edge of the Tract 3491 VTM Employment Center boundary and Paradise Cut, existing conditions would remain in effect, with the UPRR berm being the only impediment to flood waters passing from southeast Stewart Tract to the RID Area. The location of the breach in the UPRR berm that occurred during the 1997 floods and in previous events, and the box culverts installed at this location, are within this 2,000 foot area. If southeast Stewart Tract were to flood, floodwaters would reach, and ultimately be able to pass through, the UPRR berm in the same manner as occurred during the 1997 floods. Once passing through the UPRR berm, the presence of the Tract 3491 VTM development area and associated levees would not impede the passage of floodwaters from southeast to northwest across Stewart Tract. Floodwaters would ultimately drain into Paradise Cut or Old River near the northwest corner of Stewart Tract as has occurred during past flood events. If necessary, the Stewart Tract levee along Paradise Cut or Old River could be intentionally breached during a flood event to facilitate the passage of floodwaters. Therefore, if a levee were to breach in southeast Stewart Tract, the depth and duration of flooding in southeast Stewart Tract under the Tract 3491 VTM proposal is not anticipated to differ from existing conditions, or conditions described in the SEIR. Impacts related to this topic, which are considered less than significant in the SEIR, would remain less than significant under the Tract 3491 VTM proposal.

Regarding overall RID Area flood storage capacity, during the 1997 floods, the total volume of floodwater in the RID Area is estimated to have been approximately 22,270 acre-feet (MBK 2005a). This volume estimate is based on the inundation surface area and the elevation of 15 ft. (NGVD 29) at which floodwaters left the RID Area and entered western Paradise Cut. During this flood event, the Paradise Cut levee in the northwestern corner of

Stewart Tract was intentionally breached by Reclamation District 2062 (RD 2062) to allow floodwaters to drain into Paradise Cut at a lower elevation than if the waters were allowed to reach the top of the levee. If the levee were not breached, floodwaters would have to overtop the levee to reach Paradise Cut or Old River, resulting in the floodwaters being up to 3 feet deeper in Stewart Tract (elevation 18 ft.). Although RD 2062 is not required to breach the levee at the lower elevation, doing so was within its authority and that action limited the volume of water that was retained on Stewart Tract. It is important to note that in the event RD 2062 did not voluntarily breach the levee at a lower level during 1997, the flood stage would have reached the levee top and southeastern Stewart Tract (RD 2107) would have been exposed to a deeper level of inundation. Therefore, the existing condition for calculating the elevation of water within RD 2107, is to assume the water overtops the levee and that the levee is not artificially breached.

If the Tract 3491 VTM proposal were developed, it would remove approximately 1,300 acres of flood storage capacity from the RID Area (MBK 2005a). However, much of this area was dry during the 1997 flood because the southeast end of Stewart Tract where the Tract 3491 VTM area is located is the highest end of the islands, and much of this area was not inundated during the 1997 flood. However, if floodwaters were allowed to reach the deeper level of elevation 18 ft. by not intentionally breaching the Paradise Cut or Old River levee, the flood storage capacity for the RID Area (minus the Tract 3491 VTM flood protected area) would be at least 23,330 acre-feet, an amount 1,060 acre-feet greater than the volume retained in the 1997 flood (MBK 2005a). In addition to this amount, more flood capacity would be created under the Tract 3491 VTM proposal as a result of the removing soil from the Phase 2 area to construct the levees around the Tract 3491 VTM area. Although the volume of soil to be removed from the Phase 2 area to construct the Tract 3491 VTM levees has not been calculated, the volume can be expected to be in the hundreds of thousands to millions of cubic yards. In general, 600 acre-feet of flood storage capacity would be generated for every 1 million cubic yards of material removed.

Based on these conditions, the flood storage capacity of the RID Area would not be reduced by implementation of the Tract 3491 VTM proposal. Similarly, by not completing the cross levee, the likelihood of the RID Area flooding is unaffected. Therefore, downstream flood elevations during a flood event where a Stewart Tract levee breached would not change. Impacts related to surrounding flood-stage elevations that are considered less than significant in the SEIR would remain less than significant under the Tract 3491 VTM proposal.

Another levee-related issue associated with the Tract 3491 VTM proposal is the impact of the Tract 3491 VTM levees on the existing San Joaquin River or the Old River levees if one of these existing levees were to breach. There are several factors to consider here:

- ▶ Because the Tract 3491 VTM proposal does not affect or alter the existing adjacent levees, the likelihood of their failure is unchanged. In addition, a breach of these levees is considered unlikely because it has never

occurred before, and because the existing levees are at least 4 feet above the elevation of the 200-year flood (MBK 2005b).

- ▶ In addition, there is little possibility of an overtopping of the new levee. Flood waters from a levee failure cannot pond to an elevation higher than the elevation of source of the flood, which in this case is the river elevation at the breach. Since the Tract 3491 VTM levees would be constructed at the same elevation as the existing adjacent levee, and since this elevation is at least 4 feet above the elevation of the 200-year flood event, the potential for a levee breach to overtop the adjacent high ground does not exist (MBK 2005b)

Because the proposed internal levee would be located 20 feet from the existing levees, potential effects of trapping water between the two parallel levees was evaluated. Regarding the potential for high velocity flood flows between the two levees to erode the existing levees, a hydraulic analysis showed that the proximity of the new levees to the existing levees would act to buffer the impacts of a levee breach (MBK 2005b). An almost immediate backwater condition is created, and the resulting flow velocities are generally in the range of 1 to 4 feet per second. These scenarios were reviewed at four locations along the San Joaquin River and Old River. These low velocities are not adequate to impact the integrity of either the existing levee or the new adjacent Tract 3491 VTM levees (MBK 2005b).

The SEIR identifies a less-than-significant impact related to potential alterations in nonflood hydrology resulting from improvements to Paradise Cut. Because the Tract 3491 VTM proposal does not include improvements to Paradise Cut (these would be deferred to Phase 2 of project development), this impact would not occur.

The SEIR identifies a potentially significant impact related to excavations during construction intersecting shallow groundwater, resulting in releases of sediments or contaminants into the groundwater. This impact is considered less than significant after mitigation. As described previously, the extent, type, and pace of development is basically the same under both the Tract 3491 VTM proposal and the development scenario described in the SEIR. Therefore, the potential for adverse effects to groundwater during construction of the Tract 3491 VTM proposal would not differ substantially from what is described in the SEIR, and the same mitigation measures identified in the SEIR would also reduce this impact to a less than significant level under the Tract 3491 VTM proposal.

The SEIR also identifies potential impacts to groundwater quality through contaminants entering groundwater via the Central Lake and the human-made Paradise Cut Canal and increases in total dissolved solids (TDS) in City wells resulting from withdrawals of groundwater to serve the River Islands Project. These impacts are all considered less than significant in the SEIR. The Tract 3491 VTM proposal would have a smaller area of human-made water bodies relative to the Phase 1 development assumed in the SEIR; therefore, potential impacts to groundwater quality from operation of these water bodies would be less under the Tract 3491 proposal and the

impact would remain less than significant. The Tract 3491 VTM proposal includes the same, or similar, amounts of water-consuming land uses (homes, commercial, schools) as described for Phase 1 development in the SEIR. Demand for potable water under the Tract 3491 VTM proposal would not differ substantially from what is assumed in the SEIR; therefore, potential impacts to groundwater at City wells from withdrawals to support the Tract 3491 VTM proposal would be similar to those described in the SEIR and would be less than significant.

An impact related to water consumption resulting from the River Islands Project making water unavailable to other users is also identified in the SEIR. The impact is considered less-than-significant. Because the Tract 3491 VTM proposal includes the same or similar amounts of water-consuming land uses as described for Phase 1 development in the SEIR, there would not be a substantial change in the demand for potable water under the Tract 3491 VTM proposal compared to the demand assumed in the SEIR. Therefore, under the Tract 3491 VTM proposal there would be no new significant or substantially more severe impacts related to water consumption potentially to affecting other water users compared to those described in the SEIR and the impacts would be less than significant.

In summary, implementation of the Tract 3491 VTM proposal would not result in any new significant impacts related to hydrology and water quality; significant changes in the severity of previously identified impacts related to hydrology and water quality; or significant changes in the effectiveness or applicability of mitigation measures and project alternatives related to hydrology and water quality.

3.9 HAZARDOUS MATERIALS AND PUBLIC HEALTH

Since certification of the River Islands SEIR and related project approvals in 2003, no changes to the regulatory background or existing conditions relative to hazardous materials and public health have occurred that would trigger the need for subsequent environmental review of the Tract 3491 VTM proposal.

The SEIR identifies hazardous materials and public health impacts related to storage, use, and transport of hazardous materials during project construction and operation (less than significant); potential exposure of construction workers, residents, and others to hazardous materials that may currently be on the project site (significant); and use of recycled water to irrigate public areas at the project site (less than significant). The single significant impact among these three identified in the SEIR, the potential exposure of construction workers, residents, and others to hazardous materials that may currently be on the project site, would be reduced to a less-than-significant level with mitigation.

The Tract 3491 VTM proposal would basically implement the same type, extent, and pace of development as described in the SEIR. No new land uses would be developed or different construction methods used that would result in additional storage, use, transport, or generation of hazardous materials. Therefore, the less-than-

significant impact in the SEIR related to this topic would remain less than significant under the Tract 3491 VTM proposal.

Similarly, because there would be no substantial changes in the land uses and construction methods under the Tract 3491 VTM proposal compared to those included in the SEIR development scenario, the Tract 3491 VTM proposal would not result in any new significant or substantially more severe impacts related to potential exposure of construction workers, residents, and others to hazardous materials that may currently be present on the project site. This impact would be considered significant under the Tract 3491 VTM proposal and would be reduced to a less-than-significant level using the same mitigation measures identified in the SEIR.

Finally, the Tract 3491 VTM proposal would include the same uses of recycled water for irrigation of public landscaping as identified in the SEIR. Therefore, potential health risk impacts associated with the use of recycled water, which are considered less than significant in the SEIR, would also be considered less than significant under the Tract 3491 VTM proposal.

Implementation of the Tract 3491 VTM proposal would not result in any new significant impacts related to hazardous materials and public health, significant changes in the severity of previously identified impacts related to hazardous materials and public health, or significant changes in the effectiveness or applicability of mitigation measures and project alternatives related to hazardous materials and public health.

3.10 PUBLIC SERVICES

Since certification of the River Islands SEIR and related project approvals in 2003, no changes to the regulatory background or existing conditions relative to public services have occurred that would trigger the need for subsequent environmental review of the Tract 3491 VTM proposal.

The SEIR identifies public services impacts related to obstruction of roadways during construction potentially slowing emergency vehicle access, increased demand for fire protection facilities and services, increased demand for water-related emergency facilities and services, increased demand for water flows for fire suppression (fire flow), increased demand for police protection facilities and services, increased demand for animal control facilities and services, and increased demand for school facilities and services. All of these impacts are considered significant and would be reduced to a less-than-significant level with mitigation. The SEIR also identifies a public services impact related to increased generation of solid waste and an associated increase in demand for landfill capacity. However, this impact is considered less than significant.

The Tract 3491 VTM proposal would basically implement the same type, extent, and pace of development as described in the SEIR, with a similar roadway network and similar methods of construction access (See Section 3.4, "Traffic"). Therefore, impacts related to obstruction of roadways during project construction slowing

emergency vehicle access would not be appreciably different between the two scenarios and the Tract 3491 VTM proposal would not result in new or substantially more severe impacts related to this issue. The impact would be significant under both development scenarios and the same mitigation measure that reduces the impact to a less-than-significant level in the SEIR would also reduce the impact to a less-than-significant level under the Tract 3491 VTM proposal.

Demand for fire protection, police protection, and public school facilities is calculated in the SEIR based on estimated project population, which is calculated based on the number and type of housing units included in the project. Because the Tract 3491 VTM proposal includes the same number and type of housing units as Phase 1 of development described in the existing project approvals, project population and demand for fire and police protection and public school facilities, would be the same under the two scenarios.

Both the Tract 3491 VTM proposal and the development scenario analyzed in the SEIR include the same plans for provision of police protection services: a single City police station outside the River Islands Project site. Because demand for police protection services and methods to provide these services are the same under the Tract 3491 VTM proposal and the development scenario analyzed in the SEIR, impacts related to police protection services would not appreciably differ between the two scenarios and the Tract 3491 VTM proposal would not result in new or substantially more severe impacts related to this issue. The same mitigation measure that reduces this significant impact to a less-than-significant level in the SEIR would reduce the impact to a less-than-significant level under the Tract 3491 VTM proposal.

The Tract 3491 VTM proposal includes slightly different methods to provide fire protection services than those identified in the SEIR. Where the SEIR relies on an interim fire station in the Phase 1a area to serve the project site early in the development process, the Tract 3491 VTM proposal would rely on the new Mossdale Landing Fire Station (Station 34) to provide interim fire protection for development within the Phase 1a boundary (as identified in the Project application). When development reaches a sufficient level during Phase 1 (based on maintenance of 3–4 minute response times), both the development scenario identified in the SEIR and the Tract 3491 VTM proposal include construction of a fire station, likely in the Employment Center District. The Mossdale Landing Fire Station is capable of meeting response time requirements to serve the Phase 1a area under the Tract 3491 VTM proposal (based on the results of ongoing coordination between the City, the applicant, and LMFPD) and would provide similar fire protection service as the interim fire station proposed in the SEIR. Because demands for fire protection services are the same under the Tract 3491 VTM proposal and the development scenario analyzed in the SEIR, and methods to provide those services would provide similar results, impacts related to fire protection services would not be appreciably different among the two scenarios and the Tract 3491 VTM proposal would not result in new or substantially more severe impacts related to this issue. The same mitigation measure that reduces this significant impact to a less-than-significant level in the SEIR would

reduce the impact to a less-than-significant level under the Tract 3491 VTM proposal. It should be noted that the direct and secondary environmental affects of construction and operation of the Mossdale Landing Fire Station were evaluated in the EIR prepared for the Mossdale Landing project.

The development scenario analyzed in the SEIR includes construction of docks and back bays along the San Joaquin River and Old River during Phase 1 of project development, as well as docks along the Phase 1 portion of the Central Lake. The SEIR determined that these facilities would increase demand for water-related emergency services provided by the LMFPD, resulting in a significant impact. The Tract 3491 VTM proposal does not include docks and/or back bays along the San Joaquin River and Old River and includes fewer docks along the Central Lake than assumed during Phase 1 in the SEIR. Therefore, the Tract 3491 VTM would result in a lesser demand for water-related emergency services than the Phase 1 development scenario identified in the SEIR. However, there would still be an increased demand relative to existing conditions under the Tract 3491 VTM proposal because some docks would be located along the Central Lake. Therefore, impacts related to increased demand for water-related emergency services would occur and the impact would still be identified as significant. The same mitigation measure identified in the SEIR that reduces this impact to a less-than-significant level for the development scenario evaluated in the SEIR would reduce the impact to a less-than-significant level under the Tract 3491 VTM proposal.

The Tract 3491 VTM proposal would basically implement the same type, extent, and pace of development as described in the SEIR. Therefore, the need for fire flow would generally be the same for the two scenarios and the Tract 3491 VTM proposal would not result in new or substantially more severe impacts related to this issue. The impact related to increased demand for fire flow would be significant under both development scenarios, and the same mitigation measure identified in the SEIR that reduces the impact to a less-than-significant level for the development scenario evaluated in the SEIR would also reduce the impact to a less-than-significant level under the Tract 3491 VTM proposal.

The increased demand for animal control facilities and services associated with project development is mitigated in the SEIR through a requirement that the project applicant and the City negotiate an animal control services agreement. The agreement would be designed to ensure that resources are available for animal services facilities and staff to expand to meet demand associated with the River Islands Project. Credit may be given to the project applicant if a portion of the River Islands Animal Campus is dedicated for use by the City's Animal Services Division. Since certification of the SEIR, the project applicant and the City have coordinated on completion of an animal services agreement, although an agreement has not been finalized. As a result of this joint coordination, the Tract 3491 VTM proposal includes a 10-acre Animal Campus site to be located in one of the two locations shown in Exhibit 2-1. As discussed in more detail in Chapter 2, "Description of the Proposed Action," if development beyond the Tract 3491 VTM area occurs, an expanded Animal Campus (net 20-acres) may be

developed at one of these two locations, or the Animal Campus site identified in the SEIR may ultimately be used and the site in the Tract 3491 VTM area would be made available for development consistent with the development scenario described in the SEIR.

Completion of an animal control services agreement, which is presumed to include the approach to the Animal Campus development described above, would still be required as a mitigation measure under the Tract 3491 VTM proposal. Therefore, although the Tract 3491 VTM proposal has a more defined mitigation approach to address increased demand for animal control facilities and services, the basic mitigation requirement included in the SEIR consisting of completion of an animal control services agreement continues to apply. Completion of an animal control services agreement would be equally effective under the Tract 3491 VTM and SEIR development scenarios, resulting in significant adverse impacts related to increased demand for animal control facilities and services being reduced to a less-than-significant level.

The analysis of school facilities in the SEIR focuses on the nontraditional school system (three K–12 campuses at full project buildout), but also evaluated impacts using a traditional school model (K–5 elementary schools, 6–8 middle schools, and 9–12 high schools). The SEIR determined that during Phases 1a and 1 of project development the nontraditional school system would not provide sufficient facilities to meet projected demand and considered this a significant impact. However, as described in the SEIR, the traditional school system would be able to meet projected demand during Phases 1a and 1 because of the ability to build smaller, but more numerous schools incrementally as numbers of students increased.

The Tract 3491 VTM proposal includes only a traditional school model, consisting of two K–5 schools, one 6–8 middle school, and temporary high school facilities (as needed) to be provided at each of these schools. The middle school and one K–5 school would be located on the 31-acre Town Center school site identified in the SEIR. The 31-acre Town Center school is estimated to have the capacity to accommodate 2,000–2,400 students in the SEIR, and this same capacity assumption is used here for the combined K–5 and 6–8 school under the Tract 3491 VTM proposal. The SEIR does not provide student capacity estimates for individual K–5 and 6–8 schools, but combines these into K–8 schools that are assumed to have the capacity to accommodate up to 750 students. For purposes of this Addendum to the SEIR, it is assumed that the K-5 school included in the Tract 3491 VTM proposal could accommodate approximately 500 students ($750 \text{ students} \times 0.67$). Combining all schools, the Tract 3491 VTM proposal could accommodate 2,500–2,900 combined K–5 elementary school, 6–8 middle school, and 9–12 high school students. Using the same student-generation rates for single-family and multifamily housing units identified in the SEIR, the Tract 3491 VTM proposal would have approximately 2,811 students living in the project area—1,577 K–5 students, 611 6–8 middle school students, and 623 high school students. This demand can be met by the school capacity included in the Tract 3491 VTM proposal (up to 2,900 students). Therefore, similar to the impact for the traditional school model identified in the SEIR, the Tract 3491 VTM proposal would

have sufficient school facilities to accommodate the estimated number of students living on the project site. This impact is considered less-than-significant.

Generation of solid waste resulting from project development is calculated in the SEIR based on estimated project population, estimated numbers of employees, and types of businesses generating those employees. The Tract 3491 VTM proposal includes the same number and type of housing units and type and amount of employee-generating land uses (i.e., Town Center, Employment Center) as Phase 1 of development described in the existing project approvals (see Section 3.3, “Population, Employment, and Housing”). Therefore, project population and employee generation, and thus projected generation of solid waste, would not appreciably differ between the two scenarios and the Tract 3491 VTM proposal would not result in new or substantially more severe impacts related to this issue. Impacts related to generation of solid waste, which are considered less than significant in the SEIR, would also be less than significant under the Tract 3491 VTM proposal.

In summary, implementation of the Tract 3491 VTM proposal would not result in any new significant impacts related to public services, significant changes in the severity of previously identified impacts related to public services, or significant changes in the effectiveness or applicability of mitigation measures and project alternatives related to public services.

3.11 PUBLIC UTILITIES

Since certification of the River Islands SEIR and related project approvals in 2003, no changes to the regulatory background or existing conditions relative to public utilities have occurred that would trigger the need for subsequent environmental review of the Tract 3491 VTM proposal.

The SEIR identifies public utilities impacts related to demand for potable water (significant), environmental impacts associated with the development of new city wells (less than significant) (with mitigation identified in the Master Plan EIR), demand for wastewater treatment capacity (significant), environmental impacts associated with the expansion of WRP #1 and construction of WRPs #2 and #3 (significant), demand for recycled water storage and disposal capacity during Phases 1a and 1 of project development (less than significant), demand for recycled water storage and disposal capacity for Phase 2 of project development (significant), and stormwater/surface runoff management (less than significant). Of the four significant impacts that are identified above, all but one of them, the environmental impact associated with the expansion of WRP #1 and construction of WRPs #2 and #3, could be reduced to less-than-significant levels with mitigation.

The Tract 3491 VTM proposal includes the same or similar types and amounts of land uses that would generate demand for potable water as described in the existing project approvals for Phase 1 of project development, including the same number and type of housing units (3,226 single-family units and 1,058 multifamily units) and

type and amount of employee-generating land uses (i.e., Town Center, Employment Center). Therefore, the Tract 3491 VTM proposal would not result in a substantial change in the demand for potable water from that described in the previous project approvals. Thus, the demand for potable water, which is identified as a significant impact in the SEIR, would also be significant under the Tract 3491 proposal. The same mitigation measure that reduces this impact to a less-than-significant level in the SEIR would reduce the impact to a less-than-significant level under the Tract 3491 VTM proposal.

As identified in the Water Master Plan EIR, and summarized in the River Islands SEIR, the construction and operation of new City wells (Wells #21–23 and Emergency Wells #1 and #2) proposed in the Water Master Plan could contribute to significant geotechnical, groundwater, flooding, noise, farmland, aesthetics/views, terrestrial biology, and cultural resources impacts. Development of these new City wells is associated with the citywide development addressed by the Water Master Plan, including development of the River Islands Project. Because water demand associated with the SEIR and Tract 3491 VTM development proposals would contribute to the need for development of these planned City wells, both scenarios would contribute to the significant impacts identified in the Water Master Plan EIR. With mitigation identified in the Master Plan EIR, impacts from well construction and use would be reduced to less-than-significant levels under either River Islands development scenario.

Similar to conditions described above regarding demand for potable water, because land uses under the Tract 3491 VTM proposal are the same or similar to those described in the SEIR, the Tract 3491 VTM proposal would not result in a substantial change in the demand for wastewater treatment capacity when compared to the Phase 1 project evaluated in the SEIR. Demand for wastewater treatment capacity is considered a significant impact in the SEIR and would also be significant under the Tract 3491 proposal. The same mitigation measure that reduces this impact to a less-than-significant level in the SEIR would reduce the impact to a less-than-significant level under the Tract 3491 VTM proposal.

As identified in the Water Master Plan EIR, and summarized in the River Islands SEIR, the expansion of WRP #1 and construction of WRPs #2 and #3 proposed in the Water Master Plan could contribute to significant geotechnical, groundwater, flooding, air, odor, noise, land use, aesthetics/views, terrestrial biology, water quality, fisheries, cultural resources, and emergency response impacts. Construction and expansion of these water recycling plants is associated with the citywide development addressed by the Water Master Plan, including development of the River Islands Project. Because demand for wastewater treatment associated with the SEIR and Tract 3491 VTM development proposals would contribute to the need for development and expansion of City water recycling plants, both scenarios would contribute to the significant impacts identified in the Water Master Plan EIR. With mitigation identified in the Master Plan EIR, almost all impacts from expansion and construction of the water recycling plants would be reduced to less-than-significant levels under either River Islands

development scenario. However, no mitigation is available to reduce odor impact and cumulative surface water quality and fisheries impacts, and these impacts would be significant and unavoidable under both scenarios. Although this impact would remain significant and unavoidable under the Tract 3491 VTM proposal, the Project would not result in a substantially greater impact.

As stated previously, the Tract 3491 VTM proposal would not result in a substantial change in wastewater generation when compared to the wastewater generation estimated for Phase 1 under existing project approvals. Therefore, generation of recycled water also would not appreciably differ between the two scenarios. Demand for recycled water storage and disposal under Phase 1 of project development is considered a less-than-significant impact in the SEIR. This impact would also be considered less than significant under the Tract 3491 VTM proposal.

The SEIR identifies a significant impact related to demand for recycled water storage and disposal capacity for Phase 2 of development. Because the Tract 3491 VTM proposal is equivalent to Phase 1 of project development, and does not address Phase 2 development, this impact would not apply to the Tract 3491 VTM proposal.

The area proposed for development under the Tract 3491 VTM proposal (approximately 1,300 acres) is smaller than that identified for Phase 1 in the SEIR (approximately 1,770 acres). Therefore, the Tract 3491 VTM proposal can be expected to generate less stormwater associated with surface runoff from impermeable surfaces. However, the Tract 3491 VTM proposal also includes a smaller amount of stormwater detention water bodies (approximately 79 acres) than described for Phase 1 of project development in the SEIR (approximately 200 acres). The 79 acres of stormwater detention water bodies and associated stormwater management BMPs included in the Tract 3491 VTM proposal are considered sufficient to detain and treat the stormwater/surface runoff generated under the this development proposal (Carlson, Barbee, and Gibson 2005). The basis for these conclusions is described in more detail in Section 3.8, "Hydrology and Water Quality." Therefore, the impact related to stormwater/surface runoff management, which is identified as less than significant in the SEIR, would also be less than significant under the Tract 3491 VTM proposal.

Similar to conditions described above regarding demand for potable water and other utility services, because land uses under the Tract 3491 VTM proposal are the same or similar to those described in the SEIR, demand for electricity and natural gas would not appreciably differ between the two development scenarios. Demand for electricity and natural gas is considered a less-than-significant impact in the SEIR, and this impact would also be less than significant under the Tract 3491 VTM proposal. In summary, implementation of the Tract 3491 VTM proposal would not result in new significant impacts related to public utilities, significant changes in the severity of previously identified impacts related to public utilities, or significant changes in the effectiveness or applicability of mitigation measures and project alternatives related to public utilities.

3.12 RECREATION

Since certification of the River Islands SEIR and related project approvals in 2003, no changes to the regulatory background or existing conditions relative to recreation resources have occurred that would trigger the need for subsequent environmental review of the Tract 3491 VTM proposal.

The SEIR identifies recreation impacts related to demand for neighborhood and community parks, reduced recreational boating opportunities, and consistency with the open space designation. The impact related to reduced recreational boating opportunities is less than significant; the remaining two impacts are beneficial.

Demand for parkland is calculated in the SEIR based on estimated project population, which is calculated based on the number and type of housing units included in the project. Using the population generation assumptions provided in the SEIR, the Tract 3491 VTM proposal would have a population of 12,968 residents. The City's General Plan standards call for 2 acres of neighborhood park and 3 acres of community park per 1,000 residents. Therefore, to meet the General Plan standards the Tract 3491 VTM proposal would need to include a minimum of 26 acres of neighborhood park and 39 acres of community park.

As described previously in Chapter 2, "Description of the Proposed Action," the Tract 3491 VTM proposal includes 77 total acres of parkland. Of this 77 acres, 34 acres would serve neighborhood park functions consistent with the General Plan standards, and 43 acres would be considered community park per the General Plan standards. Therefore, the Tract 3491 VTM proposal provides neighborhood and community parks in excess of projected demand (i.e., 26 acres of neighborhood park and 39 acres of community park). This is the same conclusion provided in the SEIR for Phase 1 of project development. Therefore, under both the Tract 3491 VTM proposal and the development scenario analyzed in the SEIR, the provision of parkland in excess of demand would be expected to alleviate the demand on existing neighborhood and community parks in the City, resulting in a beneficial impact. The Tract 3491 VTM proposal would not result in new or substantially more severe impacts related to demand for neighborhood and community parks.

Development under the Tract 3491 VTM proposal would not involve facilities along the external water system. All docks proposed as part of Phase 1 in the SEIR would not be constructed until Phase 2 of project development under the Tract 3491 VTM proposal. Therefore, impacts associated with limitations to recreational boating opportunities (e.g., water skiing) resulting from the presence of project docks that would occur during Phase 1 in the SEIR scenario would not occur under the Tract 3491 VTM proposal. However, at full buildout of Phases 1 and 2 under the Tract 3491 VTM scenario the same facilities along the external water system described in the SEIR would be present. Therefore, at full buildout, the less than significant impact related to limitations to recreational boating opportunities identified in the SEIR would be the same under both the Tract 3491 proposal.

As described previously, the Tract 3491 VTM proposal includes approximately 77 acres of parkland. It also includes a pedestrian and bicycle trail system similar to that described in the SEIR connecting the various parks and other project features. Development of the Tract 3491 VTM proposal would meet the City's requirements for parks and open space. Therefore, the Tract 3491 VTM proposal, like the Phase 1 development scenario in the SEIR, would result in a beneficial impact related to consistency with the City's General Plan open space designation.

Implementation of the Tract 3491 VTM proposal would not result in any new significant impacts related to recreational resources, significant changes in the severity of previously identified impacts related to recreational resources, or significant changes in the effectiveness or applicability of mitigation measures and project alternatives related to recreational resources.

3.13 AGRICULTURAL RESOURCES

Since certification of the River Islands SEIR and related project approvals in 2003, no changes to the regulatory background relative to agricultural resources have occurred that would trigger the need for subsequent environmental review of the Tract 3491 VTM proposal.

In regard to existing conditions, since certification of the SEIR and related project approvals, all Williamson Act contracts that apply to lands included in the SEIR Phase 1 development area and the Tract 3491 VTM development proposal area have been cancelled. Therefore, a majority of the impacts related to Williamson Act contract cancellations, which are considered significant in the SEIR, have already occurred (contracts in much of the Phase 2 area have not yet been cancelled). Implementation of the Tract 3491 VTM proposal would not alter the impact as described in the SEIR.

The SEIR identifies additional agricultural resource impacts related to conversion of important farmland (significant) and adjacent landowner/user conflicts (potentially significant). No mitigation is available to reduce impacts related to the conversion of important farmland to a less-than-significant level; therefore, this impact is considered significant and unavoidable. Impacts related to adjacent landowner/user conflicts can be reduced to less than significant with mitigation identified in the SEIR.

As described in the SEIR, development of approximately 1,770 acres under Phase 1 would result in the conversion of approximately 1,555 acres of important farmland to nonagricultural uses. The Tract 3491 VTM proposal covers approximately 1,300 acres. Even if development of the entire Tract 3491 VTM proposal resulted in the conversion of important farmland to nonagricultural uses, the impact would be less than described for the SEIR. However, because there is no feasible mitigation to fully compensate for the loss of important farmland

(i.e., no new important farmland can be created to replace what is lost), this impact remains significant and unavoidable under the Tract 3491 VTM proposal.

Although the Tract 3491 VTM proposal involves development of approximately 250 fewer acres than proposed for development under Phase 1 in the SEIR, it would still generate a substantial linear distance of urban/agriculture interface at the border between the Tract 3491 VTM area and ongoing agricultural operations in the Phase 2 portion of the River Islands project site. However, the Tract 3491 VTM proposal includes a levee system surrounding the entire development area that would provide an additional buffer between development and agricultural uses not included in Phase 1 of the SEIR. Therefore, potential conflicts between urban users of the developed areas and adjacent agricultural landowners would be expected to be slightly less under the Tract 3491 VTM proposal than anticipated in the SEIR. However, impacts associated with these conflicts would still be considered potentially significant under the Tract 3491 VTM proposal. The mitigation measure identified in the SEIR to reduce the impact to a less-than-significant level would also reduce the impact under the Tract 3491 VTM proposal to less than significant.

Implementation of the Tract 3491 VTM proposal would not result in any new significant impacts related to agricultural resources, significant changes in the severity of previously identified impacts related to agricultural resources, or significant changes in the effectiveness or applicability of mitigation measures and project alternatives related to agricultural resources.

3.14 TERRESTRIAL BIOLOGY

Since certification of the River Islands SEIR and related project approvals in 2003, no changes to the regulatory background or existing conditions relative to terrestrial biology have occurred that would trigger the need for subsequent environmental review of the Tract 3491 VTM proposal.

The SEIR identifies terrestrial biology impacts related to general biological resources (less than significant); special-status plants (potentially significant); valley elderberry longhorn beetle (significant); giant garter snake (significant); western pond turtle (potentially significant); Swainson's hawk (significant); Aleutian Canada goose and greater sandhill crane (less than significant); burrowing owl (significant); colonial nesting birds (less than significant); ground-nesting or streamside/lakeside-nesting birds (potentially significant); birds nesting in isolated trees or shrubs outside of riparian habitat (potentially significant); birds nesting along riparian corridors (significant); snowy egret, American white pelican, double-crested cormorant, and white-faced ibis (less than significant); ferruginous hawk, mountain plover, merlin, and long-billed curlew (less than significant); common tree-nesting raptors (significant); special-status bats (less than significant); riparian brush rabbit (significant); jurisdictional waters of the United States and riparian habitat (significant); wildlife corridors (significant); and biological resources associated with off-site facilities (potentially significant). All 14 impacts identified as

significant or potentially significant would be reduced to less than significant with mitigation identified in the SEIR.

The Tract 3491 VTM proposal does not include any disturbance to the external water system (Old River, San Joaquin River, and Paradise Cut); modifications/improvements to Paradise Cut in support of the flood control program; or fill of wetlands/waters of the United States under the jurisdiction of the U.S. Army Corps of Engineers, including the Central Drainage Ditch passing through the River Islands Development Area. Therefore, impacts related to biological resources that occur only in these areas would not apply to the Tract 3491 VTM proposal. Biological resources and associated impacts within this category include special status plants, valley elderberry longhorn beetle, giant garter snake, western pond turtle, snowy egret, American white pelican, double-crested cormorant, jurisdictional waters of the United States and riparian habitat, and wildlife corridors.

A great majority of the land affected by development under the Tract 3491 VTM proposal and Phase 1 development described in the SEIR is currently under agricultural production. Agricultural lands can provide a variety of habitat values for various species, with the primary habitat value being foraging area. The Tract 3491 VTM proposal involves development of approximately 1,300 acres, whereas the Phase 1 development would affect nearly 1,750 acres. Therefore, impacts to biological resources that use agricultural lands would generally be considered somewhat less under the Tract 3491 VTM proposal. Impacts to biological resources that use agricultural lands that are considered less than significant in the SEIR would also be less than significant under the Tract 3491 VTM proposal. Biological resources and associated impacts within this category include Aleutian Canada goose and sandhill crane; colonial nesting birds; white-faced ibis; and ferruginous hawk, mountain plover, merlin, and long-billed curlew. Impacts related to common biological resources, which include agricultural, ruderal, and developed areas, would also fall within this category.

Regardless of whether a species uses agricultural lands, another habitat type, or a combination of several habitat types, for several species where impacts are identified as significant or potentially significant in the SEIR, the mitigation measure to reduce these impacts to a less-than-significant level is participation in the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). The mitigation approach provided by SJMSCP includes both implementation of incidental take avoidance and minimization measures and compensation for incidental take and loss of habitat through payment of fees (or in-lieu land dedication) for conversion of open space lands. Because the Tract 3491 VTM proposal covers a smaller total area than Phase 1 of development described in the SEIR, and has less or no affect on some habitat types (e.g., riparian, wetlands), for some species that are addressed in the SJMSCP impacts would be slightly less under the Tract 3491 VTM proposal. However, whether impacts are the same or less under the Tract 3491 VTM proposal, participation in the SJMSCP, which would occur under the Tract 3491 VTM proposal, would reduce the impacts to less-than-significant levels. Biological resources and associated impacts within this category include Swainson's hawk,

burrowing owl, ground-nesting or streamside/lakeside-nesting birds, birds nesting in isolated trees or shrubs outside of riparian habitat, and birds nesting along riparian corridors.

The SEIR identifies that common tree-nesting raptors could nest in both the River Islands Development Area and Paradise Cut. The loss of an active raptor nest, which could occur during tree removal in either of these areas, is considered a significant impact. Although the potential for this impact is less under the Tract 3491 VTM proposal because no activities would occur in Paradise Cut, removal of an active raptor nest could occur during development in the Employment Center and other areas where potential raptor nest trees occur, as evaluated in the SEIR. The same mitigation measure identified in the SEIR to reduce this impact to a less-than-significant level would also reduce the impact to a less-than-significant level under the Tract 3491 VTM proposal.

The SEIR identifies a potential impact to special-status bats through the loss of foraging habitat and roost sites. However, bat foraging habitat is locally and regionally abundant and the entire River Islands Development Area (which includes the Tract 3491 VTM area) is not expected to contain important roost sites that would be affected; therefore, this impact is considered less than significant in the SEIR. The Tract 3491 VTM proposal would result in a reduced loss of special-status bat foraging habitat due to the smaller size of the development area relative to Phase 1 development identified in the SEIR. Because the Tract 3491 VTM proposal overlaps with development areas identified in the SEIR, the conclusion in the SEIR that the project site is not expected to contain important roost sites would also apply to the Tract 3491 VTM area. Therefore, impacts to special-status bats, which are considered less than significant in the SEIR, would also be considered less than significant under the Tract 3491 VTM proposal.

The SEIR identifies significant impacts to riparian brush rabbit during Phase 1 of project development associated with loss and/or disturbance of potential and occupied habitat in Paradise Cut and along the UPRR right-of-way. This impact is reduced to a less-than-significant level after mitigation. Under the Tract 3491 VTM proposal the potential for impacts to riparian brush rabbit would be less than described in the SEIR because no project activities would occur in Paradise Cut; therefore, potential impacts to riparian brush rabbit would be limited to the UPRR right-of-way area. In this area, the potential for disturbance/impacts to riparian brush rabbit would continue to be less under the Tract 3491 VTM proposal than described in the SEIR because only a portion of the cross levee would be constructed between the Employment Center and the UPRR right-of-way, reducing the overall potential for construction disturbance. This reduced level of impact is considered less than significant under the Tract 3491 proposal with implementation of various elements incorporated into the project design, including the cross levee being set-back from the UPRR berm to minimize disturbance to brush rabbits during construction, installation of a fence/wall along the cross levee to prevent people and feral cats from crossing from the Tract 3491 VTM area into the UPRR right-of-way, and restrictions on vegetation management in the cross levee area

protected by the fence/wall to allow vegetation to naturally increase in density to improve conditions for riparian brush rabbit.

The SEIR also identifies a potentially significant impact to biological resources associated with development of off-site facilities (e.g., electrical transmission lines, pipelines, traffic infrastructure outside the River Islands Development Area). This impact is reduced to a less-than-significant level after mitigation. Under the Tract 3491 VTM proposal, impacts resulting from development of off-site facilities would not differ substantially from those described in the SEIR because the same off-site utility and traffic infrastructure would be completed to support project development. The same mitigation measure identified in the SEIR to reduce this impact to a less-than-significant level would also reduce the impact to a less-than-significant level under the Tract 3491 VTM proposal.

In summary, implementation of the tract 3491 VTM proposal would not result in any new significant impacts related to terrestrial biology, significant changes in the severity of previously identified impacts related to terrestrial biology, or significant changes in the effectiveness or applicability of mitigation measures and project alternatives related to terrestrial biology.

3.15 FISHERIES

Since certification of the River Islands SEIR and related project approvals in 2003, no changes to the existing conditions relative to fisheries have occurred that would trigger the need for subsequent environmental review of the Tract 3491 VTM proposal.

In regard to the regulatory background, since certification of the SEIR and related project approvals, the National Oceanic and Atmospheric Administration, National Marine Fisheries Service (NOAA Fisheries) has proposed listing populations of North American green sturgeon south of the Eel River as threatened under the federal Endangered Species Act (ESA). The listing proposal was released on April 5, 2005. The green sturgeon was identified as a state and federal Species of Concern when the SEIR was certified. As identified in the SEIR, the green sturgeon is expected to forage in, and migrate through, the lower San Joaquin River and south Delta, which would include waterways around the River Islands Project site. However, the species has not been reported in, nor is it expected to spawn in, the River Islands area. Although the green sturgeon now receives a greater level of protection under the Endangered Species Act than when the SEIR was certified, the change in listing status does not alter any impact conclusions or mitigation measures in the SEIR. Green sturgeon would use waterways in the project area in the same manner as salmonid species (salmon and steelhead) known to inhabit the project vicinity; for migration, and, to a smaller extent, for foraging. Therefore, impacts identified in the SEIR related to salmonid species protected under the ESA would apply to green sturgeon in the same manner currently described in the SEIR. Mitigation measures identified in the SEIR related to listed salmonid species would also apply to green sturgeon and would be equally effective in reducing significant impacts to less-than-significant levels. Therefore,

where the SEIR identifies no significant unavoidable impacts related to listed salmonids (or other special status fish species), the same conclusion would apply to green sturgeon.

The SEIR identifies fisheries impacts related to RID Area construction sediment (less than significant), levee breaching (significant), bridge and utility crossings (significant), the Paradise Cut Bridges (significant), dock construction (less than significant), structural habitat features (ranges from less than significant to beneficial), entrainment in project pumps (beneficial), water discharges to the Delta (beneficial), altered hydrology from water discharges (less than significant), maintenance dredging of back bays (significant), habitat modification in Paradise Cut (beneficial), diversion of chinook salmon smolts (less than significant), creation of new fish habitat in the RID Area (beneficial), introduction of exotic fish into the Delta (less than significant), and increased water consumption (less than significant). All the significant impacts listed above would be reduced to less than significant with mitigation identified in the SEIR.

Under both the SEIR and Tract 3491 VTM development scenarios, bridges over Paradise Cut would be constructed during Phase 2 of project development. Because this Addendum focuses on impacts related to Phase 1 of project development, impacts related to bridges over Paradise Cut are not applicable to this analysis.

A primary difference between the Tract 3491 VTM proposal and the development proposed for Phase 1 in the SEIR is that no facilities would be constructed along the external water system under the Tract 3491 VTM proposal. All back bays, docks, Paradise Cut improvements, and similar activities along the external water system would take place during Phase 2 of project development. For this reason, many of the fisheries impacts identified in the SEIR would not occur under the Tract 3491 VTM proposal. These impacts include those related to levee breaching, dock construction, structural habitat features, maintenance dredging of back bays, habitat modification in Paradise Cut, and diversion of chinook salmon smolts.

In addition, fisheries impacts related to bridge and utility crossings identified in the SEIR would not occur under the Tract 3491 VTM proposal because of the presence of the new bicycle/pedestrian bridge across the San Joaquin River and City plans to lead construction of the of the Bradshaw Crossing bridge. The presence of the bicycle/pedestrian bridge allows a new mechanism for utilities to cross the San Joaquin River, including a natural gas pipeline to serve the River Islands development. Therefore, the planned directional bore of a natural gas pipeline under the San Joaquin River anticipated in the SEIR is not needed, and associated potential fisheries impacts would not occur under the Tract 3491 VTM proposal. Because the City of Lathrop is taking the lead on construction of the Bradshaw Crossing bridge in support of the City's planned regional transportation network, this project is now considered independent of the River Islands Project and potential fisheries impacts associated with construction of this bridge would not be attributable to the Tract 3491 VTM proposal. However, it should be

noted that environmental effects from construction of the Bradshaw Crossing bridge are fully evaluated in the current certified River Islands SEIR.

In regard to fisheries impacts from RID Area construction sediment, as described above in Section 3.8, “Hydrology and Water Quality,” impacts related to construction sediment in the project-development area would occur under both the Tract 3491 VTM proposal and the development scenario identified in the SEIR. However, the potential for construction-related soil erosion, and hence the potential for releases of sediment into the external water system, would be somewhat less under the Tract 3491 development proposal compared to Phase 1 development described in the SEIR because a smaller surface area would be disturbed (roughly 1,300 acres under the Tract 3491 VTM proposal versus approximately 1,770 acres during Phase 1 of project development as described in the SEIR). The less-than-significant fisheries impact identified in the SEIR related to RID Area construction sediment would still occur under the Tract 3491 VTM proposal; however, the level of impact would likely be slightly less, and would still be considered less than significant.

Like Phase 1 development in the SEIR, the Tract 3491 VTM proposal involves construction of a portion of the Central Lake and other internal water features; however, these features under the Tract 3491 VTM proposal would occupy approximately 79-acres, whereas internal water features included as part of Phase 1 development under the SEIR scenario would cover approximately 200 acres. Although a smaller amount of internal water features is included in the Tract 3491 VTM proposal, the 79 acres of water bodies and human-made wetlands proposed under this scenario are considered sufficient to detain and treat stormwater generated by the project (Carlson, Barbee, and Gibson 2005).

Similar to the Central Lake management regime described in the SEIR, under the Tract 3491 VTM scenario, water would occasionally be pumped from the Old River and San Joaquin River into the internal water features (i.e., northern lake, Grand Canal, Central Lake) to raise water levels when needed, and similarly, water would be pumped from the internal water features into Paradise Cut when water levels were too high. In the SEIR it was determined that the Central Lake management regime would either have beneficial or less-than-significant effects on fisheries because the volume of diversions from the Delta to the Central Lake, and discharges from the Central Lake to the Delta would be less than under existing agricultural operations; the timing of diversions and discharges would be superior relative to fishery resources; diversions would be less likely to adversely affect fish because existing agricultural intakes would be replaced with new screened intakes; and the water quality of discharges to Paradise Cut from the Central Lake would be greater than existing agricultural discharges.

Although the size and configuration of internal water features under the Tract 3491 VTM proposal are somewhat different from those described in the SEIR, because the general lake management regime remains the same, a majority of the beneficial and less-than-significant impacts associated with lake-level management listed above

would apply to the Tract 3491 VTM proposal. These include impacts related to the volume of diversions and discharges, the timing of diversions and discharges, and the quality of discharges. In addition, the beneficial impact of Central Lake construction creating new fish habitat in the RID Area identified in the SEIR would also apply to the Tract 3491 VTM proposal, although to a somewhat lesser degree because the overall acreage of new fish habitat would be less.

A distinct difference in the lake-level management approach under the Tract 3491 VTM proposal when compared to that described in the SEIR is that under the Tract 3491 VTM proposal, existing agricultural intakes and outfalls would be used to move water between the internal water features and the Delta. Installation of new intakes equipped with fish screens and new outfalls, as described in the SEIR, would be deferred until Phase 2 of project development. This would reduce the beneficial impact identified in the SEIR related to fish entrainment because existing unscreened intakes would not be immediately replaced by new intakes equipped with fish screens. However, because the volume and timing of diversions from the Delta under the Tract 3491 VTM proposal would still be improved compared to existing conditions, impacts associated with fish entrainment in project pumps would still be considered beneficial under this development proposal.

The SEIR identifies a fisheries impact resulting from the Central Lake potentially providing a mechanism for exotic fish species to be introduced into the Delta via discharges from the lake. This impact is considered less than significant in the SEIR because of a requirement that the Central Lake only be stocked with species currently present in the Delta and that the stocking program be conducted in consultation with the U.S. Fish and Wildlife Service, NOAA Fisheries, and the California Department of Fish and Game. These same stocking guidelines would be implemented under the Tract 3491 VTM proposal; therefore, impacts related to the potential introduction of existing fish species to the Delta from the internal water features would remain less than significant.

A less-than-significant impact is also identified in the SEIR related to the potential for project generated water consumption to adversely affect fisheries resources. As described above in Section 3.11, "Public Utilities," the Tract 3491 VTM proposal includes the same or similar types and amounts of land uses that would generate demand for potable water as described in the existing project approvals for Phase 1 of project development. Therefore, the Tract 3491 VTM proposal would not result in a substantial change in potable water demand from what is described in the previous project approvals. Because the Tract 3491 VTM proposal would not alter the demand for potable water, fisheries impacts related to water consumption that are identified as less than significant in the SEIR would also be less than significant under the Tract 3491 VTM proposal.

In summary, implementation of the Tract 3491 VTM Proposal would not result in any new significant impacts related to fisheries, significant changes in the severity of previously identified impacts related to fisheries, or

significant changes in the effectiveness or applicability of mitigation measures and project alternatives related to fisheries.

3.16 CULTURAL RESOURCES

Since certification of the River Islands SEIR and related project approvals in 2003, no changes to the regulatory background relative to cultural resources have occurred that would trigger the need for subsequent environmental review of the Tract 3491 VTM proposal.

In regard to existing conditions, since certification of the SEIR and related project approvals, further cultural resources surveys and testing have been conducted at an archeological site identified as site RI-1 in the SEIR. The SEIR impacts to this site (described as impacts to “recorded archeological sites”) were identified as potentially significant, and mitigation to address this impact consisted of further archeological testing and additional actions as appropriate if the testing resulted in evidence that the site represents a “unique archeological resource” as defined by CEQA. The surveys and testing conducted since the SEIR was certified were completed in compliance with the mitigation requirements in the SEIR. During this testing, evidence of Native American occupation, human bone fragments, and other materials were found, resulting in the site qualifying as a “unique archeological resource” as defined by CEQA. Therefore, impacts to this site from project development are confirmed as significant, and further action/study is required consistent with the mitigation requirements of the SEIR. The Tract 3491 VTM proposal and the Phase 1 development scenario described in the SEIR both intersect site RI-1 and propose the same type of development in the area. Therefore, impacts to site RI-1 would be the same under the two scenarios and the same mitigation measure identified in the SEIR would apply. The mitigation measures included in SEIR would reduce this impact to a less-than-significant level.

The SEIR identifies additional cultural resources impacts related to listed archeological sites (significant), historic properties (significant), undiscovered/unrecorded archeological sites (potentially significant), undiscovered/unrecorded human remains (significant), and off-site resources (significant). All these impacts would be reduced to less-than-significant levels with mitigation.

Cultural resources impacts related to undiscovered/unrecorded resources and off-site resources address the potential to encounter currently unknown resources in the RID Area or within off-site utility corridors because of these resources either being below the ground surface or not yet being encountered during surveys. Because the Tract 3491 VTM proposal covers a smaller surface area than Phase 1 development assumed in the SEIR (approximately 1,300 acres versus approximately 1,770 acres) and includes less off-site infrastructure (in part because the Bradshaw Crossing bridge is now a City-led project and has independent utility from the River Islands project), it can be assumed that the potential to encounter undiscovered/unrecorded resources would be less under the Tract 3491 VTM proposal. However, because the potential still exists to encounter currently

unknown cultural resources during development of the Tract 3491 VTM proposal, significant impacts identified in the SEIR related to this issue would still be considered significant under the Tract 3491 VTM proposal. The mitigation measures identified in the SEIR for these impacts would also reduce the impacts to less-than-significant levels under the Tract 3491 VTM proposal.

Impacts identified in the SEIR related to listed archeological sites and historic properties involve the degradation of visual character in the vicinity of historic/archeological resources resulting from project development. Historic/archeological resources considered in these impacts include the railroad drawbridge crossing the San Joaquin River just north of the Manthey Road bridge; the landing place for the sail launch *Comet* (a California historic landmark), which is on the San Joaquin River near the railroad drawbridge; and the agricultural silo complex just southwest of the railroad drawbridge. Construction of modern structures near these sites could degrade remaining views that reflect the historic context of the sites and is considered a significant impact.

Under the development scenario described in the SEIR, views of the railroad drawbridge and the *Comet* landing site would be adversely affected by the Golden Valley Parkway bridge over the San Joaquin River and houses on the high-ground corridor north of the bridge. Neither of these project elements is included in the tract 3491 VTM proposal; therefore, views of the railroad bridge and the *Comet* landing site would not be adversely affected under the tract 3491 VTM proposal.

Under the development scenario described in the SEIR, views of the agricultural silo complex would be adversely affected by construction of modern buildings in the portion of the Employment Center north and northwest of the silos. The tract 3491 VTM proposal and the development scenario addressed in the SEIR include the same Employment Center uses near the silo complex. Therefore, the tract 3491 VTM proposal would result in the same significant impact related to historic properties identified in the SEIR. However, implementation of the same mitigation measure identified in the SEIR would reduce this impact to less-than-significant levels under both scenarios.

In summary, implementation of the tract 3491 VTM proposal would not result in any new significant impacts related to cultural resources, significant changes in the severity of previously identified impacts related to cultural resources, or significant changes in the effectiveness or applicability of mitigation measures and project alternatives related to cultural resources.

3.17 AESTHETIC RESOURCES

Since certification of the River Islands SEIR and related project approvals in 2003, no changes to the regulatory background or existing conditions relative to aesthetic resources have occurred that would trigger the need for subsequent environmental review of the Tract 3491 VTM proposal.

The SEIR identifies aesthetic resources impacts related to views of the site from surrounding lands (less than significant), views from I-5 and the I-5/I-205/SR 120 merge segment (less than significant), views for recreational boaters (less than significant), nighttime views (less than significant), views of the grain silos and the railroad bridge (less than significant), and design and function of walls and fences/consistency with the WLSP (potentially significant). The one potentially significant impact would be reduced to less than significant with mitigation identified in the SEIR.

The Tract 3491 VTM proposal does not include any alterations to existing levees along the San Joaquin River, Old River, or Paradise Cut. Existing views of the project site from these waterways, which consist almost entirely of the levee surfaces, would not be altered under the Tract 3491 VTM proposal. Therefore, the aesthetic resource impact related to views for recreation boaters would not apply.

Impacts related to views from surrounding lands and freeway segments result from project elements being visible from these vantage points. Under the development scenario described in the SEIR, such project elements include houses on high-ground corridors, bridges, the electrical transmission line connecting to the RID Area, the top portion of buildings in the Employment Center, potentially the tops of some buildings in the Town Center, and the cross levee. The Tract 3491 VTM proposal does not include any land uses different from those identified in the SEIR; therefore, the Tract 3491 VTM proposal would not create any new project features visible from surrounding vantage points. Some project features identified as affecting views in the SEIR are not included in the Tract 3491 VTM proposal, such as houses on high-ground corridors and bridges. Therefore, impacts on views from surrounding lands and freeway segments under the Tract 3491 VTM proposal would be somewhat less than those described in the SEIR and would continue to be considered less than significant.

In regard to nighttime lighting, the Tract 3491 VTM proposal would basically implement the same type and extent of development, and hence the same type and extent of nighttime light sources, as described in the SEIR. The same lighting guidelines included in the River Islands Urban Design Concept (UDC) referenced in the SEIR would also apply to the Tract 3491 VTM proposal. Therefore, the Tract 3491 VTM proposal is expected to have the same effect on nighttime views as described in the SEIR.

As described above in Section 3.16, "Cultural Resources," because the Tract 3491 VTM proposal does not include the Golden Valley Parkway bridge over the San Joaquin River or houses on high-ground corridors, views of the railroad drawbridge would not be altered by project implementation. However, development of the Employment Center under the Tract 3491 VTM proposal would affect views of the agricultural silo complex in a similar manner to what is described in the SEIR. Although altering the view of the silos is considered a significant impact from a cultural resources standpoint, from a purely visual perspective, impacts to the silos are considered minor because the structures themselves would not be altered, views of the structures from the nearby highways

and other vantage points would not be blocked, and the structures would still function as a local landmark as seen from the highways and other locations. Impacts related to views of the grain silos, which are considered less than significant in the analysis of aesthetic resources in the SEIR, would also be considered less than significant under the Tract 3491 VTM proposal.

The SEIR includes a significant impact related to River Islands UDC guidelines regarding walls and fences (particularly the concept of steel “see through” fences) potentially allowing light and glare from arterial roadways to enter residential neighborhoods. Because development under the Tract 3491 VTM proposal would be subject to the same UDC guidelines as the development proposal described in the SEIR, this impact would also apply to the Tract 3491 VTM proposal. The same mitigation measure identified in the SEIR would also reduce this impact to a less-than-significant level under the Tract 3491 VTM proposal.

In summary, implementation of the Tract 3491 VTM Proposal would not result in any new significant impacts related to cultural resources, significant changes in the severity of previously identified impacts related to cultural resources, or significant changes in the effectiveness or applicability of mitigation measures and project alternatives related to cultural resources.

3.18 GROWTH-INDUCING IMPACTS

Since certification of the River Islands SEIR and related project approvals in 2003, no changes to the regulatory background or existing conditions related to growth-inducing impacts have occurred that would trigger the need for subsequent environmental review of the Tract 3491 VTM proposal.

As described in various sections above, land uses under the Tract 3491 VTM proposal are the same or similar to those described in the SEIR. These include number and type of dwelling units, population and employee-generating land uses (i.e., dwelling units), and jobs-generating land uses (Town Center, Employment Center). Therefore, the Tract 3491 VTM proposal would not result in a substantial change in growth-inducing impacts from those described in the SEIR related to fostering economic or population growth or the construction of additional housing.

The Tract 3491 VTM proposal also would not result in a substantial change in growth-inducing impacts related to the provision of services, and therefore removal of an obstacle to population growth, compared to the development scenario analyzed in the SEIR. Other than methods for pipelines to cross the San Joaquin River (e.g., installation of a natural gas pipeline in the existing bicycle/pedestrian bridge rather than directional bore), mechanisms for supplying and delivering utility service to the project site are the same under the two development scenarios. Both project proposals use the same roadway system, with the only difference being that under the Tract 3491 VTM proposal the Bradshaw’s Crossing bridge would be a City-led project. Consequently,

the Tract 3491 VTM proposal would not result in new significant or substantially greater growth inducing impacts.

Regarding public services, although methods for provision of some services under the Tract 3491 VTM proposal are somewhat different from methods described in the SEIR (fire protection service from the Mossdale Landing fire station early in project development, use of one of the two potential Animal Campus sites shown in Exhibit 2-1 for animal control services, implementation of a traditional school model), the ultimate level of service on the project site would be the same under both scenarios because both scenarios generate the same demand for service (as calculated by number and type of dwelling units, population, and other factors). Therefore, growth-inducing impacts associated with the provision of public services to the project site would be the same under the Tract 3491 and SEIR development scenarios.

Overall, implementation of the Tract 3491 VTM proposal would not result in any new significant growth-inducing impacts, significant changes in the severity of previously identified growth-inducing impacts, or significant changes in the effectiveness or applicability of mitigation measures and project alternatives related to growth-inducing impacts.

3.19 CUMULATIVE IMPACTS

Since certification of the River Islands SEIR and related project approvals in 2003, no changes to the regulatory background related to cumulative impacts have occurred that would trigger the need for subsequent environmental review of the Tract 3491 VTM proposal.

In regard to existing conditions, since 2003 several related projects listed in the cumulative impacts section of the SEIR have either been completed, or construction is underway (e.g., Panattoni Distribution, Utility Trailer, Hampton Inn, Crossroads Industrial Park, Mossdale Landing). However, because CEQA requires that a cumulative impact analysis consider past, present, and reasonably foreseeable future projects, the fact that some projects that were considered “future projects” in the SEIR are now complete or under construction does not affect their consideration in the cumulative-impact analysis.

In some instances more detail is now available regarding a related project than was available when the SEIR was approved in 2003 (e.g., Central Lathrop Specific Plan). However, the cumulative analysis in the SEIR included both a list approach (list of projects) and a plan approach (using development assumptions included in applicable general plans, specific plans, and the SJMSCP), resulting in a thorough and comprehensive consideration of local and regional development in the evaluation of cumulative impacts. Therefore, additional details or minor modifications regarding a specific project included in the cumulative impact analysis would not alter the overall conclusions in the analysis.

As indicated in the cumulative impacts analysis in the SEIR, implementing the River Islands Project would contribute to significant cumulative impacts related to traffic; air quality; noise; geology, soils and mineral resources; public services; public utilities; agricultural resources; fisheries; and odor; it also would potentially contribute to significant surface water quality impacts. As described in the SEIR, these impacts are a product of cumulative growth, and no feasible mitigation is available to reduce these impacts to less-than-significant levels; therefore, these cumulative impacts are considered significant and unavoidable.

As described in various sections above, land uses under the Tract 3491 VTM proposal are the same or similar to those described in the SEIR. Therefore, project contributions to cumulative impacts under the Tract 3491 VTM proposal would not be substantially greater than those described in the SEIR. Implementation of the Tract 3491 VTM proposal would not result in any new significant cumulative impacts, significant changes in the severity of previously identified cumulative impacts, or significant changes in the effectiveness or applicability of mitigation measures and project alternatives related to cumulative impacts.

3.20 ALTERNATIVES

Since certification of the River Islands SEIR and related project approvals in 2003, no changes to the regulatory background or existing conditions relative to project alternatives have occurred that would trigger the need for subsequent environmental review of the Tract 3491 VTM proposal.

The river islands SEIR includes analysis of three alternatives, a No Project (No Development Alternative), a No Project (WLSP) Alternative, and an Environmental Constraints (50% Development) Alternative. The alternatives analysis in the SEIR also describes several other alternatives that were considered, but then rejected from further consideration.

Impacts associated with the alternatives evaluated in the SEIR were compared against impacts resulting from full project buildout. Alternatives were also evaluated for their ability to meet project goals and objectives. Implementation of the Tract 3491 VTM Proposal does not alter the evaluation of full buildout of the River Islands Project as the SEIR fully evaluated the impacts of development of the entire River Islands Project. Full project buildout under the Tract 3491 VTM Proposal would be the same as full buildout as described in the SEIR. Therefore, the comparison of impacts associated with the proposed project and impacts associated with each project alternative included in the SEIR would not be altered under the Tract 3491 VTM Proposal.

The Tract 3491 VTM Proposal includes the same project goals and objectives as described in the SEIR. Therefore, the feasibility of alternatives relative to their ability to meet these goals and objectives would be the same under the Tract 3491 VTM and SEIR development scenarios. Implementation of the Tract 3491 VTM

Proposal would not result in alternatives previously found to be infeasible being categorized as feasible. Off-site3.21 conclusion.

3.21 CONCLUSION

Based on the analysis of environmental issue areas provided above, the Tract 3491 VTM Proposal results in none of the conditions described in Section 15162 of the State CEQA Guidelines calling for preparation of a SEIR. In summary, the Tract 3491 VTM Proposal and any altered circumstances since approval of River Islands SEIR in 2003:

- ▶ will not result in any new significant environmental effects,
- ▶ will not substantially increase the severity of previously identified effects,
- ▶ will not result in mitigation measures or alternatives previously found to be infeasible becoming feasible, and
- ▶ will not result in availability/implementation of mitigation measures or alternatives that are considerably different from those analyzed in the previous document that would substantially reduce one or more significant effects on the environment.

These conclusions confirm that this Addendum to the River Islands SEIR is the appropriate mechanism to record and evaluate project modifications associated with implementation of the Tract 3491 VTM Proposal.

4 REFERENCES

Carlson, Barbee, and Gibson 2005. Memorandum from Greg Miller, Carlson, Barbee and Gibson, Inc. to Glenn Gebhardt. Dated May 26, 2005. Subject: “100 year Flood Storage Tract 3491, River Islands.”

MBK 2005a. Memorandum from Mike Archer, MBK Engineers to Glenn Gebhardt. Dated June 24, 2005. Subject: “Flood Storage Impact of Phased Development of River Islands at Lathrop.”

MBK 2005b. Memorandum from Mike Archer, MBK Engineers to Glenn Gebhardt. Dated June 24, 2005. Subject: “Hydraulic Analysis of River Islands at Lathrop Phased Development Interior Channel.”