

**Addendum to the Modesto Regional Water Treatment Plant
Final Subsequent Environmental
Impact Report for an Alternative Site for the
South (Industrial) Water Storage Tank**

PW No. 2008-06

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Chapter 1

INTRODUCTION AND PROJECT DESCRIPTION

INTRODUCTION

The City of Modesto (“City”) is proposing acquisition of a site and development of a water storage tank to serve the south or Industrial area in accordance with the project assessed in the Phase Two Modesto Regional Water Treatment Plant (MRWTP) EIR.

This document presents an evaluation of a proposed alternative water tank site. Previously, the City and the Modesto Irrigation District (MID) prepared and certified a subsequent environmental impact report (“SEIR”) for the MRWTP project (SCH No.2004022013). The SEIR was certified in July 2005 and the MRWTP was approved in October, 2005.

Specifically, this Addendum assesses the extent to which the environmental effects of the currently proposed site are adequately addressed by the existing MRWTP SEIR. This document contains the evidence for determining whether the environmental effects of the proposed Project are covered by the previously prepared MRWTP EIR and is an Addendum to that EIR.

USE OF ADDENDUM TO PREVIOUS EIR

Section 15164(a) of the State CEQA Guidelines states that an addendum to a previously certified EIR can be prepared if “some changes or additions are necessary but none of the conditions described in Section 15162 [of the CEQA Guidelines] calling for preparation of a subsequent EIR have occurred. The Addendum need not be circulated for public review, and must be considered with the Final EIR prior to making a decision on the project.

The proposed alternative site and its development generally falls within the scope of the previously certified SEIR (SCH No.2004022013), but because the Project proposes to modify the specific site location, this Addendum was prepared to document the nature of the proposed changes and their level of significance. This Addendum includes information and analysis supporting the finding that none of the conditions set forth in Section 15162 of the State CEQA Guidelines will occur as a result of the alternative site and therefore preparation of a subsequent EIR is not required.

The proposed alternative site will not change the characteristics of the MRWTP project as it was assessed in the SEIR, and the circumstances under which the alternative site and its development will be approved and implemented are not substantially different from those under which the EIR was originally approved. No new information has become available that shows the alternative site will have significant effects not discussed in the previously certified EIR, that significant effects previously examined will be substantially more severe than was shown in the previously certified EIR, or that mitigation measures or alternatives previously found infeasible or unacceptable are now feasible or could be implemented. The proposed alternative site will result in minor and insubstantial changes to the development of the MRWTP, namely, the substitution of an alternative site for the

development of the South/Industrial Water Tank adjacent to and with identical characteristics as compared to sites identified in the EIR.

PROJECT DESCRIPTION

The City is proposing acquisition of a site and development of a water storage tank to serve the south or Industrial area. In brief, the proposed is adjacent to the east to site S-3 identified and analyzed in the SEIR and to the immediate southeast of site S-2 identified and analyzed in the SEIR, and is located on Codoni Ave. immediately south of MID Lateral No. 1, a parcel of 5.31 ac., Stanislaus County APN 09-18-54. The proposed site is shown in relation to sites S-1, 2, and 3 in Figure 1.

Development of the site will be identical to that proposed and described in the SEIR

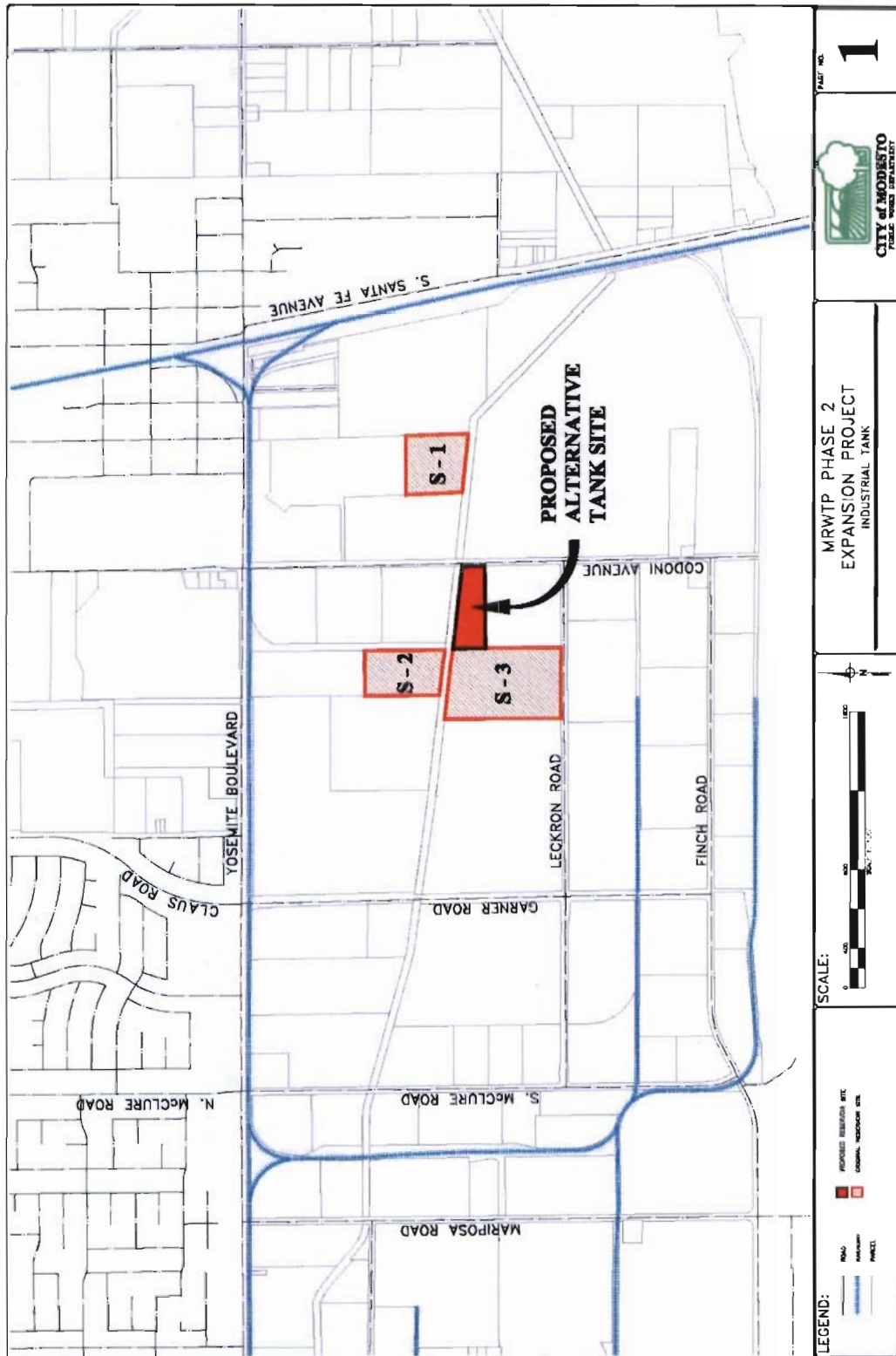
PROJECT LOCATION AND HISTORY

The Modesto Surface Water Treatment project was first initiated between the Modesto Irrigation District and the City of Modesto in the 1980's, and Phase I of the project was the subject of an EIR completed in March 1990 by URS Consultants in conjunction with the MID. This first phase included construction of a diversion structure, a treatment facility, and backbone distribution facilities including transmission lines and terminal reservoirs (tanks). The project was approved in 1990.

With increasing demand, the City and MID then undertook study of the MRWTP Phase Two Expansion Project, including preparation of a subsequent EIR, prepared by the environmental consulting firm Jones and Stokes for MID and the City. The Phase Two project as analyzed includes construction of expanded treatment facilities and additional downstream facilities, including transmission pipelines and tanks. Specifically, the project includes, and the EIR analyzed, an additional 4 MG reservoir tank, the Southeast or Industrial tank, to be located on one of three sites in the eastern end of the Beard Industrial District. These sites are as follows: S-1, located on the north side of MID Lateral No.1 about one-tenth of a mile east of Codoni Ave, S-2, located on the north side of MID Lateral No.1 about two-tenths of a mile west of Codoni Ave, and S-3, located on the south side of MID Lateral No.1 extending south to Leckron Ave. and about two-tenths of a mile west of Codoni Ave.

The subject site is located on the south side of MID Lateral No.1 on the east side of Codoni Ave., adjacent to site S-3 and diagonal to the southeast from site S-2.

Figure 1. MRWTP Phase 2 Expansion Project – Industrial Tank Site



Chapter 2

EVALUATION OF ENVIRONMENTAL IMPACTS

This chapter evaluates the environmental impacts of the proposed alternative site in relation to the impacts evaluated in the SEIR. Section numbers are keyed to the section numbers in the SEIR. Mitigation measures referred to in this section are included in Appendix A.

3.1 AESTHETICS and VISUAL RESOURCES

The proposed site is located in the eastern portion of the Beard Industrial District and is surrounded by warehouse and industrial uses. The visual characteristics of the site are identical to sites S-2 and S-3 identified in the MRWTP EIR. The EIR found that construction of a tank on site S-1, 2 or 3 would not significantly impact scenic views from public open spaces or other sites accessible to the general public, nor substantially damage scenic resources, nor create any light or glare impacts. The proposed site would not result in any change or addition to any aesthetic impacts in the project area. The proposed site would not change the extent or nature of project lighting. Therefore, any the impacts associated with additional light and glare would remain the same as those identified in the EIR.

The development of the proposed site is an alternative to the development of sites S-1, 2, or 3, and has identical aesthetic impacts to the development of any of the sites identified in the EIR. The proposed site would not result in any change or addition to any aesthetic impacts.

3.2 AGRICULTURAL RESOURCES

The proposed site is located on a parcel cultivated with hay within the Beard Industrial District. The site's agricultural resource characteristics are identical to nearby sites S-2 and S-3 identified in the EIR. The EIR found that construction of a tank on site S-1, 2 or 3 would not significantly impact agricultural lands or resources.

The development of the proposed site is an alternative to the development of sites S-1, 2, or 3, and has identical agricultural resource impacts to the development of any of the sites identified in the EIR. The proposed site would not result in any change or addition to any agricultural resource impacts.

3.3 AIR QUALITY

The EIR identified the following Significant and Unavoidable impacts related to Air Quality for development of tank sites S-1, 2, or 3:

Air-5: Temporary increase in construction-related emissions during construction activities.

Air-6: Emissions during operation of standby generators

Air-8: Growth-related vehicle emissions.

The MRWTP EIR identifies mitigation for Impact Air-5 consisting of the Environmental Commitments found in the EIR Project Description (AQ-1, AQ-2, GC-3, GC-6, and GC-10) (see

pp.2-24 & 25, MRWTP SEIR). The Commitments would remain in effect with selection of the proposed site.

The development of the proposed site is an alternative to the development of sites S-1, 2, or 3, and has identical air quality impacts to the development of any of the sites identified in the EIR. The proposed site would not result in any change or addition to any air quality impacts.

3.4 WATER RESOURCES

The proposed site is located on a parcel within the Beard Industrial District. The site's water resource characteristics are identical to sites S-1, 2, and 3 identified in the EIR. The EIR found that construction of a tank on site S-1, 2 or 3 has the potential for impact on water resources which is less than significant with mitigation as identified. The proposed site would not result in any change or addition to any water resource impacts.

The EIR identified the following Potentially Significant but Mitigable impact related to Water Resources for development of tank sites S-1, 2, or 3:

WR-12: Water quality impacts from increased drainage

The EIR identifies mitigation for Impact WR-12 consisting of Environmental Commitment WQ-1 found in the EIR Project Description (see p. 2-26, MRWTP SEIR) and mitigation measures WR-12a, WR-12-b, and WR-12c (See pp. 3.4-24 & 25, MRWTP SEIR). The Environmental Commitments would remain in effect with selection of the proposed site. The identified mitigation measures would be applied to the proposed site in the same fashion as they would for sites S-1, 2, or 3.

The development of the proposed site is an alternative to the development of sites S-1, 2, or 3, and has identical water resources impacts to the development of any of the sites identified in the EIR. The proposed site would not result in any change or addition to any water resources impacts.

3.5 NOISE

The proposed site is located in the eastern portion of the Beard Industrial District and is surrounded by warehouse and industrial uses and is remote from any residential use. The site characteristics related to noise are identical to sites S-2 and S-3 identified in the EIR. The EIR found that construction of a tank on site S-1, 2 or 3 would not have significant noise impacts.

The development of the proposed site is an alternative to the development of sites S-1, 2, or 3, and would not result in any change or addition to any noise impacts in the project area. Therefore, any impacts associated with noise would remain the same as those identified in the EIR.

3.6 POPULATION AND HOUSING

The proposed site is an alternative to sites S-1, 2 or 3 identified in the EIR. The EIR identified one Significant and Unavoidable impact related to population and housing, POP-2: substantial induction of growth in the City of Modesto. No mitigation was identified in relation to this impact.

The development of the proposed site is an alternative to the development of sites S-1, 2, or 3, and would have no effect on this impact; the impact on population and housing would remain identical.

3.7 RECREATION

The proposed site is located in the eastern portion of the Beard Industrial District and is surrounded by warehouse and industrial uses. The site recreation characteristics are identical to sites S-1, 2, and 3 identified in the EIR. The EIR found that construction of a tank on site S-1, 2 or 3 would not significantly impact recreation resources. The proposed site would not result in any change or addition to any recreation impacts in the project area.

The development of the proposed site is an alternative to the development of sites S-1, 2, or 3, and has identical recreation impacts to the development of any of the sites identified in the EIR. The proposed site would not result in any change or addition to any recreation impacts.

3.8 CULTURAL RESOURCES

The proposed site is located on a parcel within the Beard Industrial District. The site's cultural resource characteristics are identical to sites S-1, 2 and 3 identified in the EIR. The EIR found that construction of a tank on site S-1, 2 or 3 has the potential for impact on cultural resources which is less than significant with mitigation as identified. The proposed site would not result in any change or addition to any cultural resource impacts.

The EIR identified the following Potentially Significant but Mitigable impacts related to Cultural Resources for development of tank sites S-1 or S-3:

CR-1: Disturbance to previously undiscovered archeological resources

CR-2: Disturbance to previously undiscovered human remains

The EIR identifies mitigation for each of these impacts, Measures CR-1 and CR-2 (see MRWTP EIR p.3.8-20 & 21). These measures would be applied to the proposed site in the same fashion as they would for sites S-1, 2, or 3.

The development of the proposed site is an alternative to the development of sites S-1, 2, or 3, and has identical cultural resource impacts to the development of sites S-1, 2, or 3 identified in the EIR. The proposed site would not result in any change or addition to any cultural resource impacts.

3.9 BIOLOGICAL RESOURCES

The proposed site is located on a parcel cultivated with hay within the Beard Industrial District. The site's biological resource characteristics are identical to sites S-1, 2 and 3 identified in the EIR with the exception that no elderberry shrubs are found on the proposed site, as identified for site S-2. The proposed site is directly comparable to sites S-1 and S-3. The EIR found that construction of a tank on site S-1 or S-3 has the potential for impact on biological resources which is less than significant with mitigation as identified. The proposed site would not result in any change or addition to any biological resource impacts.

The EIR identified the following Potentially Significant but Mitigable impacts related to Biological Resources for development of tank sites S-1 or S-3:

Bio-3: Loss of foraging habitat of Swainson's Hawk, White-tailed Kite, and other special-status and non-special-status migratory birds and raptors.

Bio-4: Potential disturbance of nesting Swainson's Hawks.

Bio-5: Loss of Western Burrowing Owl nesting and foraging habitat.

The EIR identifies mitigation for each of these impacts, Measures Bio-3, 4, and 5 (see MRWTP EIR p.3.9-23-26). These measures would be applied to the proposed site in the same fashion as they would for sites S-1 or S-3.

The development of the proposed site is an alternative to the development of sites S-1, 2, or 3, and has identical biological resource impacts to the development of sites S-1 or S-3 identified in the EIR. The proposed site would not result in any change or addition to any biological resource impacts.

3.10 TRANSPORTATION/TRAFFIC

The proposed site is located on a parcel within the Beard Industrial District. The site's transportation and traffic characteristics are identical to sites S-1, 2 and 3 identified in the EIR. The proposed site is directly comparable to sites S-1, 2, or 3. The EIR found that construction of a tank on site S-1, 2 or 3 has the potential for impact on transportation/traffic which is less than significant with mitigation as identified. The proposed site would not result in any change or addition to any transportation/traffic impacts.

The EIR identified the following Potentially Significant but Mitigable impact related to transportation/traffic for development of tank sites S-1 or S-3:

TR-4: Temporary traffic increases and potential for LOS degradation during construction of tank and main pipelines.

The EIR identifies mitigation for this impact, Environmental Commitment TC-1 (see MRWTP EIR p.2-31 through 33) as found in the project description, and Measure TR-4 (see MRWTP EIR p.3.10-18 & 19). This measure would be applied to the proposed site in the same fashion as it would for sites S-1, 2, or 3.

The development of the proposed site is an alternative to the development of sites S-1, 2, or 3, and has identical transportation/traffic impacts to the development of sites S-1, 2 or 3 identified in the EIR. The proposed site would not result in any change or addition to any transportation/traffic impacts.

GROWTH INDUCING IMPACTS/CUMULATIVE IMPACTS

The development of the proposed site is an alternative to the development of sites S-1, 2, or 3, and has identical growth inducing and cumulative impacts to the development of sites S-1, 2 or 3 identified in the EIR. The proposed site would not result in any change or addition to any growth inducing or cumulative impacts.

Appendix A

MITIGATION MEASURES

Air Quality

Environmental Commitments:

- AQ-1: The project will comply with San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD Regulation VIII to control the generation of construction-related fugitive dust (PM10) emissions during construction activities.
- AQ-2: MID and/or the City, as applicable, will require all construction contractors employed during any phase of project construction to ensure that diesel and gasoline-powered equipment is correctly tuned and maintained according to manufacturer specifications and California air quality regulations. This requirement will be incorporated into project construction documents (plans and specifications) to ensure that it is contractually enforceable. The project applicant will similarly ensure that all vehicles and other equipment used for operation and maintenance activities once the project is on line are tuned and maintained per manufacturer specifications and current California regulations.
- GC-3: Existing landscaping that is removed or damaged during construction will be replaced. Areas without landscaping that are disturbed by construction will be allowed to return to a natural vegetated state. Standard erosion control practices will be implemented in compliance with current state regulations to ensure restoration is successful and to minimize soil loss. (City of Modesto and MID facilities)
- GC-6: Dust suppression and cleanup provisions (e.g., street sweeping, sidewalk cleaning, and debris removal) will be implemented, as needed by the City of Modesto and MID. (City of Modesto and MID facilities)

Water Quality

Environmental Commitments:

- WQ-1: Because the proposed project is anticipated to result in the disturbance of more than 1 acre, coverage under the Central Valley Regional Water Quality Control Board's (RWQCB's) NPDES General Permit for Discharges of Storm Water Runoff Associated with Construction Activity (General Construction Permit) will be obtained. Obtaining coverage under the General Construction Permit requires that MID and the City obtain permit coverage and prepare a stormwater pollution prevention plan (SWPPP) for their respective portions of the project.

The SWPPP is required to describe the best management practices (BMPs) that will be implemented to control accelerated erosion, sedimentation, and other pollutants during and after project construction. The specific BMPs that will be incorporated into the erosion and sediment control plan and SWPPP will be determined during the final design phase of the Phase Two project, and will be implemented by the construction contractor in accordance with the RWQCB Field Manual. As a performance standard, these measures selected will represent the Best Available Technology that is economically achievable, and will be

selected to achieve maximum sediment removal and water quality protection.

At a minimum, the SWPPP shall provide for the following measures during construction:

- regular and thorough street sweeping program;
- detailed Hazardous Materials Spill Prevention Control and Countermeasure Plan (see environmental commitment WQ-2); and
- pavement inspection and repair program.

Mitigation Measures:

WR-12a: Street Sweeping

To minimize the amount of pollutants entering the storm drain system, water storage tank roadways and other paved areas will be cleaned regularly using street sweeping equipment. Additionally, litter and debris that may accumulate on the project site will be regularly collected and properly disposed of at a landfill in accordance with proper waste disposal procedures. These activities shall be the responsibility of City and/or its contractors.

WR-12b: Best Management Practices to Maximize Storm Water Quality

BMPs shall be used on the tank sites to maximize storm water quality during project operations. The BMPs shall include a combination of source control and treatment systems, and shall be selected to be consistent with the City's Comprehensive Stormwater Management Program.

BMPs may include but not be limited to the following:

- Grass strips, high infiltration substrates, and grassy swales shall be used where feasible throughout the tank sites to reduce runoff, serve as biofilters, and provide initial storm water treatment. This type of treatment would apply particularly to paved areas.
- Physical devices shall be placed at outlets of pipes and channels to reduce the velocity or the energy of exiting water. Outlet protection helps to prevent scour and to minimize the potential for downstream erosion by reducing the velocity or energy of concentrated storm water flows.
- Pervious/porous pavement shall be used to reduce runoff when economically feasible. The pavement is a unique cement-based concrete product that has a porous structure which allows rainwater to pass directly through the pavement and into the soil.

The City and/or its contractors shall inspect following construction to ensure that all identified BMPs have been properly installed. The project shall adopt a regular maintenance and monitoring schedule to ensure that these BMPs function properly during project operations. If necessary, additional BMPs shall be designed and implemented if those originally constructed do not achieve the identified performance standard.

WR-12c: Appropriate Design on Retention Facilities

All infiltration features shall be constructed to maximize the distance between the base of the infiltration feature and the groundwater table, and in no case shall the bottom of the

feature be less than 10 feet above the groundwater table.

Cultural Resources

Environmental Commitments:

CR-1: If paleontological resources are discovered during ground-disturbing activities, the construction contractor shall stop work in that area and within 100 feet of the find until a qualified paleontologist can assess the significance of the find and develop appropriate treatment measures. Treatment may include preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection, and may also include preparation of a report for publication describing the finds. The City or MID, as applicable, shall be responsible for ensuring that the recommendation of the paleontologist regarding treatment and reporting are implemented.

Mitigation Measures:

CR-1: **Stop work, contact qualified archaeologist, assess significance of the find, and develop appropriate treatment measures.**

If buried archaeological resources, such as chipped or ground stone, historic debris, building foundations, or human bone, are inadvertently discovered during ground-disturbing activities, work will stop in that area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with the MID, the City, and other appropriate agencies.

CR-2: **Stop work, notify county coroner, and notify California Native American Heritage Commission if remains are Native American in origin.**

If human remains of Native American origin are discovered during project construction, it is necessary to comply with state laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission (Pub. Res. Code Sec. 5097). If any human remains are discovered or recognized in any location other than a dedicated cemetery, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

- a. the coroner of the county has been informed and has determined that no investigation of the cause of death is required; and
- b. if the remains are of Native American origin,
 1. the descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or
 2. the Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission.

According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100) and disturbance of Native American cemeteries is a felony (Section 7052). Section 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the

remains are those of a Native American. If the remains are determined to be Native American, the coroner must contact the California Native American Heritage Commission.

Biological Resources

Mitigation Measures:

Bio-3: Implement the DFG Guidelines for Swainson's Hawk Foraging Habitat Mitigation

The City will retain a qualified wildlife biologist to conduct preconstruction surveys for Swainson's Hawk foraging habitat on undeveloped tank sites and/or pipelines outside of existing roadways. The preconstruction surveys will be conducted to determine where active Swainson's Hawk nests are present within 10 miles of the project construction sites and will include, at a minimum, a study of the eight previously recorded nest sites. If the project construction site is not suitable Swainson's Hawk foraging habitat, then no further mitigation is required. If agricultural habitat is removed within 10 miles of a known, active Swainson's Hawk nest, the City will compensate to the extent specified by DFG to replace lost foraging habitat. Habitat compensation ratios will depend on the distance of the affected habitat from known, active nests, as specified in DFG mitigation guidelines for Swainson's hawks. The publication Staff Report Regarding Mitigation for Impacts to Swainson's Hawk (*Buteo swainsoni*) in the Central Valley of California, published by DFG (1994), recommends mitigation for the removal of suitable Swainson's hawk foraging habitat at a ratio determined by the distance to the nearest active nest. The City will implement the measures identified or their functional equivalents, based on the recommendations of the qualified wildlife biologist.

Bio-4: Retain a Qualified Biologist to Conduct a Preconstruction Survey for Nesting Swainson's Hawk

If construction is scheduled to occur during the Swainson's Hawk breeding season (generally March 1-August 15), the City will retain a qualified wildlife biologist to conduct preconstruction surveys for nesting Swainson's Hawks on undeveloped tank sites and/or pipelines outside of existing roadways. The preconstruction surveys will be conducted to determine whether there is suitable nesting habitat within a 0.5-mile radius of the construction site. If no Swainson's Hawks are found nesting within the areas surveyed, then no further mitigation is required. If Swainson's Hawks are found nesting within a 0.5-mile radius of the construction site, DFG will be consulted to determine where a no-disturbance buffer would be required until after the young have fledged (as determined by a qualified wildlife biologist). Impact avoidance measures will be conducted pursuant to DFG mitigation guidelines. The City will implement the measures identified or their functional equivalents, based on the recommendations of the qualified wildlife biologist.

Bio-5: Conduct Preconstruction Surveys for Active Burrowing Owl Burrows and Implement the California Department of Fish and Game Guidelines for Burrowing Owl Mitigation, if Necessary

DFG (1994) recommends that preconstruction surveys be conducted to locate active Burrowing Owl burrows in the project area and in a 250-foot-wide buffer zone around the project area. The City will retain a qualified biologist to conduct preconstruction surveys for active burrows on undeveloped tank sites and/or pipelines outside of existing roadways. The preconstruction surveys will include a nesting season survey and a wintering season survey during the year immediately preceding construction. If no Burrowing Owls are detected, then no further mitigation is required. If active Burrowing Owls are detected in the survey area, the City will implement the following measures or their functional equivalents, based

on the recommendations of the qualified wildlife biologist.

- Occupied burrows will not be disturbed during the nesting season (February 1-August 31).
- When destruction of occupied burrows is unavoidable during the non-nesting season (September 1-January 31), unsuitable burrows will be enhanced (enlarged or cleared of debris) or new burrows created (installing artificial burrows) at a ratio of 2:1 on protected lands approved by DFG. Newly created burrows will follow guidelines established by DFG.
- If owls must be moved away from the project area, passive relocation techniques (e.g., installing one-way doors at burrow entrances) will be used instead of trapping. At least 1 week will be necessary to accomplish passive relocation and to allow owls to acclimate to alternate burrows.

If active Burrowing Owl burrows are found and the owls must be relocated, the City will offset the loss of foraging and burrow habitat in the project area by acquiring and permanently protecting a minimum of 6.5 acres of foraging habitat per occupied burrow identified in the project area. The protected lands should be located adjacent to the occupied Burrowing Owl habitat in the project area or at another occupied site near the project area. The location of the protected lands will be determined in coordination with DFD. The City will also prepare a monitoring plan and provide long-term management and monitoring of the protected lands. The monitoring plan will specify success criteria, identify remedial measures, and require an annual report to be submitted to DFG.

If avoidance is the preferred method of dealing with potential impacts, no disturbance should occur within 160 feet of occupied burrows during the nonbreeding season (September 1-January 31) or within 250 feet during the breeding season. Avoidance also requires that at least 6.5 acres of foraging habitat (calculated based on an approximately 300-foot foraging radius of an occupied burrow), contiguous with occupied burrow sites, be permanently preserved for each pair of breeding Burrowing Owls or single unpaired resident bird. The configuration of the protected site will be submitted to DFG for approval.

Transportation/Traffic

Environmental Commitments:

TC-1: The City will require that the contractor prepare and implement a Traffic Control Plan in order to mitigate the project's construction-related traffic impacts. The Traffic Control Plan will ensure that adequate level of service is maintained, or in areas where level of service standards are not being met, that the project will not further degrade level of service. The Traffic Control Plan will also reduce potential safety hazards and other risks associated with construction activities. The contractor will develop and implement a Traffic Control Plan as part of the overall Construction Management Plan, in accordance with City and Caltrans policies. The Traffic Control Plan will be implemented throughout the course of project construction, and will include the following elements to reduce traffic congestion and improve traffic safety along all impacted roadways.

- Ensure internal coordination on the part of the City regarding construction hours of operation and lane closures. Develop a plan for communicating construction plans with transit providers, emergency service providers, residences, and businesses located in the project vicinity, and anyone else who may be affected by project construction.
- Follow all City guidelines for lane closures caused by construction activities.
- Limit lane closures during peak commuting hours to the extent possible. Identify roadway segments or intersections that are at or approaching level of service (LOS) that exceeds local standards, and provide for construction-generated traffic to avoid these locations at the peak periods, either by traveling different routes or by traveling at non-peak times of day. No lane closures will be allowed during peak commuting hours where level of services standards are not currently met.
- Install traffic control devices as specified in the California Department of Transportation's *Manual of Traffic Controls for Construction and Maintenance Works Zones* (California Department of Transportation 1996).
- Require traffic controls in the construction zones, including flag persons wearing bright orange or red vests and using a "Stop/Slow" paddle to control oncoming traffic.
- Require that access to driveways and private roads outside the immediate construction zone be maintained at all times.
- Develop a business notification plan for access to local businesses in and adjacent to the construction zone.
- Provide alternate routes for bicyclists and pedestrians during sidewalk, bike lane, and recreation trail closures
- Provide notification to the public of temporary closures of roadways, sidewalks, bike lanes, and recreation trails. Require that advance notice signs of upcoming construction activities be posted at least 1 week in advance so that motorists, bicyclists, and pedestrians are able to avoid traveling through the project area during these times.
- Consult with emergency service providers and develop an access and circulation plan for use by emergency vehicles when lane closures and/or detours are in effect. If lane closures occur, provide advance notice to local fire and police departments to

ensure that alternative evacuation and emergency routes are designed to maintain response times.

- Construction warning signs should be posted in accordance with local standards or those set forth in the Manual on Uniform Traffic Control Devices (FHWA 2001), in advance of beginning construction in a particular area and at any intersection that provides access to the construction area;
- Require that written notification be provided to all contractor employees regarding appropriate routes to and from the construction site, and the weight and speed limits on local roads used to access the construction site;
- Specify that signs be posted at all active construction areas giving the name and telephone number or e-mail address of the City staff person designated to receive complaints regarding construction traffic.

Mitigation Measures:

TR-4: Maintain Traffic Lanes and Limit Hours of Construction

The City of Modesto's selected contractor will not conduct construction on arterial streets during the peak traffic lanes through pipeline construction. For pipeline segments with construction V/C ratios over 1.5 and construction duration that would exceed two weeks, if the contractor is unable to maintain the existing number of traffic lanes through pipeline construction zones, construction activities will be limited to evening hours.¹ This practice applies to the following routes:

- Carpenter Avenue, south of Maze Boulevard
- Yosemite Boulevard, near Codoni Avenue
- Briggsmore Avenue

¹ Construction V/C ratios were calculated for the peak traffic period. For segments with construction V/C ratios between 1.0 and 1.5, the off-peak (midday) construction V/C was not calculated but is anticipated to be close to or below 1.0. For this reason, midday construction for these segments is not anticipated to result in LOS failure and would be allowed.