PLANNING COMMISSION SPECIAL MEETING AGENDA

Wednesday, October 6 2021, 7:00 P.M.

Tracy City Hall, 333 Civic Center Plaza, Tracy Web Site: www.cityoftracy.org

THIS SPECIAL MEETING WILL BE CONDUCTED PURSUANT TO THE PROVISIONS OF THE GOVERNOR'S EXECUTIVE ORDER N-29-20 WHICH SUSPENDS CERTAIN REQUIREMENTS OF THE RALPH M. BROWN ACT

THIS MEETING WILL BE OPEN TO THE PUBLIC FOR IN-PERSON AND REMOTE PARTICIPATION. IN ACCORDANCE WITH THE CALIFORNIA DEPARTMENT OF PUBLIC HEALTH GUIDELINES, UNIVERSAL MASKING INDOORS IS RECOMMENDED. MASKS ARE REQUIRED FOR UNVACCINATED INDIVIDUALS IN INDOOR PUBLIC SETTINGS. MEMBERS OF THE PUBLIC MAY PARTICIPATE REMOTELY IN THE MEETING VIA THE FOLLOWING METHOD:

As always, the public may view the Planning Commission meetings live on the City of Tracy's website at www.CityofTracy.org or on Comcast Channel 26/AT&T U-verse Channel 99. To view from the City's website, open the "Government" menu at the top of the City's homepage and select "City Council Meeting Videos" under the City Council" section.

If you only wish to watch the meeting and do not wish to address the Planning Commission, the City requests that you stream the meeting through the City's website or watch on Channel 26.

***Remote Public Comment**:*

During the upcoming Planning Commission meeting public comment will be accepted via the options listed below. If you would like to comment remotely, please follow the protocols below:

- *Comments via:*
  - **Online by visiting** https://cityoftracyevents.webex.com and using the following
  - **Event Number:** 2558 405 9755 and **Event Password**: Planning
  - ***If you would like to participate in the public comment anonymously***, you may submit your comment in WebEx by typing "Anonymous" when prompted to provide a First and Last Name and inserting Anonymous@example.com when prompted to provide an email address.

- *Protocols for commenting via WebEx:*
  - *If you wish to comment on the "Consent Calendar", "Items from the Audience/Public Comment" or "Special Meeting Agenda" portions of the agenda:*
    - *Listen for the Chair to open that portion of the agenda for discussion, then raise your hand to speak by clicking on the Hand icon on the Participants panel to the right of your screen.*
    - *If you no longer wish to comment, you may lower your hand by clicking on the Hand icon again.*
  - *Comments for the "Consent Calendar" "Items from the Agenda/Public Comment" or "Special Meeting Agenda" portions of the agenda will be accepted until the public comment for that item is closed.*
- *The total allotted time for public comment will be as follows:*
  - *Consent Calendar: **10 minutes***
  - *Items from the Audience: **15 minutes***
  - *Regular Items: **10 minutes***

Comments received on Webex outside of the comment periods outlined above will not be included in the record.

Americans With Disabilities Act - The City of Tracy complies with the Americans with Disabilities Act and makes all reasonable accommodations for the disabled to participate in Council meetings. Persons requiring assistance or auxiliary aids should call City Hall (209/831-6105) 24 hours prior to the meeting.

Addressing the Council on Items on the Agenda - The Brown Act provides that every regular Planning Commission meeting shall provide an opportunity for the public to address the Commission on any item within its jurisdiction before or during the Commissioner's consideration of the item, provided no action shall be taken on any item not on the agenda. To facilitate the orderly process of public comment and to assist the Commission to conduct its business as efficiently as possible, members of the public wishing to address the Commission are requested to, but not required to, hand a speaker card, which includes the speaker's name or other identifying designation and address to the City Clerk prior to the agenda item being called. Generally, once the Planning Commission begins its consideration of an item, no more speaker cards will be accepted. An individual's failure to present a speaker card or state their name shall not preclude the individual from addressing the Commission. Each citizen will be allowed a maximum of five minutes for input or testimony. In the event there are 15 or more individuals wishing to speak regarding any agenda item including the "Items from the Audience/Public Comment" portion of the agenda and regular items, the maximum amount of time allowed per speaker will be three minutes. When speaking under a specific agenda item, each speaker should avoid repetition of the remarks of the prior speakers. To promote time efficiency and an orderly meeting, the Presiding Officer may request that a spokesperson be designated to represent similar views. A designated spokesperson shall have 10 minutes to speak. At the Presiding Officer's discretion, additional time may be granted. The City Clerk shall be the timekeeper.

Consent Calendar - All items listed on the Consent Calendar are considered routine and/or consistent with previous Planning Commission direction. One motion, a second, and a roll call vote may enact the items listed on the Consent Calendar. No separate discussion of Consent Calendar items shall take place unless a member of the Planning Commission, City staff or the public request discussion on a specific item.

Addressing the Council on Items not on the Agenda – The Brown Act prohibits discussion or action on items not on the posted agenda. The Planning Commission's Meeting Protocols and Rules of Procedure provide that in the interest of allowing Commissioners to have adequate time to address the agendized items of business, "Items from the Audience/Public Comment" following the Consent Calendar will be limited to 15-minutes maximum period. "Items from the Audience/Public Comment" listed near the end of the agenda will not have a maximum time limit. A five-minute maximum time limit per speaker will apply to all individuals speaking during "Items from the Audience/Public Comment". For non-agendized items, Commission Members may briefly respond to statements made or questions posed by individuals during public comment; ask questions for clarification; direct the individual to the appropriate staff member; or request that the matter be placed on a future agenda or that staff provide additional information to Planning Commission. When members of the public address the Commissioners, they should be as specific as possible about their concerns. If several members of the public comment on the same issue an effort should be made to avoid repetition of views already expressed.

Notice - A 90 day limit is set by law for filing challenges in the Superior Court to certain City administrative decisions and orders when those decisions or orders require: (1) a hearing by law, (2) the receipt of evidence, and (3) the exercise of discretion. The 90 day limit begins on the date the decision is final (Code of Civil Procedure Section 1094.6). Further, if you challenge a City Council action in court, you may be limited, by California law, including but not limited to Government Code

Section 65009, to raising only those issues you or someone else raised during the public hearing, or raised in written correspondence delivered to the Planning Commission prior to or at the public hearing.

Full copies of the agenda are available on the City's website: *www.cityoftracy.org*

SPECIAL MEETING AGENDA

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

MINUTES – 09/22/21

DIRECTOR'S REPORT REGARDING THIS AGENDA

ITEMS FROM THE AUDIENCE - *In accordance with Council Meeting Protocols and Rules of Procedure,* adopted by Resolution No. 2019-240, a five-minute maximum time limit per speaker will apply to all individuals speaking during "Items from the Audience/Public Comment". For non-agendized items, Planning Commissioners may briefly respond to statements made or questions posed by individuals during public comment; ask questions for clarification; direct the individual to the appropriate staff member; or request that the matter be placed on a future agenda or that staff provide additional information to the Planning Commission.

1. NEW BUSINESS

   A. PUBLIC HEARING TO CONSIDER RECOMMENDATIONS TO THE CITY COUNCIL REGARDING THE TRACY HILLS PHASE 2 PROJECT, WHICH INCLUDES APPROVAL OF A GENERAL PLAN AMENDMENT, A TRACY HILLS SPECIFIC PLAN AMENDMENT, AND A VESTING TENTATIVE SUBDIVISION MAP TO CREATE 1,470 SINGLE-FAMILY RESIDENTIAL LOTS AND VARIOUS OTHER PARCELS ON APPROXIMATELY 1,143 ACRES LOCATED SOUTH OF I-580, WEST OF CORRAL HOLLOW ROAD. THE APPLICANT IS JOHN PALMER. APPLICATION NUMBERS GPA21-0001, SPA21-0003, AND TSM20-0003

2. ITEMS FROM THE AUDIENCE

3. DIRECTOR'S REPORT

4. ITEMS FROM THE COMMISSION

5. ADJOURNMENT

Posted: October 1, 2021

The City of Tracy complies with the Americans with Disabilities Act and makes all reasonable accommodations for the disabled to participate in public meetings. Persons requiring assistance or auxiliary aids in order to participate should call City Hall (209-831-6000) at least 24 hours prior to the meeting.

Any materials distributed to the majority of the Planning Commission regarding any item on this agenda will be made available for public inspection via the City of Tracy website at www.cityoftracy.org.

MINUTES
TRACY CITY PLANNING COMMISSION
SEPTEMBER 22, 2021, 7:00 P.M.
CITY OF TRACY COUNCIL CHAMBERS
333 CIVIC CENTER PLAZA

Due to the COVID-19 emergency, the regular meeting was conducted pursuant to the provisions of the Governor's Executive Order N-29-20, which suspends certain requirements of the Ralph M. Brown Act. Residents participated remotely via email, and WebEx during the meeting.

CALL TO ORDER

Chair Hudson called the meeting to order at 7:00 p.m.

PLEDGE OF ALLEGIANCE

Chair Hudson led the pledge of allegiance.

ROLL CALL

Roll Call found Commissioner Francis, Vice Chair Wood, and Chair Hudson present. Commissioner Atwal and Commissioner Orcutt were absent at roll call. Also present were: Dan Doporto, Consulting Attorney; Scott Claar, Senior Planner; Victoria Lombardo, Senior Planner; Gina Peace, Executive Assistant; and Kellie Jones, Administrative Assistant.

MINUTES

Chair Hudson introduced the Regular Meeting Minutes from the July 28, 2021 meeting.

ACTION: It was moved by Vice Chair Wood and seconded by Commissioner Francis to approve the July 28, 2021 Planning Commission Regular meeting minutes. A voice vote found all in favor. Passed and so ordered; 3-0-2-0. Commissioner Atwal and Commissioner Orcutt absent.

DIRECTOR'S REPORT REGARDING THIS AGENDA

None.

ITEMS FROM THE AUDIENCE

None.

NOTE: Commissioner Orcutt joined the meeting virtually at 7:05 p.m., and Commissioner Atwal joined the meeting virtually at 7:07 p.m.

1. NEW BUSINESS

A. PUBLIC HEARING TO CONSIDER AN AMENDMENT TO THE TRACY MUNICIPAL CODE, CHAPTER 10.08, ZONING REGULATIONS, SIGN ORDINANCE (ARTICLE 35) AND THE I-205 SPECIFIC PLAN TO ADD DEFINITIONS AND REGULATIONS FOR DIGITAL FREEWAY SIGNS, AND TO AMEND THE CITY'S SIGN REGULATIONS TO REFLECT NEW CONTENT-NEUTRAL INDUSTRY STANDARDS, INCLUDING THE ADOPTION OF AN INITIAL STUDY, MITIGATED NEGATIVE DECLARATION PURSUANT TO CEQA GUIDELINES SECTION 15074.

Victoria Lombardo, Senior Planner, presented the staff report.

Chair Hudson opened the Public Hearing at 7:13 p.m.

Charlie Gay, with CK Sign Services, representing the owner, addressed the Commission, and advised he was available for questions.

Jass Sangha, Northgate Village tenant, addressed the Commission in favor of the Ordinance.

Chair Hudson closed the Public Hearing at 7:18 p.m.

Staff addressed questions from the Commission.

ACTION: It was moved by Commissioner Orcutt and seconded by Vice Chair Wood that the Planning Commission recommend that City Council introduce the ordinances and adopt a Mitigated Negative Declaration, to amend Article 35 of the Tracy Municipal Code, and the I-205 Corridor Specific Plan Sign Regulations as shown in Attachments A and B and C, as stated in the revised Planning Commission Resolution dated September 22, 2021, to include Vice Chair Wood's friendly amendment to with corrections to section 10.08.4490 I to include the reference to section E and B of 10.08.4500.

A roll call vote found all in favor. Passed and so ordered; 5-0-0-0.

2. ITEMS FROM THE AUDIENCE

None.

3. DIRECTOR'S REPORT

Scott Claar thanked the Commission for making themselves available for the October 6, 2021 Special Planning Commission Meeting.

4. ITEMS FROM THE COMMISSION

Commissioner Orcutt commented that he enjoyed and appreciated the virtual APA Conference. He asked staff about how soon we could expect sign applications to come

in for approval. Victoria Lombardo, Senior Planner, responded mid to late December.

Commissioner Atwal and Commissioner Francis both thanked the staff for the detailed project outline.

5. ADJOURNMENT

ACTION: It was moved by Vice Chair Wood and seconded by Commissioner Orcutt to adjourn.

A voice vote found all in favor. Passed and so ordered; 5-0-0-0.

Time: 7:59 p.m.

_____
CHAIR

_____
STAFF LIAISON

October 6, 2021

AGENDA ITEM 1.A

REQUEST

PUBLIC HEARING TO CONSIDER RECOMMENDATIONS TO THE CITY COUNCIL REGARDING THE TRACY HILLS PHASE 2 PROJECT, WHICH INCLUDES APPROVAL OF A GENERAL PLAN AMENDMENT, A TRACY HILLS SPECIFIC PLAN AMENDMENT, AND A VESTING TENTATIVE SUBDIVISION MAP TO CREATE 1,470 SINGLE-FAMILY RESIDENTIAL LOTS AND VARIOUS OTHER PARCELS ON APPROXIMATELY 1,143 ACRES LOCATED SOUTH OF I-580, WEST OF CORRAL HOLLOW ROAD. THE APPLICANT IS JOHN PALMER. APPLICATION NUMBERS GPA21-0001, SPA21-0003, AND TSM20-0003

BACKGROUND

On April 5, 2016, City Council certified an Environmental Impact Report and approved a General Plan Amendment and a comprehensive update to the Tracy Hills Specific Plan. The Tracy Hills Specific Plan Area consists of approximately 2,767 acres located in the vicinity of the existing Corral Hollow Road interchange and the proposed Lammers Road interchange on Interstate 580.

DISCUSSION

This agenda item involves a Planning Commission public hearing to make recommendations to the City Council regarding the Tracy Hills Phase 2 Project. Specifically, the Planning Commission will be asked to make a recommendation to the City Council on the following items:

- Approval of a General Plan Amendment (Application Number GPA21-0001)
- Approval of a Tracy Hills Specific Plan Amendment (Application Number SPA21-0003)
- Approval of a Vesting Tentative Subdivision Map (Application Number TSM20-0003)

Overview of the General Plan Amendment

The proposed General Plan Amendment includes changes to the General Plan Land Use Designations map, Figure 2-2, for the Tracy Hills Specific Plan Area (Attachment A: General Plan Amendment). The proposed General Plan Amendment includes changes to the Tracy Hills Phase 2 area (located south of I-580, west of Corral Hollow Road), Tracy Hills Phase 1B area (located north of I-580, south of the California Aqueduct, and west of Phase 1A in the vicinity of Tracy Hills Drive), and the Tracy Hills KT Project area (located east of Corral Hollow Road in the vicinity of Tracy Hills Drive).

Within the Tracy Hills Phase 2 area, the proposed General Plan Amendment includes changing the General Plan land use designation on approximately 42 acres from Residential Medium to Residential Low, changing approximately eight acres from Residential Very Low to Residential Low, and relocating and reducing the size of a Commercial area from approximately seven acres to four acres with the remainder being

changed to Residential Low. The proposed changes to Phase 2 are necessary to allow for the proposed Vesting Tentative Subdivision Map, described below.

Within the Tracy Hills Phase 1B area, the proposed General Plan Amendment includes changing the General Plan land use designation on approximately 71 acres, known as Villages 10 and 11, from Residential Low to Residential Medium. This proposed amendment is not expected to affect the density of the Phase 1B area, which has an approved Vesting Tentative Subdivision Map that is already consistent with the allowed density range of Residential Medium for Villages 10 and 11. The purpose of the change is to allow the lots to develop in accordance with the minimum setback standards for the Medium Density Residential (MDR-TH) zone, which would be more consistent with the approved small-lot development.

Within the Tracy Hills KT Project area, the proposed General Plan Amendment includes changing the General Plan land use designation on approximately 10 acres from Commercial to Residential Medium. This portion of the KT Project has a Specific Plan zoning of General Highway Commercial (GHC-TH) with a Medium Density Residential Overlay. The Overlay allowed the property to be developed as either commercial or medium density residential. Now that the property has a Vesting Tentative Subdivision Map for medium density residential, which was approved by the City Council in November 2020, the Overlay is no longer needed because the development type has been determined. The proposed General Plan Amendment would remove any potential ambiguity regarding allowed uses for the site.

Overview of the Tracy Hills Specific Plan Amendment

The proposed Tracy Hills Specific Plan Amendment (SPA) includes rezoning land in a manner consistent with the proposed General Plan Amendment, including changes to the Tracy Hills Phase 2 area, Phase 1B area, and the KT Project area. The proposed SPA also includes adding Appendix D, the Phase 2 Design Guidelines, which lays out the overall conceptual development plan and implementation details for Phase 2 (Attachment B – Tracy Hills Specific Plan Amendment).

Within the Tracy Hills Phase 2 Area, the proposed SPA includes rezoning approximately 42 acres from Medium Density Residential (MDR-TH) to Low Density Residential (LDR-TH), rezoning approximately eight acres from Residential Estate (RE-TH) to Low Density Residential (LDR-TH), and relocating and reducing the size of an area zoned General Highway Commercial (GHC-TH) from approximately seven acres to four acres with the remainder rezoned to Low Density Residential (LDR-TH). The commercial site is planned for a Welcome Center for the Tracy Hills area south of I-580. The proposed changes to Phase 2 are necessary to allow for the proposed Vesting Tentative Subdivision Map, described below.

Within the Tracy Hills Phase 1B Area, the proposed SPA includes rezoning approximately 71 acres, known as Villages 10 and 11, from Low Density Residential (LDR-TH) to Medium Density Residential (MDR-TH). As explained above, this proposed amendment is not expected to affect the density of the Phase 1B area, which has an approved Vesting Tentative Subdivision Map that is already consistent with the allowed density range of Medium Density Residential (MDR-TH) for Villages 10 and 11. The

purpose of the change is to allow the lots to develop in accordance with the minimum setback standards for the Medium Density Residential (MDR-TH) zone, which would be more consistent with the approved small-lot development.

The proposed SPA also includes rezoning approximately 10 acres of the KT Project area from General Highway Commercial (GHC-TH) with a Medium Density Residential Overlay to Medium Density Residential (MDR-TH). As explained above, the Overlay allowed the property to be developed as either commercial or medium density residential. Now that the property has a Vesting Tentative Subdivision Map for medium density residential, which was approved by the City Council in November 2020, the Overlay is no longer needed because the development type has been determined. The proposed amendment would remove any potential ambiguity regarding allowed uses for the site.

The proposed SPA also includes minor revisions to the acreages in various zone districts to reflect more precise mapping and boundary information. Additionally, the proposed SPA includes minor clarifications and corrections related to implementation of the project.

Overview of the Vesting Tentative Subdivision Map

The proposed Vesting Tentative Subdivision Map for Tracy Hills Phase 2 includes 1,470 single-family residential lots, four neighborhood parks, a community park, a school site, an open space and trails network, and various other parcels (Attachment C – Vesting Tentative Subdivision Map).

The proposed density is approximately 3.2 dwelling units per gross acre, based on a Phase 2 area of approximately 457 acres. The overall Vesting Tentative Subdivision Map consists of approximately 1,143 acres because it includes large parcels in the Phase 3 area that will be the subject of future subdivision. The Phase 2 subdivision design includes typical lot sizes ranging from 4,950 square feet to 6,500 square feet. The proposed Vesting Tentative Subdivision Map is consistent with the proposed amendments to the Tracy Hills Specific Plan and the General Plan.

The City conducted a traffic analysis of the proposed project. Engineering staff and consultants will be present during this agenda item to explain the list of necessary traffic improvements and the required timing of such improvements.

Environmental Document

An Environmental Impact Report (EIR) was certified by the City Council on April 5, 2016 for the Tracy Hills Specific Plan. An Addendum to the EIR has been prepared in accordance with the provisions of California Environmental Quality Act (CEQA) Guidelines Sections 15162 and 15164 to address the proposed General Plan Amendment, Tracy Hills Specific Plan Amendment, and the Vesting Tentative Subdivision Map for the Tracy Hills Phase 2 Project. No new significant environmental impacts were identified for the project. Therefore, no further environmental review is necessary.

RECOMMENDATION

Staff recommends that the Planning Commission recommend that the City Council take the following actions for the Tracy Hills Phase 2 Project, as stated in the Planning Commission Resolutions, dated October 6, 2021 (Attachments E, F, and G: Planning Commission Resolutions):

- Approve a General Plan Amendment (Application Number GPA21-0001)
- Approve a Tracy Hills Specific Plan Amendment (Application Number SPA21-0003)
- Approve a Vesting Tentative Subdivision Map (Application Number TSM20-0003)

SUGGESTED MOTION

Move that Planning Commission recommend that the City Council take the following actions for the Tracy Hills Phase 2 Project, as stated in the Planning Commission Resolutions, dated October 6, 2021:

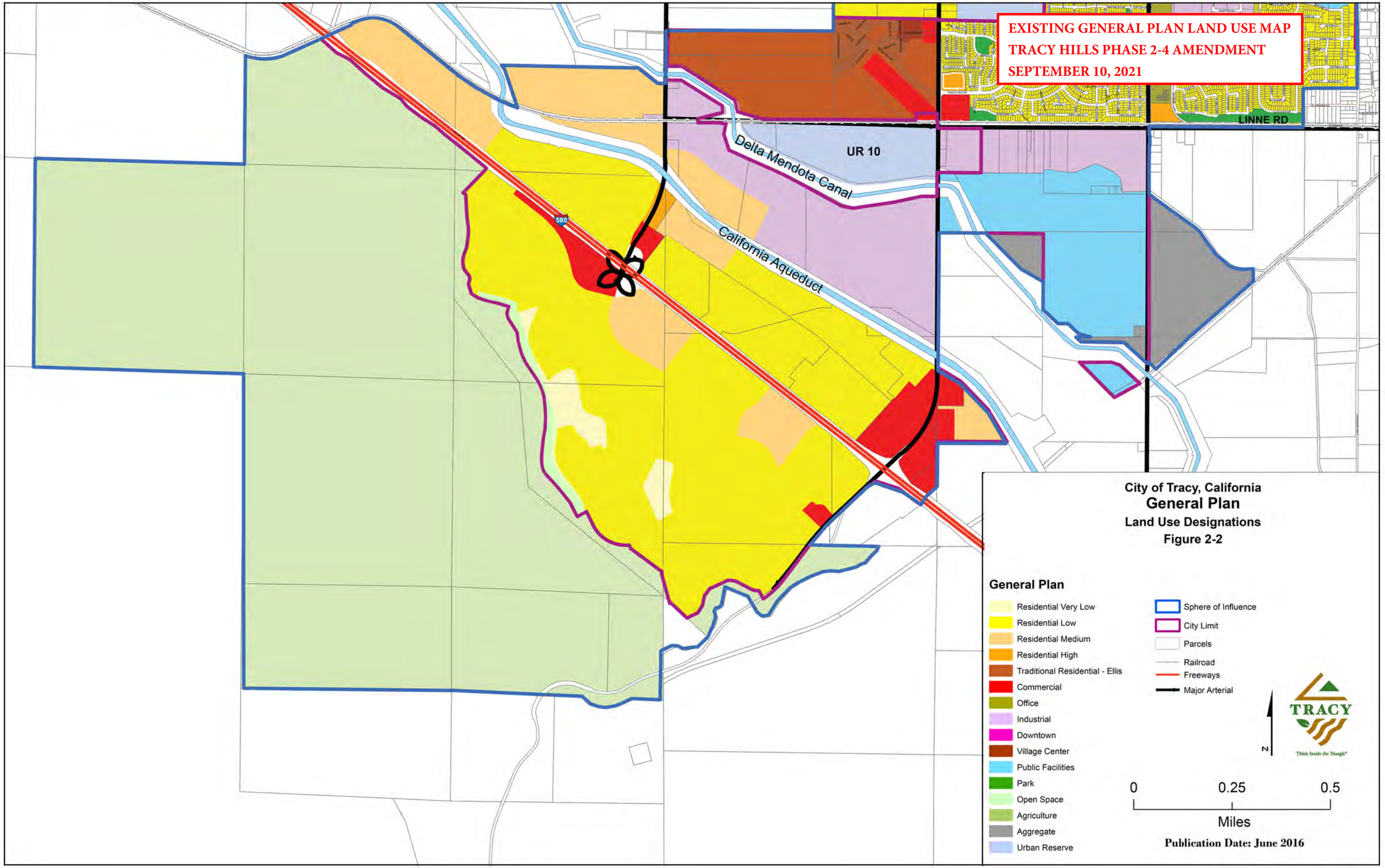
- Approve a General Plan Amendment (Application Number GPA21-0001)
- Approve a Tracy Hills Specific Plan Amendment (Application Number SPA21-0003)
- Approve a Vesting Tentative Subdivision Map (Application Number TSM20-0003)

Prepared by: Scott Claar, Senior Planner

Approved by: Bill Dean, Interim Development Services Director

ATTACHMENTS

A: General Plan Amendment
B: Tracy Hills Specific Plan Amendment
C: Vesting Tentative Subdivision Map
D: Addendum to the EIR
E: Planning Commission Resolution regarding the General Plan Amendment
F: Planning Commission Resolution regarding the Tracy Hills Specific Plan Amendment
G: Planning Commission Resolution regarding the Vesting Tentative Subdivision Map


EXISTING GENERAL PLAN LAND USE MAP
TRACY HILLS PHASE 2-4 AMENDMENT
SEPTEMBER 10, 2021
LINNE RD
UR 10
Delta-Mendota Canal
California Aqueduct
680
205
City of Tracy, California
General Plan
Land Use Designations
Figure 2-2
General Plan
Residential Very Low
Residential Low
Residential Medium
Residential High
Traditional Residential - Ellis
Commercial
Office
Industrial
Downtown
Village Center
Public Facilities
Park
Open Space
Agriculture
Aggregate
Urban Reserve
Sphere of Influence
City Limit
Parcels
Railroad
Freeways
Major Arterial
N
TRACY
"Think Inside the Triangle"
0
0.25
0.5
Miles
Publication Date: June 2016

PROPOSED GENERAL PLAN LAND USE MAP
TRACY HILLS PHASE 2-4 AMENDMENT
SEPTEMBER 10, 2021

RESIDENTIAL LOW REVISED TO RESIDENTIAL MEDIUM

RESIDENTIAL VERY LOW REVISED TO RESIDENTIAL LOW

RESIDENTIAL MEDIUM REVISED TO RESIDENTIAL LOW

COMMERCIAL REDUCED AND RELOCATED

GENERAL HIGHWAY COMMERCIAL WITH RESIDENTIAL MEDIUM OVERLAY TO RESIDENTIAL MEDIUM

UR 10

Delta-Mendota Canal

California Aqueduct

LINNE RD

580

205

City of Tracy, California
General Plan
Land Use Designations
Figure 2-2

General Plan

- Residential Very Low
- Residential Low
- Residential Medium
- Residential High
- Traditional Residential - Ellis
- Commercial
- Office
- Industrial
- Downtown
- Village Center
- Public Facilities
- Park
- Open Space
- Agriculture
- Aggregate
- Urban Reserve
- Sphere of Influence
- City Limit
- Parcels
- Railroad
- Freeways
- Major Arterial

N

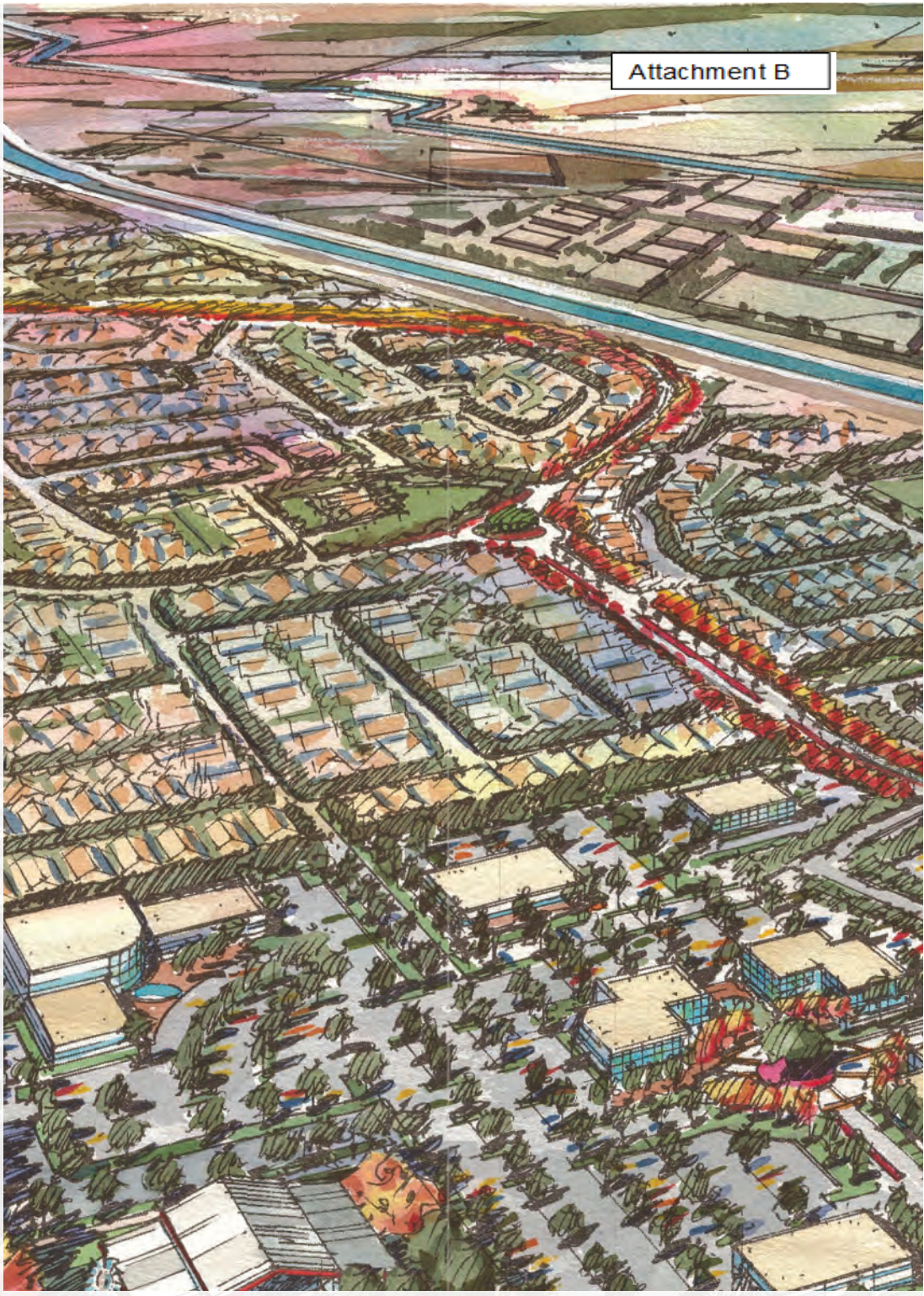
TRACY
Think Inside the Triangle

0 0.25 0.5
Miles

Publication Date: June 2016

TRACY





TRACY HILLS

Tracy Hills Specific Plan

Approved April 5, 2016 (Tracy Resolution 2016-063)

Amended June 18, 2019, incorporated herein (Tracy Ordinance 1270)

Amended May 19, 2020, incorporated herein (Tracy Ordinance 1286)

Amended July 21, 2020, incorporated herein (Tracy Ordinance 1294)

Amended November 10, 2020, incorporated herein (Tracy Ordinances 1298, 1301, 1302)

Amended June 15, 2021, incorporated herein (Tracy Ordinance 1312)

Draft Amendment September 2021, Phase 2 REDLINE



Tracy Hills Specific Plan

Approved - April 5, 2016

Tracy City Council Resolution 2016-063

City of Tracy
333 Civic Center Plaza
Tracy, California, 95376



Developer and Applicant:

INTEGRAL Communities
John Stanek, Principal
888 San Clemente, Suite 100
Newport Beach, CA 92660

Land Planning and Entitlement

John Palmer
24 W. 10th Street
Tracy, CA 95376

Mike Souza
Souza Realty & Development
672 W. 11th Street
Tracy, CA 95376

Consultants:

Land Planning and Landscape Architecture

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151 Kalmus Drive, Suite H5
Costa Mesa, CA 92626
Tel: (714) 673-6200

Project Engineers

Ruggeri-Jensen-Azar
2541 Warren Drive, Suite 100
Rocklin, CA 95677
Tel: (916) 630-8900

Architecture

KTGY Group, Inc.
580 Second Street, Suite 200
Oakland, CA 94607
Tel: (510) 463-2038

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5 ADMINISTRATION

(No Table References)

1 INTRODUCTION

1.1 PURPOSE AND SCOPE OF THE TRACY HILLS SPECIFIC PLAN

The Tracy Hills Specific Plan is the detailed plan and regulatory document for the development of the entire Specific Plan area. This Specific Plan document is intended to implement the General Plan and direct all facets of the development of the property including, but not necessarily limited to, the distribution of land uses, the location and sizing of the existing and proposed supporting infrastructure, and an overview of the financial vehicles that are intended to be used to plan, construct, and operate these facilities. This Specific Plan is a regulatory document, is incorporated into the City's Zoning Ordinance, and serves as the zoning for all properties within the Specific Plan area.

The Tracy Hills Specific Plan was originally adopted in 1998 (the 1998 THSP). Since then, City policies and developer plans have changed. Due to these changes, the developer submitted and the City approved this new THSP to replace the former 1998 THSP.

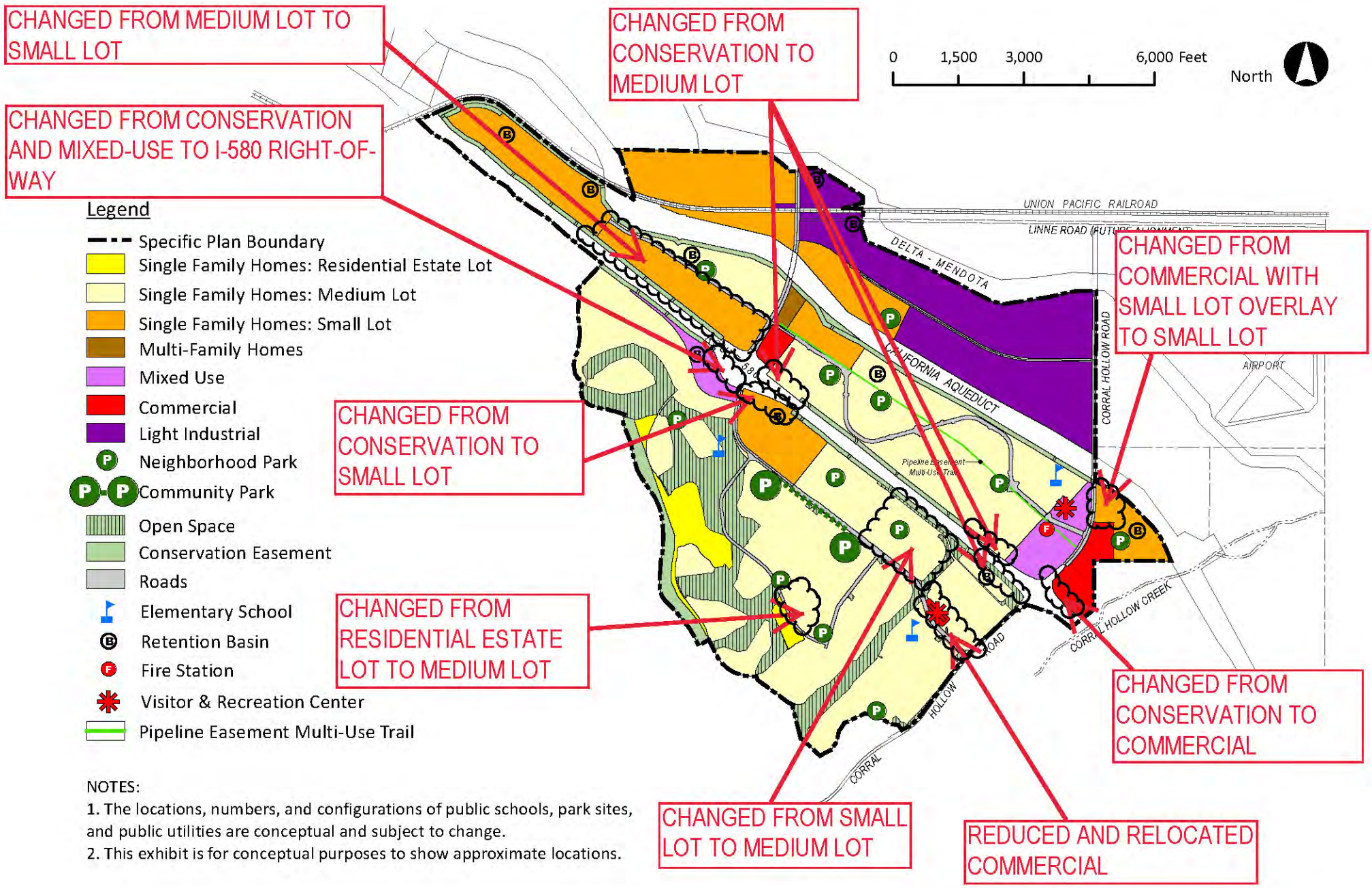
1.2 PROJECT OVERVIEW

The Tracy Hills Specific Plan area encompasses approximately 2,761.3 acres within the southern portion of the City of Tracy surrounding the existing interchange at Corral Hollow Road and the proposed Lammers Road interchange on Interstate 580 (I-580). (Refer to **Figure 1-1, Regional Context Map;** and **Figure 1-2, Vicinity Map.)**

The Specific Plan consists of three areas defined by the physical characteristics of the site. (Refer to **Figure 1-3, Land Use Concept.)**

1. The northern portion of the Specific Plan between the Delta-Mendota Canal and the California Aqueduct is zoned for medium density residential and light industrial uses.
2. The central portion of the Specific Plan, south of the California Aqueduct and north of I-580, is planned predominately for single-family homes, open space conservation easements, mixed use business park, and commercial retail areas. These uses will provide employment opportunities and daily needs and services for residents. Multi-use trails will connect residential neighborhoods, integrated with public park amenities that are within walking distance. Additionally, an elementary school site is planned to serve the neighborhood residents of this area.
3. The southern portion of the Specific Plan area, with rolling and steeper slopes on the southern side of I-580, will be primarily residential neighborhoods with parks and school sites. Consistent with the General Plan, 180 to 185 acres of open space, (originally shown as a golf course in the 1998 THSP), will be integrated into the low density residential areas. A mixed use business park area will be located southwest of the planned Lammers interchange ~~and a commercial retail area will be located along the southeasterly project boundary at Corral Hollow Road.~~ Two elementary schools are planned and a visitor and recreation center is also planned in the southeastern portion of the site. This area abuts approximately 3,500 acres of open space under a conservation easement.

Table 1-1, Land Use Plan Buildout Example summarizes the various proposed land uses, and provides the approximate developable acreages, development ranges, and the projected buildout of residential dwelling units and non-residential development square footage. The approximate gross acres for the Zoning designations for the Tracy Hills Specific Plan are also summarized.



NOTES:

1. The locations, numbers, and configurations of public schools, park sites, and public utilities are conceptual and subject to change.
2. This exhibit is for conceptual purposes to show approximate locations.

Figure 1-3

Land Use Concept

TABLE 1-1
LAND USE PLAN BUILDOUT EXAMPLE

Zoning District or Land Use	Approximate Gross Acres[1]	Approximate Adjusted Developable Acres[1, 2, 3]	Target Density Range or F.A.R.	Projected Dwelling Units or Square Feet[1]
Residential Estate	~~59.9~~55.7	~~50.9~~47.3	(0.5~~-~~ – 2.0 DU's/ac.)	~~76~~54 DU's
Low Density Residential	~~1,351.9~~1,346.7	~~991.9~~1,144.7	(2.1-5.8 DU's/ac.)	~~3,604~~4,112 DU's
Medium Density Residential	~~422.1[4]~~459.7	~~358.8~~390.7	(5.9-12.0 DU's/ac.)	2,~~672~~974 DU's
High Density Residential	9.3	7.9	(12.1-25.0 DU's/ac.)	125 DU's
Mixed Use Business Park	~~79.0~~74.2	~~67.2~~63.1	0.20 F.A.R.	~~585,446~~549,727 s.f.
General Highway Commercial	~~53.8~~53.0	45.0	0.20 F.A.R.	406,945 s.f.
Light Industrial	336.7	286.2	0.25 F.A.R.	~~-~~3,116,663 s.f.
Conservation Easements	~~162.2~~133.3		n/a	
Subtotal:	**~~2,474.5~~2,468.6**	**~~1,808.2~~1,984.9**		
Interstate 580 Interchange and ROW	~~137.5~~142.9			
California Aqueduct ROW	143.0			
Union Pacific Rail Road	12.2			
TOTAL:	**~~2,767.3~~2,766.7**	**~~1,808.2~~1,984.9**		~~6,477~~7,265 DU's 4.1 mil s.f.

1 All Acreages, dwelling units, and square footage examples shown herein are approximate.

2 Adjusted Developable Acres - Residential, Mixed Use Business Park, General Highway Commercial, and Light Industrial acreages have been adjusted to show that an estimated 15% of the land area is used for infrastructure such as roads and utilities, and/or public facilities such as neighborhood parks/amenities, schools, and/or public facilities such as retention basins as noted in the General Plan. Actual numbers will vary depending on site specific characteristics.

3 180 ~~to 185~~ acres minimum of General Plan mandated Open Space taken out of Low Density Residential land use category.

~~4 8.7 acres of General Highway Commercial will be zoned with a Medium Density Residential Overlay and is anticipated to be developed with residential uses. As such this acreage is accounted for in the Medium Density Residential zoning district.~~

1.3 EXISTING CONDITIONS

The Specific Plan area has ground elevations that begin at approximately 195 feet above sea level on the north east side of the site, and rise to over 1,200 feet in the south west corner. The area southwest of the California Aqueduct is primarily used for grazing. Other uses include row crop agriculture and orchards, with open space on the steep upland portions. Vegetation that occurs on site is primarily grassland dominated by non-native species and contains little undisturbed habitat in the flatter lowland areas. The riparian woodland along Corral Hollow Creek has been degraded by historical grazing. Scrub grows in areas of rock outcrops and shallow soil. The area between I-580 and the Union Pacific Railroad/California Aqueduct is vacant with an abandoned structure formerly used in relation with the livestock operation. The portion of the site bound by the California Aqueduct, Union Pacific Rail Road, Delta-Mendota Canal and Corral Hollow Road is utilized as agriculture with three existing residences. (Refer to **Figure 1-4, Existing Conditions Map.)**

1.3.1 Conservation Easement(s) and Protected Open Space

The Specific Plan contains approximately ~~125~~133 acres of open space in 100-foot wide conservation easements that are located adjacent to I-580 and the southern side of the California Aqueduct. These open space conservation easement areas ~~were granted to the San Joaquin Council of Governments (SJCOG).~~provide perpetual habitat.

Approximately 35 acres of additional open space within a conservation easement is located along the Specific Plan's western boundary.

Adjacent to the Specific Plan's western boundary and outside of the City limits, over 3,500 acres of open space has been set aside for the conservation of wildlife habitat. A conservation easement was recorded on the open space in July 2012 and ~~granted to SJCOG. The conservation easement~~ ensures that the lands will be preserved for habitat in perpetuity.

1.3.2 Interstate 580 and Pipeline Easements

Interstate 580 is a four-lane, limited-access interstate highway that bisects the property on a northwest to southeast axis. Interstate 580 connects to I-205 and the western extension of I-580 to the north and to I-5 to the south. The freeway is also fronted by the 100-foot wide, open space conservation easements.

Paralleling and adjacent to the freeway right-of-way are two easements that contain pipelines. A third pipeline easement transects the northeastern corner of the Specific Plan. Refer to Figure 1-4, Existing Conditions Map, for the general locations of pipeline easements.

1.3.3 California Aqueduct and the Delta-Mendota Canal

The California Aqueduct bisects the Specific Plan area north of I-580 in a general northwest-to-southeast direction. Located outside the northern Specific Plan boundary, the Delta-Mendota Canal (DMC), also runs in a northwest to southeast direction and abuts the northern Specific Plan boundary. This segment of the DMC is also located outside of City limits. The two aqueducts carry water south for agricultural use and further south into the Los Angeles basin.

1.3.4 Union Pacific Railroad Line

A segment of the Union Pacific Railroad line crosses the northwest corner of the Specific Plan area in an east-west direction and is an active railway.

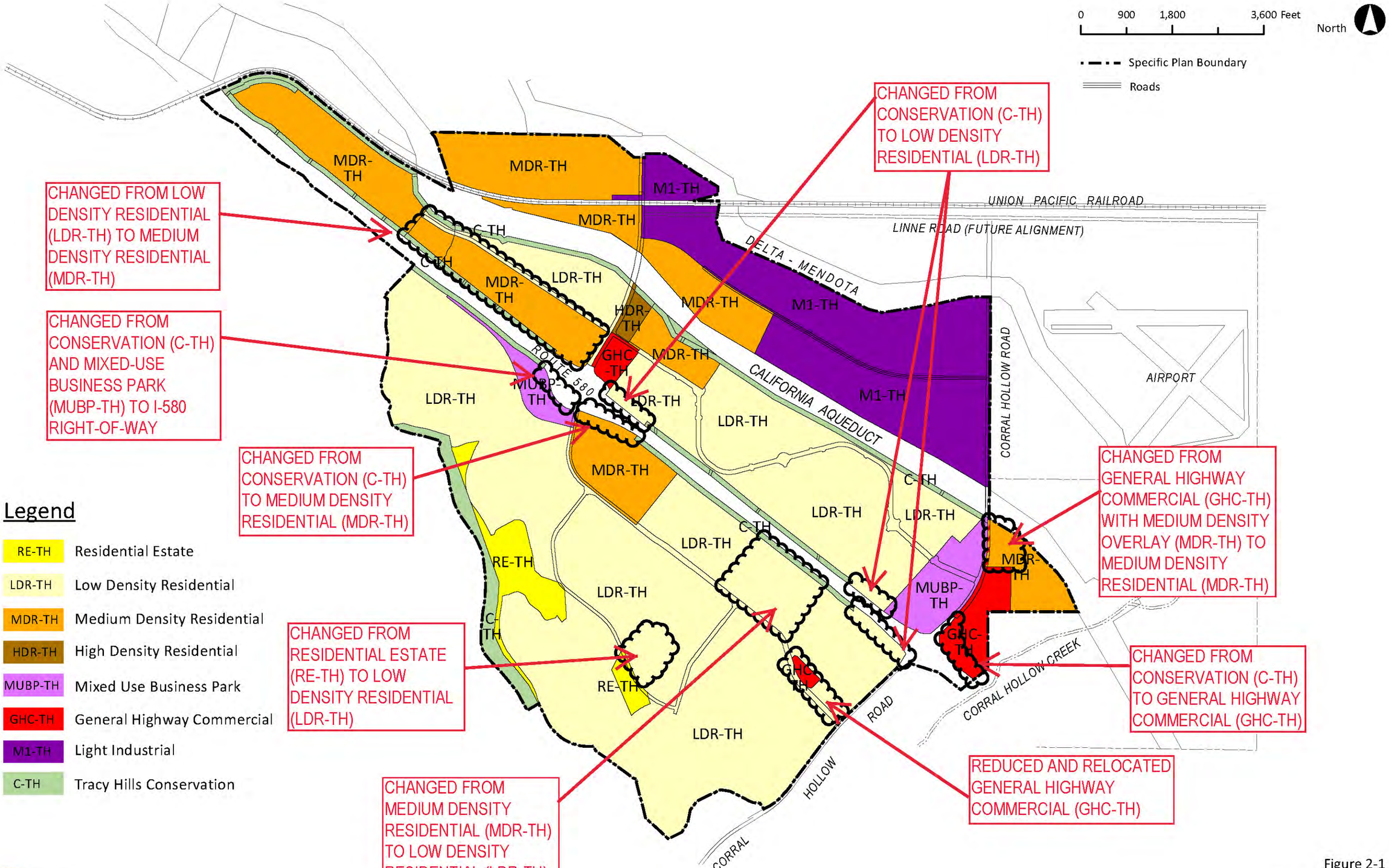


Figure 2-1
Zoning Districts

2.1 RESIDENTIAL ZONING DISTRICTS

2.1.1 Purpose

Tracy Hills will provide a variety of housing types that accommodate a range of housing objectives, buyer needs, and affordability. It is expected that, once fully developed, Tracy Hills will accommodate approximately ~~6,477~~7,265 dwelling units and an estimated population of approximately 20,791 (the California State Department of Finance estimates an average of 3.21 persons per household, as cited in the City's General Plan).

Figure 2-1, Zoning Districts, identifies four residential zoning districts. These zoning districts are Residential Estate (RE-TH, 0.5 to 2.0 dwelling units per acre), Low Density Residential (LDR-TH, 2.1 to 5.8 dwelling units per acre), Medium Density Residential (MDR-TH, 5.9 to 12.0 dwelling units per acre), and High Density Residential (HDR-TH, 12.1 to 25.0 dwelling units per acre).

The land use and development standards for the residential zoning districts of the Tracy Hills Specific Plan shall comply with all requirements that apply to the corresponding residential zoning districts in the Tracy Municipal Code, except as modified within this Specific Plan. (Refer to **Table 2-2, Residential Zoning Districts**).

TABLE 2-2
RESIDENTIAL ZONING DISTRICTS

Tracy Hills Specific Plan Residential Zoning Districts	Tracy Municipal Code Corresponding Zoning Districts
RE-TH	RE
LDR-TH	LDR
MDR-TH	MDR
HDR-TH	HDR

2.1.2 Permitted and Conditionally Permitted Uses Within Residential Zoning Districts

Table 2-1, Permitted and Conditionally Permitted Uses, indicates uses permitted within each residential zoning district of the Tracy Hills Specific Plan. The table also lists conditional uses that are subject to the granting of a Conditional Use Permit.

2.1.3 Development Standards for RE-TH, LDR-TH, MDR-TH, and HDR-TH

TABLE 2-3
DEVELOPMENT STANDARDS - RESIDENTIAL ZONING DISTRICTS

Development Standard	RE-TH	LDR-TH	MDR-TH(12)	HDR-TH
Allowable Density Range	0.5 to 2.0 DU/AC	2.1 to 5.8 DU/AC(14)	5.9 to 12.0 DU/AC	12.1 to 25.0 DU/AC
Maximum Lot Coverage	45%	45%(8)	70%	45%
Minimum Lot Size	15,000 s.f.	3,200 s.f.	(1)	(1)
Minimum Lot Width	45' minimum at street frontage(15)	45' minimum at street frontage(15)	(1)	(1)
Minimum Front Yard Setback(2)(3)(4)	30 feet	10 feet	10 feet(11)	15 feet
Minimum Front Yard Setback(2)(3)(4)Garage	30 feet	20 feet(10)	18 feet(10)	
Minimum Side Yard Setback(2)(3)(6)(9)	10 feet	5 feet	3'-4" opposite garage side(13) 3'-8" on garage side(13)	15 feet, street side; 10 feet interior side
Minimum Rear Yard Setback(2)(3)	30 feet	10 feet	7 feet	10 feet
Maximum Building Height(7)	35 feet	35 feet	35 feet	35 feet

(1) To be determined upon approval of the Tentative Subdivision Map: The developer shall demonstrate that every lot has size and dimensions capable of meeting the land use, public utilities, and development standards of this Specific Plan.

(2) Any building / structure shall maintain minimum setbacks from the following pipelines:
(refer to figure 1-4, Existing Conditions, for general location of pipeline easements)

- Phillips 66: minimum 16.25 feet from the edge of the pipeline easement
- Shell: minimum 10 feet from the edge of the pipeline easement
- PG&E and Chevron: minimum 15 feet from the edge of northeast side the pipeline easement and minimum 20 feet from the edge of the southwest side of the pipeline easement.

(3) All setbacks measured from property line.

(4) There shall be no parking in the front yard between the house and the public right-of-way, except in the driveway.

(5) For rear yard, minimum setback is 5 feet for detached garage.

(6) For all corner lots, the minimum street side yard setback is 10 feet.

(7) Detached accessory structures that encroach into the rear or side yard setbacks shall have a maximum height of 10 feet.

(8) Maximum Lot ~~Coverate~~Coverage up to 55% shall be permitted for single story elevation.

(9) AC condenser units may encroach into the minimum rear or side yard setback. At least one side yard of the lot shall maintain the minimum setback.

(10) The minimum front yard setback to a side swing garage is 10 feet, if the garage door does not face a street.

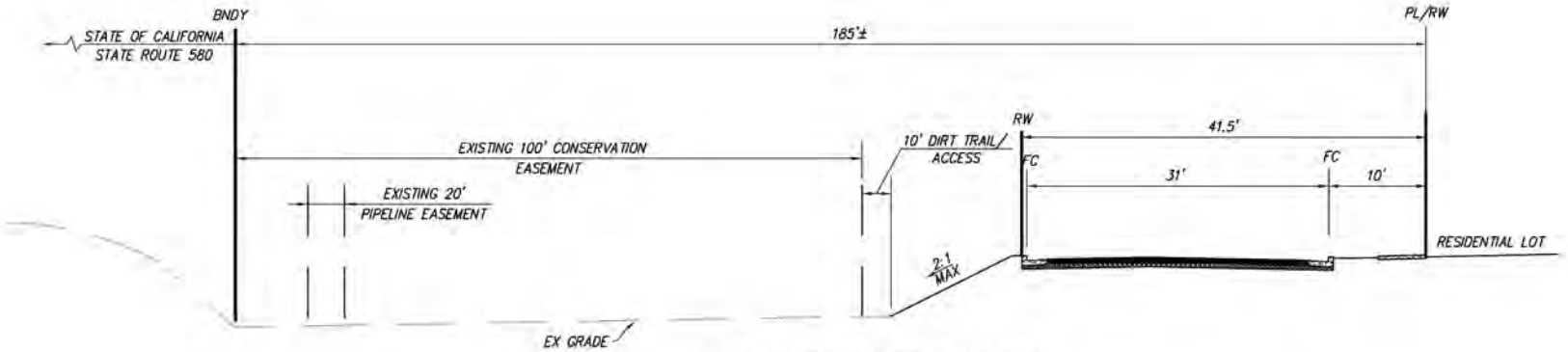
(11) Front porches, balconies, and bay windows may encroach up to 5 feet into the minimum front setback

(12) In the MDR-TH zoning district, lots may be created with access provided by a private court or lane, as shown by the examples in Figure 2-6. For such cases where the front of a house faces a private court or lane, the property line dividing the lot from the private court or lane shall be the front lot line.

(13) The minimum side yard setback may be reduced to zero on the side of an attached duet residential unit.

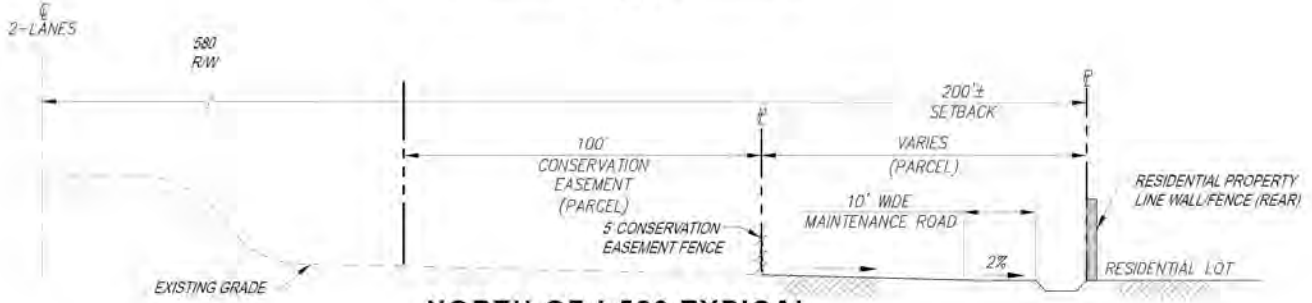
(14) Density shall be calculated using the gross area of the overall subdivision.

(15) Lots on cul-de-sacs or knuckles shall have a minimum lot width of 35 feet at the front property line.



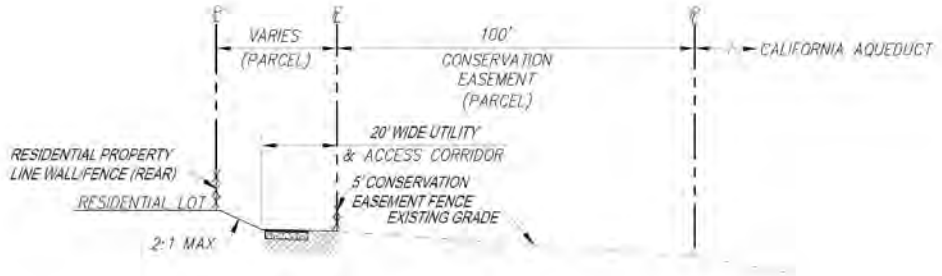
SOUTH OF I-580 TYPICAL

NOT TO SCALE



NORTH OF I-580 TYPICAL

NOT TO SCALE



CALIFORNIA AQUEDUCT TYPICAL

NOT TO SCALE

NOTE: SEE CHAPTER 3, DESIGN GUIDELINES, SECTION 3.4.7, EDGE CONDITIONS, FOR ADDITIONAL DETAILS

Figure 2-3

Conservation Easement Typical Cross Sections

2.6 OTHER LAND USES

2.6.1 Parks/Recreation

Active and passive park and recreation facilities will be provided within the Specific Plan area in a variety of forms at a minimum rate of three acres of neighborhood park land and one acre of community park land per 1,000 population, in accordance with the City of Tracy Parks Master Plan. The tentative subdivision maps within the Specific Plan may have less than three acres of neighborhood park land per 1,000 residents or one acre of community park land per 1,000 residents, due to the size, shape, location, accessibility, or other characteristics of any single tentative map. The community park will be located as otherwise described in the Specific Plan. The Specific Plan also provides for HOA maintained park and recreation facilities, open space and joint use facilities, in addition to the neighborhood and community park land.

Therefore, prior to each residential tentative subdivision map approval, an analysis shall be required of the amount of neighborhood and community park land provided within the entire Specific Plan area. Each tentative subdivision map shall either include adequate neighborhood park land to bring the total neighborhood park land within the tentative-map-approved portion of the Specific Plan to three acres per 1,000 population, or the developer shall demonstrate how future tentative map areas of the Specific Plan will include park land to achieve the minimum three acres per 1,000 population requirement, and otherwise comply with the Parks Master Plan.

After dedication to the City, most park and recreation facilities will be under the jurisdiction of the City Public Works Department and will be operated and maintained by the City for the enjoyment of all residents of Tracy. The Park sites shown on Figure 1-3, Land Use Concept, and Figure 2-4, Public Facilities Plan, indicate conceptual park locations. Parks may include community or neighborhood parks with active and passive recreation. These parks may feature play fields, ball fields, children play areas, picnic areas, tennis courts, open lawn areas, or other amenities including a park located at an elevated location to provide a "view park". All parks in Tracy Hills are envisioned to be interconnected by trails and bikeways within parkways, public streets, open space, and utility corridors. Community and neighborhood park design shall comply with the City of Tracy Parks Master Plan with final design approved by the City.

~~Approximately 180 to 185 acres will be provided for a Tracy Hills Community / Open Space Park to the south of the I-580, and is conceptually shown on Figure 1-3, Land Use Concept, and Figure 2-4, Public Facilities Plan.~~ It is envisioned that the Community / Open Space Park will be designed and improved for scenic and visual enjoyment, provide outdoor recreation opportunities, improve public health and safety, preserve natural resources and control the urban form. The Community /Open Space Park area is subject to final design approval by the City and at a minimum could include both passive and active features ~~including~~such as a nature trail system and pathways that can be used for hiking, walking, biking and jogging, picnic and sitting areas, lawn areas, nature viewing areas, and/or disc golf~~, and/or golf course~~. In specific areas of the open space, enhancements may be incorporated into the final design through the planting of native landscape as passive open space and for habitat improvement. The conceptual design of the minimum 180~~ to 185~~ acres, including ~~the~~ a minimum of 30 acres of community park, will occur with the first subdivision map south of I-580. The Community / Open Space Park will be improved in phases with development of Tracy Hills south of I-580.

~~The 180 to 185 acres of Community / Open Space Park is contrasted with the conservation easements (described in Section 2.5, Tracy Hills Conservation Zoning District) in that the Community / Open Space Park will be design for active and passive recreation, accessible to the public; and the conservation easements will not be accessible to the public.~~

2.6.2 School Sites

Three public school sites are shown on **Figure 1-3, Land Use Concept,** and **Figure 2-4, Public Facilities Plan**. Final locations, numbers, size and configurations of school sites will be determined in consultation with the appropriate School District. In the event the School District does not use, purchase and/or develop a school site, these sites may be developed consistent with zoning development standards.

2.6.3 Public Infrastructure

Public infrastructure includes such items as water tanks, pump stations, drainage basins, and/or dry utility facilities, both interim and permanent. Final locations, numbers, size and configurations of these facilities will be constructed pursuant to the master infrastructure plans. Refer to **Figure 2-4, Public Facilities Plan** for conceptual locations and to Chapter 4, Infrastructure and Services, for more detailed discussion.

2.7 OTHER STANDARDS

2.7.1 Noise

Residential land uses may be sited where noise from I-580 falls within the Conditionally Acceptable range, identified in Figure 9-3 of the City of Tracy General Plan. Such determination shall be made by the City at the time of Tentative Map (or other discretionary application) approval. In making such determination, the City shall take into account the effect of feasible noise reduction measures on the anticipated noise levels at the proposed residential uses, as well as the project's conformance with other General Plan goals, objectives, and policies.

2.8 AIRPORT LAND USE COMPATIBILITY

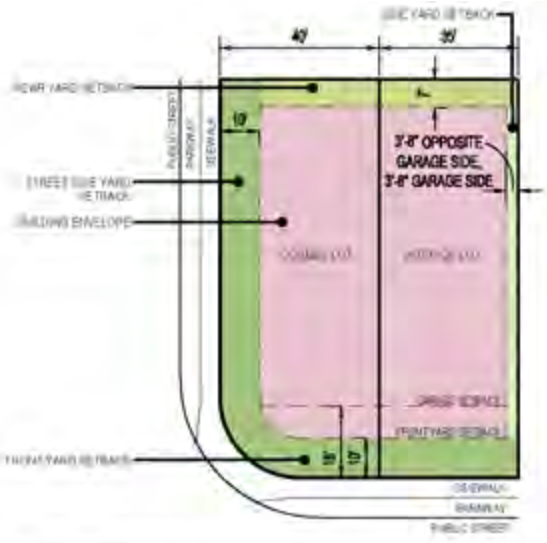
The Tracy Municipal Airport is located to the east of the Specific Plan area. A portion of the Specific Plan area is located within the Tracy Municipal Airport's Area of Influence (AIA). Land uses within certain zones in the vicinity of the airport are regulated by the San Joaquin County Airport Land Use Commission (ALUC). The San Joaquin Council of Governments serves as the ALUC and has adopted the San Joaquin County Airport Land Use Commission Plan (ALUCP) in 2009. The area of the Specific Plan located along Corral Hollow Road directly south of the Delta-Mendota Canal is designated as Light Industrial (M-1) and lies in the Inner Approach/Departure Zone and Inner Turning Zone as specified in the 2009 ALUCP for the Tracy Municipal Airport (Refer to Figure 2-5, Tracy Municipal Airport Land Use Compatibility Zones). Land uses in these zones are regulated by the ALUC and shall comply with the adopted ALUCP.

~~2.9 MEDIUM DENSITY RESIDENTIAL OVERLAY ZONE~~

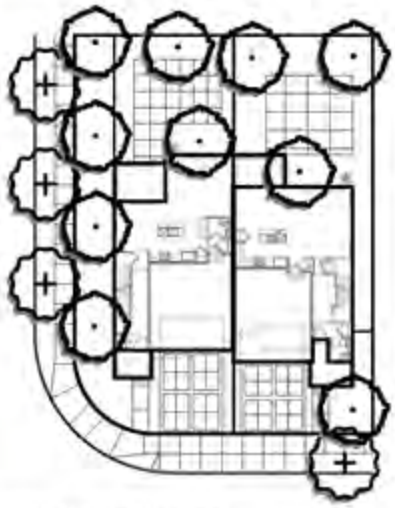
~~The Medium Density Residential Overlay Zone allows the subject property to develop in accordance with the permitted uses and development standards of either the underlying zoning district or the Medium Density Residential Zoning District.~~

FIGURE 2-6

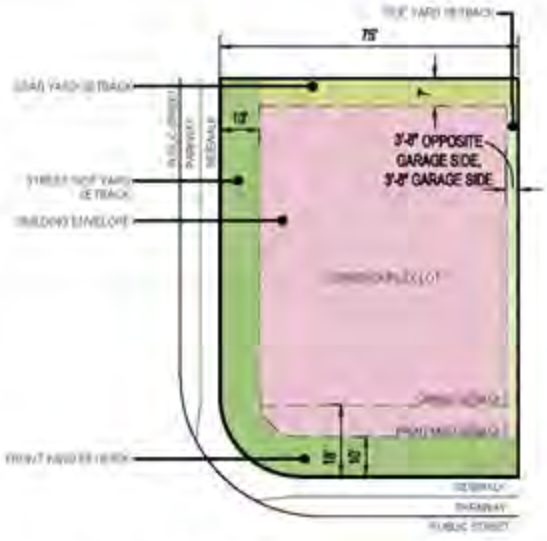
MEDIUM DENSITY RESIDENTIAL SETBACK EXHIBITS



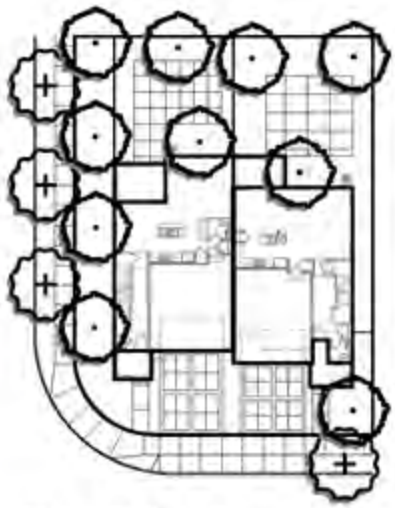
MEDIUM DENSITY RESIDENTIAL
DUET LOTS EXAMPLE (Attached units on separate lots)
PLAN OF SETBACKS & ZONES



MEDIUM DENSITY RESIDENTIAL
DUET LOTS EXAMPLE (Attached units on separate lots)
ILLUSTRATIVE PLAN



MEDIUM DENSITY RESIDENTIAL
DUPLEX LOT EXAMPLE (Attached units on one lot)
PLAN OF SETBACKS & ZONES



MEDIUM DENSITY RESIDENTIAL
DUPLEX LOT EXAMPLE (Attached units on one lot)
ILLUSTRATIVE PLAN

3.4.6 Streetscape and Trails

Several streetscapes applications are proposed within the Tracy Hills development, as shown within this section, Streetscape and Trails. As illustrated in the ~~following~~ exhibits, a hierarchy of streetscapes is provided and distinctive landscape treatments are planned for each type of roadway. Landscape and hardscape treatments include ~~elements~~ a multitude of varying applications, such as landscaped medians, sidewalks, enhanced ~~paving (painted crossings and stamped asphalt) at~~ pedestrian crossings ~~and primary/secondary entries,~~ bike trails, native soil trails and decomposed granite trails where applicable providing a myriad of visitor experiences. Trailhead markers and mile markers will be strategically placed at trailheads and along the hardscape and native soil trails to enhance walking and hiking activities. ~~and p~~Parkway trees with evergreen backdrops are designed to enhance roadways. Enhanced paving ~~used~~ mentioned herein is defined as any paving other than natural gray concrete or asphaltic concrete. The use of enhanced paving is strongly encouraged. The ~~main Spine Road~~ major arterials will feature such landscape elements as monumentation, street furniture, and a predominant plant palette consisting of Oak Tree focal elements, Sycamore trees and vertical tree backdrops. Streetscapes and Trails are provided as shown in the following pages (Figures 3-6 to 3-14.) These street sections are depicting landscape applications for each section. Refer to Section 4 for engineered street sections.



Conceptual Image for Multi-use/Bike Trail



Conceptual Spine Road Streetscape Image



Conceptual Image for Class I Bike Trail

Note: Renderings assume full growth vegetation to illustrate design intent.



Conceptual Image for 5' Sidewalk


Conceptual Image for Native Soil Trail


Conceptual Image for Decomposed Granite Trail


Conceptual Image for Enhanced Pedestrian Crosswalk


Conceptual Image for Basin Trail



Conceptual Image for Enhanced Pedestrian Crosswalk

Lighting at Trails

Lighting and barriers are critical to keep trail users safe and provide clear delineation between trails and adjacent properties. Lighting shall be placed at trail entrances and along trail segments where significant early morning and late evening use is expected. Safety lighting should be:

- Oriented to Trail Users. Create an evenly lit environment that is inviting and reinforces the human scale.
- Focused. Illuminate the trail while avoiding overspill into ecologically sensitive areas or into adjacent properties where light could be considered a nuisance.
- Sustainable. Minimize energy use.
- Identity-Creating. Contribute to the unique identity of the trail system and trail.

3.4.10 Furniture

Site furnishings shall include, but is not limited to, lighting, tables, benches, dog bag dispensers, and trash receptacles. Site furnishings shall be located throughout the community in the public parks, right-of-way, HOA/ private areas, open space, and commercial areas.



Lighting Family shown as conceptual design intent. Available through Associated Lighting Reps., Inc. (510) 638-3800, South Coast Lighting (714) 931-4597, or equivalent

3.4.16 Landscape Design Guidelines Checklist

This checklist is intended to be used as quick reference of the Landscape Design Guidelines for designers, developers, builders, and City Staff.

COMMUNITY IDENTITY/MONUMENTATION	
Monument Signage	• Community Gateway Icon visible from the freeway. • Major Community Monumentation. • Primary Neighborhood Monumentation - secondary to Community Monumentation, this identifies the individual neighborhoods. • Park Monumentation - park identification. • Trail head marker - sign denotes trail access points.
Materials	• Ledgestone dry - stacked in a Gabion wall fashion. • Corten steel look/finish signage. • Rebar cage structure. • Refer to the Landscape Master Tree Plan and Plant Matrix.
STREETSCAPE AND TRAILS	
Trails/Roads	• 16.5’ wide pipeline easement/passive trail • 10’ wide multi-use pedestrian trails on each side of the main Spine Road. • Class 1 bikeway along Corral Hollow Road into the community. • Residential streets with parkways, sidewalk, and landscape lot planting adjacent to perimeter walls.
Materials	• Decomposed granite passive trail. • Concrete and/or asphalt multi-use trails and Class 1 bikeway. • Neighborhood concrete walks. • Permeable concrete or pavers where feasible. • Refer to the Landscape Master Tree Plan and Plant Matrix.
EDGE CONDITIONS	
Easement Areas	• Easement Areas: Interstate 580 and California Aqueduct.
Wall and Fences	• Intermittent 8’ sound wall coupled with ~~5’~~ 4’-7” easement fence along Interstate 580. • 6’ CMU block wall coupled with a ~~5’~~ 4’-7” easement fence along the California Aqueduct.
Materials	• CMU split face block sound wall and perimeter wall. • Galvanized steel pipe and a ‘No Climb’ metal mesh fence. • Existing grasses to be protected-in-place. • Refer to the Edge Conditions section herein

4.2.3 Planned Streets – Specific Plan Circulation

Streets are designed in accordance with the Transportation Master Plan. A variety of street widths and designs are contained within the Specific Plan area to accommodate the range of anticipated traffic volumes (see **Figure 4-1, Roadway Plan**).

Graphic sections of each typical street design are provided. With the exception of street extensions, street names have not been designated. All public street cross-sections are included in **Figure 4-2, ~~Four Lane Parkway;~~through Figure 4-~~3, Two Lane Collector; Figure 4-4, Two Lane Major Collector; Figure 4-5, Spine Road / Lammers Extension; Figure 4-6, Four Lane Major Arterial with Median;~~** and **~~Figure 4-7, Residential Streets~~11.** The locations and designs of intersections shall meet the standards of the City of Tracy at the time they are designed and submitted for approval by the City.

Consistent with the Transportation Master Plan, the Specific Plan provides for one north/south expressway, one north/south arterial street, and one east/west arterial, all of which are an important part of the City's overall vehicular transit system. The two north/south roads are Lammers Road and Corral Hollow Road. ~~The east/west arterial is parallel to Interstate 580 between Lammers Road and Corral Hollow Road.~~ Lammers Road extends south from I-205 through the City's western area and eventually connects to Corral Hollow Road. The Lammers Road extension will be a four-lane ~~arterial~~parkway and south of I-580, will transition to a two lane divided arterial through the plan area.. Lammers Road is aligned between the Delta-Mendota Canal and Corral Hollow Road, through a portion of the Specific Plan area. The segment of Lammers Road between I-580 and Corral Hollow Road ~~is called South Tracy Hills Road~~ will provide direct access to major community facilities as well as provide a central community interchange and access to Interstate 580.

The City of Tracy Transportation Master Plan envisions Lammers Road as an expressway which will extend from I-580 north to I-205, connecting the Tracy Hills and Ellis Projects with the job-generating centers of Cordes Ranch and Gateway and providing direct access onto I-580.

Corral Hollow Road will be expanded into a four-lane arterial. This road will be the access point for the initial development of Tracy Hills.

Typical residential streets will have paved sections as shown on **Figure 4-~~7~~8, Residential Streets**. Residential streets may be constructed with sidewalks on only one side when fronted with homes on only one side.

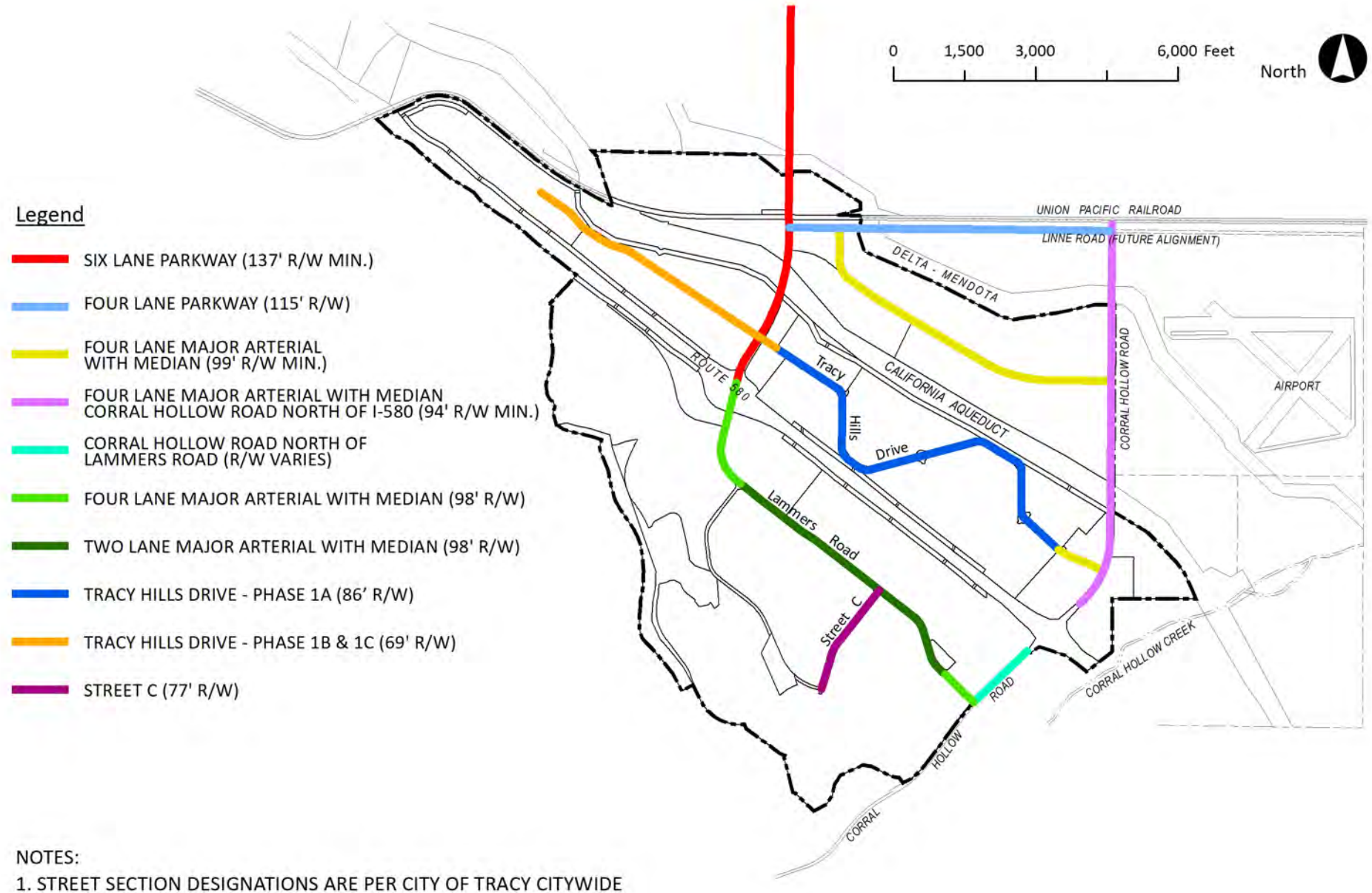
The residential collector and minor arterials system intersects Lammers Road at designated locations. The residential collector and minor arterials system shall provide direct access to schools and parks, wherever possible. Residential driveways predominantly face onto local streets. No residential driveways are proposed to face onto or directly access Lammers Road, Corral Hollow Road, or other arterial roads.

An additional system of internal streets will also serve the Mixed Use Business Park and Light Industrial areas. All office and industrial parcels will have defined entries from these streets and will be landscaped according to Chapter 3, Design Guidelines.

The four-lane arterial parallel to and north of the California Aqueduct will be a designated truck route to facilitate efficient movement with minimum impacts (refer to **Figure 4-1, Roadway Plan)**. Truck routes will insulate residential areas from excessive truck traffic to the extent possible except for local deliveries.

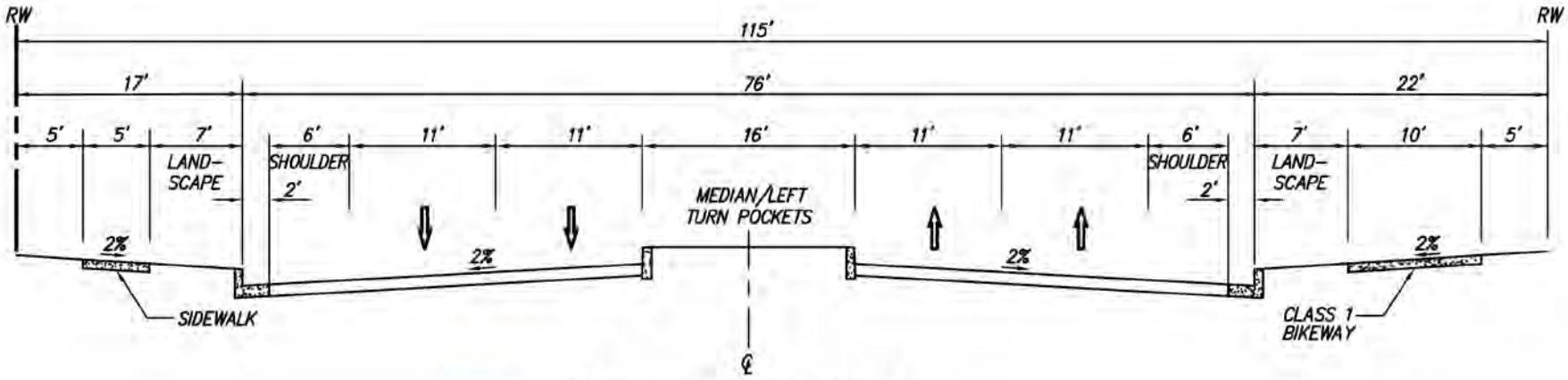
Private streets may be considered within Tracy Hills. Private streets may be constructed with sidewalks on one side when fronted with homes on only one side, as proposed by the developer. Private street sections shall be designed in accordance with City Standards or as prescribed by the City Engineer.

Streets shall maintain an unobstructed width of no less than 20 feet as a minimum requirement for fire access to comply with the California Fire Code.



NOTES:
1. STREET SECTION DESIGNATIONS ARE PER CITY OF TRACY CITYWIDE TRANSPORTATION MASTER PLAN (TMP) AND AS MODIFIED HEREIN.
2. INTERNAL NEIGHBORHOOD STREETS TO BE "RESIDENTIAL STREETS" (55' & 57' R/W PER TMP) UNLESS NOTED OTHERWISE HEREIN.

Figure 4-1
Roadway Plan

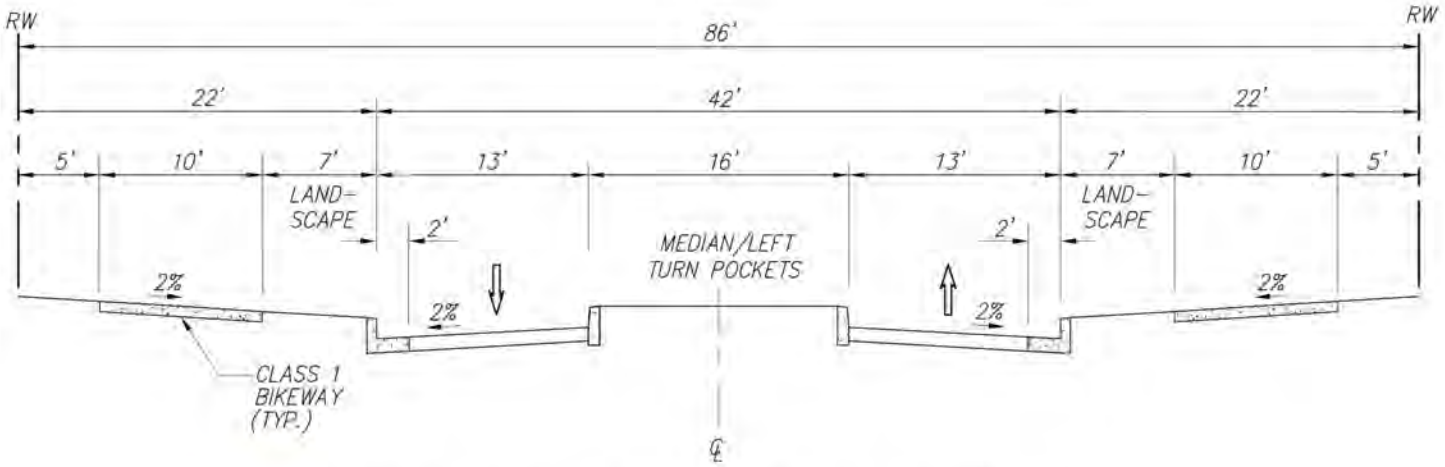


FOUR LANE PARKWAY

(EXPRESSWAY)

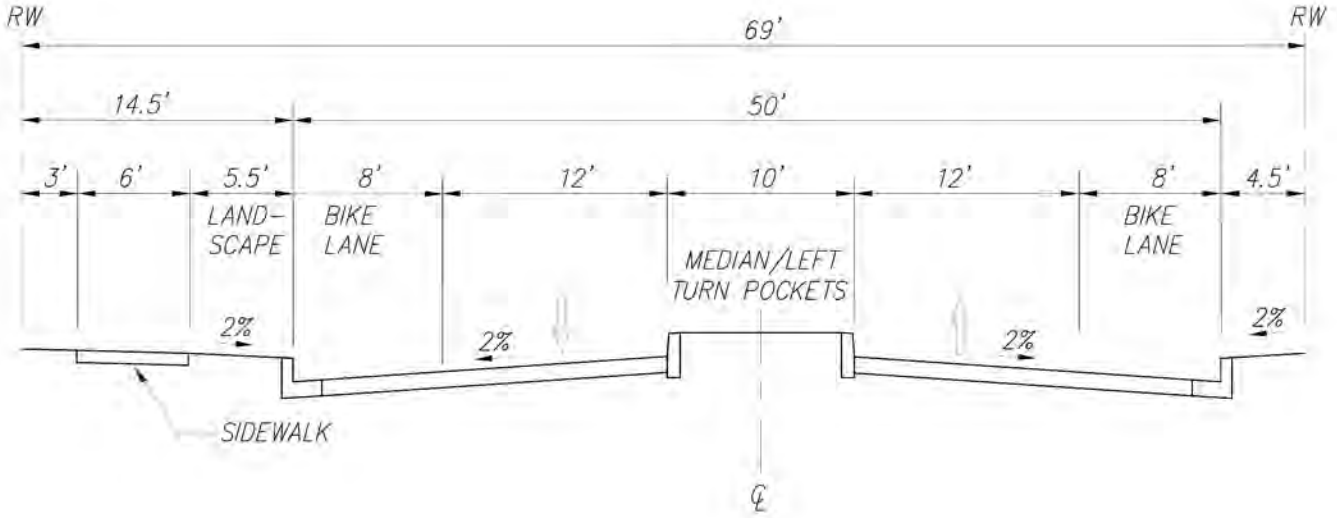
N.T.S.

NOTE:
SECTION TAKEN FROM FIGURE 4.15a OF
CITY OF TRACY TRANSPORTATION MASTER PLAN



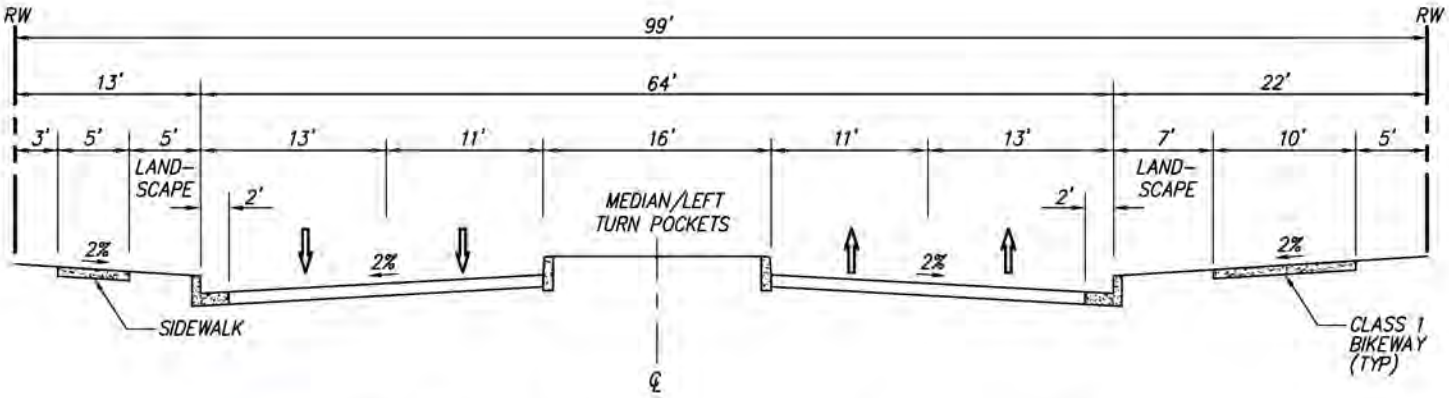
TRACY HILLS DRIVE - PHASE 1A

NO SCALE



TRACY HILLS DRIVE - PHASE 1B & 1C

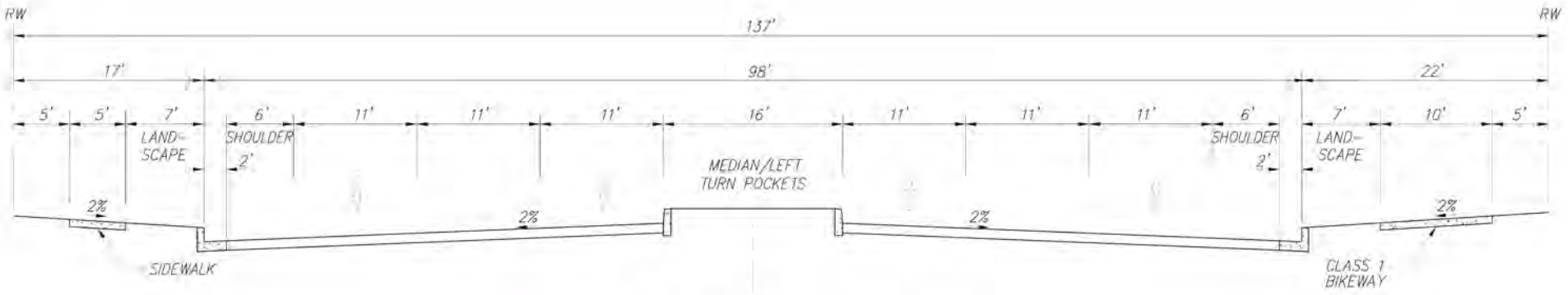
(NO SCALE)



FOUR LANE MAJOR ARTERIAL WITH MEDIAN

(NO SCALE)

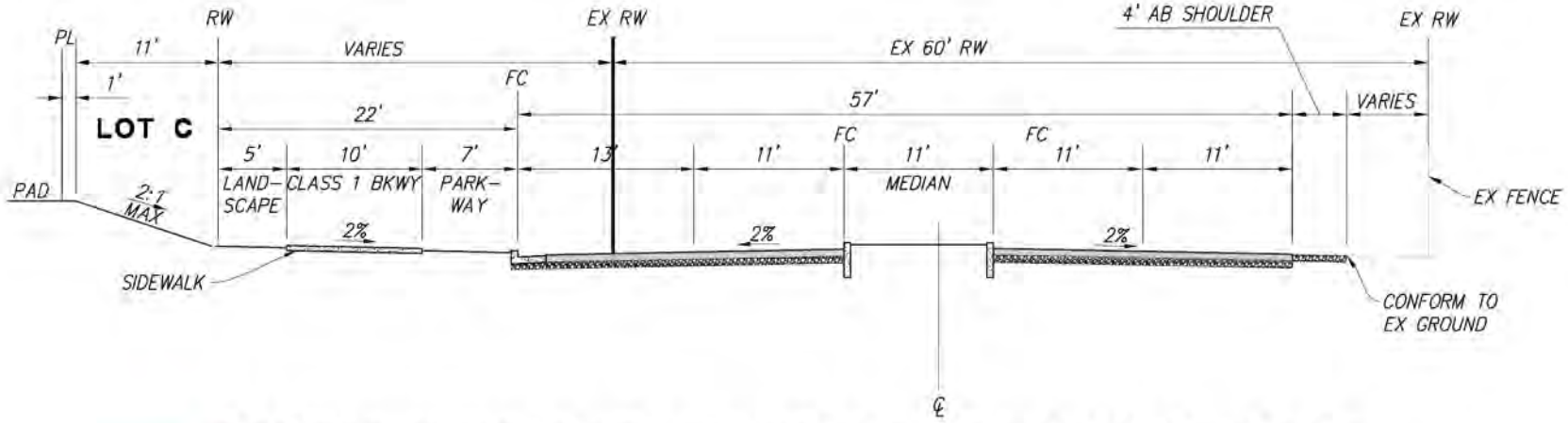
NOTE:
SECTION TAKEN FROM FIGURE 4.15b OF
CITY OF TRACY TRANSPORTATION MASTER PLAN



SIX LANE PARKWAY

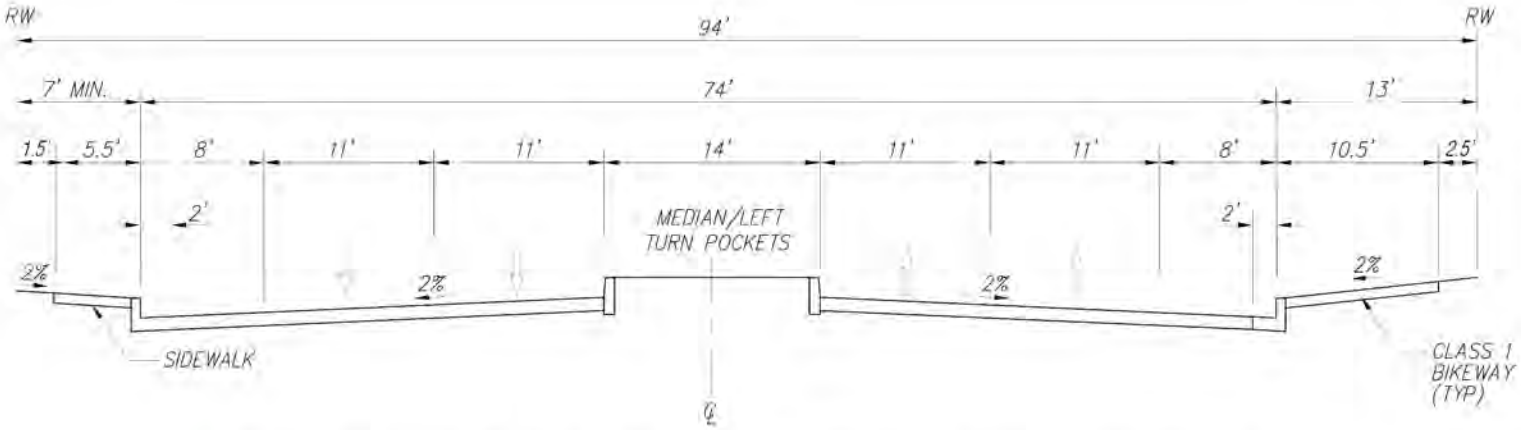
NO SCALE

SECTION TAKEN FROM FIGURE 4.15a OF CITY OF TRACY TRANSPORTATION MASTER PLAN



CORRAL HOLLOW ROAD NORTH OF LAMMERS ROAD

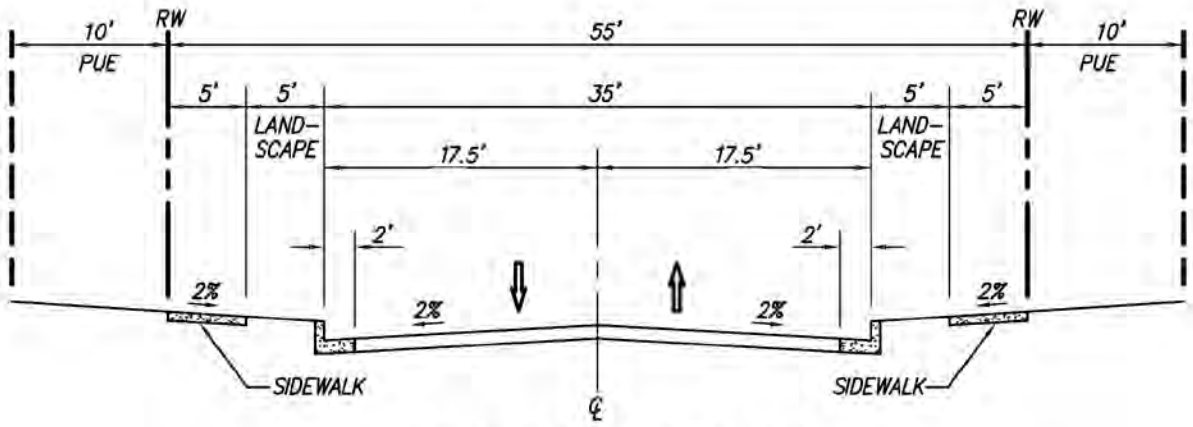
NO SCALE



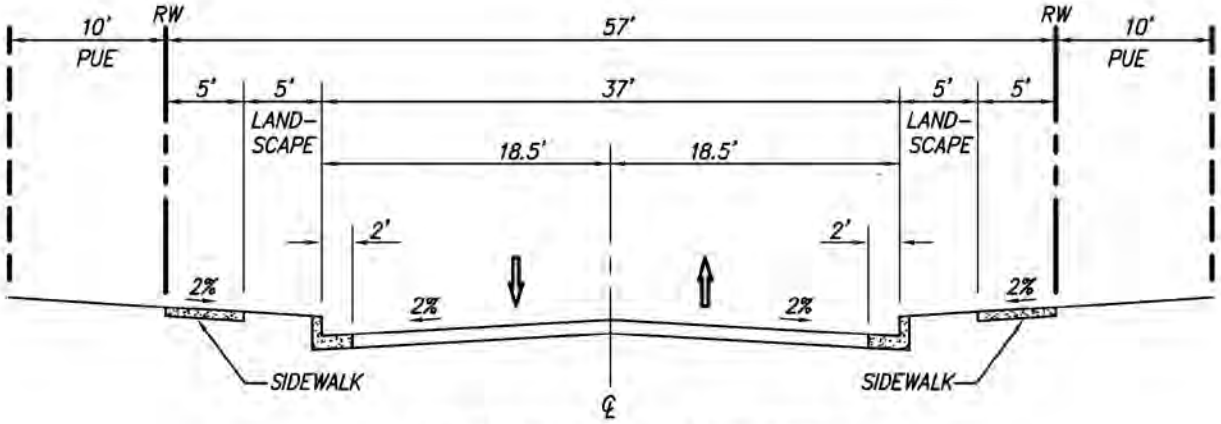
FOUR LANE MAJOR ARTERIAL WITH MEDIAN - CORRAL HOLLOW ROAD NORTH OF I-580

NO SCALE

NOTE:
SECTION TAKEN FROM FROM APPROVED CORRAL HOLLOW ROAD PLAN LANE STUDY (NOVEMBER 7, 2016)

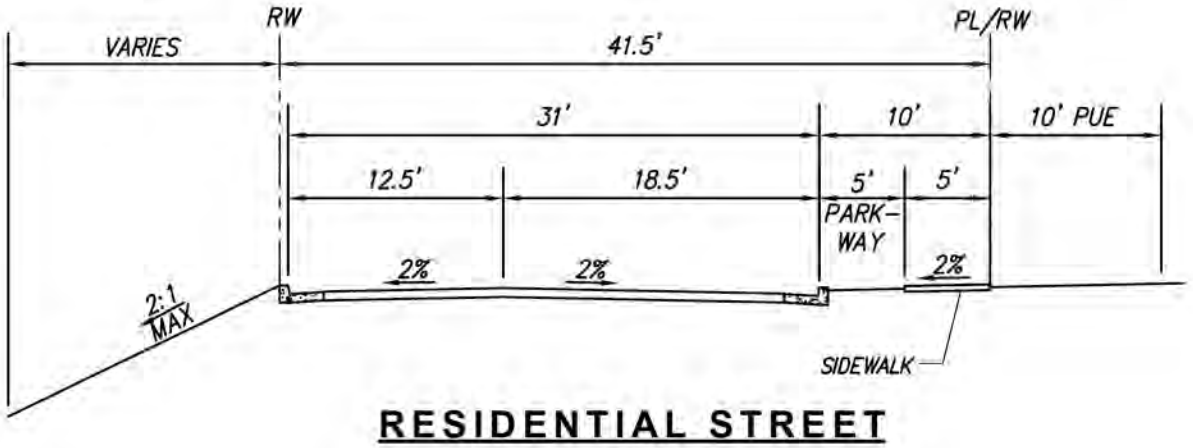


RESIDENTIAL STREET
MAXIMUM BLOCK LENGTH OF 500 FEET
NO SCALE

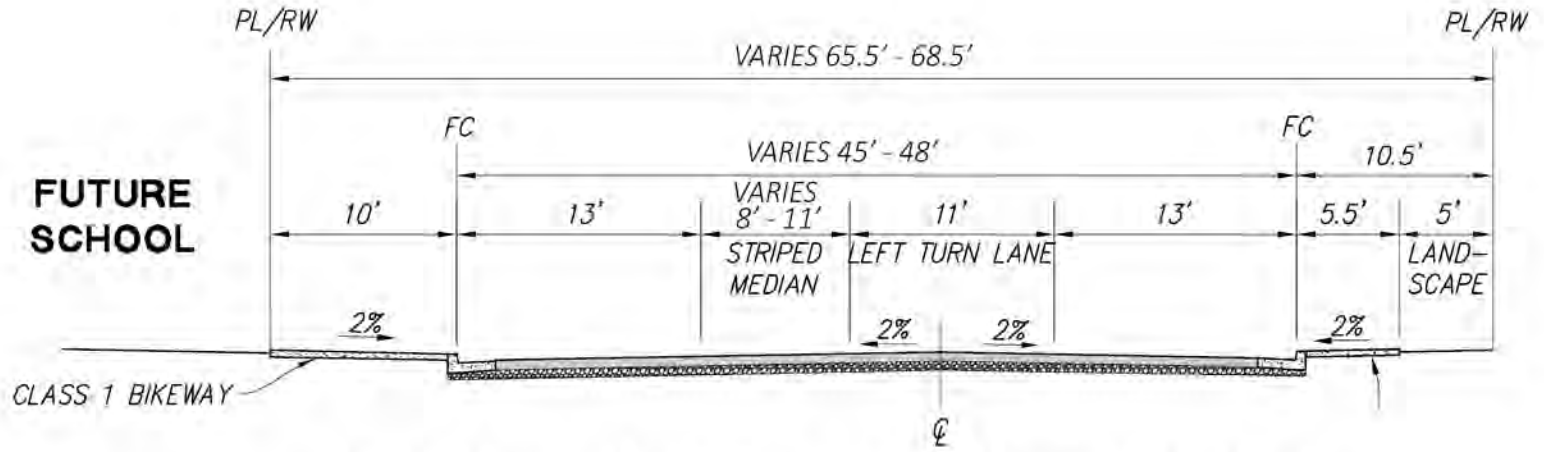


RESIDENTIAL STREET
NO SCALE

NOTE:
SECTIONS TAKEN FROM FIGURE 4.15e OF
CITY OF TRACY TRANSPORTATION MASTER PLAN

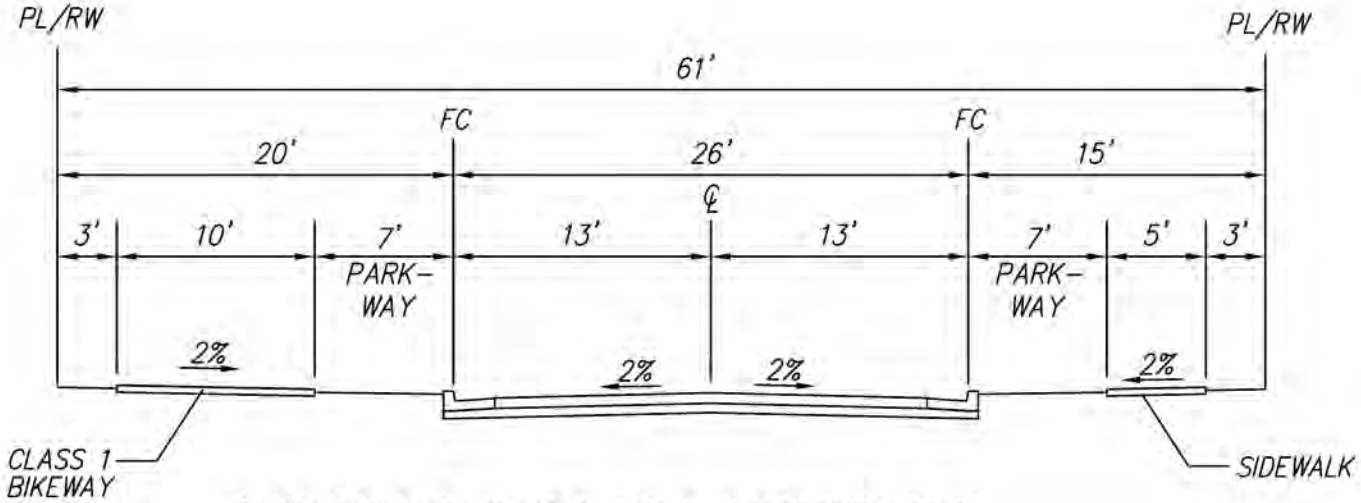


RESIDENTIAL STREET
NO SCALE



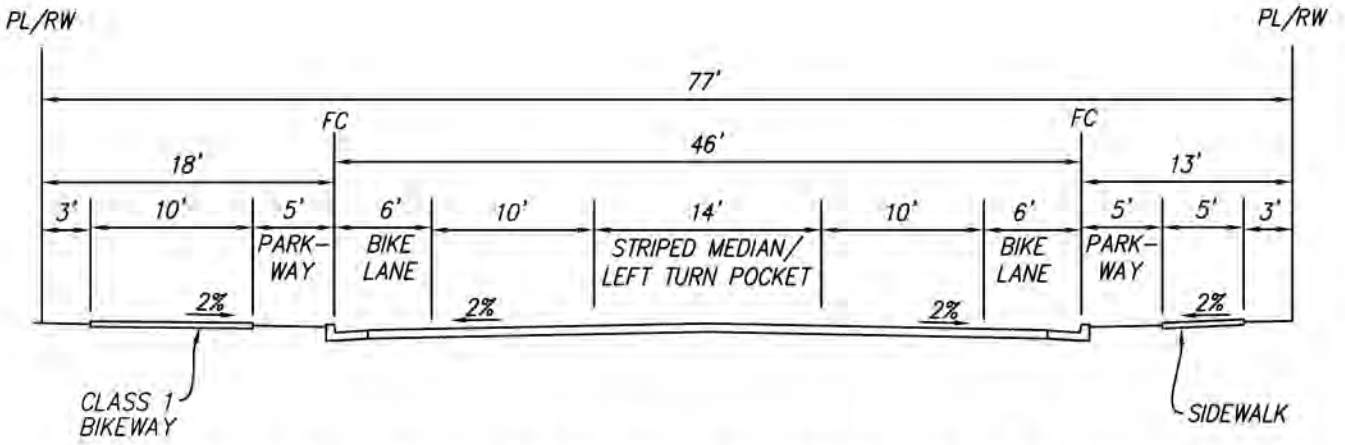
STREET B (SCHOOL FRONTAGE - PHASE 2)

NO SCALE



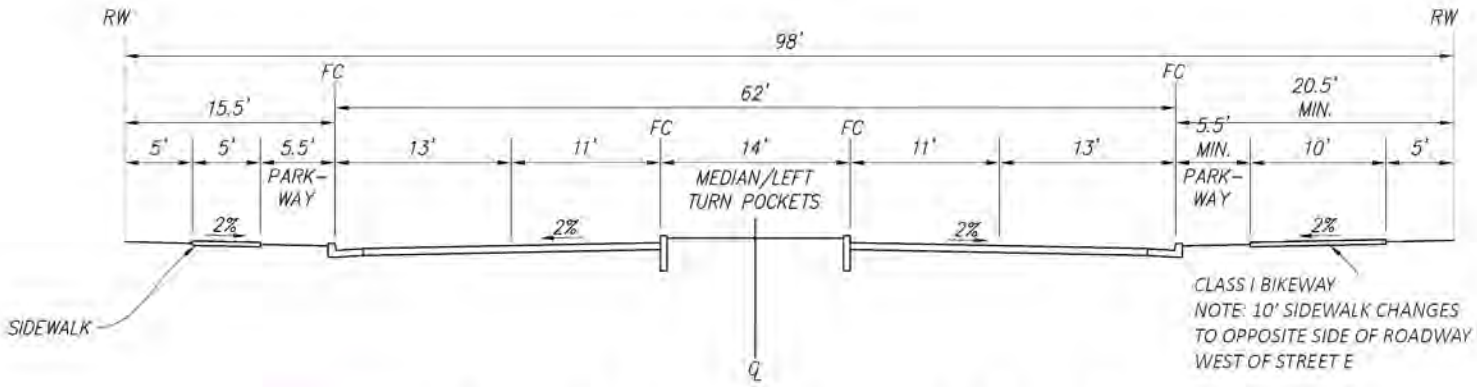
STREET B (VILLAGE FRONTAGE)

NO SCALE



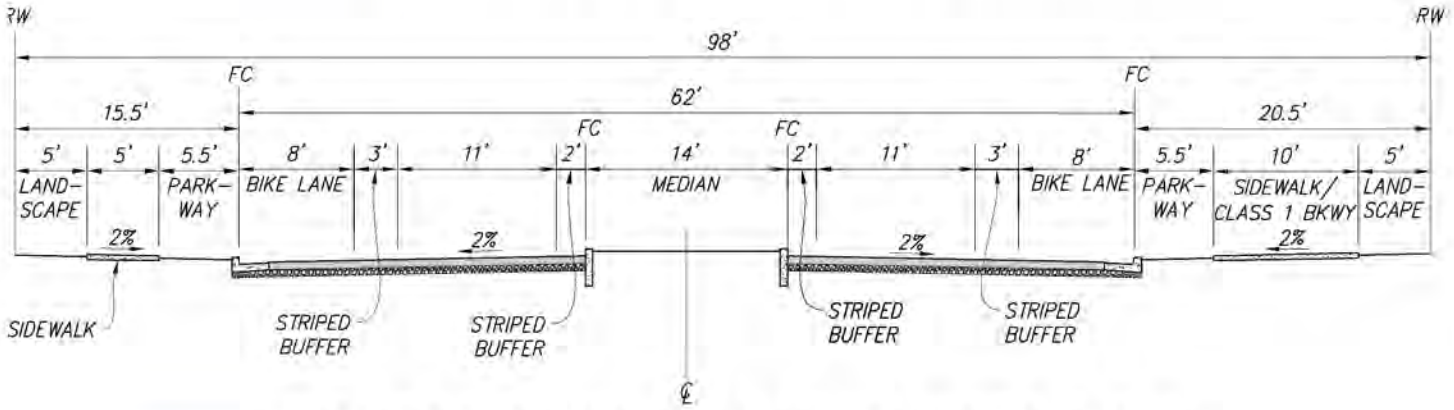
STREET C (VILLAGES 13, 14, 15 & 18 FRONTAGES)

NO SCALE



LAMMERS ROAD (PHASES 2 & 3)

NO SCALE



LAMMERS ROAD 2-LANE (PHASES 2 & 3)

NO SCALE

4.2.7 Vehicle Trip Reduction and Travel Demand Management

Tracy Hills will include opportunities to promote and implement trip reduction and travel demand management measures consistent with key goals of City of Tracy Sustainability Plan (SAP), the San Joaquin Council of Governments (SJCOG) Travel Demand Management Plan, and the San Joaquin Valley Unified Air Pollution Control District (SJVAPCD) Rule 9410. The following site design features, programs and measures designed to reduce vehicle trips, congestion and vehicle miles traveled (VMT) will be implemented in Tracy Hills:

1. Dedication of land for a park and ride lot(s) and/or construction of park and ride improvements near the Corral Hollow Road/I-580 Interchange and/or the future Lammers Road Interchange. ~~Concurrent with any tentative subdivision map or development review application for~~ Prior to the issuance of a building permit for the 500th dwelling unit in Phase 2, the location of a park and ride lot shall be identified and dedicated and/or constructed. Design and location of a ¼ to ½ acre ~~of the~~ park and ride lot(s) shall be approved by the City.
2. Class I and/or II bicycle paths are included on all backbone streets and within 1/2 mile of all land uses within Tracy Hills so that destinations can be reached conveniently by alternatives to motor vehicle trips.
3. All streets include sidewalks on both sides to promote pedestrian access and connectivity between uses except on some of the hillside residential development.
4. The street cross sections in Tracy Hills are consistent with the Tracy Transportation Master Plan by implementing principles of Complete Streets through the development of a circulation system that will address multiple transportation needs including public transit, cycling, pedestrian, and vehicle movement.
5. Tracy Hills will provide an integrated street and trail system that will provide linkages between residential, commercial, and business park uses, parks, schools and open space to promote shorter travel distances and encourage pedestrian and bicycle connectivity.
6. It is anticipated that the City of Tracy will take a phased approach to providing public transportation to Tracy Hills. The City will explore public transportation needs based on construction phasing and will evaluate appropriate routes. As development occurs in Tracy Hills, the City will modify and expand public transportation routes as necessary to efficiently accommodate demand.
7. As part of the application process for individual, specific development projects located along existing and planned transit routes, coordination shall occur with the City of Tracy (TRACER), San Joaquin Regional Transit District and/or other agencies to ensure that bus pads and shelters are incorporated, as necessary.
8. As part of the application process for individual, specific development projects that generate 100 or more employees, employers shall implement an Employer Trip Reduction Implementation Plan (ETRIP) in conformance with the SJVAPCD Rule 9410. As part of the application process for individual, specific development projects, preferential parking space locations shall be provided for electric vehicles and compressed natural gas vehicles in all parking structures and lots. The location of these reserved parking spaces shall be identified on the site plan and submitted to the Director of Development Services for approval.
9. The Developer and business shall work with the SJCOG Commute Connection program to implement employer based transportation demand management strategies to include but not limited to, ridesharing, transit, bicycling/walking, telecommuting, trip planning preferred parking for carpools and event planning.

10. Bicycle parking will be required to be located in easily accessible locations with lighting near building entrances to promote cyclist safety, security, and convenience. Employers should provide facilities that encourage bicycle commuting, including, e.g. locked bicycle storage and/or covered or indoor bicycle parking.

4.3 WATER SUPPLY SYSTEM

4.3.1 Water Demand

Water usage in the City of Tracy has been projected in the Citywide Water System Master Plan. The forecast of water use within the Tracy Hills Specific Plan area is based on water use factors used in the Citywide Water System Master Plan.

Annual water use factors are used in the computation of the total water use, and these include both potable and non-potable water uses. It is assumed that non-potable water (i.e., recycled water) will be used to irrigate schools, parks, professionally maintained landscape in the light industrial and commercial areas, and open space when available.

4.3.2 Sources of Supply

The potable water supply for Tracy Hills will come from a combination of sources including Byron Bethany Irrigation District pre-1914 and Central Valley Project water as well as other City sources.

4.3.3 Distribution and Storage

Distribution facilities will consist of a combination of transmission and distribution facilities constructed during the various phases of the project. The transmission facilities will consist of mains which will connect the City of Tracy Water Treatment Plant with the ~~two~~three or more storage reservoirs located on the project. The transmission mains will supply water to the distribution system, with water from the treatment plant or the storage reservoirs, depending upon the amount and location of the demand. A schematic diagram of the reservoir and pump station locations is shown in **Figure 4-~~8~~12, Water Distribution System.** Conceptual water tank screening methods are described in Chapter 3, Tracy Hills Design Guidelines. The Citywide Water System Master Plan provides storage and distribution requirements for the Tracy Hills Specific Plan area at buildout. Separate Water Study Technical Memorandums will be prepared in accordance with project phasing to ensure the water system infrastructure is designed to accommodate both interim and buildout conditions.

The distribution system will be designed in accordance with the City of Tracy Design Standards. All public utility mains will be installed in public rights-of-way, unless specifically approved by the City Engineer.

Potable water from the City's distribution system will be pumped uphill into a series of service zones determined by elevation. Pressure zones are delineated so that minimum static residual pressures never fall below ~~30~~ 40 pounds per square inch (psi). Maximum system pressures are about 100 psi. Pressure reducing valves are required to be installed on services with pressure greater than 80 psi.

Preliminary storage tank sizes per service zone are included in the Citywide Water System Master Plan. Depending upon phasing, zone storage may be concentrated at a single tank or split into two or more locations. The details of this decision will be determined by project phasing, tank size, site constraints, and the final transmission and distribution main configuration. Storage reservoirs will be designed to contain fire flow plus operational and emergency storage in accordance with City standards. See the Citywide Water System Master Plan for detailed system requirements.

As with storage tanks, zone pumping may be divided to reduce the size of individual pump stations, provide system redundancy, and accommodate phasing in an efficient manner. Each pump station will have one pump in reserve and be equipped with standby power.

Multiple pressure zones may be served from the same tank, with pressure reducing valves used to reduce system pressure where necessary. Pressure zone boundary delineation will depend upon street layout and the availability of utility easements and may change during later stages of planning. Connections between zones through pressure reducing valves can provide a measure of system reliability should it become necessary to feed lower zones from above in the event of a fire or other emergency.

4.3.4 Level of Service and Timing Standard

The City's target for level of service for the water supply system is to provide water in sufficient quantity and at a pressure consistent with the Citywide Water System Master Plan. Forty psi will be maintained for peak hour and ~~30~~ 20 psi for maximum day plus fire flow demands. Interim facility pressures may not be allowed to fall below this minimum.

4.3.5 Water Supply System Phasing

Water facility needs for the ultimate buildout of the project include an expansion and upgrade of the City of Tracy storage and pumping facilities, transmission, and distribution facilities, and use of Byron Bethany Irrigation District (BBID) water conveyed via the Delta-Mendota Canal.

Water storage and distribution facilities will be constructed in phases as required to meet the water demand of the project. The first phase of the project will involve construction of new transmission/distribution facilities. First phase development will occur at the northwest quadrant of Corral Hollow Road and Interstate 580. First phase water improvements will include construction of the conveyance pipes from the City Water Treatment Plant in addition to an on-site, at grade, water tank and pump station. Future development, south of I-580, will include elevated storage tanks. To facilitate future phases, some components may be oversized. Additional transmission/distribution and storage facilities will be constructed as needed.

4.3.6 Trench Requirements

Changes to existing City standards pertaining to hillside development resulting from different geotechnical and site condition requirements will be addressed as applicable to update existing City standards. Any associated costs will be paid for by the developer requesting the update. Use of native material for bedding or backfill will be based on geotechnical recommendations.

4.4 RECYCLED WATER SYSTEM

4.4.1 Recycled Water

In accordance with the Tracy Municipal Code Chapter 11.30, Recycled and Non-Potable Water, the Tracy Hills project will participate in the City's recycled water system as defined in the Citywide Water System Master Plan including the onsite distribution network. Facilities for the water reclamation system would include system wide storage, pumping, and conveyance. The recycled water distribution system is shown on **Figure 4-~~9~~13, Recycled Water Distribution System**.

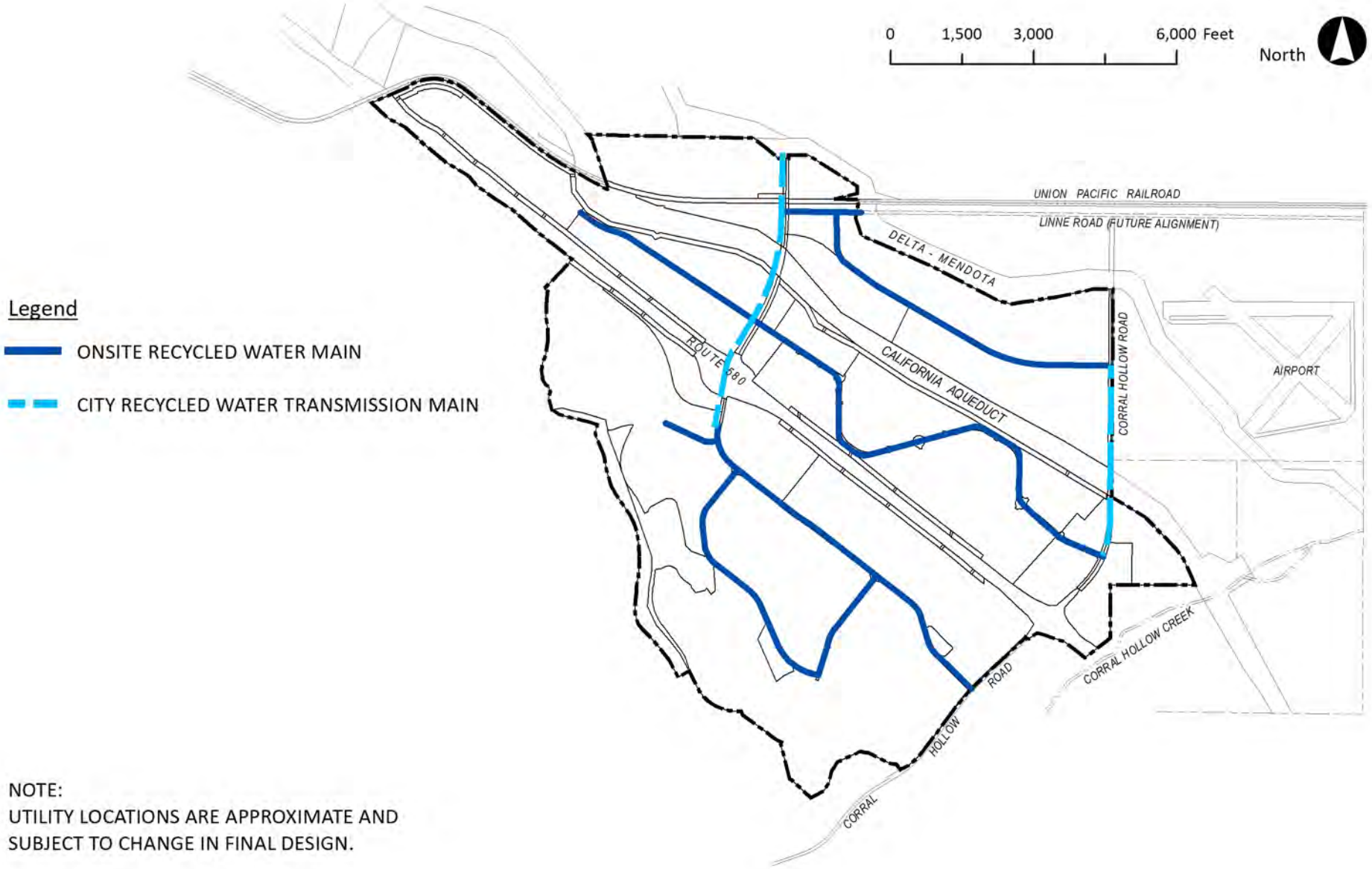


Figure 4-13
Recycled Water Distribution System

4.5 WASTEWATER COLLECTION AND TREATMENT

Wastewater will be collected in a community-wide sewer system with treatment and disposal as described in the City of Tracy Wastewater Master Plan. In general, on-site wastewater will be conveyed to a City pump station to be built within the first phase of development. This facility will pump wastewater up Corral Hollow Road to a point after which gravity will convey the project wastewater to the City treatment plant for treatment and disposal.

4.5.1 Wastewater Collection System and Treatment

Using the Tracy Hills **Land Use Concept**, **Figure 1-3,** and aerial topography, an initial delineation of sanitary sewer flow shed areas has been determined. Using these shed areas, the sewer main paths and primary collection locations were established. These collection locations, when evaluated in context with existing topography, dictated the route of the sewer mains towards the proposed sewer pump station.

All public utility mains will be installed in public rights-of-way or easements, unless specifically approved by the City Engineer. Sanitary sewer service laterals may be located under residential driveways.

Layout of the sewer collection facilities is premised upon design of a complete gravity flow system west of I-580. Numerous constraints (I-580, California Aqueduct and Delta-Mendota Canal) exist that complicate gravity service. It will be necessary to provide one pump station between I-580 and the California Aqueduct and the potential for additional lift stations between the Aqueduct and the Delta-Mendota Canal and east of Corral Hollow Road depending on final site design. **Figure 4-~~10~~14, Wastewater Collection System**, provides the probable layout of the collection facilities and the required pump ~~station~~stations.

Average daily wastewater flows are estimated using the land use summary approved herein and unit generation factors from the City of Tracy Wastewater Master Plan. Refer to the approved Tracy Hills Phase 1A and Phase 1B sewer study dated October 6, 2014 and subsequent updates, for additional information.

4.5.2 Wastewater Treatment

Sewer generated from the Tracy Hills development will be treated at the Wastewater Treatment plant per the City of Tracy Wastewater Master Plan.

The main sewer conveyance pipelines will be installed from approximately W. Schulte Road, south in Corral Hollow Road to the project. The entire project will gravity flow to a proposed sewer pump station within the first phase of development. The pump station will convey wastewater via force main north in Corral Hollow Road to past the California Aqueduct where it will gravity flow north.

4.5.3 Trench Requirements

Changes to existing City standards pertaining to hillside development resulting from different geotechnical and site condition requirements will be addressed to update applicable existing City standards. Any associated costs will be paid for by the developer requesting the update. Use of native material for bedding or backfill will be based on geotechnical recommendations.

4.7.6 Schools

Tracy Hills is within two school districts. Elementary school facilities are under the Jefferson School District and high school facilities are within the Tracy Unified School District.

The need for school facilities is determined by population trends, residential densities, proximity, and size of existing school facilities, class size standards, and projected enrollment. Phasing of educational facilities will partially depend on where development occurs first. The Tracy Hills Specific Plan is anticipated to include three potential elementary school (K-8) sites located within the Specific Plan area but the final number and locations of elementary schools will be determined in accordance with the Jefferson School District Facilities Master Plan as the Specific Plan is built out. The Tracy Unified School District's Facilities Master Plan will determine high school facilities.

4.8 PROJECT PHASING

Full development of the Tracy Hills Specific Plan area may take up to 20 years or more to complete, depending on market conditions. Conceptually, it will be phased generally from east to west or from the Corral Hollow Road end of the site to the western portions of the site (see **Figure 4-~~12, Phasing Plan~~).16, Phasing Plan**). The phases described below and indicated on the Phasing Plan may be divided into sub-phases or projects without a Specific Plan Amendment.

4.8.1 Phase 1A

Phase 1A will include the development of the residential neighborhood with three neighborhood parks, open space easements, and an elementary school between I-580 and the California Aqueduct, between Corral Hollow Road and Lammers Road. Also planned for development is the Mixed Use Business Park adjacent to Corral Hollow Road.

4.8.2 KT Development

KT Development is located east of Corral Hollow Road and provides commercial uses along Corral Hollow Road and small lot single family homes to the east.

~~4.8.2~~4.8.3 Phase 1B

Phase 1B is a continuation of residential development in the areas between I-580 and the California Aqueduct. Mixed Use Business Park development along the I-580 corridor is planned along with commercial development along Lammers Road. ~~Parks,~~A neighborhood park and open space corridor improvements will also be constructed.

~~4.8.3 Future Phases~~

4.8.4 ~~Future~~Phase 1C

Phase 1C is a continuation of low and medium density residential development ~~phases will include residential, mixed use business park, and general highway commercial development~~in the areas between I-580 and the California Aqueduct.

4.8.5 Phase 2

Phase 2 is located southwest of I-580 and ~~west~~north of Corral Hollow Road, and primarily contains low density residential development. A portion of a community park is proposed, along with a visitor and recreation center, neighborhood parks, and an elementary school. Open space corridors and conservation easements adjacent to I-580 are provided.

4.8.6 Phase 3

Phase 3 is located north of Phase 2 and primarily contains low density residential development. A portion of a community park is proposed, along with neighborhood parks, and an elementary school. Open space corridors and conservation easements adjacent to I-580 and the adjacent open space to the southwest are provided.

4.8.7 Phase 4

Phase 4 is located north of Phase 3 and southwest of I-580 and primarily contains low density residential development. A neighborhood park along with a retention basin are proposed along with open space corridors and conservation easements adjacent to I-580 and the adjacent open space to the southwest.

4.8.8 Phase 5

Phase 5 will include industrial park and residential development north of the California Aqueduct, as individual ~~land owners~~landowners submit development applications.

4.9 INFRASTRUCTURE FUNDING

This section provides a generalized overview of financing measures which may be appropriate to finance the development and construction of public infrastructure and capital facilities necessary to support the build-out of the Tracy Hills Specific Plan area. Public infrastructure and capital facilities will include both on-site and off-site improvements:

- Water treatment and distribution
- Wastewater treatment and conveyance
- Recycled water distribution
- On-site storm water conveyance and retention
- Dry utilities (electric, gas, phone and cable TV)
- Off-site transportation improvements
- On-site roads, sidewalks, and trails
- Parks and open space
- Schools
- Public landscaping and lighting
- Public safety facilities and services
- Public buildings
- Right-of-way acquisition

4.9.1 Funding Sources

The development and construction of on-site and off-site infrastructure improvements, the timing at which these improvements are to occur, and the ability to finance improvements are related to a number of factors including development phasing and project absorption. It is estimated that the Tracy Hills Specific Plan area will develop in multiple phases, and public infrastructure needed to serve Tracy Hills will be constructed through a combination of funding sources including, but not limited to, the following:

- Development impact fees
- Community Facilities Districts
- Bond proceeds
- Private capital
- Regional, state and /or federal funding and grants
- Lighting and Landscape Districts or Landscape Maintenance Districts
- Utility connection charges and user fees
- Credits and reimbursements related to oversizing infrastructure, pursuant to Chapter 13.08 of the Tracy Municipal Code.
- Quimby Act fees (Parks)
- Tracy Unified School District/Jefferson School District fees

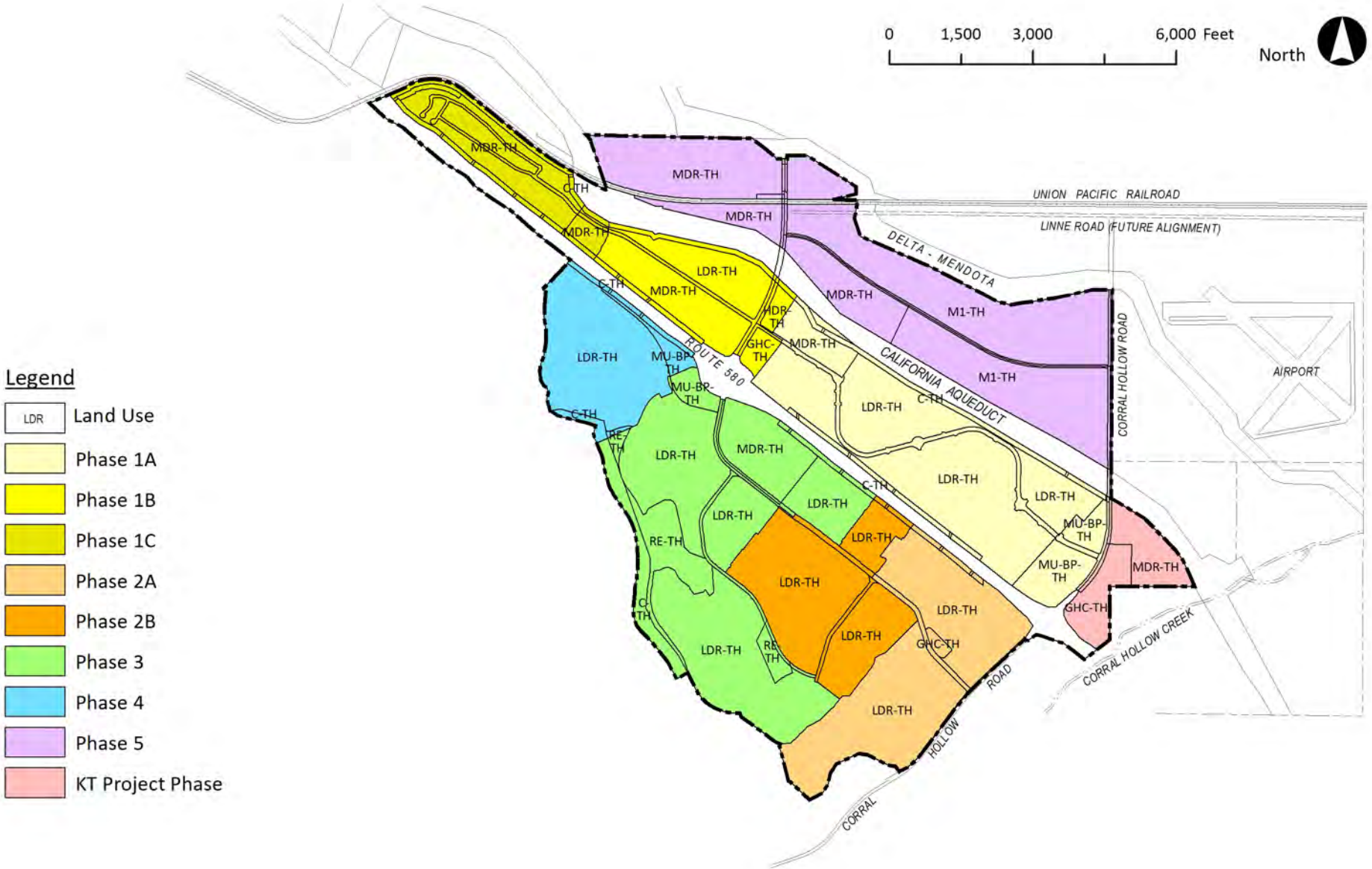


Figure 4-16
Phasing Plan

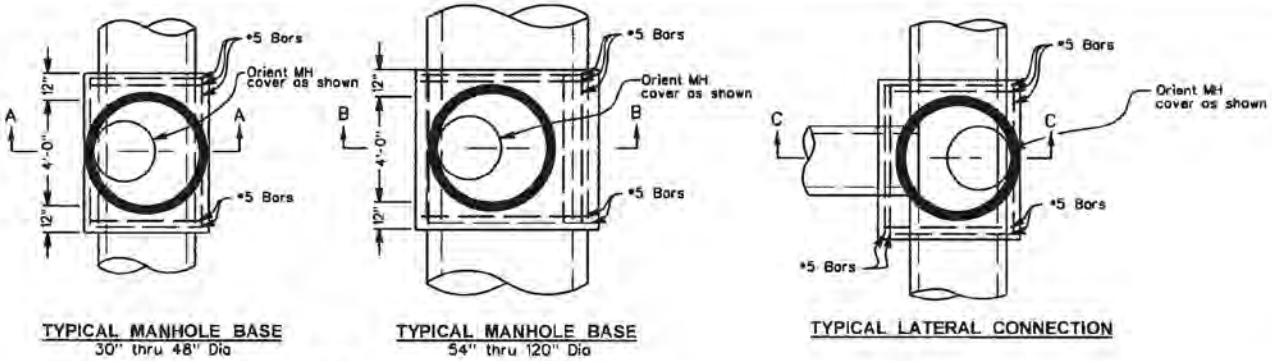
4.11 ENGINEERING DESIGN GUIDELINES

The Tracy Hills project present many engineering design challenges. The complex utility infrastructure and hillside terrain are unique compared to the typical "flatland" development throughout much of the City. Therefore, there are several engineering design conditions where the City Standard Plans for Streets and Utilities cannot be applied or Standard Plans do not exist to address specific design elements.

In addition, the current City Standard Plans for Streets and Utilities have not yet been updated to address the recently adopted City Master Plans. One example of this is the City Standard Plans for curb inlets, which were based on sidewalk being immediately adjacent to the curb and gutter. The current City Transportation Master Plan (and the Tracy Hills Specific Plan) both require separated sidewalks.

In order to take advantage of Standard Plans available within the engineering industry (vs developing unique and untested designs), this Specific Plan includes multiple Standard Plans taken from Caltrans and other Northern California agencies. These Standard Plans have been included in the Tracy Hills Specific Plan as "Engineering Design Guidelines". Current, applicable Standard Plans are included (refer to Figure 4-~~14~~17, Standard Rip Rap Energy Dissipator; Figure 4-~~15~~18, Type "G" Inlet; Figure 4-~~16~~19, Type "J" Inlet; Figure 4-~~17~~20, Type I Manhole; Figure 4-~~18~~21, Type II Manhole Base; Figure 4-~~19~~22, Type III Manhole Base; Figure 4-~~20~~23, Type IV Manhole Base for CIP; Figure 4-~~21~~24, Type 5 Manhole Base; Figure 4-~~22~~25, Inlet/MH General Notes & Details; Figure 4-~~23~~26, Type "M" Headwall; Figure ~~24~~4-27, Pipe Culvert Headwalls Straight and "L"; Figure ~~25~~4-28 Pipe Culvert Headwalls Endwalls and Wingwalls Types A, B and C; and Figure ~~26~~4-29, Inlet Trash Rack 33" Pipe or Larger)

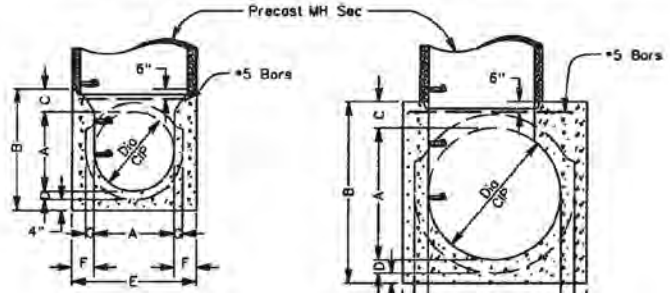
It should be noted that as design progresses in subsequent phases, additional Standard Plans may be needed. Any Standard Plans to be used that are not included herein will be included as sheets of the appropriate construction documents and approved as part of the City's plan approval process.



TYPICAL MANHOLE BASE
30" thru 48" Dia

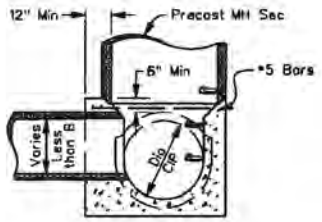
TYPICAL MANHOLE BASE
54" thru 120" Dia

TYPICAL LATERAL CONNECTION



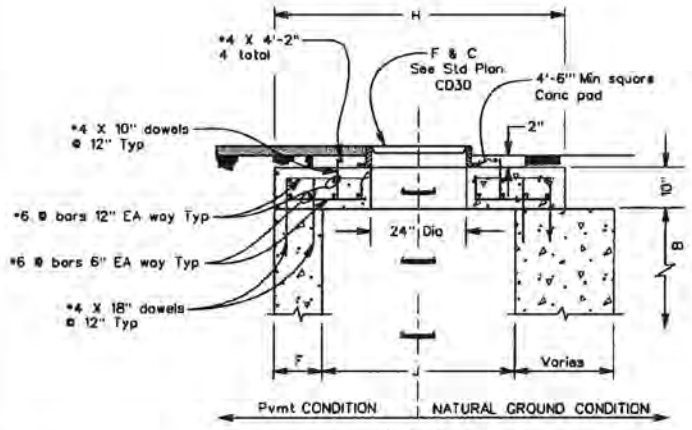
SECTION A-A

SECTION B-B



SECTION C-C

DIMENSION TABLE (in)								
A, Dia	B	C	D	E	F	G	H	J
30	46	9	3	56	13	3	56	30
36	53	9½	3½	56	10	3½	56	36
42	60	10	4	60	9	4	60	42
48	67	11	5⅛	66	9	5	60	48
54	75	11½	5½	75	10½	5½	69	48
60	82	12	6	82	11	6	70	48
66	89	12½	6½	89	11½	6½	71	48
72	96	13	7	96	12	7	72	48
84	110	14	8	110	13	8	74	48
96	124	15	9	124	14	9	76	48
120	154	18	12	154	17	12	82	48
USE OF AN "A" > 154" REQUIRES A SPECIAL DESIGN								



TOP SLAB

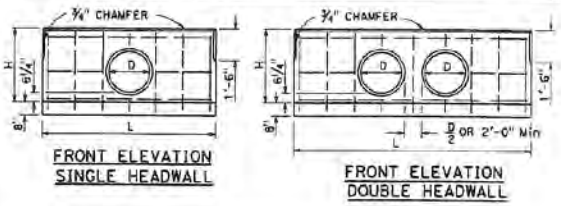
USE OF TOP SLAB:

1. When there is insufficient depth between the top of the manhole base and finish grade for a pre-cast eccentric cone manhole section.
2. Dimension "B" may be increased beyond that specified in order to conform to finish grade. Use of a larger "B" will require modifying the corresponding manhole base dimensions in accordance with the dimension table.
3. When placing a Type G or a Type J inlet on a Type IV manhole base, the opening in the top slab shall conform to the inside dimension of the inlet being placed.

NOTES:

1. For General Manhole Notes and Details, see Standard Plan CD35.
2. Clearance shall be 2" for all steel, unless otherwise noted.
3. The Type IV manhole base, shall be used only on straight runs of CIP of the same diameter.
4. For precast manhole details, see Standard Plan CD30.

Figure 4-23
Type IV Manhole Base for CIP

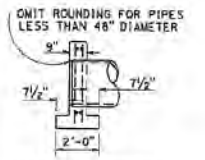


FRONT ELEVATION
SINGLE HEADWALL

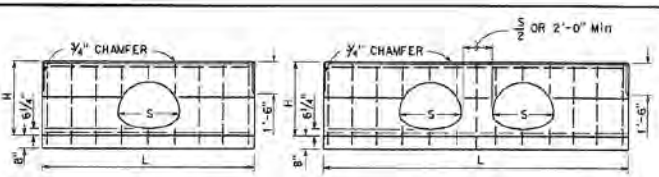
FRONT ELEVATION
DOUBLE HEADWALL

D	H	SINGLE			DOUBLE		
		L	STEEL LB	Conc CY	L	STEEL LB	Conc CY
12"	2'-8"	5'-0"	35	0.60	9'-0"	50	0.94
15"	2'-11"	6'-0"	40	0.75	9'-6"	60	1.17
18"	3'-2"	7'-0"	50	0.91	10'-6"	75	1.35
21"	3'-5"	7'-6"	60	1.02	11'-6"	90	1.52
24"	3'-8"	8'-6"	75	1.20	12'-6"	100	1.72
27"	3'-11"	9'-6"	85	1.39	14'-0"	115	2.00
30"	4'-2"	10'-0"	90	1.52	15'-0"	126	2.21
33"	4'-5"	11'-0"	100	1.73	16'-0"	130	2.42
36"	4'-8"	12'-0"	105	1.95	17'-0"	145	2.65
39"	4'-11"	12'-6"	130	2.09	18'-0"	170	2.88
42"	5'-2"	13'-6"	140	2.34	19'-0"	185	3.13
45"	5'-5"	14'-6"	150	2.60	20'-0"	195	3.38
48"	5'-8"	15'-0"	160	2.75	21'-0"	200	3.64
51"	5'-11"	16'-0"	180	3.03	22'-6"	225	4.02
54"	6'-2"	17'-0"	190	3.31	23'-6"	240	4.30

STRAIGHT HEADWALLS



SECTION, SINGLE
AND DOUBLE HEADWALLS



FRONT ELEVATION
SINGLE HEADWALL

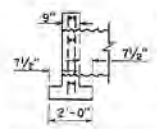
FRONT ELEVATION
DOUBLE HEADWALL

NOTES:

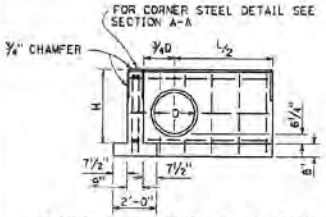
1. No deduction made in quantities for thickness of pipe walls.
2. All reinforcing steel #4 bars. All vertical and horizontal tie bars 1'-6" maximum spacing.
3. Length of wall "W" may be varied to suit conditions encountered in the field, and straight line interpolation may be used to calculate quantities.
4. Quantities are for design purposes only.
5. Cable railing to be installed on top of headwall when shown on Project Plans. See Standard Plan B11-47 for cable railing details.

CMP ARCH SIZE	H	L	SINGLE STEEL LB	SINGLE Conc CY	L	DOUBLE STEEL LB	DOUBLE Conc CY
21" x 15"	2'-11"	6'-6"	45	0.80	10'-0"	60	1.22
24" x 18"	3'-2"	7'-6"	50	0.96	11'-6"	70	1.45
28" x 20"	3'-4"	8'-6"	60	1.12	13'-6"	90	1.76
35" x 24"	3'-8"	10'-6"	85	1.47	15'-6"	120	2.16
42" x 29"	4'-1"	12'-6"	110	1.76	18'-0"	145	2.57
49" x 33"	4'-6"	14'-6"	130	2.26	21'-0"	170	3.13
57" x 38"	4'-10"	17'-0"	155	2.81	24'-6"	210	3.86
64" x 43"	5'-3"	19'-0"	175	3.31	27'-0"	230	4.42
71" x 47"	5'-7"	21'-0"	195	3.81	30'-0"	255	5.09

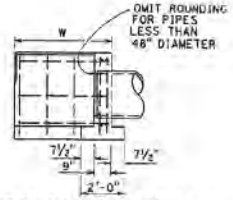
STRAIGHT HEADWALLS



SECTION, SINGLE
AND DOUBLE HEADWALLS



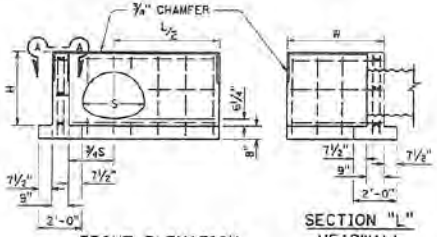
FRONT ELEVATION "L" HEADWALL



SECTION "L" HEADWALL



SECTION A-A



FRONT ELEVATION
"L" HEADWALL

SECTION "L"
HEADWALL

D	H	L/2	LENGTH OF W 3'-4" STEEL LB	3'-4" Conc CY	4'-10" STEEL LB	4'-10" Conc CY	6'-4" STEEL LB	6'-4" Conc CY	7'-10" STEEL LB	7'-10" Conc CY	9'-4" STEEL LB	9'-4" Conc CY
12"	2'-8"	2'-6"	50	0.79	60	0.98	—	—	—	—	—	—
15"	2'-11"	3'-0"	55	0.91	65	1.11	—	—	—	—	—	—
18"	3'-2"	3'-6"	65	1.04	75	1.25	—	—	—	—	—	—
21"	3'-5"	3'-9"	75	1.15	90	1.36	—	—	—	—	—	—
24"	3'-8"	4'-3"	85	1.29	100	1.51	110	1.74	—	—	—	—
27"	3'-11"	4'-9"	90	1.44	105	1.67	115	1.91	—	—	—	—
30"	4'-2"	5'-0"	95	1.55	110	1.80	120	2.05	135	2.29	—	—
33"	4'-5"	5'-6"	105	1.71	120	1.97	135	2.23	150	2.48	—	—
36"	4'-8"	6'-0"	110	1.88	125	2.15	140	2.41	155	2.68	170	2.95
39"	4'-11"	6'-3"	—	—	150	2.28	170	2.56	185	2.84	200	3.12
42"	5'-2"	6'-9"	—	—	155	2.42	175	2.76	190	3.05	210	3.34
45"	5'-5"	7'-3"	—	—	—	—	180	2.97	200	3.27	215	3.57
48"	5'-8"	7'-6"	—	—	—	—	190	3.13	215	3.44	230	3.75
51"	5'-11"	8'-0"	—	—	—	—	—	—	220	3.67	235	3.99
54"	6'-2"	8'-6"	—	—	—	—	—	—	235	3.91	250	4.24

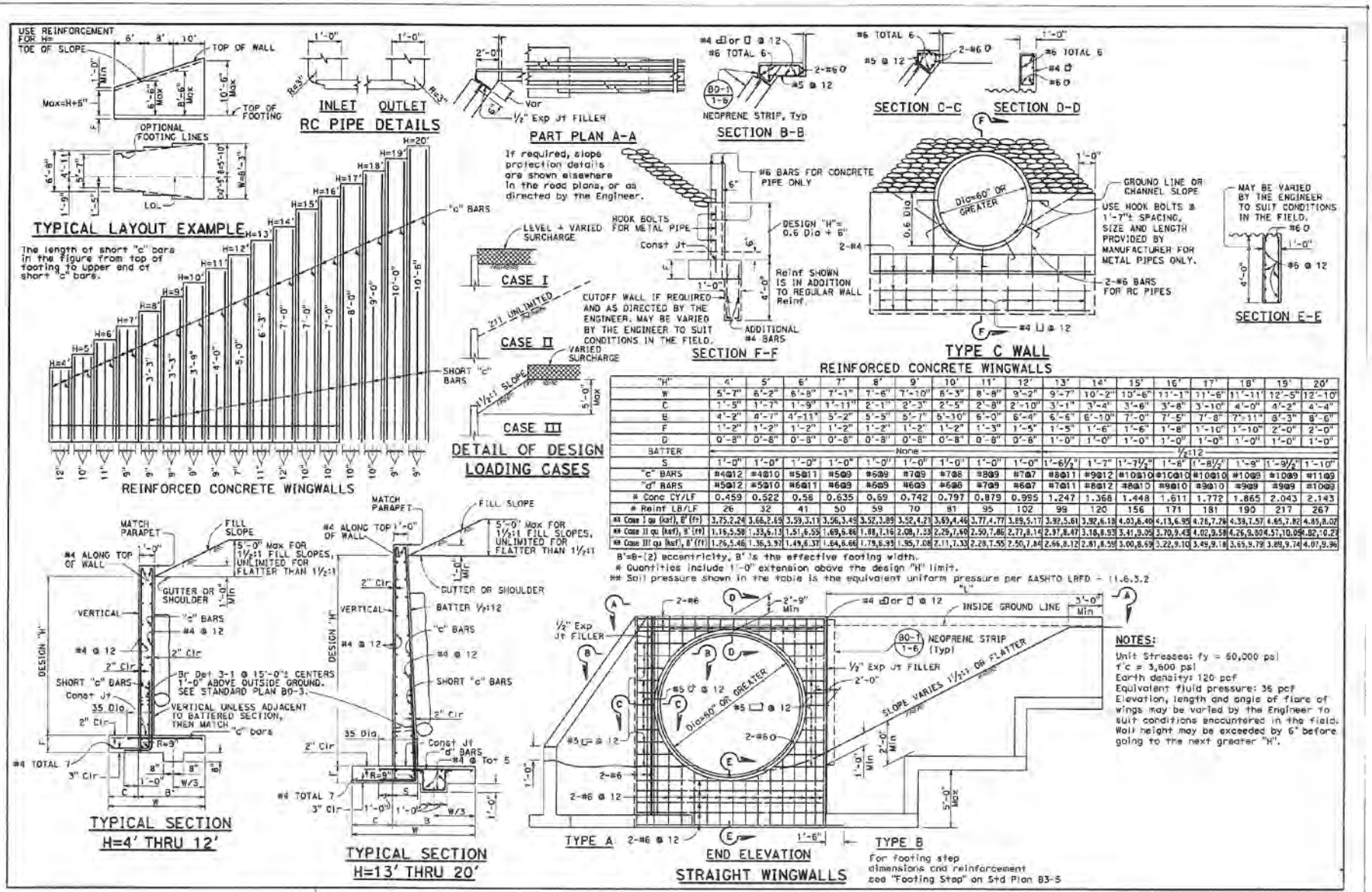
"L" HEADWALLS

CIRCULAR PIPE CULVERT HEADWALLS

CMP ARCH SIZE	H	L/2	LENGTH OF W 3'-4" STEEL LB	3'-4" Conc CY	4'-10" STEEL LB	4'-10" Conc CY	6'-4" STEEL LB	6'-4" Conc CY	7'-10" STEEL LB	7'-10" Conc CY	9'-4" STEEL LB	9'-4" Conc CY
21" x 15"	2'-11"	3'-3"	60	1.00	65	1.18	75	1.38	90	1.58	100	1.77
24" x 18"	3'-2"	3'-9"	60	1.07	70	1.32	80	1.53	95	1.74	110	1.98
28" x 20"	3'-4"	4'-3"	70	1.26	80	1.47	90	1.68	100	1.90	115	2.11
35" x 24"	3'-8"	5'-3"	100	1.51	110	1.74	120	1.97	140	2.20	155	2.42
42" x 29"	4'-1"	6'-3"	115	1.82	130	2.06	140	2.31	155	2.55	170	2.83
49" x 33"	4'-5"	7'-3"	130	2.12	145	2.37	155	2.64	170	2.90	185	3.15
57" x 38"	4'-10"	9'-6"	145	2.52	160	2.79	175	3.07	190	3.35	205	3.61
64" x 43"	5'-3"	9'-6"	185	2.89	200	3.11	215	3.48	235	3.77	250	4.06
71" x 47"	5'-7"	10'-6"	200	3.25	215	3.56	235	3.86	250	4.17	270	4.48

"L" HEADWALLS

CORRUGATED METAL PIPE ARCH CULVERT HEADWALLS

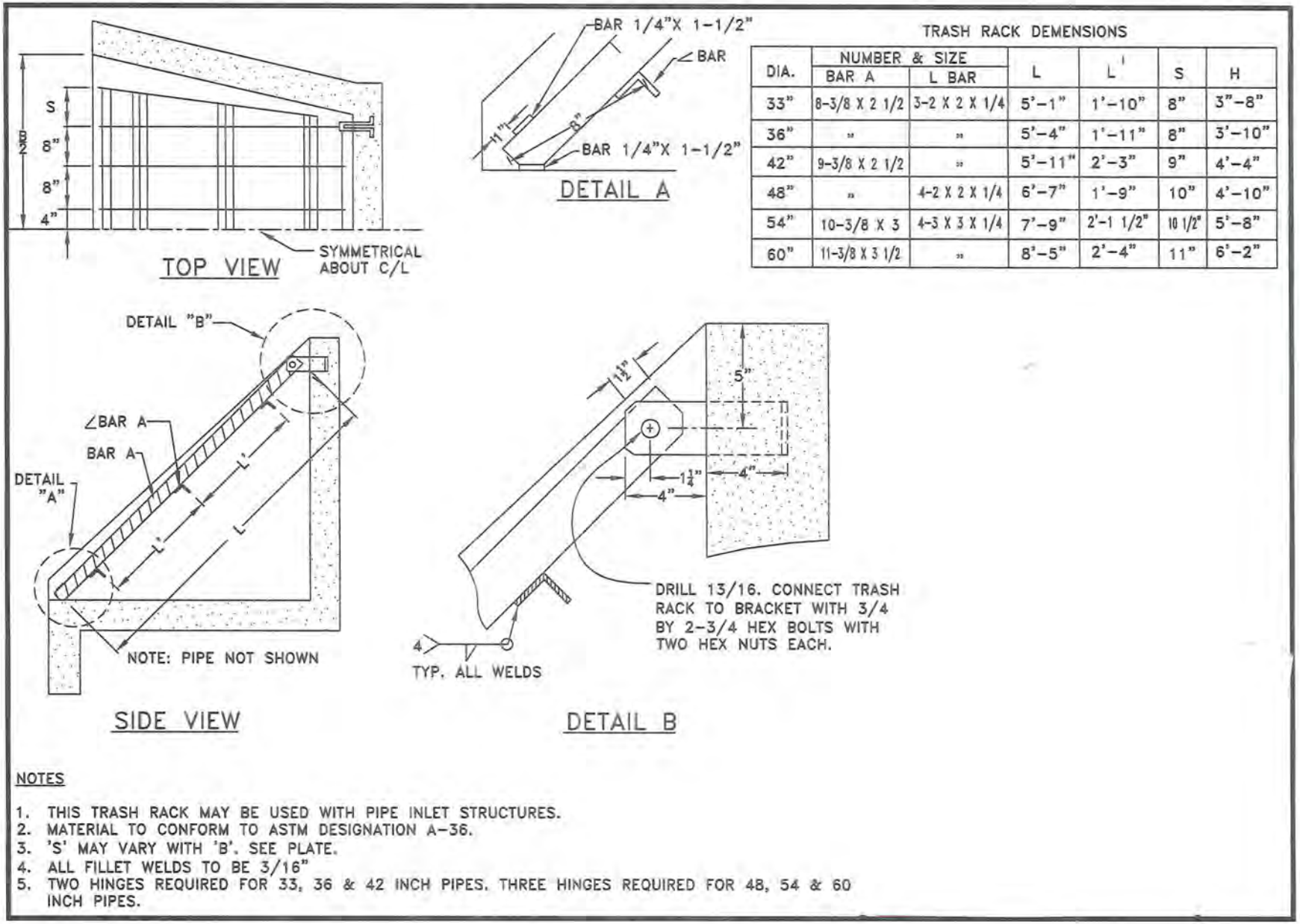


"H"	4'	5'	6'	7'	8'	9'	10'	11'	12'	13'	14'	15'	16'	17'	18'	19'	20'
W	5'-7"	6'-2"	6'-8"	7'-1"	7'-6"	7'-10"	8'-3"	8'-8"	9'-2"	9'-7"	10'-2"	10'-6"	11'-1"	11'-6"	11'-11"	12'-5"	12'-10"
C	1'-5"	1'-7"	1'-9"	1'-11"	2'-1"	2'-3"	2'-5"	2'-8"	2'-10"	3'-1"	3'-4"	3'-6"	3'-8"	3'-10"	4'-0"	4'-2"	4'-4"
B	4'-2"	4'-7"	4'-11"	5'-2"	5'-5"	5'-7"	5'-10"	6'-0"	6'-4"	6'-6"	6'-10"	7'-0"	7'-5"	7'-8"	7'-11"	8'-3"	8'-6"
F	1'-2"	1'-2"	1'-2"	1'-2"	1'-2"	1'-2"	1'-2"	1'-3"	1'-5"	1'-5"	1'-6"	1'-6"	1'-8"	1'-10"	1'-10"	2'-0"	2'-0"
D	0'-8"	0'-8"	0'-8"	0'-8"	0'-8"	0'-8"	0'-8"	0'-8"	0'-8"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"
BATTER	None									1/2:12							
S	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-0"	1'-6½"	1'-7"	1'-7½"	1'-8"	1'-8½"	1'-9"	1'-9½"	1'-10"
"c" BARS	#4@12	#4@10	#5@11	#5@9	#5@8	#7@9	#7@8	#8@9	#7@7	#8@11	#9@12	#10@10	#10@10	#10@10	#10@8	#10@9	#11@9
"d" BARS	#5@12	#5@10	#6@11	#6@9	#6@8	#6@9	#6@8	#7@9	#6@7	#7@11	#8@12	#8@10	#9@10	#9@10	#9@8	#9@9	#10@9
* Conc CY/LF	0.459	0.522	0.58	0.635	0.69	0.742	0.797	0.879	0.995	1.247	1.368	1.448	1.611	1.772	1.865	2.043	2.143
* Reinf LB/LF	26	32	41	50	59	70	81	95	102	99	120	156	171	181	190	217	267
** Case I qu (ksf), B' (ft)	3.75,2.24	3.66,2.69	3.59,3.11	3.56,3.45	3.52,3.89	3.52,4.23	3.69,4.46	3.77,4.77	3.89,5.17	3.92,5.61	3.92,6.18	4.03,6.40	4.13,6.95	4.28,7.26	4.39,7.57	4.65,7.82	4.85,8.02
** Case II qu (ksf), B' (ft)	1.16,5.58	1.33,5.13	1.51,6.55	1.69,5.86	1.88,7.16	2.08,7.33	2.29,7.69	2.50,7.86	2.71,8.14	2.97,8.47	3.16,8.93	3.41,9.05	3.70,9.43	4.02,9.58	4.26,9.80	4.57,10.05	4.82,10.23
** Case III qu (ksf), B' (ft)	1.26,5.46	1.36,5.97	1.49,6.37	1.64,6.66	1.79,6.95	1.95,7.08	2.11,7.33	2.28,7.55	2.50,7.84	2.66,8.12	2.81,8.55	3.00,8.69	3.22,9.10	3.45,9.18	3.65,9.79	3.89,9.74	4.07,9.96

B'=B-(2) eccentricity, B' is the effective footing width.
* Quantities include 1'-0" extension above the design "H" limit.
** Soil pressure shown in the table is the equivalent uniform pressure per AASHTO LRFD - 11.6.3.2

Figure 4-28

Pipe Culvert Headwalls, Endwalls and Wingwalls Types A, B, and C



NOTES

1. THIS TRASH RACK MAY BE USED WITH PIPE INLET STRUCTURES.
2. MATERIAL TO CONFORM TO ASTM DESIGNATION A-36.
3. 'S' MAY VARY WITH 'B'. SEE PLATE.
4. ALL FILLET WELDS TO BE 3/16"
5. TWO HINGES REQUIRED FOR 33, 36 & 42 INCH PIPES. THREE HINGES REQUIRED FOR 48, 54 & 60 INCH PIPES.

Figure Number	Figure Name	Page Number
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D-3	Phase 2 Primary Community Monumentation	D-4
D-4	Phase 2 Secondary Community Monumentation	D-5
D-5	Phase 2 Primary Neighborhood Monumentation	D-6
D-6	Phase 2 Park Monumentation	D-7
D-7	Phase 2 Trailhead Marker	D-8
D-8	Phase 2 Streetscape, Trails and Edge Condition Key Map	D-9
D-9	Phase 2 Section 1 - Lammers Road	D-10
D-10	Phase 2 Section 2 - Street C	D-11
D-11	Phase 2 Section 3 - Street D-2	D-12
D-12	Phase 2 Section 4 - Residential Street (57’ R/W)	D-13
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D-14	Phase 2 Master Wall and Fence Plan	D-15
D-15	Phase 2 6’-0” Block Wall or 8’-0” Sound Wall	D-16
D-16	Phase 2 4’-0” to 6’-0” Black Vinyl-Coated Chain Link Fence	D-17
D-17	Phase 2 4’-7” Easement Fence	D-18
D-18	Phase 2 Split Rail Fence Detail	D-19
D-19	Phase 2 Tube Steel Fence Detail	D-20
D-20	Phase 2 Conceptual Overall Street Tree Plan	D-21
D-21	Phase 2 Community Park	D-22
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D-23	Phase 2 Neighborhood Park 1	D-24
D-24	Phase 2 Neighborhood Park 2	D-25
D-25	Phase 2 Neighborhood Park 3	D-26
D-26	Phase 2 Neighborhood Park 4	D-27
D-27	Phase 2 Trails	D-28
D-28	Phase 2 Trail Sections	D-29
D-29	Phase 2 Landscape Plant Matrix - Phase 2 / Fuel Modification Acceptable	D-30

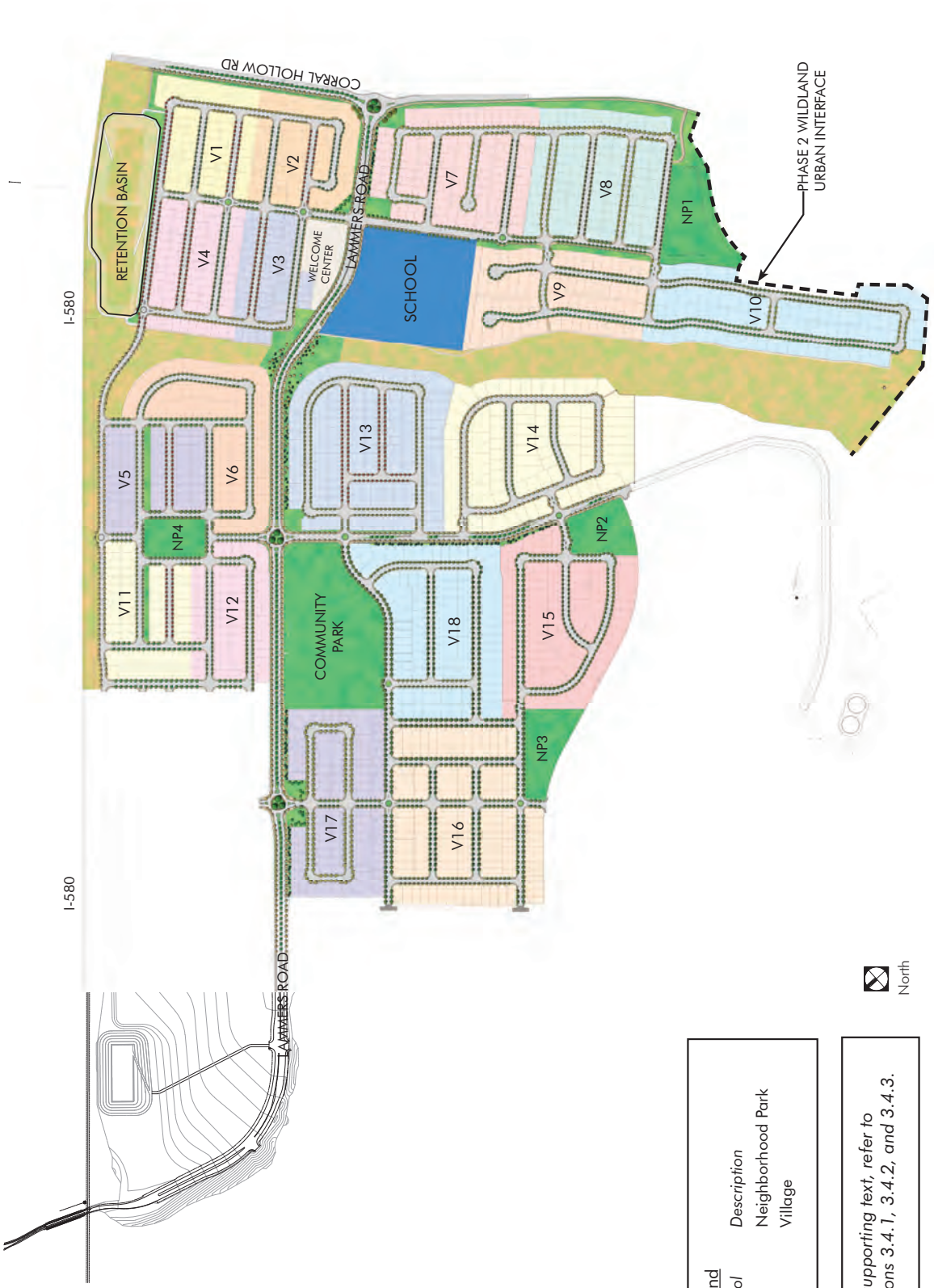
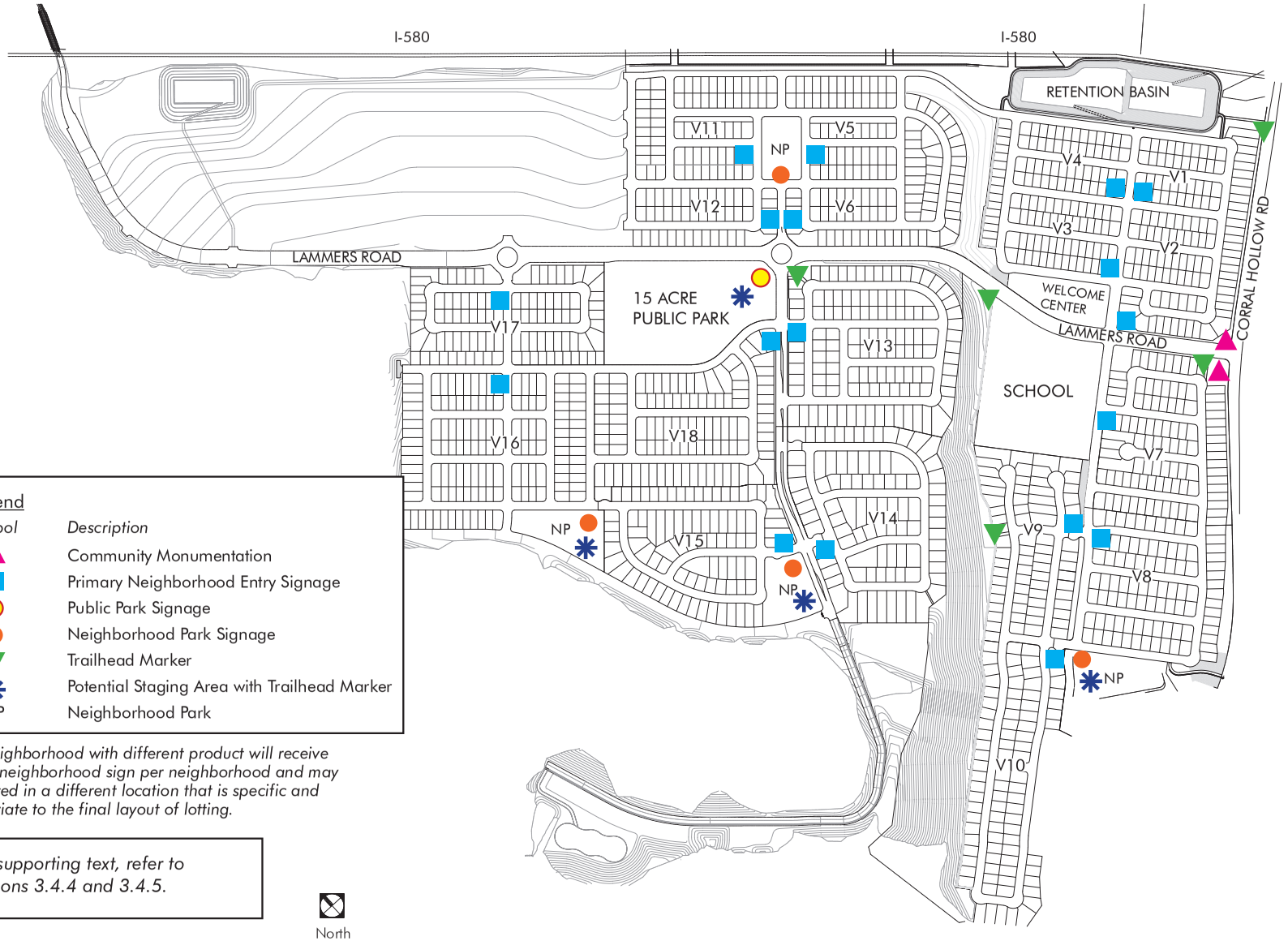


Figure D-1
Phase 2 Conceptual Illustrative
September 2021

TRACY HILLS
Specific Plan



Legend

Symbol	Description
▲	Community Monumentation
■	Primary Neighborhood Entry Signage
◉	Public Park Signage
●	Neighborhood Park Signage
▼	Trailhead Marker
✱	Potential Staging Area with Trailhead Marker
NP	Neighborhood Park

Each neighborhood with different product will receive one (1) neighborhood sign per neighborhood and may be located in a different location that is specific and appropriate to the final layout of lotting.

For supporting text, refer to sections 3.4.4 and 3.4.5.

North

Figure D-2
Phase 2 Community Identity Signage/Monumentation Key Map

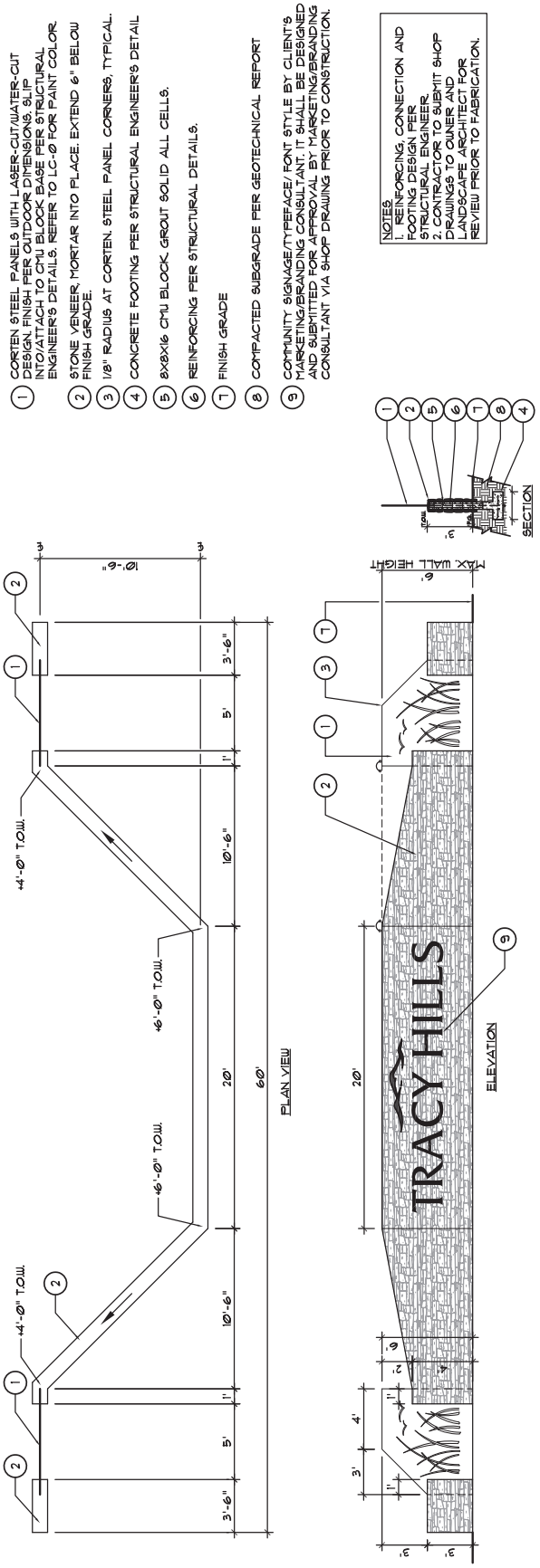


Figure D-3 Primary Community Monumentation

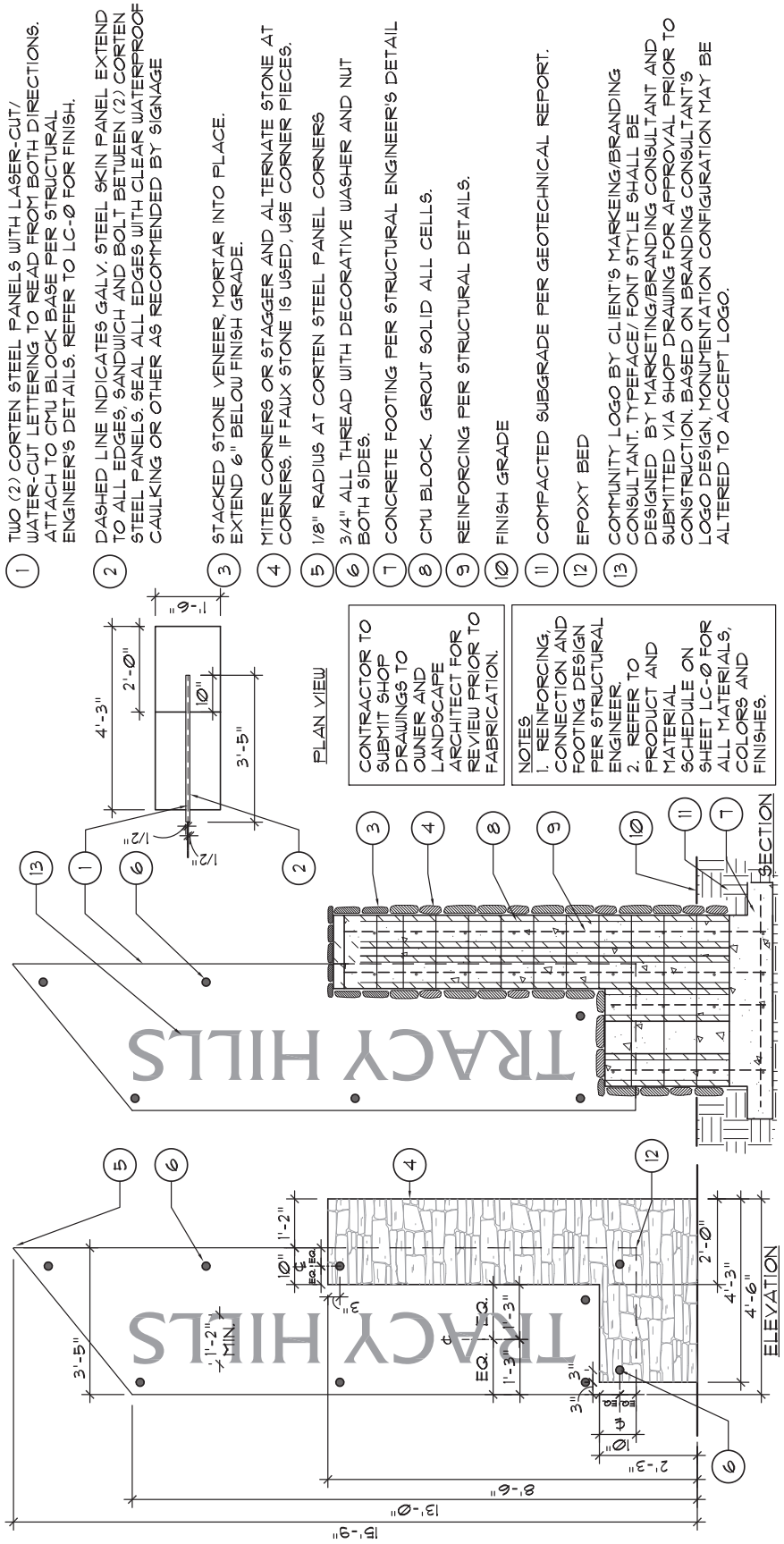
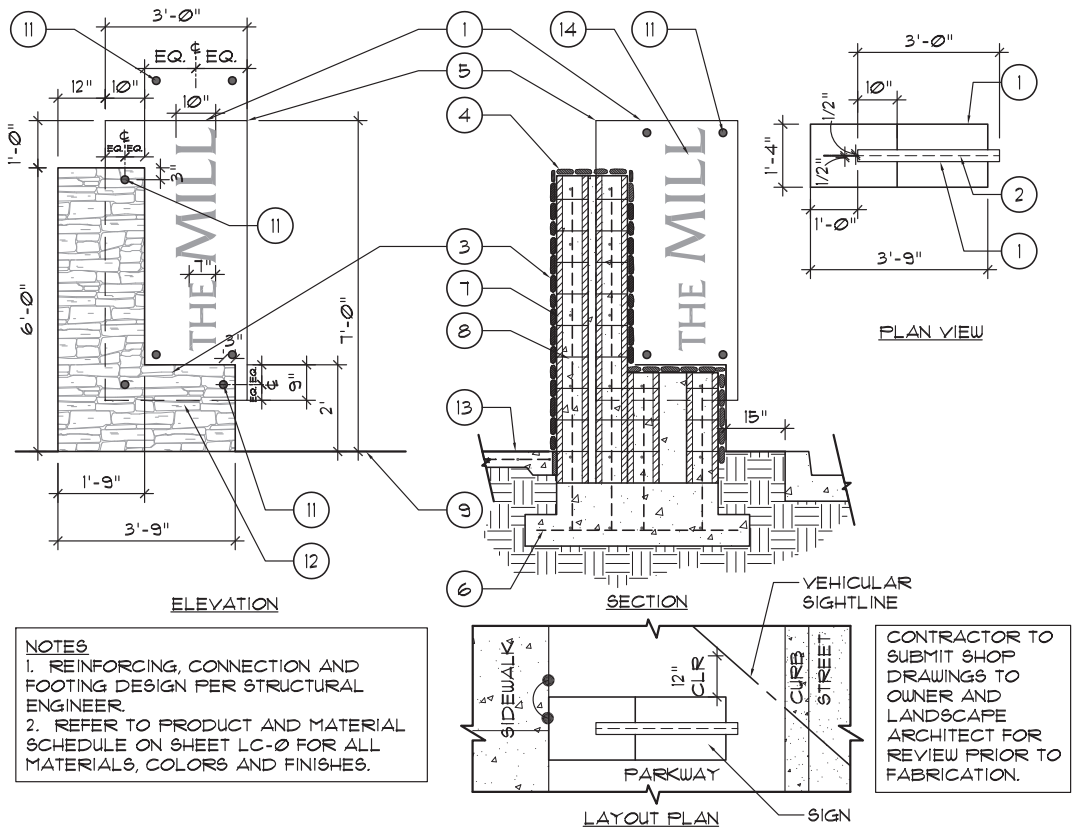


Figure D-4 Secondary Community Monumentation

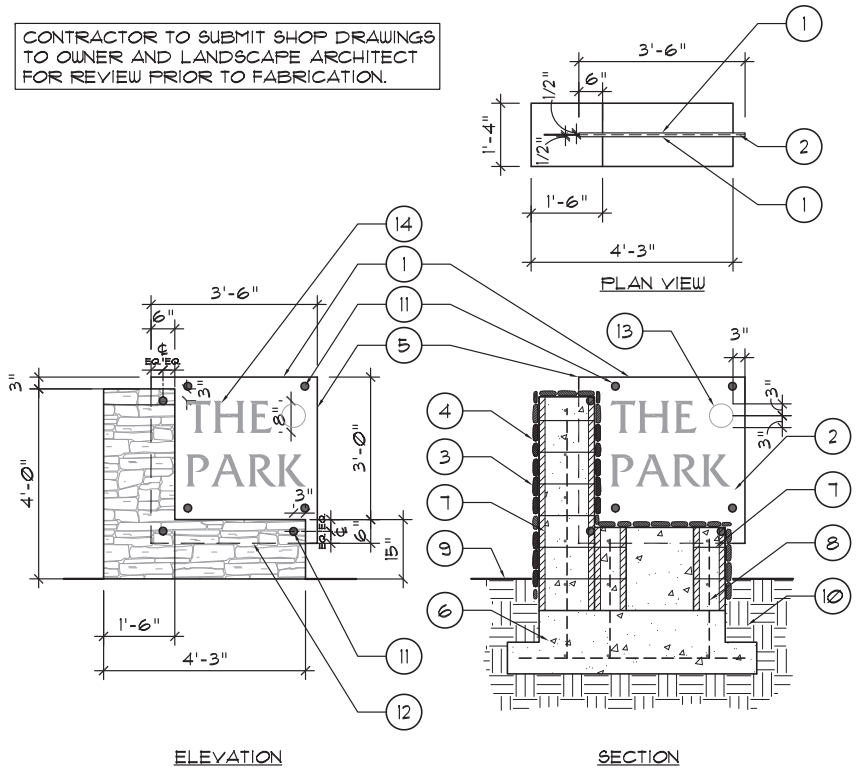
NOTE: CONSTRUCTION SPECIFICATIONS/ DETAILING HEREIN ARE SUBJECT TO CHANGE BASED ON STRUCTURAL CALCULATIONS.



1. TWO (2) CORTEN STEEL PANELS WITH LASER-CUT/ WATER-CUT LETTERING TO READ FROM BOTH DIRECTIONS. ATTACH TO CMU BLOCK BASE PER STRUCTURAL ENGINEER'S DETAILS. REFER TO LC-0 FOR FINISH.
2. DASHED LINE INDICATES GALV. STEEL SKIN PANEL EXTEND TO ALL EDGES, SANDWICH AND BOLT BETWEEN (2) CORTEN STEEL PANELS. SEAL ALL EDGES WITH CLEAR WATERPROOF CAULKING OR OTHER AS RECOMMENDED BY SIGNAGE CONTRACTOR. REFER TO SHEET LC-0 FOR PAINT COLOR.
3. STACKED STONE VENEER, MORTAR INTO PLACE. EXTEND 6" BELOW FINISH GRADE - NO GROUT.
4. MITER CORNERS OR STAGGER AND ALTERNATE STONE AT CORNERS. IF FAUX STONE IS USED, USE CORNER PIECES.
5. 1/8" RADIUS AT CORTEN STEEL PANEL CORNERS
6. CONCRETE FOOTING PER STRUCTURAL ENGINEER'S DETAIL
7. CMU BLOCK. GROUT SOLID ALL CELLS.
8. REINFORCING PER STRUCTURAL DETAILS.
9. FINISH GRADE
10. COMPACTED SUBGRADE PER GEOTECHNICAL REPORT.
11. 3/4" ALL THREAD WITH DECORATIVE WASHER AND NUT BOTH SIDES.
12. EPOXY BED
13. ADJACENT CONCRETE PAVING,
14. VILLAGE TYPEFACE/ FONT STYLE SHALL BE DESIGNED BY MARKETING/BRANDING CONSULTANT AND SUBMITTED VIA SHOP DRAWING FOR APPROVAL PRIOR TO CONSTRUCTION.

Figure D-5 Primary Neighborhood Monumentation

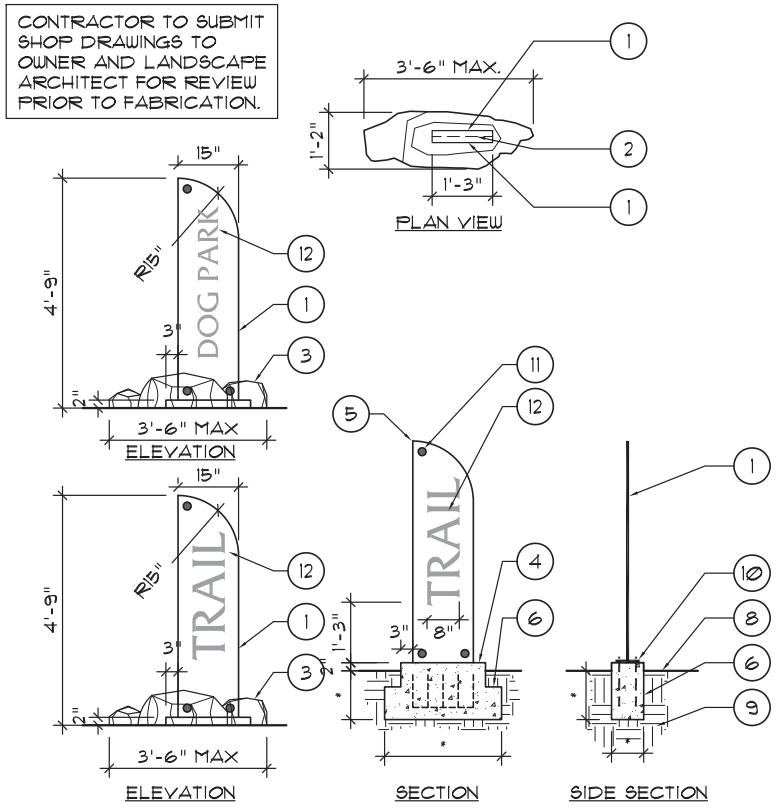
NOTE: CONSTRUCTION SPECIFICATIONS/ DETAILING HEREIN ARE SUBJECT TO CHANGE BASED ON STRUCTURAL CALCULATIONS.



1. TWO (2) CORETEN STEEL PANELS WITH LASER-CUT/ WATER-CUT LETTERING TO READ FROM BOTH DIRECTIONS. ATTACH TO CMU BLOCK BASE PER STRUCTURAL ENGINEER'S DETAILS. REFER TO LC-0 FOR FINISH.
2. DASHED LINE INDICATES GALV. STEEL SKIN PANEL EXTEND TO ALL EDGES, SANDWICH AND BOLT BETWEEN (2) CORTEN STEEL PANELS. SEAL ALL EDGES WITH CLEAR WATERPROOF CAULKING OR OTHER AS RECOMMENDED BY SIGNAGE CONTRACTOR. REFER TO SHEET LC-0 FOR PAINT COLOR.
3. STACKED STONE VENEER, MORTAR INTO PLACE. EXTEND 6" BELOW FINISH GRADE - NO GROUT.
4. MITER CORNERS OR STAGGER AND ALTERNATE STONE AT CORNERS. IF FAUX STONE IS USED, USE CORNER PIECES.
5. 1/8" RADIUS AT CORTEN STEEL PANEL CORNERS AND OUTSIDE CORNERS.
6. CONCRETE FOOTING PER STRUCTURAL ENGINEER'S DETAIL
7. CMU BLOCK. GROUT SOLID ALL CELLS.
8. REINFORCING PER STRUCTURAL DETAILS.
9. FINISH GRADE
10. COMPACTED SUBGRADE PER GEOTECHNICAL REPORT.
11. 3/4" ALL THREAD BOLT WITH DECORATIVE WASHER AND NUT BOTH SIDES.
12. EPOXY BED
13. COMMUNITY BRANDING LOGO ON HOA PARK, CITY LOGO ON CITY PARK. BASED ON BRANDING CONSULTANT'S LOGO FOR HOA PARK, MONUMENTATION CONFIGURATION MAY BE ALTERED TO ACCEPT LOGO.
14. VILLAGE TYPEFACE/ FONT STYLE SHALL BE DESIGNED BY MARKETING/BRANDING CONSULTANT AND SUBMITTED VIA SHOP DRAWING FOR APPROVAL PRIOR TO CONSTRUCTION.

Figure D-6 Park Monumentation

NOTE: CONSTRUCTION SPECIFICATIONS/ DETAILING HEREIN ARE SUBJECT TO CHANGE BASED ON STRUCTURAL CALCULATIONS.



1. TWO (2) CORTEN STEEL PANELS WITH LASER-CUT/ WATER-CUT LETTERING TO READ FROM BOTH DIRECTIONS. ATTACH TO CMU BLOCK BASE PER STRUCTURAL ENGINEER'S DETAILS. REFER TO LC-0 FOR FINISH.
2. DASHED LINE INDICATES GALV. STEEL SKIN PANEL EXTEND TO ALL EDGES, SANDWICH AND BOLT BETWEEN (2) CORTEN STEEL PANELS. SEAL ALL EDGES WITH CLEAR WATERPROOF CAULKING OR OTHER AS RECOMMENDED BY SIGNAGE CONTRACTOR. REFER TO SHEET LC-0 FOR PAINT COLOR.
3. BOULDER GROUPING AT BASE OF SIGN. PLACE BOULDERS ON ALL SIDES TO COVER BASE.
4. POURED-IN-PLACE CONCRETE CURB WITH 1/2" RADIUS EASED EDGES.
5. 1/8" RADIUS AT CORTEN STEEL PANEL CORNERS AND OUTSIDE EDGES.
6. CONCRETE FOOTING PER STRUCTURAL ENGINEER'S DETAIL
7. REINFORCING PER STRUCTURAL DETAILS.
8. FINISH GRADE
9. COMPACTED SUBGRADE PER GEOTECHNICAL REPORT.
10. CORTEN STEEL MOUNTING PLATE TO MATCH SIGN PANEL. WELD TO SIGN PANEL. MOUNT TO CONCRETE CURB PER STRUCTURAL ENGINEER'S DETAILS.
11. 3/4" ALL THREAD BOLT WITH DECORATIVE WASHER AND NUT BOTH SIDES.
12. TYPEFACE/ FONT STYLE SHALL BE DESIGNED BY MARKETING/BRANDING CONSULTANT AND SUBMITTED VIA SHOP DRAWING FOR APPROVAL PRIOR TO CONSTRUCTION.

Figure D-7 Trailhead Marker

NOTE: CONSTRUCTION SPECIFICATIONS/ DETAILING HEREIN ARE SUBJECT TO CHANGE BASED ON STRUCTURAL CALCULATIONS.

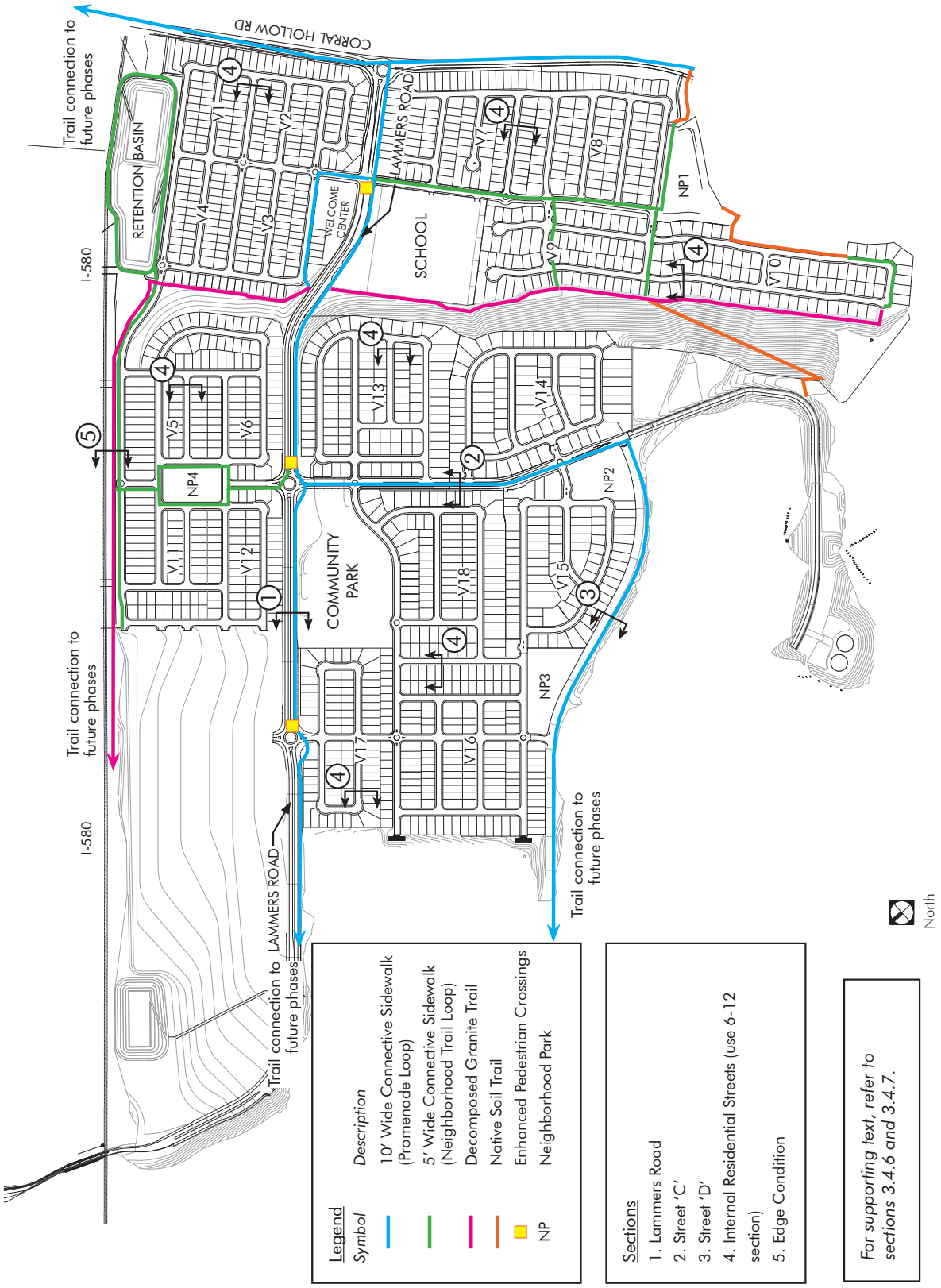


Figure D-8
Phase 2 Streetscape, Trails and Edge Condition Key Map

TRACY HILLS

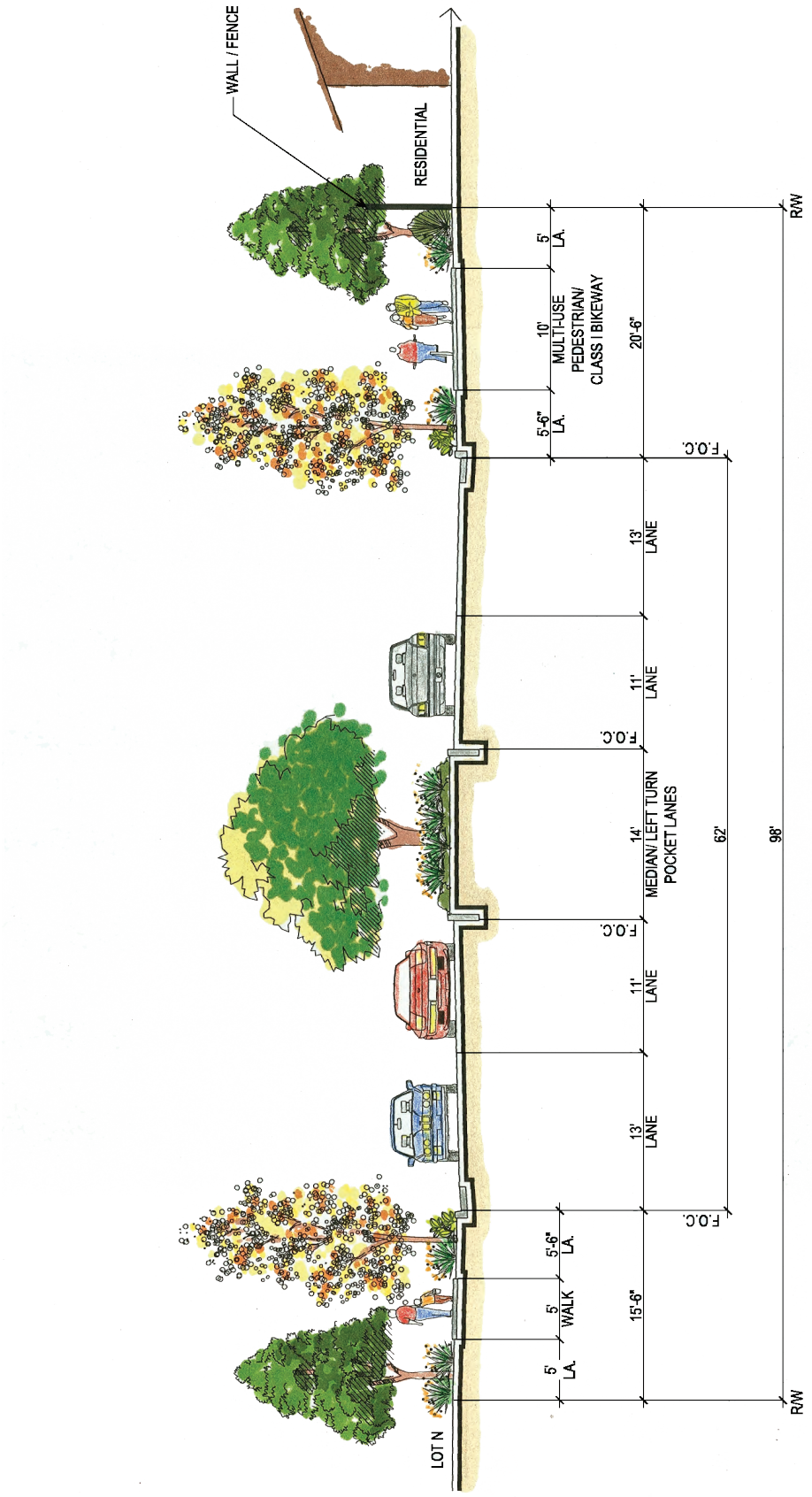


Figure D-9 Section 1 - Lammers Road

** Tree species in narrow parkways will be carefully specified, allowing for proper root growth and details for mulch circles will be specified to allow for mowing.*

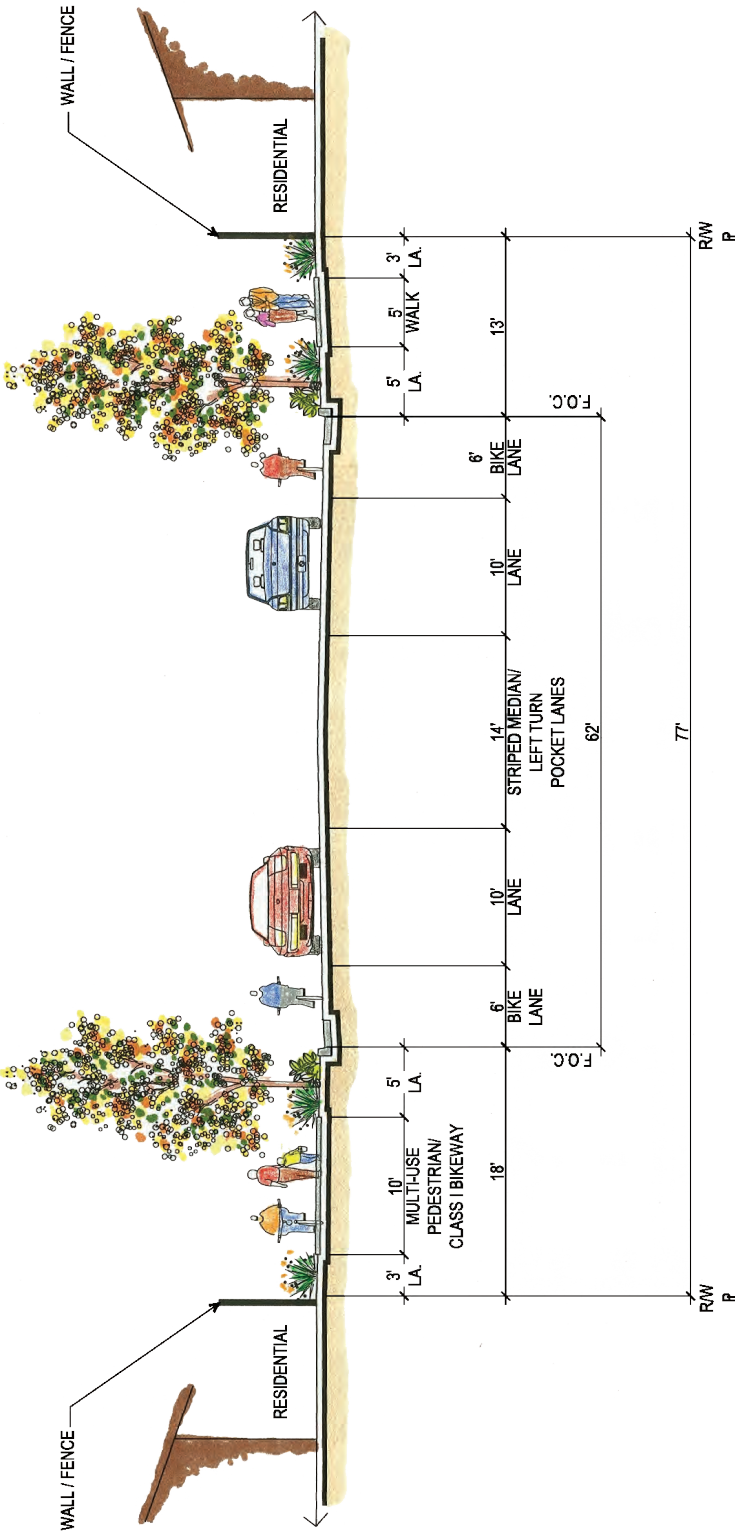


Figure D-10 Section 2 - Street C

** Tree species in narrow parkways will be carefully specified, allowing for proper root growth and details for mulch circles will be specified to allow for mowing.*

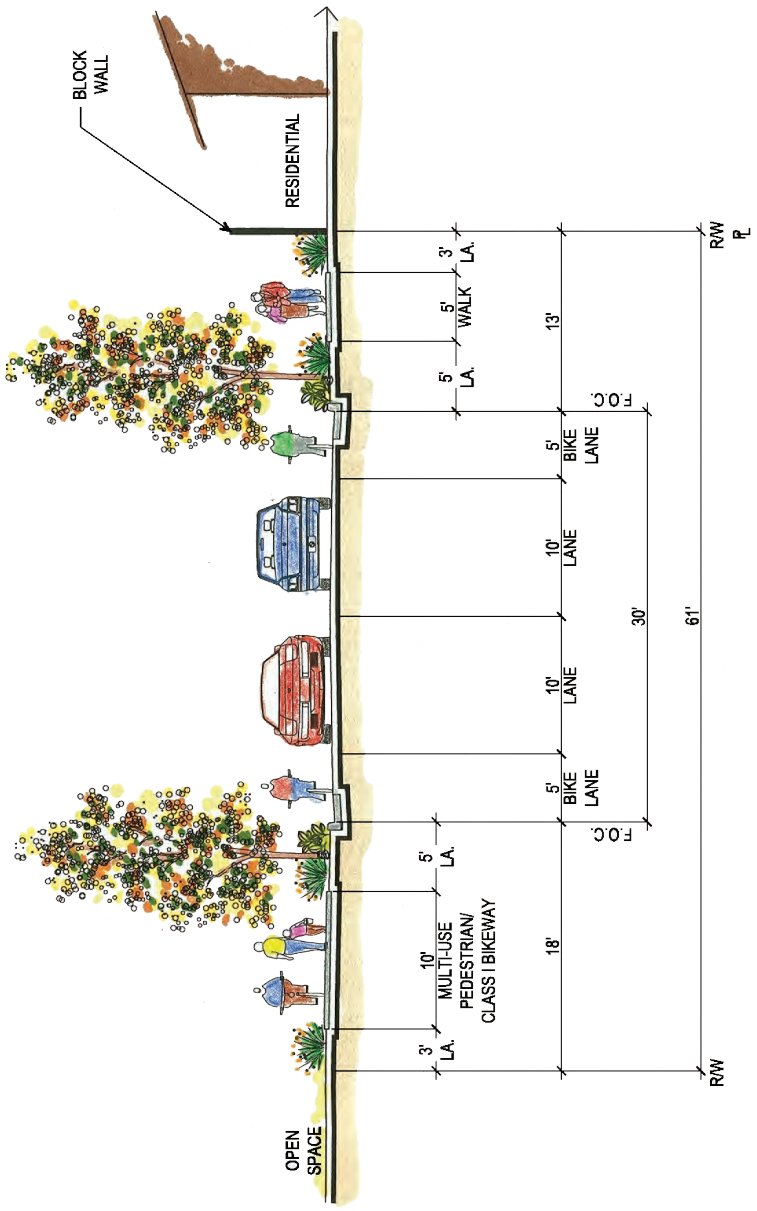


Figure D-11 Section 3 - Street D-2

** Tree species in narrow parkways will be carefully specified, allowing for proper root growth and details for mulch circles will be specified to allow for mowing.*

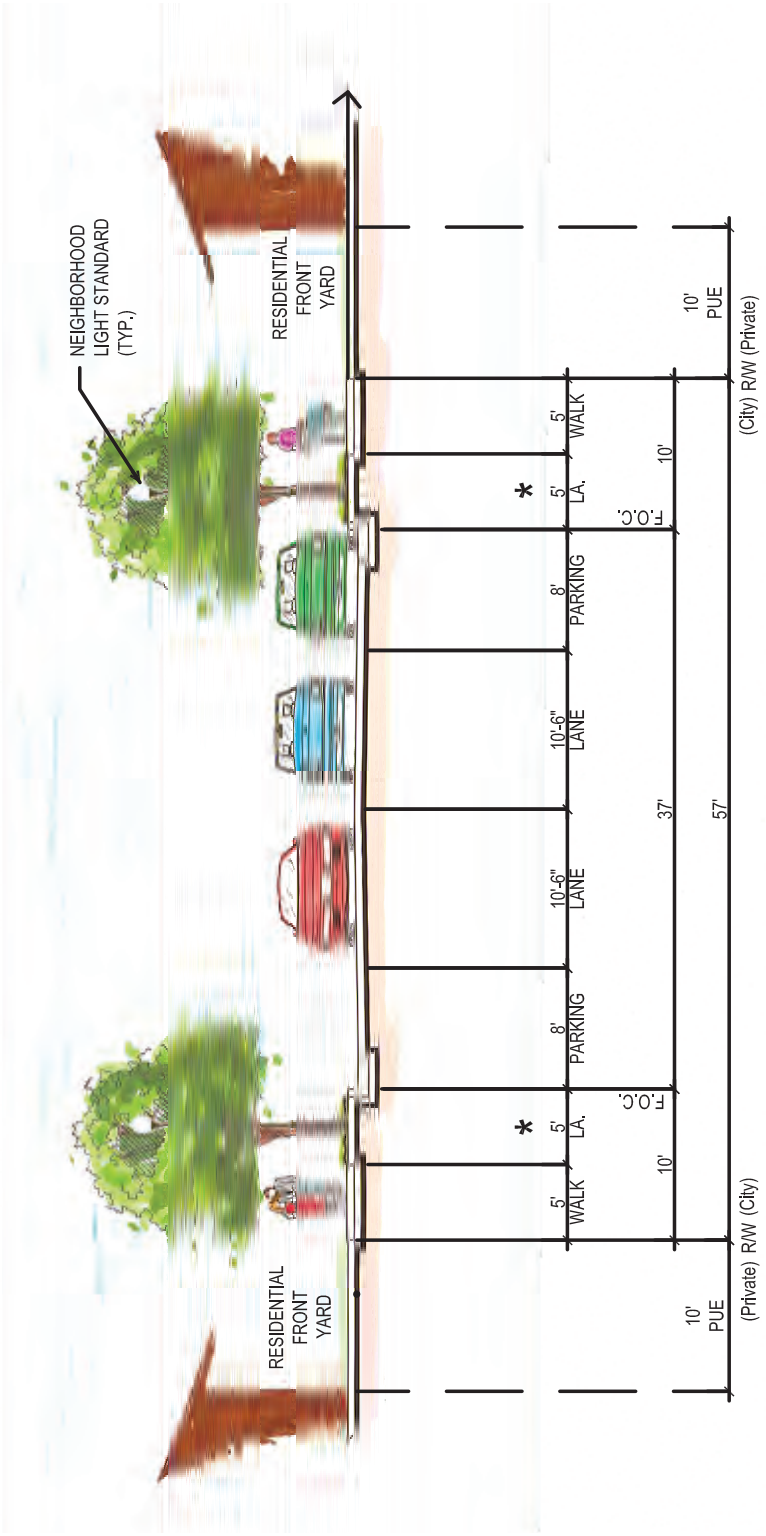


Figure D-12 Section 4 - Residential Street (57' R/W)

** Tree species in narrow parkways will be carefully specified, allowing for proper root growth and details for mulch circles will be specified to allow for mowing.*

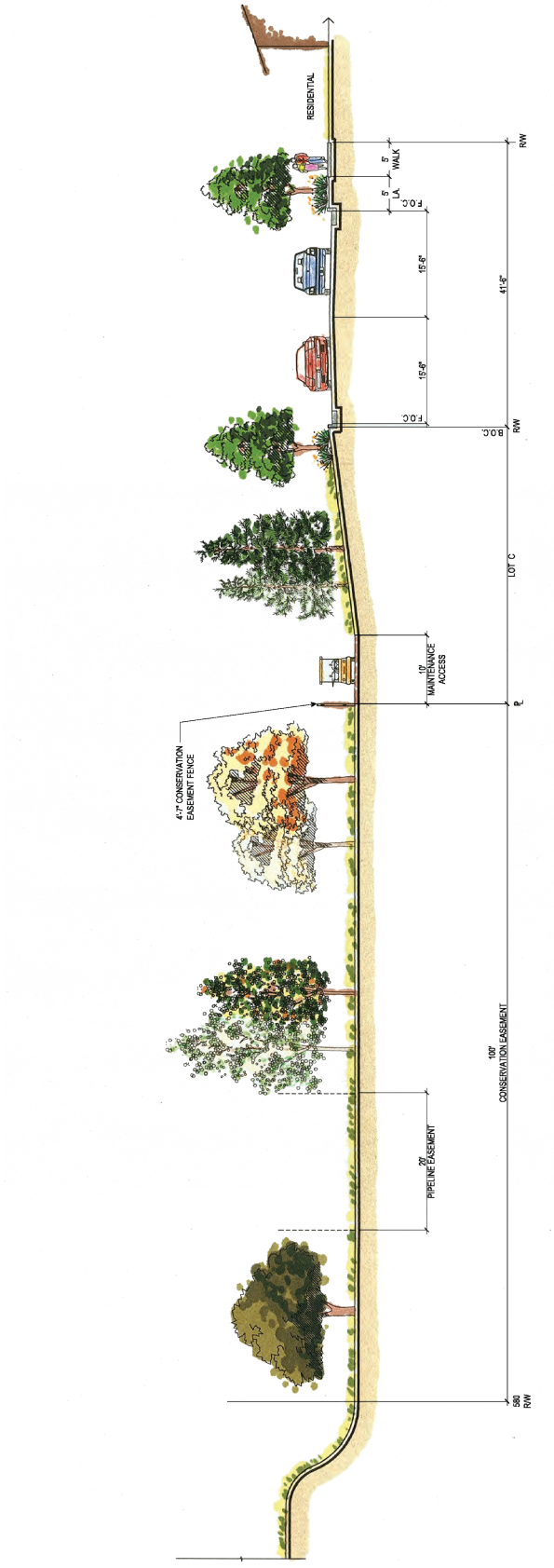


Figure D-13 Section 5 - Edge Condition

** Tree species in narrow parkways will be carefully specified, allowing for proper root growth and details for mulch circles will be specified to allow for mowing.*

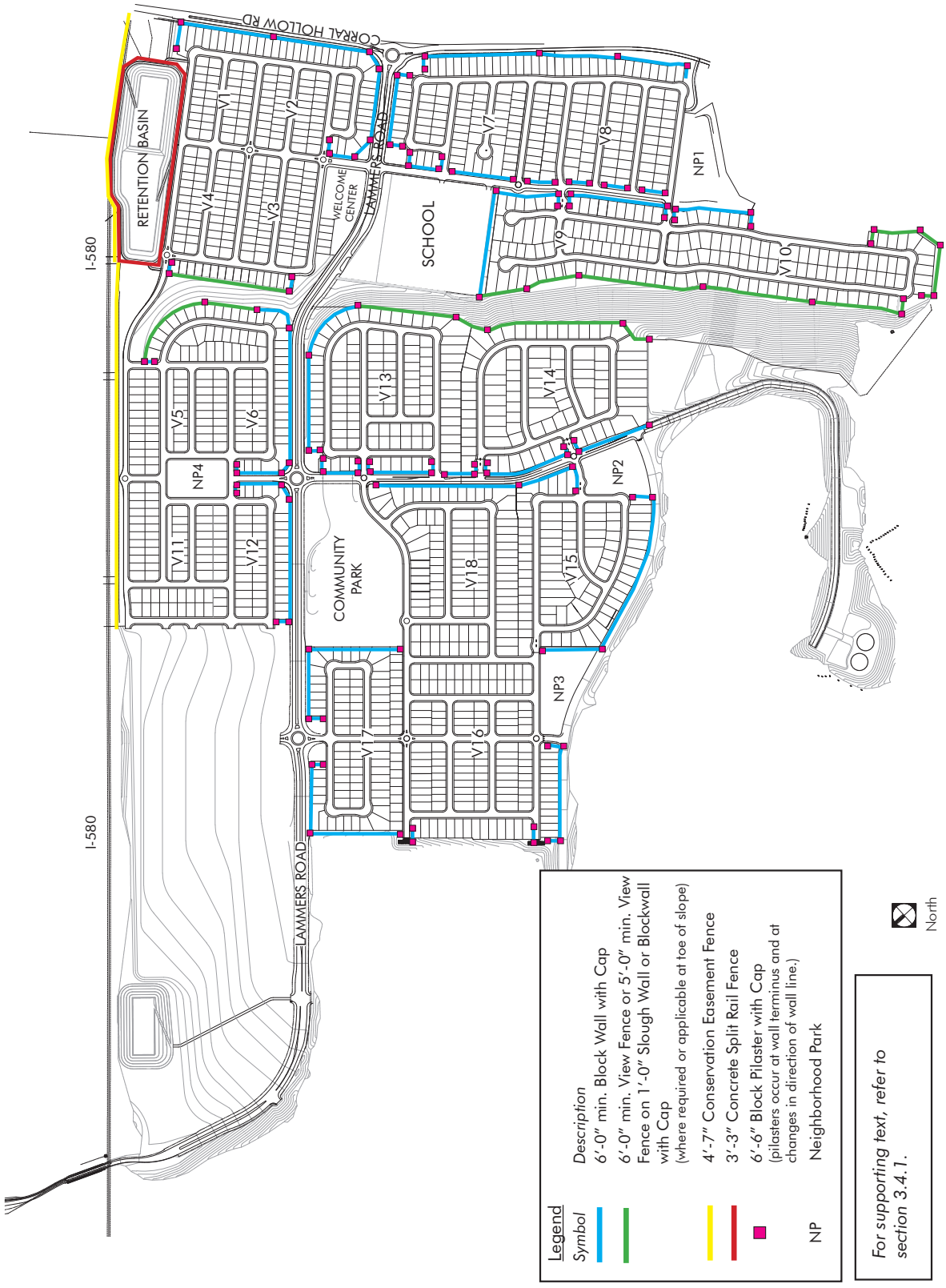


Figure D-14
Phase 2 Master Wall and Fence Plan
September 2021

TRACY HILLS
Specific Plan

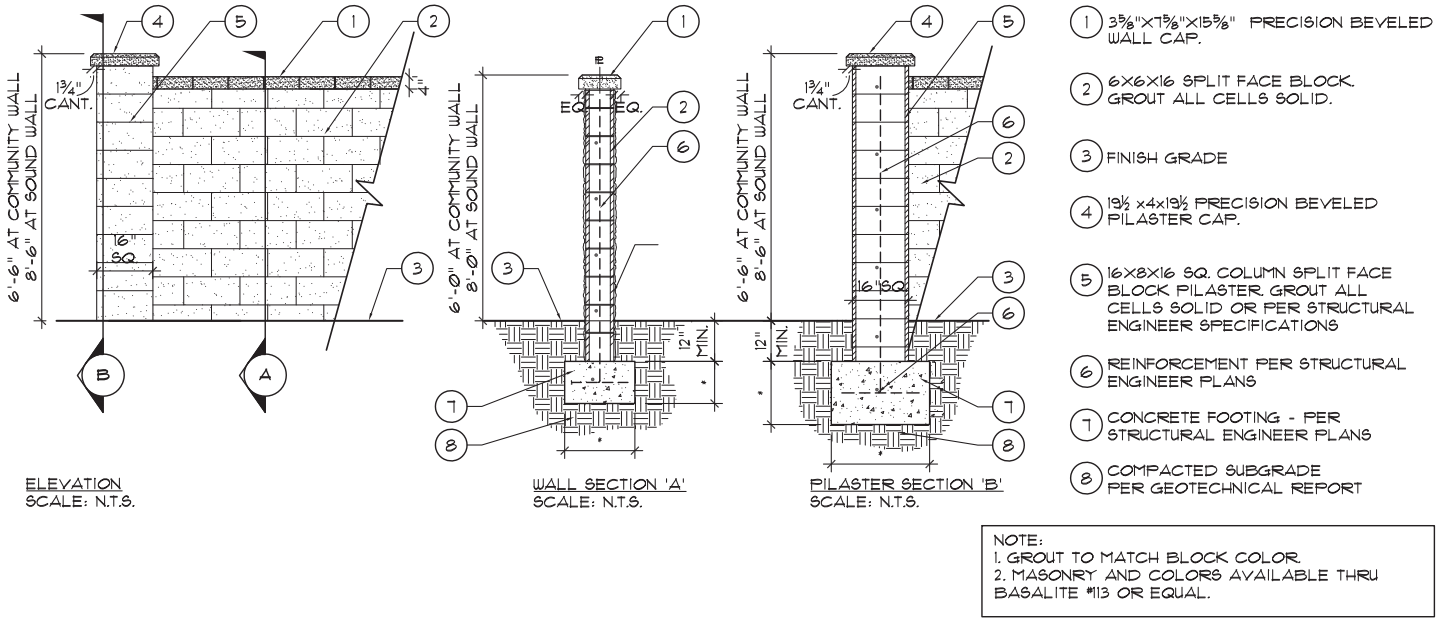


Fig. D-15 6'-0" Block Wall or 8'-0" Sound Wall

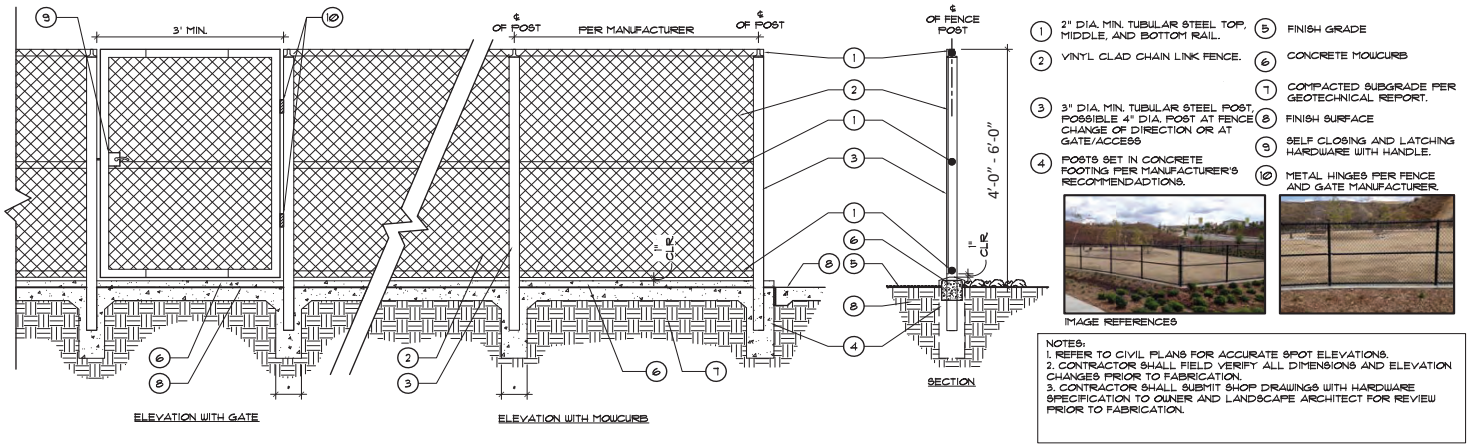
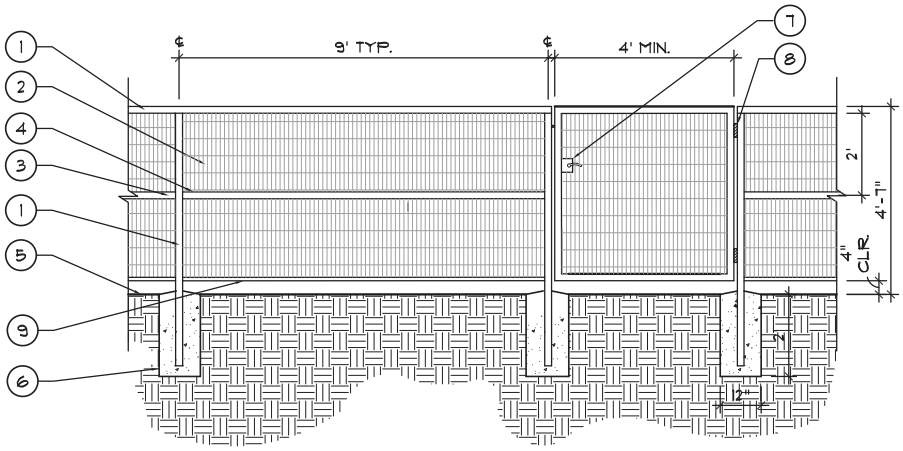


Fig. D-16 4'-0" to 6'-0" Black Vinyl-Coated Chain Link Fence



ELEVATION

1. 2" DIAMETER USED OIL FIELD PIPE
2. 2"X4" NO CLIMB FENCE
3. 2" DIAMETER USED OIL FIELD PIPE MID RAIL
4. SECURE NO CLIMB FENCE PER MANUFACTURER'S SPECIFICATION
5. FINISH GRADE
6. CONCRETE FOOTING PER FENCE CONTRACTOR. (HAMMER FENCE)
7. SELF-LATCHING AND LOCKING HARDWARE WITH HANDLE. CONTRACTOR TO SUBMIT SPECIFICATIONS FOR OWNER APPROVAL.
8. TWO (2) HEAVY DUTY, SELF-CLOSING METAL HINGES EQUALLY SPACED.
9. 1" SOLID STEEL BAR

FINISH NOTE: THIS IS AN AGRICULTURAL FENCE USING MATERIALS TYPICALLY USED FOR AGRICULTURAL FENCING. THE USED OIL FIELD PIPE FOR THIS FENCE IS INTENDED TO NATURALLY RUST AND, AS A RESULT, WILL NEED TO BE REPAIRED AND REPLACED OVER TIME. THE RUST IS AN INTENTIONAL AESTHETIC AND NOT A DEFECT IN FENCE QUALITY.

Fig. D-17 4'-7" Easement Fence

1. FINISH GRADE- REFER TO CIVIL ENGINEERS GRADING PLAN
2. PREFAB CONCRETE RAIL. SEE LC-0 FOR MATERIALS SCHEDULE.
3. PREFAB CONCRETE POST WITH 1" CHAMFER AT TOP. SEE LC-0 FOR MATERIALS SCHEDULE.
4. CONCRETE FOOTING AND REINFORCING - PER MANUFACTURER'S SPECIFICATION
5. NOT USED
6. COMPACTED SUBGRADE - PER GEOTECHNICAL REPORT AND RECOMMENDATION.

MANUFACTURER'S SPECIFICATIONS AND NOTES

1. ALL CONSTRUCTION TO CONFORM TO LOCAL BUILDING DEPARTMENT CODES.
2. ALL CONCRETE FOOTINGS SHALL ATTAIN A MINIMUM COMPRESSIVE STRENGTH OF 2000 PSI @ 28 DAYS. USE TYPE II CEMENT.
3. ALL REINFORCING STEEL SHALL CONFORM TO A.S.T.M. A 615, GRADE 40.
4. ALL PIER FOUNDATIONS ARE TO BE LOCATED IN UNDISTURBED SOIL OR 90% COMPACTED FILL.
5. FENCE WALL STANDARD DESIGN FOR A WIND LOAD OF 70 M.P.H. IF WIND LOAD EXCEEDS 70 MPH CONTRACTOR TO MEET WITH LANDSCAPE ARCHITECT & FENCE MANUFACTURER TO DETERMINE BEST SOLUTION TO SITUATION.
6. APPROVAL OF THE ENGINEER IS REQUIRED WHEN THE WALL IS TO BE USED UNDER A CONDITION WHERE THE SPECS. ARE DIFFERENT THAN SHOWN.
7. THE CONTRACTOR SHALL VERIFY ALL CONDITIONS AT THE JOB SITE.
8. PANELS, POSTS AND CAPS ARE MADE OF CONCRETE ATTAINING A MIN. COMPRESSIVE STRENGTH OF 4000 PSI @ 28 DAYS AND ARE MANUFACTURED BY A CERTIFIED MANUFACTURER.
9. A FULLY DIMENSIONED PLOT PLAN IS REQUIRED FOR A BUILDING PERMIT
10. LOCATION AND FENCE HEIGHT SHALL COMPLY WITH LOCAL AND COUNTY FENCING CODE CURRENT CONDITION
11. ALL WORK SHALL COMPLY WITH GRADING ORDINANCES

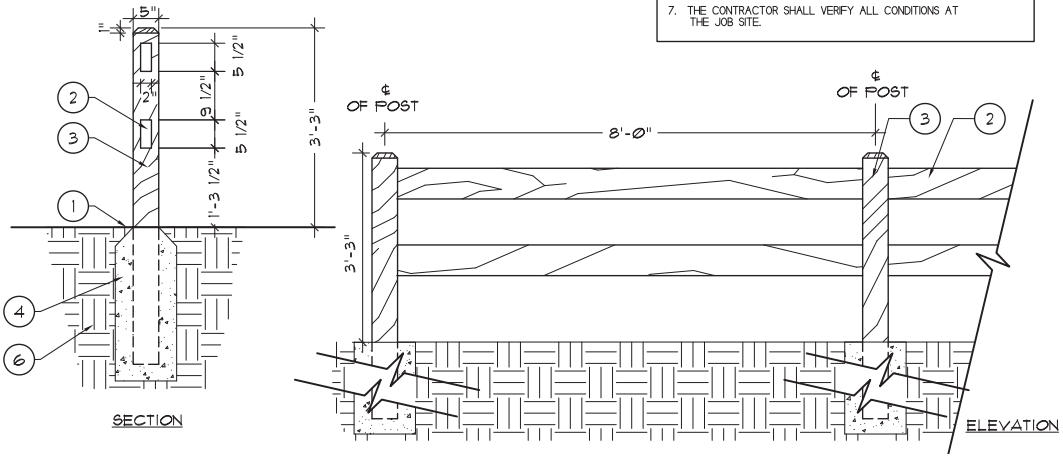
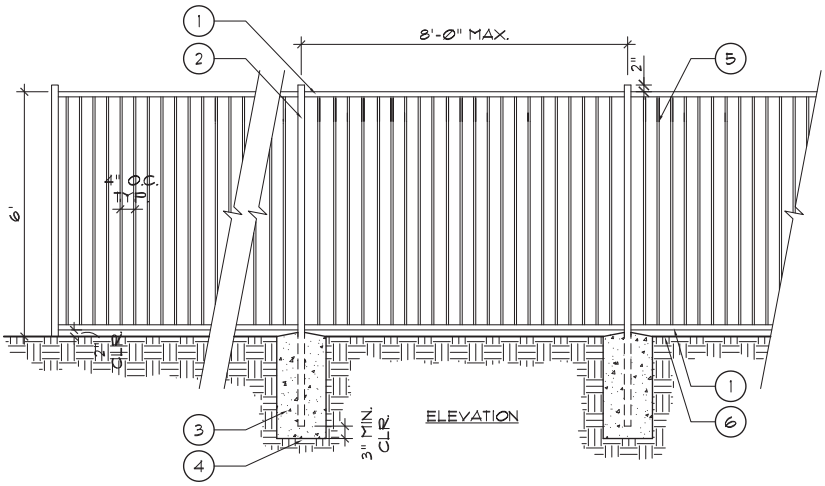


Fig. D-18 Split Rail Fence Detail



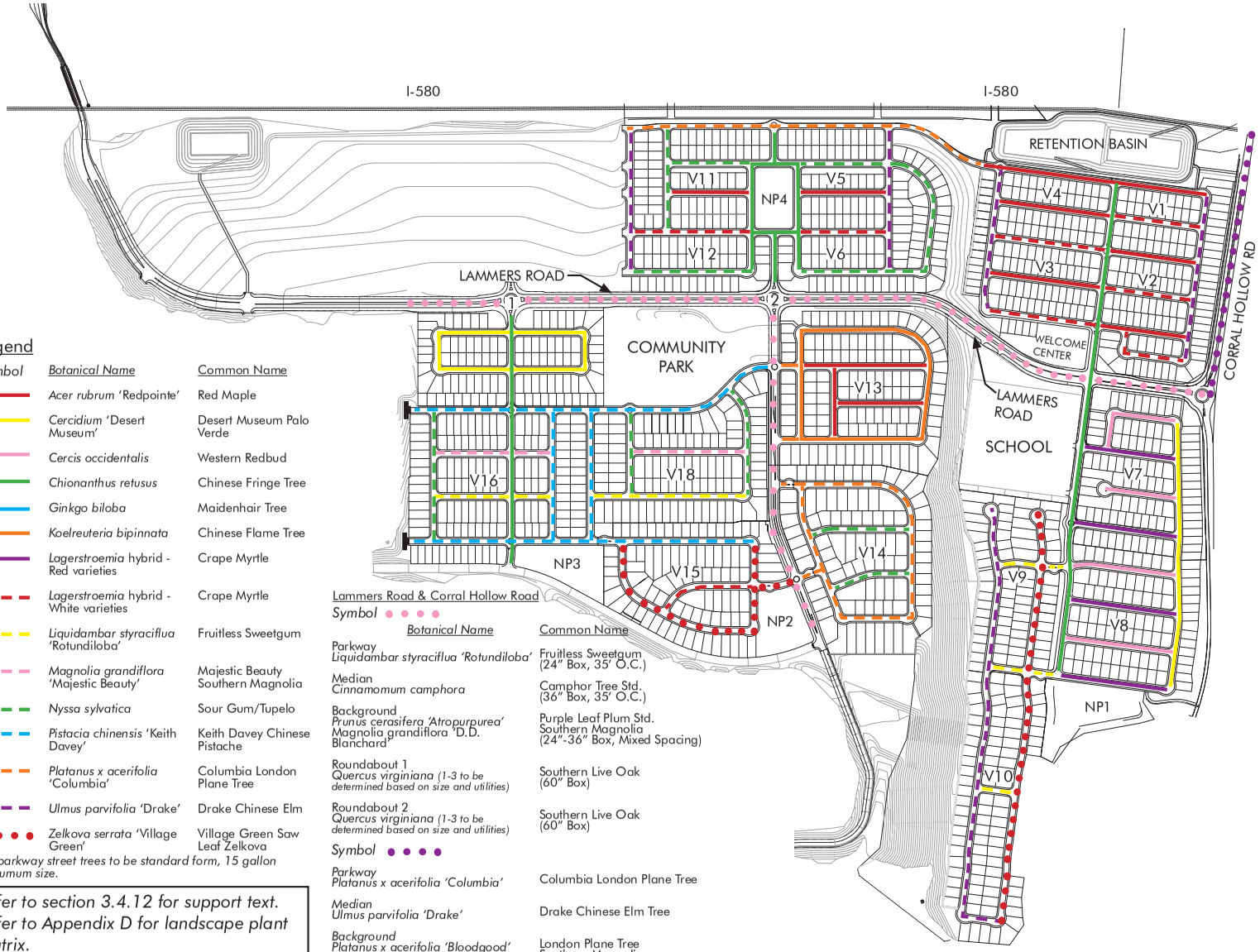
NOTES:

1. CONTRACTOR SHALL FIELD VERIFY AND VERIFY WITH STRUCTURAL ENGINEER ALL DIMENSIONS PRIOR TO FABRICATION.
2. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS WITH HARDWARE SPECIFICATION TO OWNER AND LANDSCAPE ARCHITECT FOR REVIEW PRIOR TO FABRICATION.
3. 1/8" FILLET WELDS ALL AROUND AT ALL JOINTS AND CONNECTIONS. GRIND SMOOTH 360°.
4. ALL STEEL SHALL BE POWDER COATED. CONTRACTOR SHALL SUBMIT ONE (1) 3' x FULL HEIGHT SECTION OF FENCE OR ONE (1) FULL SIZE SAMPLE OF DECORATIVE PANEL TO LANDSCAPE ARCHITECT FOR REVIEW AND APPROVAL PRIOR TO FABRICATION AND INSTALLATION.
5. REFER TO STRUCTURAL PLANS FOR FOOTING DESIGN AND REINFORCING.
6. MANUFACTURER/CONTRACTOR TO SUBMIT SHOP DRAWINGS FOR REVIEW BY LANDSCAPE ARCHITECT.

1. 1 1/2" DIAMETER TUBULAR STEEL TOP AND BOTTOM RAILS, WELDED TO POST.
2. 2" DIAMETER TUBULAR STEEL POST WITH FLAT CAP LOCATED @ 8'-0" O.C. MAX. AND AT ALL CHANGES OF DIRECTION
3. CONCRETE FOOTING. SIZE AND REINFORCING PER STRUCTURAL PLANS.
4. COMPACTED SUBGRADE PER GEOTECHNICAL REPORT
5. 5/8" DIAMETER TUBULAR STEEL FENCE PICKETS @ 4" O.C. MAX.
6. FINISH GRADE

NOTE:
VIEW FENCE SHALL BE 5'-0" HIGH TUBULAR STEEL ON 1'-0" HIGH SLOUGH WALL WHERE REQUIRED OR APPLICABLE AT TOE OF SLOPE.

Fig. E.5-19 Tube Steel Fence Detail



Legend

Symbol	Botanical Name	Common Name
	Acer rubrum 'Redpointe'	Red Maple
	Cercidium 'Desert Museum'	Desert Museum Palo Verde
	Cercis occidentalis	Western Redbud
	Chionanthus retusus	Chinese Fringe Tree
	Ginkgo biloba	Maidenhair Tree
	Koelreuteria bipinnata	Chinese Flame Tree
	Lagerstroemia hybrid - Red varieties	Crape Myrtle
	Lagerstroemia hybrid - White varieties	Crape Myrtle
	Liquidambar styraciflua 'Rotundiloba'	Fruitless Sweetgum
	Magnolia grandiflora 'Majestic Beauty'	Majestic Beauty Southern Magnolia
	Nyssa sylvatica	Sour Gum/Tupelo
	Pistacia chinensis 'Keith Davey'	Keith Davey Chinese Pistache
	Platanus x acerifolia 'Columbia'	Columbia London Plane Tree
	Ulmus parvifolia 'Drake'	Drake Chinese Elm
	Zelkova serrata 'Village Green'	Village Green Saw Leaf Zelkova

All parkway street trees to be standard form, 15 gallon minumum size.

Refer to section 3.4.12 for support text. Refer to Appendix D for landscape plant matrix.

Lammers Road & Corral Hollow Road

Symbol	Botanical Name	Common Name
	Parkway *Liquidambar styraciflua 'Rotundiloba'*	Fruitless Sweetgum (24" Box, 35' O.C.)
	Median *Cinnamomum camphora*	Camphor Tree Std. (36" Box, 35' O.C.)
	Background *Prunus cerasifera 'Atropurpurea'* *Magnolia grandiflora 'D.D. Blanchard'*	Purple Leaf Plum Std. Southern Magnolia (24"-36" Box, Mixed Spacing)
	Roundabout 1 *Quercus virginiana (1-3 to be determined based on size and utilities)*	Southern Live Oak (60" Box)
	Roundabout 2 *Quercus virginiana (1-3 to be determined based on size and utilities)*	Southern Live Oak (60" Box)

Symbol		
	Parkway *Platanus x acerifolia 'Columbia'*	Columbia London Plane Tree
	Median *Ulmus parvifolia 'Drake'*	Drake Chinese Elm Tree
	Background *Platanus x acerifolia 'Bloodgood'* *Magnolia grandiflora 'D.D. Blanchard'*	London Plane Tree Southern Magnolia (36" Box, 35' O.C.)

TRACY HILLS

North

Figure D-20

Phase 2 Conceptual Overall Street Tree Plan

Specific Plan

September 2021











LEGEND

1. YOGA LAWN
2. PARK PATH
3. PLANTER AREA
4. COVERED PICNIC AREA + BBQS
5. DISCOVERY POINT
6. OUTDOOR CLASSROOM
7. WIFFLE CRICKET
8. CRICKET FIELD
9. DISK GOLF
10. RESTROOM
11. SKATE PARK
12. DOG PARK
13. STAGE
14. NATURAL AMPHITHEATER
15. CHILDREN'S PLAYGROUND
16. BIKE RACKS + REPAIR
17. FIRE PITS + SEATING AREA













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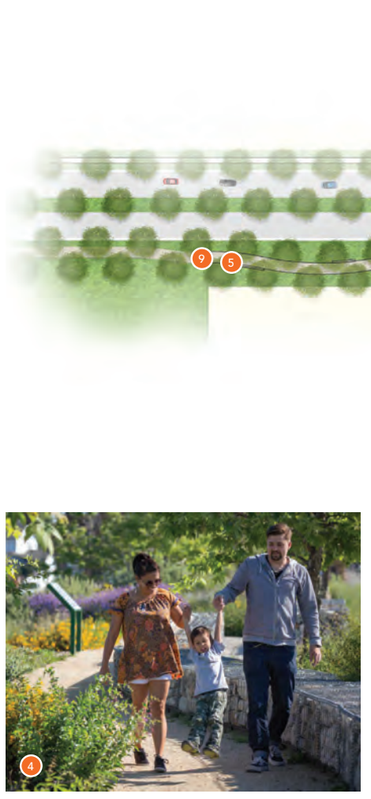
Figure D-21
Phase 2 Community Park
September 2021


1


1

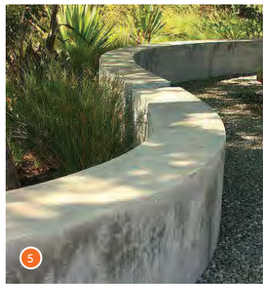

2


3

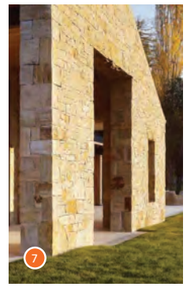

4

LEGEND

1. MEANDERING PATH
2. TREE LINED STREET
3. RAISED PEDESTRIAN CROSSING
4. PLANTED PARKWAY
5. SEAT WALLS OR BENCHES
6. DOUBLE LINED TREES ALONG PATH
7. STONE ARCHED PROMENADE
8. ROUNDABOUT
9. CONNECTION TO COMMUNITY PARKS


5


6


7


8

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Figure D-22
Community Park Greenway Connection











LEGEND

1. PLAY LAWN
2. PARK PATH
3. PLANTER AREA
4. COVERED PICNIC AREA + BBQS
5. PARK BENCH
6. BIKE PARKING
7. TRAIL ACCESS
8. DOG PARK
9. SPORT COURTS
10. FITNESS LAWN
11. BLEACHERS
12. BUTTERFLY GARDEN







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Figure D-23
Phase 2 Neighborhood Park 1









LEGEND

1. PLAY LAWN
2. PARK PATH
3. PLANTER AREA
4. COVERED PICNIC AREA + BUILT-IN BBQS
5. PARK BENCH
6. PICNIC TABLES
7. CLIMBING PLAY HILL WITH SLIDE
8. ROLLING PLAY HILLS
9. CHILDREN'S PLAYGROUND
10. BOCCE BALL
11. FLEXIBLE D.G. SPACE
12. TIERED GRASS HILL
13. PLANTED BERM - WIND MITIGATION















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Figure D-24
Phase 2 Neighborhood Park 2











LEGEND

1. PLAY LAWN
2. PARK PATH
3. PLANTER AREA
4. COVERED PICNIC AREA + BBQS
5. PARK BENCH
6. BIKE PARKING
7. TRAIL ACCESS
8. SWINGS
9. NATURE PLAYGROUND
10. CLIMBING HILL WITH SLIDE
11. SLOPED PLAY HILLS
12. GROUP OVERHEAD SHADE STRUCTURE
13. SHADE SAIL
14. BUILT-IN LOUNGE SEATING ON SLOPED TURF
15. NATIVE PLANT GARDEN











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Figure D-25
Phase 2 Neighborhood Park 3













LEGEND

1. PLAY LAWN
2. PARK PATH
3. PLANTER AREA
4. COVERED PICNIC AREA
5. PARK BENCH
6. BIKE PARKING
7. PARK ENTRY/ MONUMENT
8. SPORT COURT
9. CHILDREN'S PLAYGROUND
10. SHADE SAILS
11. PLANTED BERM - FREEWAY SOUND MITIGATION
12. PLANTED BERM - WIND MITIGATION
13. HERITAGE OAK TREE
14. DRY STREAMBED WITH BRIDGE CROSSINGS











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Figure D-26
Phase 2 Neighborhood Park 4



NATIVE SOIL TRAIL



TRAIL REST AREA - SHADED PICNIC TABLE



FITNESS STATION



10' DG TRAIL





TRAIL ENTRANCE



ART SCULPTURE



LOOKOUT POINT



INFORMATIONAL SIGNAGE

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Figure D-27
Phase 2 Trails
September 2021



NATIVE SOIL TRAIL



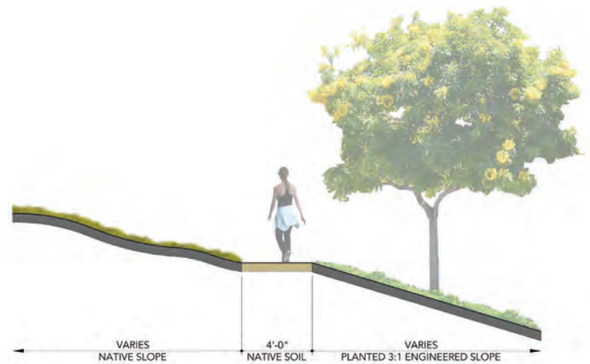
TRAIL REST AREA - SHADED PICNIC TABLE



FITNESS STATION



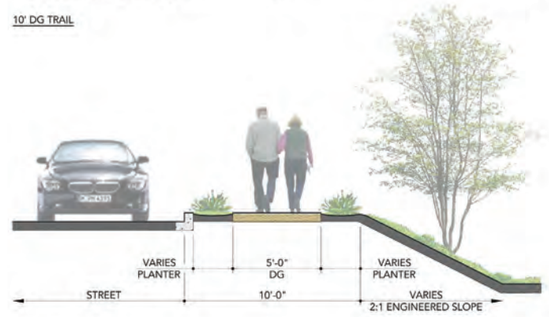
10' DG TRAIL



NATIVE SOIL TRAIL



10' DG TRAIL



DG TRAIL ALONG I-580



TRAIL ENTRANCE



ART SCULPTURE



LOOKOUT POINT



INFORMATIONAL SIGNAGE

Note: All graphics and images shown related to park development are conceptual in nature. All park designs will be subject to review and approval by the City and the Tracy Parks and Community Services Commission.

Figure D-28
Phase 2 Trail Sections

Figure D-29 Landscape Plant Matrix- Phase 2 / Fuel Modification Acceptable


Arbutus unedo


Cercis occidentalis


Chilopsis linearis

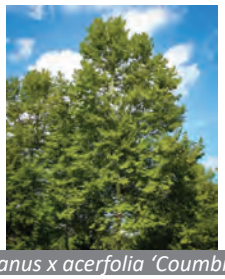

Ginkgo biloba 'Autumn Gold'

Botanical Name	**Common Name**	Entries	Main Road Streetscape	Residential Streetscape/ Front Yards	Neighborhood Parks	School	Mixed Used Business Park	100' Conservation Easement
TREES								
Acer buergeranum	Trident Maple		●	●	●		●	
Acer rubrum 'Redpointe'	Redpointe Red Maple			●	●	●	●	
Aesculus californica	California Buckeye			●	●	●	●	
Alnus cordata	Italian Alder		●		●	●	●	
Alnus rhombifolia	White Alder		●		●	●	●	
*Arbutus 'Marina'**	NCN	●	●	●	●	●	●	
*Arbutus unedo**	Strawberry Tree	●	●	●	●	●	●	
*Arctostaphylos manzanita cvs**	Common Manzanita cultivars				●	●	●	
Callistemon citrinus	Lemon Bottlebrush				●		●	
Callistemon viminalis	Weeping Bottlebrush				●		●	
Carpinus betulus 'Fastigiata'	European Hornbeam			●	●	●	●	
Catalpa speciosa	Western Catalpa				●	●	●	
Celtis reticulata	Western Hackberry				●		●	
Celtis sinensis	Chinese Hackberry	●	●	●	●			
*Cercidium 'Desert Museum'**	Desert Museum Palo Verde	●	●	●	●	●	●	
*Cercidium floridum**	Blue Palo Verde	●	●	●	●	●	●	
*Cercidium microphyllum**	Littleleaf Palo Verde	●	●	●	●	●	●	
Cercis mexicana	Mexican Redbud	●	●	●	●	●	●	
*Cercis occidentalis**	Western Redbud	●	●	●	●	●	●	
*Chilopsis linearis**	Desert Willow	●	●	●	●	●	●	
Chionanthus retusus	Chinese Fringe Tree	●	●	●	●			
*x Chitalpa tashkentensis**	Chitalpa	●	●	●	●	●	●	
Cinnamomum camphora	Camphor Tree	●	●	●	●	●	●	
Citrus spp.	Citrus	●	●	●	●	●	●	
Cotinus coggygria	Smoke Tree				●	●	●	
*Erioelaeagnus angustifolia**	Russian Olive			●	●	●	●	
Elaeocarpus decipiens	Japanese Blueberry	●	●	●	●	●	●	
Eriobotrya deflexa	Bronze Loquat	●	●	●	●	●	●	
*Eriobotrya japonica**	Loquat	●	●	●	●	●	●	
Feijoa sellowiana	Pineapple Guava				●	●	●	
Fraxinus americana 'Autumn Purple'	Autumn Purple White Ash	●	●	●	●	●	●	
Fraxinus holotricha 'Moraine'	Moraine Ash	●	●	●	●	●	●	

*Indicates drought-tolerant species
**Indicates that designer must select a low water or drought-tolerant variety only
***Indicates that designer must select a zone-appropriate species


Magnolia grandiflora

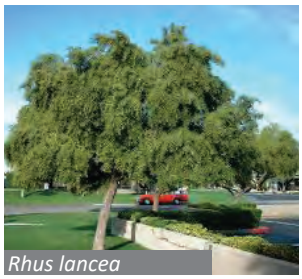

Liriodendron tulipifera


Platanus x acerfolia 'Coumbia'


Pistacia chinensis

Botanical Name	**Common Name**	Entries	Main Road Streetscape	Residential Streetscape/ Front Yards	Neighborhood Parks	School	Mixed Used Business Park	100'Conservation Easement
Fraxinus pennsylvanica 'Urbanite'	Urbanite Ash	●	●	●	●	●	●	
Fraxinus sp. 'Leprechaun'	Leprechaun Ash	●	●	●	●	●	●	
Fraxinus sp. 'Centerpointe'	Centerpointe Ash	●	●	●	●	●	●	
Ginkgo biloba 'Autumn Gold'	Autumn Gold Maidenhair Tree	●	●	●	●	●	●	
Ginkgo biloba 'Princeton Sentry'	Princeton Sentry Maidenhair Tree	●	●	●	●	●	●	
*Gleditsia triancanthos**	Honey Locust	●	●	●	●	●	●	
*Grevillea robusta**	Silk Oak	●	●	●	●	●	●	
Koelreuteria bipinnata	Chinese Flame Tree	●	●	●	●	●	●	
Koelreuteria paniculata	Goldenrain Tree	●	●	●	●	●	●	
*Lagerstroemia spp.**	Crape Myrtle	●	●	●	●	●	●	
*Laurus nobilis**	Sweet Bay				●	●	●	
Liquidambar styraciflua 'Rotundiloba'	Rotundiloba Sweet Gum	●	●	●	●	●	●	
Liriodendron tulipifera	Tulip Tree	●	●	●	●	●	●	
Magnolia spp.	Magnolia	●	●	●	●	●	●	
*Melaleuca linariifolia**	Flaxleaf Paperbark	●	●	●	●	●	●	
*Melaeuca quinquenervia**	Cajeput Tree	●	●	●	●	●	●	
Nyssa sylvatica	Sour Gum			●	●	●	●	
*Olea europaea 'Swan Hill'**	Swan Hill Olive	●	●	●	●	●	●	
*Olea europaea 'Wilsoni'**	Wilson Fruitless Olive	●	●	●	●	●	●	
*Parkinsonia aculeata**	Mexican Palo Verde	●	●	●	●	●	●	
*Pistacia chinensis 'Keith Davey'**	Chinese Pistache	●	●	●	●	●	●	
Platanus x acerifolia	London Plane Tree	●	●	●	●	●	●	
Platanus x acerifolia 'Bloodgood'	Bloodgood London Plane Tree	●	●	●	●	●	●	
Platanus x acerifolia 'Columbia'	Columbia London Plane Tree	●	●	●	●	●	●	
Platanus x acerifolia 'Yarwood'	Yarwood Plane Tree	●	●	●	●	●	●	
Platanus racemosa	California Sycamore	●	●	●	●	●	●	
Podocarpus gracilior	Fern Pine	●	●	●	●	●	●	
Podocarpus henkelii	Long-leafed Yellowwood	●	●	●	●	●	●	
Podocarpus macrophyllus	Yew Pine	●	●	●	●	●	●	
Populus fremontii	Fremont or Western Cottonwood	●	●		●			
Populus nigra 'Italica'	Lombardy Poplar	●	●		●			
*Prunus caroliniana**	Carolina Laurel Cherry	●	●	●	●	●	●	
Prunus cerasifera 'Atropurpurea'	Purple Leaf Plum	●	●	●	●	●	●	

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Rhus lancea


Ulmus parvifolia


Zelkova serrata


Chamaerops humilis

Botanical Name	**Common Name**	Entries	Main Road Streetscape	Residential Streetscape/ Front Yards	Neighborhood Parks	School	Mixed Used Business Park	100'Conservation Easement
*Prunus ilicifolia lyonii**	Catalina Cherry	●	●	●	●	●	●	
*Punica granatum**	Pomegranate	●	●	●	●	●	●	
Pyrus calleryana 'Aristocrat'	Aristocrat Flowering Pear	●	●	●	●	●	●	
Pyrus calleryana 'Chanticleer'	Chanticleer Flowering Pear	●	●	●	●	●	●	
Pyrus calleryana 'Redspire'	Redspire Flowering Pear	●	●	●	●	●	●	
Pyrus kawakamii	Evergreen Pear	●	●	●	●	●	●	
*Quercus agrifolia**	Coast Live Oak	●	●	●	●	●	●	●
Quercus coccinea	Scarlet Oak			●	●	●	●	
*Quercus douglasii**	Blue Oak				●	●	●	
*Quercus engelmanii**	Engelman Oak				●	●	●	
*Quercus ilex**	Holly Oak	●	●	●	●	●	●	
*Quercus lobata**	Valley Oak	●	●	●	●	●	●	●
Quercus palustris	Pin Oak		●	●	●	●	●	
Quercus rubra	Red Oak	●	●	●	●	●	●	
*Quercus suber**	Cork Oak	●	●	●	●	●	●	
Quercus virginiana	Southern Live Oak	●	●	●	●	●		
*Quercus wislizenii**	Interior Live Oak	●	●	●	●	●		
*Rhus lancea**	African Sumac	●	●	●	●	●	●	
Sapium sebiferum	Chinese Tallow Tree			●	●	●	●	
Sequoia sempervirens	Coast Redwood	●			●			
Ulmus parvifolia var.	Chinese or Evergreen Elm	●	●	●	●	●	●	
Ulmus sp. 'Frontier'	Frontier Elm	●	●	●	●	●	●	
Ulmus sp. 'Homestead'	Homestead Elm	●	●	●	●	●	●	
Ulmus sp. 'Liberty'	Liberty Elm	●	●	●	●	●	●	
*Ulmus sp.'Prospector'**	Prospector Elm	●	●	●	●	●	●	
Umbellularia californica	California Bay	●	●	●	●	●	●	
Zelkova serrata	Sawleaf Zelkova	●	●	●	●	●	●	
Zelkova serrata 'Green Vase'	Green Vase Zelokova	●	●	●	●	●	●	
Zelkova serrata 'Village Green'	Village Green Zelkova	●	●	●	●	●	●	

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Abelia x grandifolia


Acanthus mollis


Buddleja davidii


Dendromecon harfordii

Botanical Name	**Common Name**	Entries	Main Road Streetscape	Residential Streetscape/ Front Yards	Neighborhood Parks	School	Mixed Used Business Park	100' Conservation Easement
PALMS (not allowed on any city or city maintained property)								
*Butia capitata**	Pindo Palm			●	●	●	●	
*Chamaerops humilis**	Mediterranean Fan Palm			●	●	●	●	
Cycas revoluta	Sago Palm			●	●	●	●	
*Phoenix canariensis**	Canary Island Date Palm				●	●	●	
*Phoenix dactylifera**	Edible Date Palm				●	●	●	
SHRUBS								
Abelia x grandiflora	Glossy Abelia	●	●	●	●	●	●	
Acanthus mollis	Bear's Breech	●		●	●	●	●	
Agapanthus spp.	Lily of the Nile	●	●	●	●	●	●	
*Arctostaphylos spp.***	Manzanita	●	●	●	●	●	●	
Aucuba japonica	Japanese Aucuba	●	●	●	●	●	●	
*Azalea spp.****	Azalea	●	●	●	●	●	●	
*Baccharis 'Centennial'**	Centennial Coyote Brush	●	●	●	●	●	●	
Berberis thunbergii var.	Japanese Barberry	●	●	●	●	●	●	
Buddleia davidii	Butterfly Bush	●	●	●	●	●	●	
Buxus microphylla japonica	Boxwood	●	●	●	●	●	●	
*Callistemon 'Little John'**	NCN	●	●	●	●	●	●	
Camellia spp.	Camellia	●	●	●	●	●	●	
*Ceanothus spp.***	Lilac	●	●	●	●	●	●	
*Cistus spp.**	Rockrose	●	●	●	●	●	●	
Coleonema pulchellum var.	Breath of Heaven	●	●	●	●	●	●	
*Convolvulus cneorum**	Bush Morning Glory	●	●	●	●	●	●	
*Coprosma x 'kirkii'**	Creeping Coprosma	●	●	●	●	●	●	
Cordyline australis var.	Australian Dracaena	●	●	●	●	●	●	
*Cotinus coggygria**	Smoke Tree	●	●	●	●	●	●	
*Dendromecon harfordii**	Island Bush Poppy	●	●	●	●	●	●	
Dianella species	NCN	●	●	●	●	●	●	
*Dietes bicolor**	Fortnight Lily	●	●	●	●	●	●	
*Dietes vegeta**	African Iris	●	●	●	●	●	●	
*Dodonaea viscosa 'Purpurea'**	Purple Hopseed Bush	●	●	●	●	●	●	
*Eleagnus pungens**	Silverberry	●	●	●	●	●	●	
*Epilobium canum**	California Fuschia	●	●	●	●	●	●	

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Dodonaea viscosa 'Purpurea'


Hydrangea macrophylla


Lantana camara


Lobelia laxiflora

Botanical Name	**Common Name**	Entries	Main Road Streetscape	Residential Streetscape/ Front Yards	Neighborhood Parks	School	Mixed Used Business Park	100' Conservation Easement
*Erigeron karvinskianus**	Santa Barbara Daisy	●	●	●	●	●	●	
*Euonymus japonicus var.**	Euonymus	●	●	●	●	●	●	
x Fatshedera lizei	Botanical Wonder	●	●	●	●	●	●	
Fatsia japonica	Japanese Aralia	●	●	●	●	●	●	
*Feijoa sellowiana**	Pineapple Guava, Feijoa	●	●	●	●	●	●	
Gaura lindheimeri	Gaura	●	●	●	●	●	●	
Grevillea spp., ***	Grevillea	●	●	●	●	●	●	
Grewia occidentalis	Lavender Starflower	●	●	●	●	●	●	
*Hemerocallis spp.***	Daylily	●	●	●	●	●	●	
*Heteromeles arbutifolia**	Toyon	●	●	●	●	●	●	
Heuchera sanguinea	Coral Bells	●	●	●	●	●	●	
Hydrangea spp.	Hydrangea	●	●	●	●	●	●	
Hypericum calycinum	Creeping St. Johnswort, Goldflower	●	●	●	●	●	●	
Ilex spp.	Holly	●	●	●	●		●	
*Lantana spp.***	Lantana	●	●	●	●	●	●	
*Lavandula spp.**	Lavender	●	●	●	●	●	●	
Lavatera maritima	Tree Mallow	●	●	●	●	●	●	
Ligustrum japonicum 'Texanum'	Waxleaf Ligustrum	●	●	●	●	●	●	
Liriope muscari	Big Blue Lily Turf	●	●	●	●	●	●	
*Lobelia laxiflora**	Red Mexican Lobelia	●	●	●	●	●		
Mahonia 'Golden Abundance'	Golden Abundance Mahonia	●	●	●	●	●	●	
Mahonia aquifolium	Oregon Grape	●	●	●	●	●	●	
*Mimulus aurantiacus**	Sticky Monkey Flower	●	●	●	●			
Myoporum laetum	Myoporum	●	●	●	●	●	●	
*Myrsine africana**	African Boxwood	●	●	●	●	●	●	
*Myrtus communis var.**	Myrtle	●	●	●	●	●	●	
Nandina domestica var.	Nandina, Heavenly Bamboo	●	●	●	●	●	●	
Osmanthus fragrans	Sweet Olive	●	●	●	●	●	●	
*Pelargonium x hortorum**	Garden Geranium	●	●	●	●	●	●	
*Penstemon spp.****	Penstemon	●	●	●	●			
*Phormium spp.***	Flax	●	●	●	●	●	●	
Photinia x fraseri	Fraser's Photinia	●	●	●	●	●	●	
*Phyllostachys viridis 'Robert Young'**	Robert Young Bamboo	●		●	●	●	●	

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**Indicates that designer must select a low water or drought-tolerant variety only
***Indicates that designer must select a zone-appropriate species


Penstemon spectabilis


Pyracantha coccinea


Romneya coulteri


Salvia leucantha

Botanical Name	**Common Name**	Entries	Main Road Streetscape	Residential Streetscape/ Front Yards	Neighborhood Parks	School	Mixed Used Business Park	100'Conservation Easement
*Pittosporum spp.****	Pittosporum	●	●	●	●	●	●	
*Pyracantha coccinea var.**	Pyracantha	●	●	●	●	●	●	
*Rhamnus californica var.**	California Coffeeberry			●	●	●		
Rhaphiolepis spp.	Indian Hawthorne	●	●	●	●	●	●	
*Rhus ovata**	Sugar Bush	●	●	●	●	●	●	
*Romneya coulteri**	Matilija Poppy	●	●	●	●			
Rosa spp.	Rose	●	●	●	●	●	●	
*Sambucus mexicana **	Mexican Elderberry							●
*Santolina chamaecyparissus**	Lavender Cotton			●	●	●	●	
*Sisyrinchium bellum**	Blue-eyed Grass	●	●	●	●	●	●	●
Spiraea spp.		●	●	●	●	●	●	
Viburnum spp.	Viburnum	●	●	●	●	●	●	
*Westringia spp.**	Coast Rosemary	●	●	●	●	●	●	
*Xylosma congestum**	Xylosma, Glossy Xylosma	●	●	●	●	●	●	
*Yucca spp.***	Yucca	●	●	●	●		●	
SUCCULENTS (not allowed on any city or city maintained property)								
*Agave parryi**	Artichoke Agave	●	●	●	●	●	●	
*Aloe spp.***	Aloe	●	●	●	●	●	●	
*Bulbine frutescens**	Yellow Stalked Bulbine	●	●	●	●	●	●	
*Bulbine frutescens 'Hallmark'**	Orange Hallmark Bulbine	●	●	●	●	●	●	
*Bulbine frutescens 'Yellow'**	Yellow Bulbine	●	●	●	●	●	●	
*Cephalophyllum 'Red Spike'**	Red Spike Iceplant	●	●	●	●	●	●	
*Echeveria spp.**	Hen and Chicks	●	●	●	●	●	●	
*Euphorbia rigida**	Blue Euphorbia	●	●	●	●	●	●	
*Ferocactus wislizenii**	Fish Hook Barrel Cactus	●	●	●	●	●	●	
*Hesperaloe parviflora var.**	Hesperaloe	●	●	●	●	●	●	
Opuntia spp., ***	Prickly Pear	●	●	●	●		●	
*Portulacaria afra**	Elephant's Food, Elephant Bush	●	●	●	●	●	●	
*Sedum spp.**	Sedum	●	●	●	●	●	●	
Yucca spp.	Yucca	●	●	●	●		●	

*Indicates drought-tolerant species
**Indicates that designer must select a low water or drought-tolerant variety only
***Indicates that designer must select a zone-appropriate species


Echeveria x imbricata


Sedum rubrotinctum


Achellia millefolium


Ceanothus 'Centennial'

Botanical Name	**Common Name**	Entries	Main Road Streetscape	Residential Streetscape/ Front Yards	Neighborhood Parks	School	Mixed Used Business Park	100' Conservation Easement
GROUNDCOVER								
*Achillea spp.***	Yarrow	●	●	●	●	●	●	
Armeria maritima	Sea Pink	●	●	●	●	●	●	
Bergenia cordifolia	Heartleaf Bergenia	●	●	●	●	●	●	
Campanula muralis	Dalmatian Bellflower	●	●	●	●	●	●	
Campanula poscharskyana	Serbian Bellflower	●	●	●	●	●	●	
*Ceanothus griseus var.**	Carmel Creeper	●	●	●	●	●	●	
Cerastium tomentosum	Snow-in-Summer	●	●	●	●	●	●	
*Convolvulus mauritanicus**	Ground Morning Glory	●	●	●	●	●	●	
*Coprosma petrei**	Creeping Mirror Plant	●	●	●	●	●	●	
Festuca californica 'Serpentine Blue'	California Fescue selection	●	●	●	●	●	●	
*Festuca glauca**	Blue Fescue	●	●	●	●	●	●	
Fragaria chiloensis	Ornamental Strawberry	●	●	●	●	●	●	
Fragaria 'Pink Panda'	Pink Panda Ornamental Strawberry	●	●	●	●	●	●	
Gazania hybrids	Hybrid Gazanias	●	●	●	●	●	●	
*Heuchera spp.***	Coral Bells	●	●	●	●	●	●	
Hypericum calycinum	Creeping St. John's Wort	●	●	●	●	●	●	
Lonicera japonica 'Halliana'	Hall's Honeysuckle	●	●	●	●	●	●	
*Myoporum parvifolium**	Ground Cover Myoporum	●	●	●	●	●	●	
Ophiopogon spp.	Mondo Grass	●	●	●	●	●	●	
*Osteospermum spp.**	Freeway Daisy	●	●	●	●	●	●	
Pelargonium peltatum	Ivy Geranium	●	●	●	●	●	●	
Rosa Ground Cover varieties	Ground Cover Rose	●	●	●	●	●	●	
*Stachys byzantina**	Lamb's Ears	●	●	●	●	●	●	
Thymus spp.	Thyme	●	●	●	●	●	●	
Trachelospermum asiaticum	Yellow Star Jasmine	●	●	●	●	●	●	
Trachelospermum jasminoides	Star Jasmine	●	●	●	●	●	●	
*Verbena spp.***	Verbena	●	●	●	●	●	●	
*Vinca minor**	Dwarf Periwinkle	●	●	●	●	●	●	
*Zoysia tenuifolia**	Korean Grass	●	●	●	●	●	●	

*Indicates drought-tolerant species
**Indicates that designer must select a low water or drought-tolerant variety only
***Indicates that designer must select a zone-appropriate species


Clytostoma callistegiodes


Gelsemium sempervirens


Jasminum polyanthum


Aristida purpurea

Botanical Name	**Common Name**	Entries	Main Road Streetscape	Residential Streetscape/ Front Yards	Neighborhood Parks	School	Mixed Used Business Park	100' Conservation Easement
VINES								
Cissus antarctica	Kangaroo Vine	●	●	●	●	●	●	
Clematis armandii	Evergreen Clematis	●	●	●	●	●	●	
Clematis cultivars	Clematis	●	●	●	●	●	●	
Clytostoma callistegioides	Violet Trumpet Vine	●	●	●	●	●	●	
Distictus buccinatoria	Scarlet Trumpet Vine	●	●	●	●	●	●	
*Gelsemium sempervirens**	Carolina Jessamine	●	●	●	●	●	●	
Hardenbergia violacea	Lilac Vine, Coral Pea	●	●	●	●	●	●	
Hardenbergia violacea 'Rosea'	Pink Lilac Vine	●	●	●	●	●	●	
Jasminum polyanthum	Pink Jasmine	●	●	●	●	●	●	
Parthenocissus quinquefolia	Virginia Creeper	●	●	●	●	●	●	
Parthenocissus tricuspidata	Boston Ivy	●	●	●	●	●	●	
Passiflora spp.	Passion Vine	●	●	●	●	●	●	
*Rosa 'Cecile Brunner'**	Cecile Brunner Rose (polyantha)	●	●	●	●	●	●	
*Rosa banksiae 'Alba Plena'**	Dbl. White Lady Banks' Rose	●	●	●	●	●	●	
*Rosa banksiae 'Lutea'**	Yellow Lady Banks' Rose	●	●	●	●	●	●	
Solanum jasminoides	Potato Vine	●	●	●	●	●	●	
Trachelospermum jasminoides	Star Jasmine	●	●	●	●	●	●	
GRASSES								
*Aristida purpurea**	Purple Three Awn Grass	●	●	●	●	●	●	
*Bouteloua curtipendula**	Sideoats Grama Grass	●	●	●	●	●	●	
*Bouteloua gracilis**	Blue Grama Grass	●	●	●	●	●	●	
*Calamagrotis x acutifolia**	Feather Reed Grass	●	●	●	●	●	●	
Calamagrotis foliosus	Mendecino Reed Grass	●	●	●	●	●	●	
Calamagrotis nutkaensis	Pacific Reed Grass	●	●	●	●	●	●	
*Carex elata 'Aurea'**	Golden Variegated Sedge	●	●	●	●	●	●	
Carex flagellifera	Weeping Brown Sedge	●	●	●	●	●	●	
*Carex oshimensis 'Evergold'**	Variegated Japanese Sedge	●	●	●	●	●	●	
Carex pansa	California Meadow Sedge	●	●	●	●	●	●	
Carex praegracilis	Clustered Field Sedge	●	●	●	●	●	●	
Carex stricta	Tussock Sedge	●	●	●	●	●	●	
Carex testacea	Brown Sedge	●	●	●	●	●	●	
Festuca californica 'Serpentine Blue'	California Fescue selection	●	●	●	●	●	●	

*Indicates drought-tolerant species
**Indicates that designer must select a low water or drought-tolerant variety only
***Indicates that designer must select a zone-appropriate species


Carex pansa


Miscanthus sinensis


Muhlenbergia rigens


Zoysia 'DeAnza'

Botanical Name	**Common Name**	Entries	Main Road Streetscape	Residential Streetscape/ Front Yards	Neighborhood Parks	School	Mixed Used Business Park	100'Conservation Easement
*Festuca glauca**	Blue Fescue	●	●	●	●	●	●	
*Festuca idahoensis 'Siskyou Blue'**	Siskyou Blue Fescue	●	●	●	●	●	●	
*Festuca mairei**	Atlas Fescue	●	●	●	●	●	●	
Festuca rubra	Red Fescue	●	●	●	●	●	●	
*Helictotrichon sempervirens**	Blue Oat Grass	●	●	●	●	●	●	
lactucalacurticacus effusus pacificus 'Quartz Creek'	Quartz Creek Soft Rush	●	●	●	●	●	●	
Leymus arenaris	Blue Lyme Grass	●	●	●	●	●	●	
*Leymus condensatus**	Wild Rye	●	●	●	●	●	●	
*Leymus condensatus 'Canyon Prince'**	Canyon Prince Wild Rye	●	●	●	●	●	●	
*Leymus triticoides**	Creeping Wild Rye	●	●	●	●	●	●	
Muhlenbergia spp.	Muhlenbergia	●	●	●	●	●	●	
*Nolina bigelovii**	Desert Bigelov Nolina	●	●	●	●	●	●	
*Zoysia 'De Anza'**	Turf Zoysia De Anza	●	●	●	●	●	●	
Existing Grasses Protect in Place								●

General Notes:

1. Landscape Designer/Architect to take into consideration plant culture requirements (sun/shade, soil, etc.) when designing a final landscape plan for individual neighborhoods
2. Plants used on school site shall be reviewed and approved by the Tracy/Jefferson Unified School District during construction document phase.

*Indicates drought-tolerant species
**Indicates that designer must select a low water or drought-tolerant variety only
***Indicates that designer must select a zone-appropriate species

APPENDIX 'A'

Prohibited Plants and Trees
For Fuel Modification Zones in Moderate, High & Very High Hazard Areas

The following plant species are highly flammable and are more susceptible to burning, due to rough or peeling bark, production of large amounts of litter, vegetation that contains oils, resin, wax, or pitch, large amounts of dead material in the plant, or plantings with a high dead to live fuel ratio.

Botanical Name	Common Name	Plant Form
Acacia species	Acacia	Shrub/Tree
Adenostema fasciculatum	Chamise	Shrub
Adenostema sparsifolium	Red Shank	Shrub/Tree
Arborvitae	Thuja	Shrub/Tree
Artemisia californica	California Sagebrush	Shrub
Anthemis cotula	Mayweed	Weed
Arundo donax	Giant reed	Grass/weed
Bambusa species	Bamboo	Shrub
Brassica nigra	Black Mustard	Weed
Brassica ropa	Yellow Mustard	Weed
Cedrus species	Cedar	Tree
Cirsim vugare	Wild Artichoke	Weed
Conyza canadensis	Horseweed	Weed
Cortaderia selloana	Pampas Grass	Tall Grass
Cupressus species	Cypress	Tree
Cytisus species	Broom	Shrub
Eriogonum fasciculatum	Common Buckwheat	Shrub
Eucalyptus species	Eucalyptus	Shrub/Tree
Gensita species	Broom	Shrub
Hedera canariensis	Algerian Ivy	Ground Cover
Heterotheca grandiflora	Telegraph plant	Weed/shrub
Juniperus species	Junipers	Shrub
Lactuca serriola	Prickly lettuce	Weed
Miscanthus sinensis	Maiden Grass	Tall Grass
Nicotiana bigelevil	Indian tobacco	Shrub
Nicotiana glauca	Tree tobacco	Shrub
Palmae species	Palms	Tree
Pennisetum species	Fountain Grass	Ground cover
Picea species	Spruce	Tree
Pinus species	Pines	Tree
Rosmarinus species	Rosemary	Shrub
Retama monosperma	Broom	Shrub
Salvia species *	Sage	Shrub
Silybum marianum	Milk thistle	Weed
Spartium junceum	Spanish Broom	Shrub
Ulex europea	Gorse	Shrub
Urtica urens	Burning nettle	Weed
Botanical Name	**Common Name**	**Plant Form**
Washingtonia species	Palms	Tree

* Except -Salvia columbariae (chia), Salvia sonomensis (Creeping Sage)

APPENDIX 'A'

Prohibited Plants and Trees
For Fuel Modification Zones in Moderate, High & Very High Hazard Areas

Notes:

A. Certain natives are suitable to use in Fuel Modification Zone 2, where noted, if maintained. See comments in Comment column.

B. Plants that freeze should not be planted.

C. Not all plants could be listed. Here are the characteristics of more fire prone species:

- Dry and dead leaves or twigs
- Dry, leathery leaves
- Abundant, dense foliage
- High oil or resin content including gums or terpenes.
- Shaggy, rough, or peeling bark
- Abundant number of dead leaves underneath the plant (litter)
- Needle-like or very fine leaves
- Foliage with low moisture

Information:

1. Some plants on this list that are considered invasive. There are many other plants considered invasive that should not be planted in a fuel modification zone and they can be found on The California Invasive Plant Council's Website www.cal-ipc.org/ip/inventory/index.php. Other plants not considered invasive at this time may be determined to be invasive after further study.
2. For the purpose of using this list as a guide in selecting plant material, it is stipulated that all plant material will burn under various conditions.
3. The absence of a particular plant, shrub, groundcover, or tree from this list does not necessarily mean it is fire resistive and does not imply that a particular plant, shrub, groundcover, or tree will be approved by the fire code official or H.O.A. for landscaping in a Wildland Urban Interface Fire Area.
4. Landscape architects may submit proposals for use of certain vegetation on a project specific basis. They shall also submit justifications as to the fire resistivity of the proposed vegetation.
5. Tracy is located USDA Climate Zone 9b or Climate Zones 9b as defined in Sunset Western Garden Book. Plants, shrubs, groundcover, or trees recommended for this climate zone can be submitted for approval for landscaping purposes unless the plant is listed in this prohibited list.
6. Native, drought tolerant plants are encouraged unless they are on this list or otherwise known as flammable or invasive. Note that invasive species tend to require more maintenance are therefore discouraged.
7. Notwithstanding the type of plant not included on this list, spacing and configuration of plantings in relationship to structures is critical to stopping fire spread. Spacing and configuration shall be approved by the H.O.A.
8. This list was created by **Firewise 2000, LLC**. It is based on a review of several public agencies, non-profits and firesafe councils lists utilized in central and northern California.

VESTING TENTATIVE MAP - TRACT 4057

TRACY HILLS - PHASE 2

CITY OF TRACY, COUNTY OF SAN JOAQUIN, CALIFORNIA

BASIS OF BEARING:

THE LINE BETWEEN TWO FOUND MONUMENTS AS SHOWN ON THE RECORD OF SURVEY FILED JUNE 26, 2007, IN BOOK 36 OF SURVEYS AT PAGE 118, OFFICIAL RECORDS OF SAN JOAQUIN, TAKEN AS N44°38'35"W, IS THE BASIS OF BEARING FOR THIS MAP.

BENCHMARK:

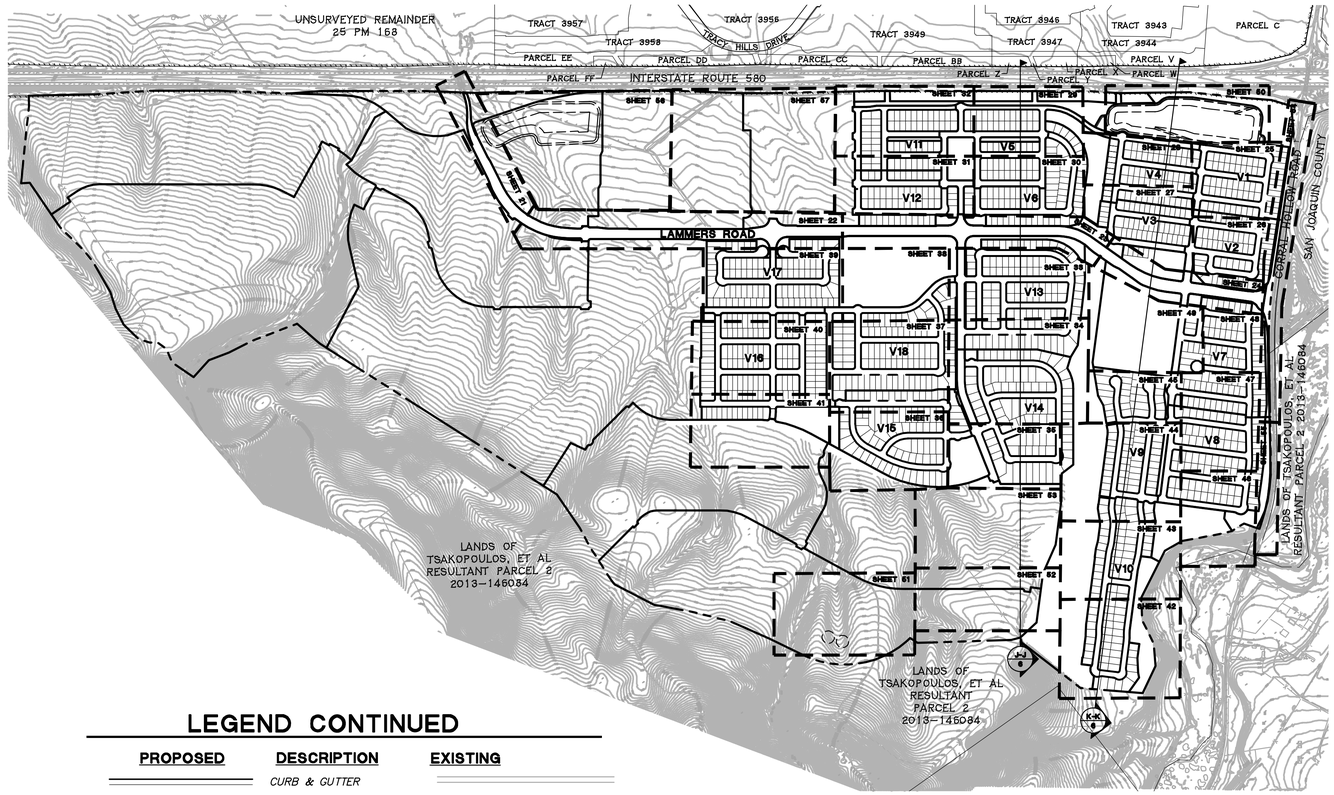
BASIS OF ELEVATIONS:
PER GEOLOGIC CONTROL NETWORK RECORD OF SURVEY FOR CITY OF TRACY. RECORDED BOOK 36 PAGE 118 ELEVATION SHOWN ARE IN TERMS OF NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). BASED LOCALLY UPON ELEVATION FOR THE FOLLOWING BENCHMARKS AS PUBLISHED BY THE NATIONAL GEOLOGIC SURVEY: PT. 3022 "L1259 1974" ELEV. 250.25'

SHEET INDEX

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	EXISTING CONDITION PLAN
3	STREET SECTIONS
4	STREET SECTIONS
5	SECTIONS AND DETAILS
6	SECTIONS
7	RESIDENTIAL LOT AREA SUMMARY – VILLAGES 1–5
8	RESIDENTIAL LOT SUMMARY – VILLAGES 6–10
9	RESIDENTIAL LOT SUMMARY – VILLAGES 11–15
10	RESIDENTIAL LOT SUMMARY – VILLAGES 16–18
11	STORM DRAIN DETAILS
12	OWNERSHIP EXHIBIT
13	OWNERSHIP EXHIBIT
14	OWNERSHIP EXHIBIT
15	OWNERSHIP EXHIBIT
16	OWNERSHIP EXHIBIT
17	OWNERSHIP EXHIBIT
18	OVERALL SANITARY SEWER PLAN
19	OVERALL STORM DRAIN PLAN
20	OVERALL WATER SYSTEM PLAN
21	LAMMERS ROAD (STA 12+90 TO STA 27+00)
22	LAMMERS ROAD (STA 27+00 TO STA 58+40)
23	LAMMERS ROAD (STA 58+40 TO STA 84+50)
24	LAMMERS ROAD (STA 84+60 TO END)
25	VILLAGE 1
26	VILLAGE 2
27	VILLAGE 3 & LOT D
28	VILLAGE 4
29	VILLAGES 5 & 6
30	VILLAGES 5 & 6
31	VILLAGE 12
32	VILLAGE 11
33	VILLAGE 13
34	VILLAGES 13 & 14
35	VILLAGE 14
36	VILLAGE 15
37	VILLAGES 15 & 18
38	VILLAGE 18 & LOT N
39	VILLAGE 17
40	VILLAGE 16
41	VILLAGE 16
42	VILLAGE 10
43	VILLAGE 10
44	VILLAGES 8, 9 & 10
45	VILLAGES 8 & 9
46	VILLAGE 8 & PARCEL
47	VILLAGES 7 & 8
48	VILLAGE 7
49	VILLAGE 7 & SCHOOL
50	STORMWATER BASIN
51	WATER TANKS
52	WATER TANKS
53	WATER TANKS
54	CORRAL HOLLOW ROAD (STA 00+00 TO STA 30+50)
55	CORRAL HOLLOW ROAD (STA 30+50 TO END)
56	PHASE 3 SUPERPAD
57	PHASE 3 SUPERPAD

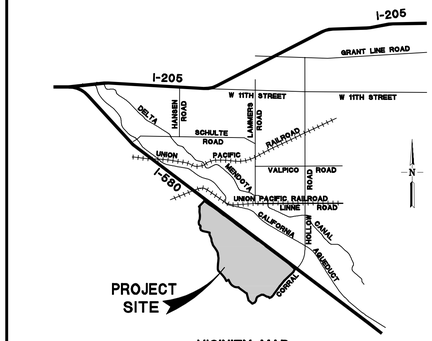
LEGEND

PROPOSED	DESCRIPTION	EXISTING
	TRACT BOUNDARY	
	EASEMENT LINE	
	LOT LINE	
	RIGHT OF WAY	
	CENTER LINE	
	FLOW LINE	
12"SD	STORM DRAIN	EX 12"SD
8"SS	SANITARY SEWER	EX 8"SS
8"W	WATER	EX 8"W
8"RCW	RECLAIMED WATER	
	RETAINING WALL	
	SOUND WALL	



LOCATION/INDEX MAP

NOT TO SCALE



VICINITY MAP
NOT TO SCALE

LEGEND CONTINUED

PROPOSED	DESCRIPTION	EXISTING
	CURB & GUTTER	
	DECOMPOSED GRANITE	
	SIDEWALK	
	STORM WATER INLET	
	FIELD INLET	
	MANHOLE	
	FIRE HYDRANT	
	BLOWOFF RISER	
	GATE VALVE	
x x	FENCE	x x
	SLOPE	
130	CONTOUR ELEVATIONS	130
x 525.2	SPOT ELEVATION	×525.2
	2:1 REBUILT SLOPE AREA	

ABBREVIATIONS

(#)	DENOTES SHEET NOTE NUMBER	GB	GRADE BREAK
AB	AGGREGATE BASE	GE	GARAGE ELEVATION
AC	ASPHALT CONCRETE	HOA	HOMEOWNERS ASSOCIATION
BC	BEGINNING OF CURVE	HP	HIGH POINT
BLDG	BUILDING	JUT	JOINT UTILITY TRENCH
BVC	BEGINNING OF VERTICAL CURVE	LP	LOW POINT
BW	BOTTOM OF WALL	P	PAD ELEVATION
CE	CONSERVATION EASEMENT	PAE	PRIVATE ACCESS EASEMENT
C & G	CURB & GUTTER	PAV	PAVEMENT
CMP	CORRUGATED METAL PIPE	PCC	POINT OF COMPOUND CURVATURE
DE	DRAINAGE EASEMENT	PRC	POINT OF REVERSE CURVATURE
DG	DECOMPOSED GRANITE	PSDE	PRIVATE STORM DRAIN EASEMENT
DRN	DRAINAGE OPEN SPACE	PUE	PUBLIC UTILITY EASEMENT
EC	END OF CURVE	R	RADIUS
EVC	END OF VERTICAL CURVE	RCW	RECLAIMED WATER
EX	EXISTING	RET	RETURN
FC	FACE OF CURB	RS	REBUILT SLOPE
FF	FINISHED FLOOR	RW	RIGHT OF WAY
FSW	FRONT OF SIDEWALK	SD	STORM DRAIN
SDE	STORM DRAIN EASEMENT		
SS	SANITARY SEWER		
SSE	SANITARY SEWER EASEMENT		
SW	STORM WATER INLET		
TC	TOP OF CURB		
TG	TOP OF GRATE ELEVATION		
TW	TOP OF WALL		
W	WATER		

GENERAL NOTES:

1. OWNER/DEVELOPER: TRACY PHASE 2, LLC, 24 W. 10TH STREET, TRACY, CA 95376, CONTACT: JOHN PALMER
2. CIVIL ENGINEER: RUGGERI-JENSEN-AZAR, 4690 CHABOT DRIVE, SUITE 200, PLEASANTON, CA 94588, (925) 227-9100, CONTACT: ALEX AZAR, RCE 87006
3. GEOTECHNICAL ENGINEER: ENGEO INCORPORATED, 17278 GOLDEN VALLEY PARKWAY, LATHROP, CA 95330, (209) 835-0610, CONTACT: STEVE HARRIS, GE
4. ASSESSOR'S PARCEL NUMBERS: 251-060-08, 251-060-09, 251-060-10, 251-060-11, 251-060-12, 251-060-13
5. LEGAL DESCRIPTION: REAL PROPERTY SITUATE IN THE CITY OF TRACY, COUNTY OF SAN JOAQUIN, STATE OF CALIFORNIA, AND BEING ALL OF PARCEL 1, 2, AND 3 AS SHOWN ON THAT CERTAIN PARCEL MAP FILED FOR RECORD MARCH 24,2017 IN BOOK 26 OF PARCEL MAPS PAGE 77, SAN JOAQUIN COUNTY RECORDS
6. CURRENT USE: AGRICULTURAL/GRAZING
7. ZONING: TRACY HILLS SPECIFIC PLAN
8. GENERAL PLAN LAND USE DESIGNATION: RESIDENTIAL LOW (LDR-TH), RESIDENTIAL MEDIUM (MDR-TH), COMMERCIAL (GHC-TH)
9. GROSS AREA: 1,143± ACRES
10. TOTAL PROPOSED RESIDENTIAL LOTS: 1,470 LOTS
11. UTILITIES:
    - WATER: CITY OF TRACY
    - GAS & ELECTRIC: PACIFIC GAS & ELECTRIC
    - SANITARY SEWER: CITY OF TRACY
    - STORM DRAIN: CITY OF TRACY
    - FIRE: SOUTH SAN JOAQUIN COUNTY FIRE AUTHORITY
    - TELEPHONE: AT&T
    - CABLE TV: COMCAST
12. TOPOGRAPHY SHOWN IS BASED ON AN AERIAL TOPOGRAPHIC MAP PREPARED BY TETRATECH IN JANUARY 2013.
13. THE PROPERTY LIES WITHIN NO SPECIAL FLOOD HAZARD AREA PER FLOOD INSURANCE RATE MAP NUMBER 06077 C0730F (06077CIND0B), EFFECTIVE DATE, OCTOBER 20, 2016.
14. THE DEVELOPER MAY FILE MULTIPLE FINAL MAPS AFTER TENTATIVE MAP APPROVAL.
15. EXISTING CONSERVATION EASEMENT "GAPS" ALONG I-580 WILL BE REALIGNED TO MATCH I-580 STORM DRAIN OUTLETS.
16. IMPROVEMENTS SHOWN ON THIS VTM ARE SUBJECT TO REVISION IN FINAL DESIGN.

CITY ENGINEER'S STATEMENT

I HEREBY CERTIFY THAT THIS MAP HAS BEEN REVIEWED FOR COMPLIANCE WITH THE REQUIREMENTS OF THE TRACY MUNICIPAL CODE AND THE SUBDIVISION MAP ACT AS TO FORM AND CONTENT.

_____ _____
CITY ENGINEER DATE

PLANNING COMMISSION FILING CERTIFICATE

TENTATIVE MAP FILED THIS ___ DAY OF ____ 20___ IN THE OFFICE OF THE TRACY PLANNING COMMISSION, TRACY, CALIFORNIA. ACCOMPANIED WITH APPROPRIATE FILING FEES. THIS CERTIFICATE DOES NOT DEEM THIS APPLICATION COMPLETE.

CITY COUNCIL CERTIFICATE

I HEREBY CERTIFY THAT THE CITY COUNCIL OF TRACY HAS CONDITIONALLY APPROVED THIS TENTATIVE MAP _____ BY RESOLUTION NO. _____.

_____ _____ _____
CITY CLERK DATE

ENGINEER'S STATEMENT

THIS MAP WAS PREPARED BY RUGGERI-JENSEN-AZAR UNDER MY DIRECTION

_____ _____
ALEXANDER J. AZAR, RCE 87006 DATE

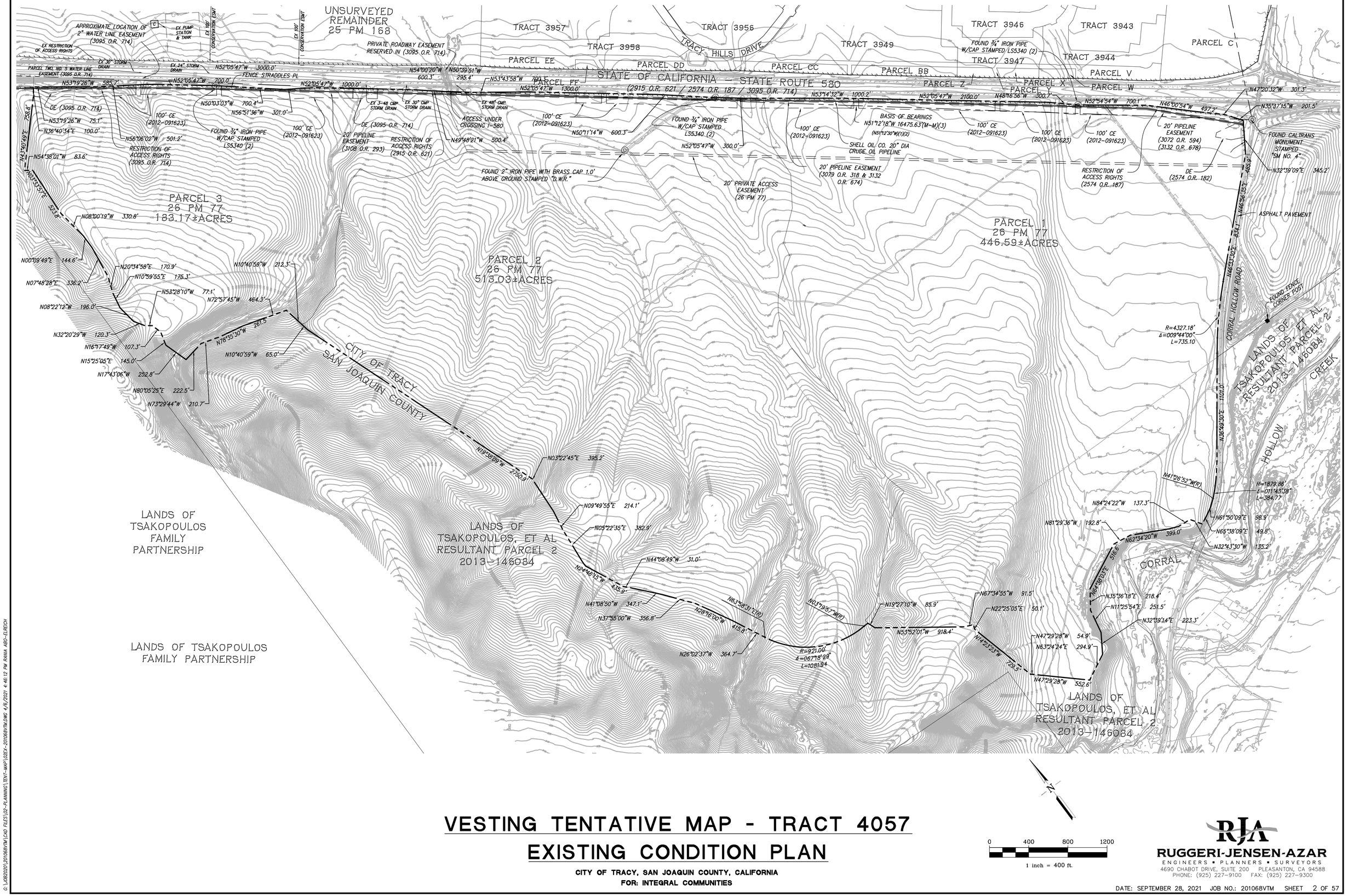
REGISTERED PROFESSIONAL ENGINEER ALEXANDER J. AZAR No. 87006 CIVIL STATE OF CALIFORNIA

OWNER/DEVELOPER

_____ _____
JOHN STANEK, TRACY PHASE 1B, LLC DATE

RJA
RUGGERI-JENSEN-AZAR
ENGINEERS ▪ PLANNERS ▪ SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

G:\JOBS\2020\201068\PW\CAD FILES\02-PLANNING\TENT-MAP\201068VTMLDWG 9/28/2021 11:31:44 AM RAMA ABD-ELRICH



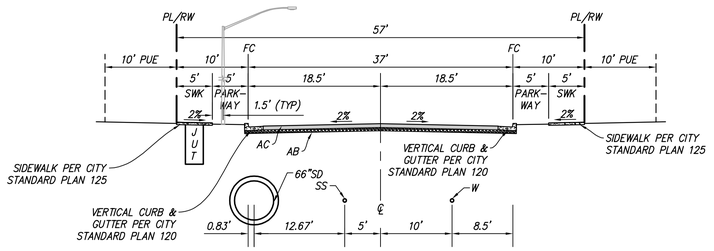
VESTING TENTATIVE MAP - TRACT 4057

EXISTING CONDITION PLAN

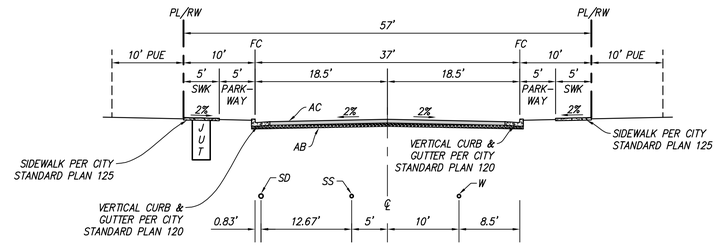
CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA
FOR: INTEGRAL COMMUNITIES

RJA
RUGGERI-JENSEN-AZAR
ENGINEERS ▪ PLANNERS ▪ SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

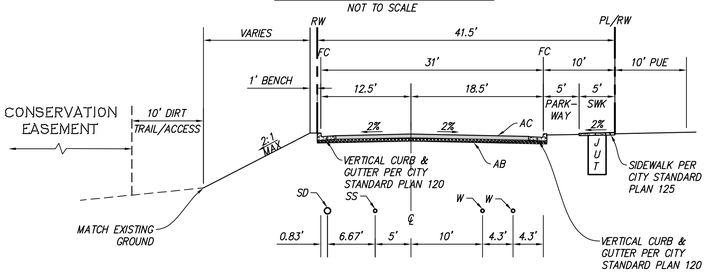
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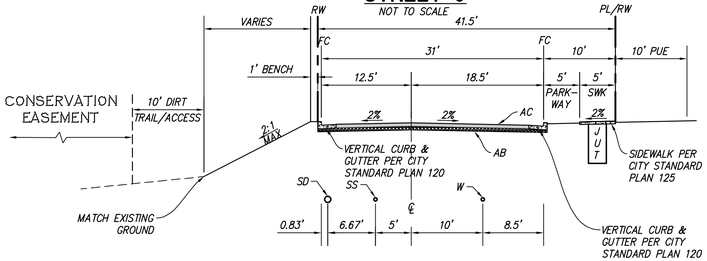
STREET B
NOT TO SCALE



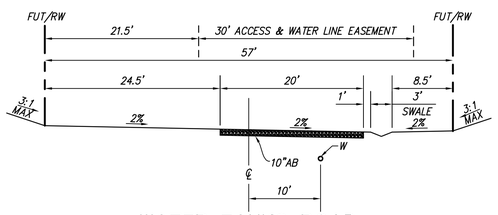
RESIDENTIAL STREET
NOT TO SCALE



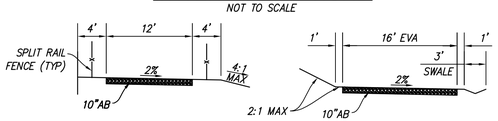
STREET J
NOT TO SCALE



STREET J
NOT TO SCALE

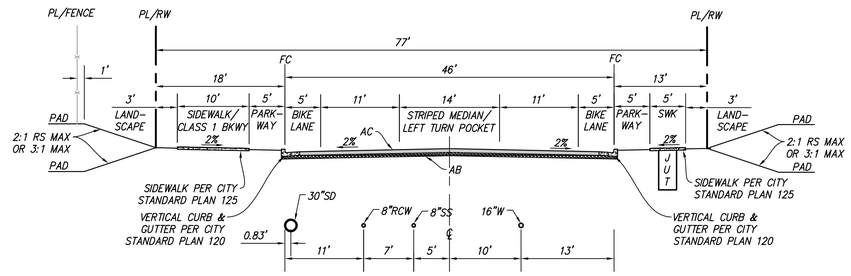


WATER TANKS ROAD
NOT TO SCALE

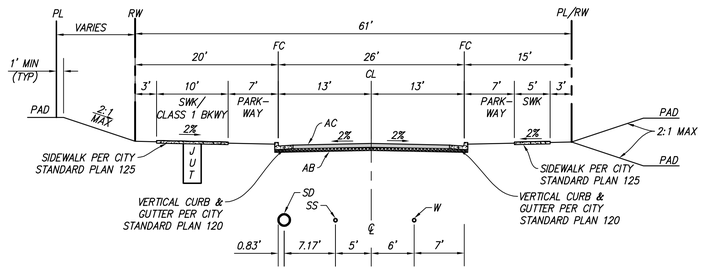


BASIN ACCESS ROAD
NOT TO SCALE

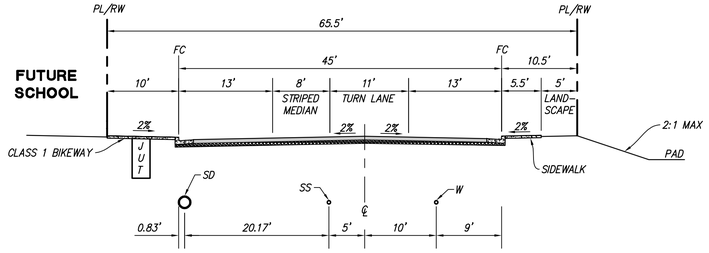
EVA IN LOT EE
NOT TO SCALE



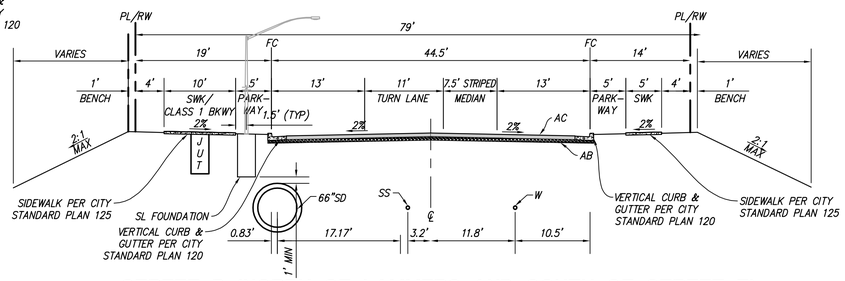
STREET C (VILLAGES 13, 14 15 & 18 FRONTAGES)
NOT TO SCALE



STREET B (VILLAGE 8 FRONTAGE)
NOT TO SCALE

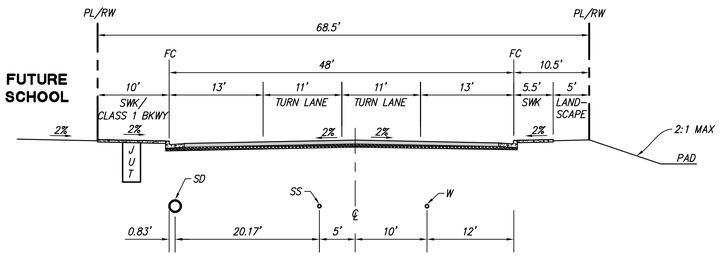


STREET B (SCHOOL FRONTAGE)
NOT TO SCALE

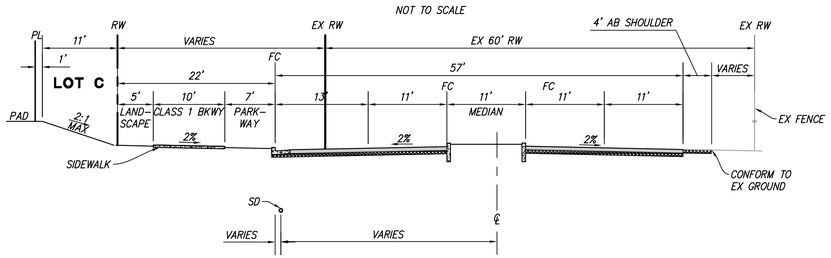


STREET B (NORTH OF LAMMERS AND SOUTH OF STREET F)
NOT TO SCALE

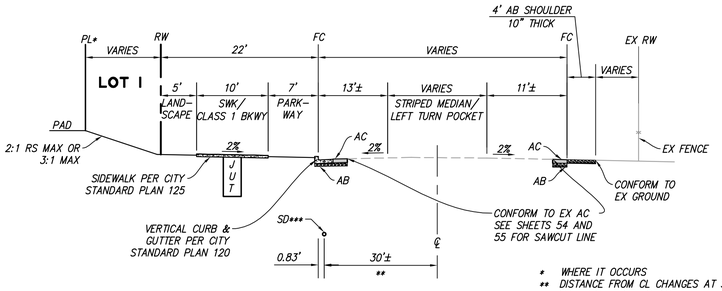
NOTES:
(1) SEE TRACY HILLS SPECIFIC PLAN/DESIGN GUIDELINES FOR NEW STORM DRAIN INLETS.
(2) STREET LIGHT PER APPROVED TRACY HILLS SPECIFIC PLAN/DESIGN GUIDELINES.
(3) FENCE PER TRACY HILLS SPECIFIC PLAN/DESIGN GUIDELINES.
(4) RUNNING SLOPE OF DG TRAIL SHALL NOT BE STEEPER THAN 1:20 (5%) PER CBC.
(5) ALL WALKS SHALL BE CONSTRUCTED WITH 2% MAXIMUM CROSS-SLOPES.



STREET B (SCHOOL FRONTAGE AT LAMMERS ROAD INTERSECTION)
NOT TO SCALE

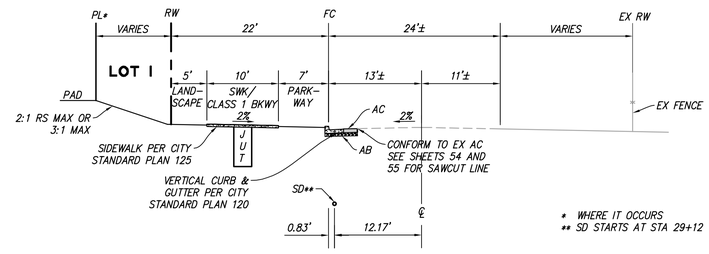


CORRAL HOLLOW ROAD (NORTH OF LAMMERS)
NOT TO SCALE



* WHERE IT OCCURS
** DISTANCE FROM CL CHANGES AT STA 20+92
*** SD ENDS AT STA 25+97

CORRAL HOLLOW ROAD (SOUTH OF LAMMERS - STA 18+96 TO STA 30+39)
NOT TO SCALE



* WHERE IT OCCURS
** SD STARTS AT STA 29+12

CORRAL HOLLOW ROAD (SOUTH OF LAMMERS - STA 30+39 TO STA 40+08)
NOT TO SCALE

VESTING TENTATIVE MAP - TRACT 4057

STREET SECTIONS

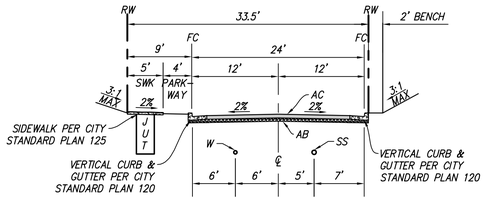
CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA
FOR: INTEGRAL COMMUNITIES

STREETS WITHIN POTENTIAL GATED VILLAGES WILL BE PRIVATE

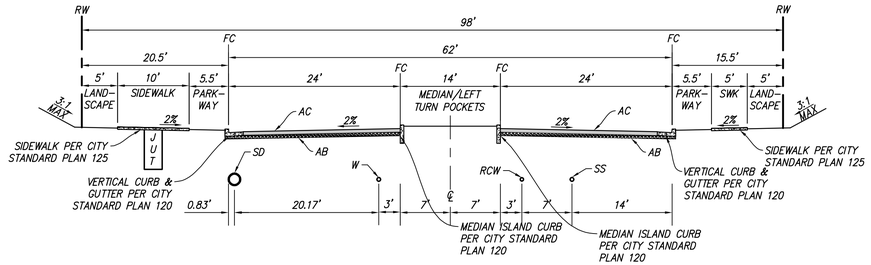
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O:\JOB2020\201068\DTM\CAD FILES\02-PLANNING\TENT-MAP\0057-201068VTM.DWG 9/27/2021 5:20:14 PM RAMA ABD-ELRICH

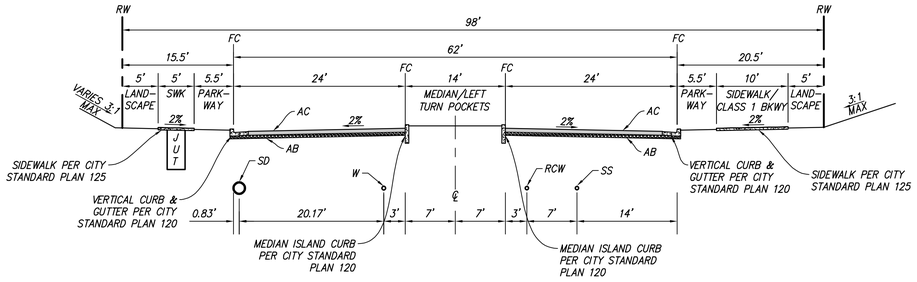
NOTES:
(1) SEE TRACY HILLS SPECIFIC PLAN/DESIGN GUIDELINES FOR NEW STORM DRAIN INLETS.
(2) STREET LIGHT PER APPROVED TRACY HILLS SPECIFIC PLAN/DESIGN GUIDELINES.
(3) FENCE PER TRACY HILLS SPECIFIC PLAN/DESIGN GUIDELINES.
(4) RUNNING SLOPE OF DG TRAIL SHALL NOT BE STEEPER THAN 1:20 (5%) PER CBC.
(5) ALL WALKS SHALL BE CONSTRUCTED WITH 2% MAXIMUM CROSS-SLOPES.
(6) LAMMERS ROAD POSTED 25 MPH (35 MPH DESIGN SPEED)



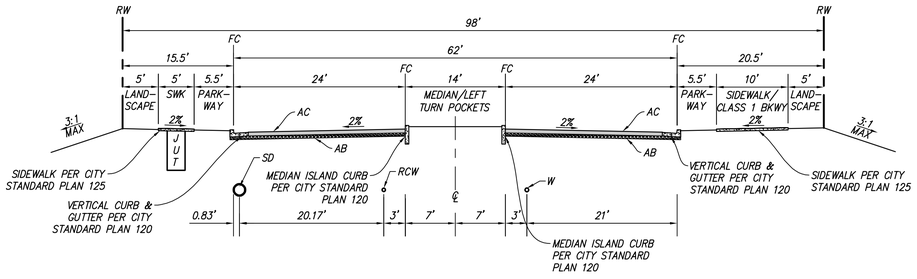
LAMMERS ROAD (STA 12+90 TO STA 14+99)
NOT TO SCALE



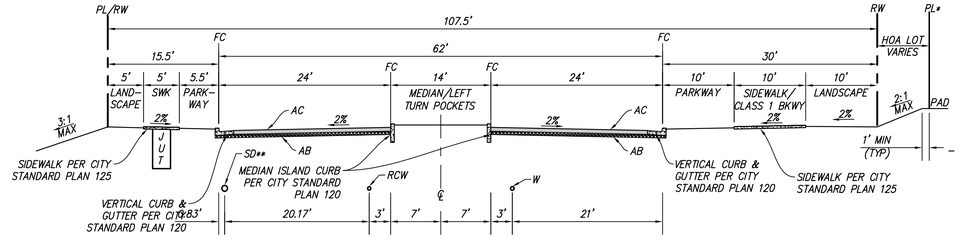
LAMMERS ROAD (STA 20+26 TO STA 25+68)
NOT TO SCALE



LAMMERS ROAD (STA 26+34 TO STA 31+29)
NOT TO SCALE

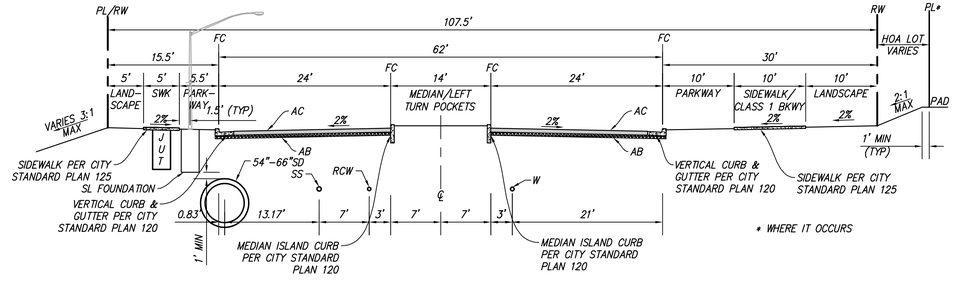


LAMMERS ROAD (STA 35+03 TO STA 44+12)
NOT TO SCALE



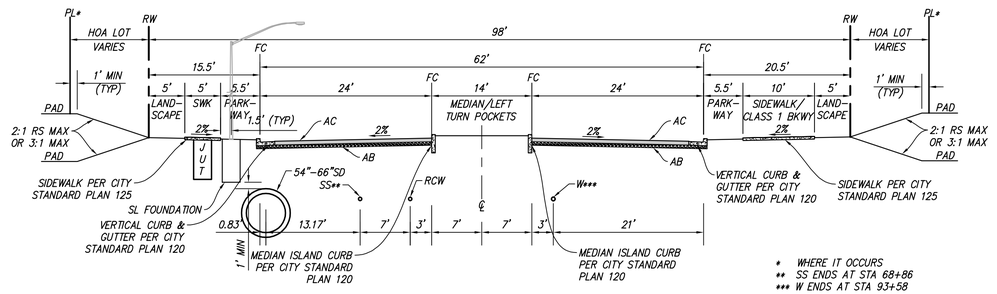
* WHERE IT OCCURS
** SD ENDS AT STA 45+93

LAMMERS ROAD (STA 44+99 TO STA 49+88)
NOT TO SCALE



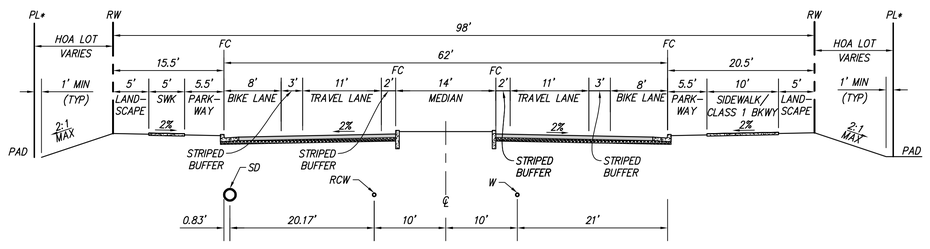
* WHERE IT OCCURS

LAMMERS ROAD (STA 53+73 TO STA 58+17)
NOT TO SCALE



* WHERE IT OCCURS
** SS ENDS AT STA 68+86
*** W ENDS AT STA 93+58

LAMMERS ROAD (STA 59+04 TO END)
NOT TO SCALE



LAMMERS ROAD 2-LANE
NOT TO SCALE

STREETS WITHIN POTENTIAL GATED VILLAGES WILL BE PRIVATE

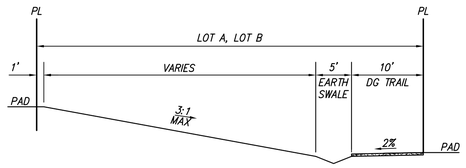
VESTING TENTATIVE MAP - TRACT 4057

STREET SECTIONS

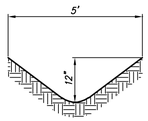
CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA
FOR: INTEGRAL COMMUNITIES

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ENGINEERS ▪ PLANNERS ▪ SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

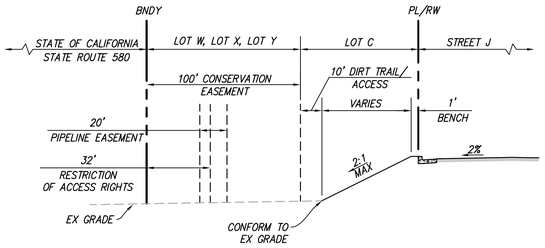
© \\J&B2020\201068VTM\CAD FILES\02-PLANNING\TENT-MAP\04ST-201068VTMDWG 9/15/2021 9:55:33 AM RANIA ABO-ELREICH



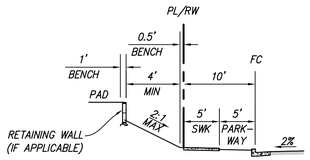
SECTION A-A
NOT TO SCALE



EARTH SWALE DETAIL
NOT TO SCALE

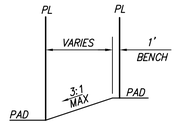


SECTION B-B
NOT TO SCALE

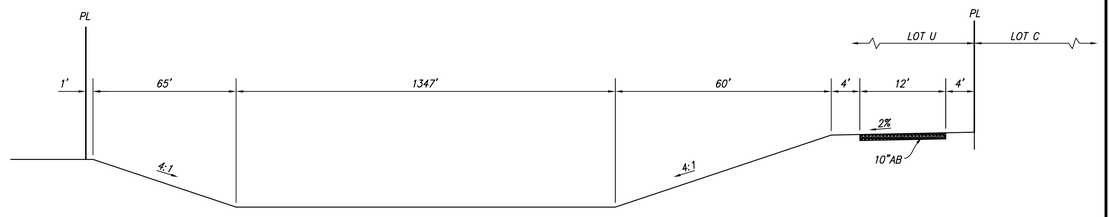


TYPICAL CORNER LOT SIDEYARD W/PAD HIGHER THAN SIDEWALK

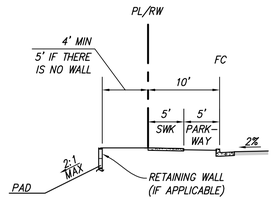
SECTION C-C
NOT TO SCALE



SECTION F-F
NOT TO SCALE

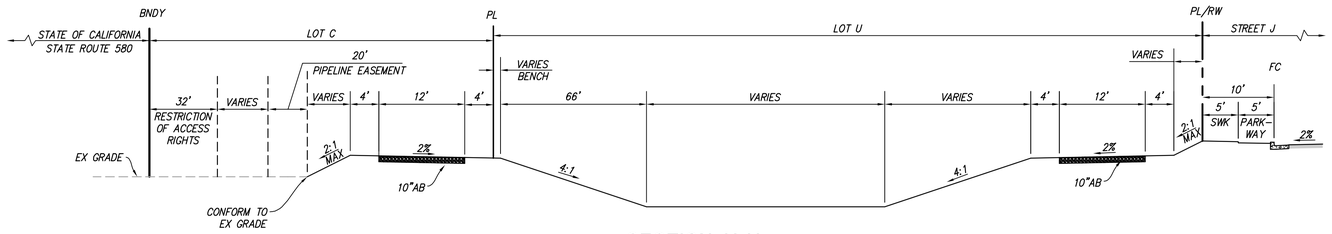


SECTION G-G
NOT TO SCALE

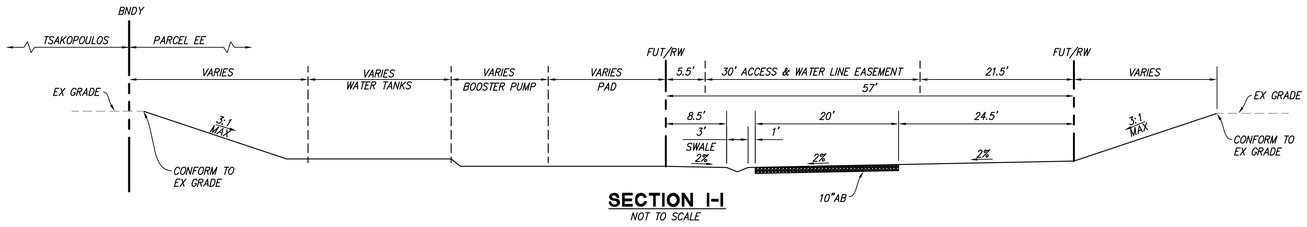


TYPICAL CORNER LOT SIDEYARD W/PAD LOWER THAN SIDEWALK

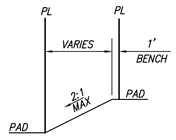
SECTION D-D
NOT TO SCALE



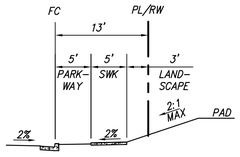
SECTION H-H
NOT TO SCALE



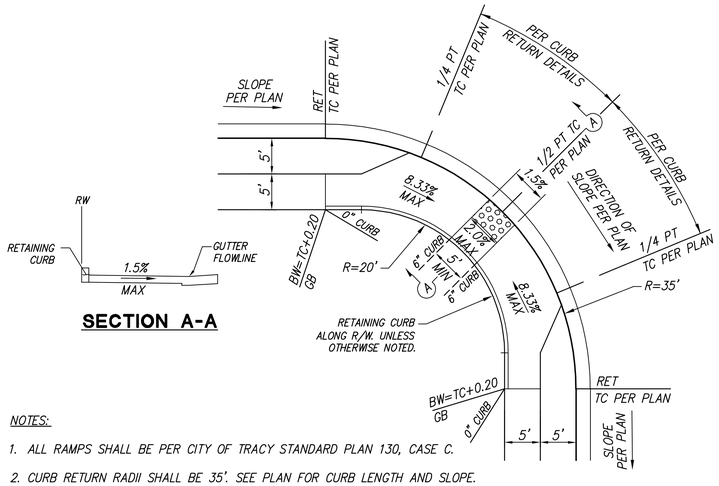
SECTION I-I
NOT TO SCALE



SECTION E-E
NOT TO SCALE



SECTION N-N
NOT TO SCALE

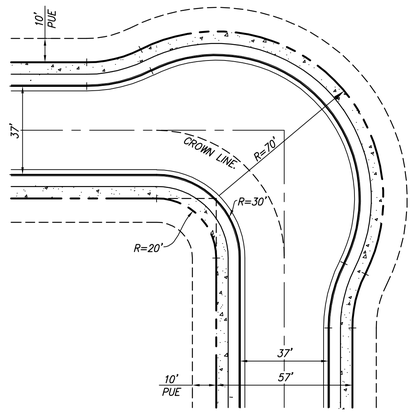


SECTION A-A

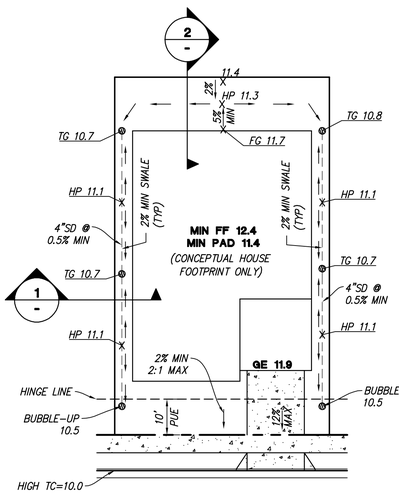
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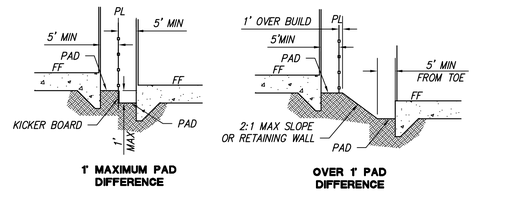
1. ALL RAMPS SHALL BE PER CITY OF TRACY STANDARD PLAN 130, CASE C.
2. CURB RETURN RADII SHALL BE 35'. SEE PLAN FOR CURB LENGTH AND SLOPE.
3. SEE LANDSCAPE PLANS FOR IRRIGATION SLEEVE LOCATIONS..
4. MAX SLOPES SHOWN ARE ALONG GUTTER FLOWLINE AND ALLOW FOR 1.5% LANDING AT BOTTOM OF RAMP. (SEE CURB RETURN DETAILS ON IMPROVEMENT PLAN SHEETS.) CONTRACTOR TO PROVIDE 1.5% LANDING AT BOTTOM OF RAMP.

TYPICAL CURB RAMP AND CURB RETURN DETAIL
NO SCALE



KNUCKLE DETAIL
SCALE: 1"=30'





TYPICAL LOT GRADING DETAIL
NOT TO SCALE

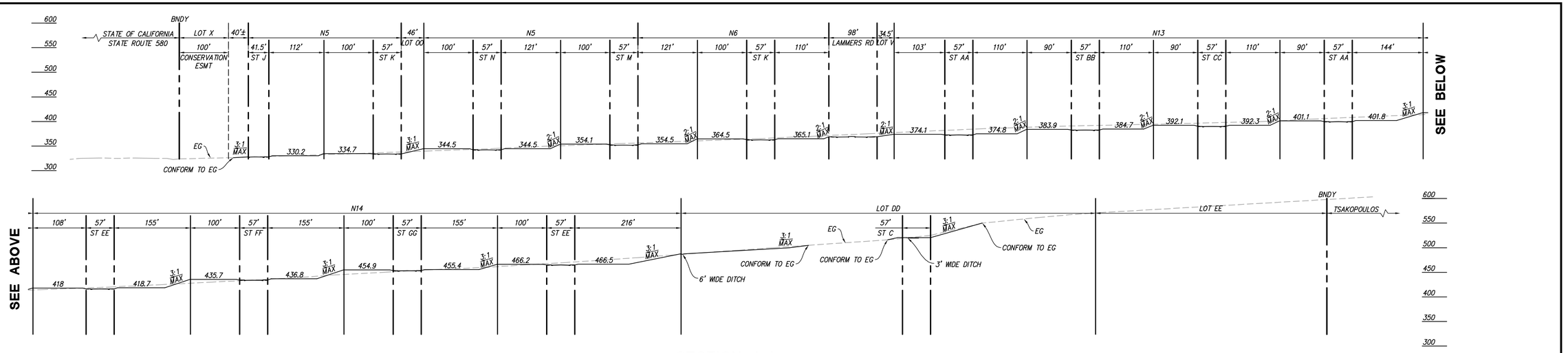
VESTING TENTATIVE MAP - TRACT 4057

SECTIONS AND DETAILS

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA
FOR: INTEGRAL COMMUNITIES

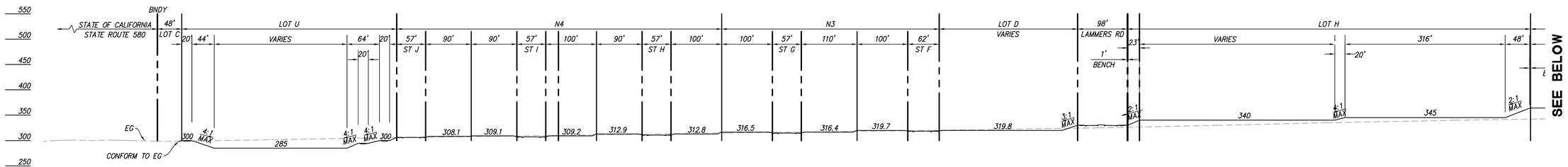
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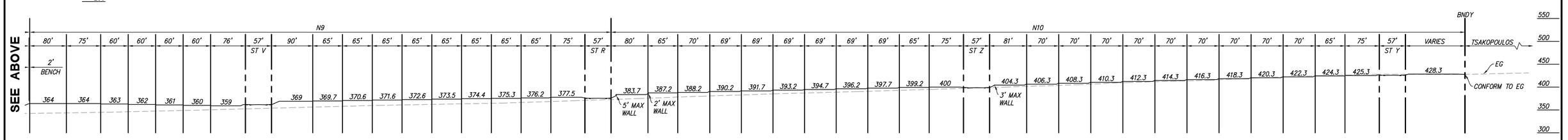
C:\J0B2020\201068\PM\CAD FILES\02-PLANNING\TENT-MAP\DGT-201068VTMDWG 9/21/2021 1:35:06 PM RAMA ABD-ERICH



SECTION J-J

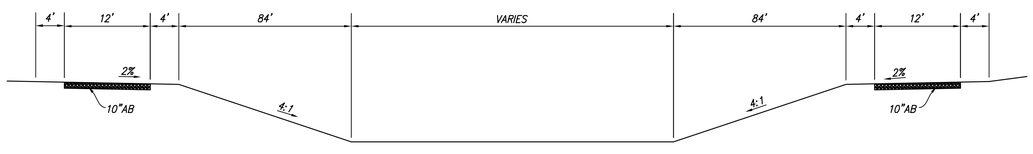
HORIZONTAL SCALE: 1"=100'
VERTICAL SCALE: 1"=100'





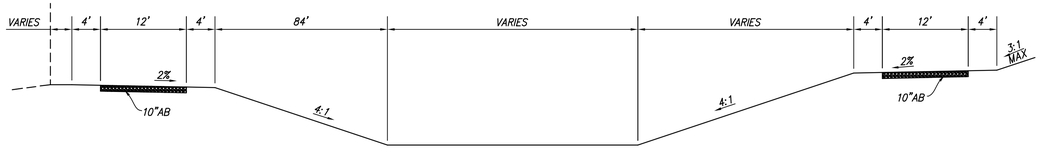
SECTION K-K

HORIZONTAL SCALE: 1"=100'
VERTICAL SCALE: 1"=100'



SECTION L-L

NOT TO SCALE



SECTION M-M

NOT TO SCALE

VESTING TENTATIVE MAP - TRACT 4057

SECTIONS

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA
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4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

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VILLAGE 1

55' X 90'

LOT #	AREA (SF)
1	6,484
2	4,950
3	4,950
4	4,950
5	4,950
6	4,950
7	4,950
8	4,950
9	4,950
10	6,280
11	6,280
12	4,950
13	4,950
14	4,950
15	4,950
16	4,950
17	4,950
18	4,950
19	4,950
20	6,484
21	7,214
22	5,500
23	5,500
24	5,500
25	5,500
26	5,500
27	5,500
28	5,500
29	5,500
30	6,987
31	6,280
32	4,950
33	4,950
34	4,950
35	4,950
36	4,950
37	4,950
38	4,950
39	4,950
40	6,484
41	7,787
42	5,500
43	5,500
44	5,500
45	5,500
46	5,500
47	5,500
48	5,500
49	5,500
50	6,414
51	7,220
52	7,287
53	7,354
54	7,421
55	7,489
56	7,556
57	7,623
58	7,690
59	7,757
60	7,727
61	7,303
62	9,015
63	12,781

VILLAGE 2

50' X 100'

LOT #	AREA (SF)
1	7,287
2	5,000
3	5,000
4	5,000
5	5,000
6	5,000
7	5,000
8	5,000
9	5,000
10	5,000
11	5,914
12	7,474
13	5,500
14	5,500
15	5,500
16	5,500
17	5,500
18	5,500
19	5,500
20	5,500
21	5,500
22	7,064
23	7,014
24	5,000
25	5,000
26	5,000
27	5,000
28	5,000
29	5,000
30	5,000
31	5,000
32	5,000
33	6,187
34	7,528
35	6,600
36	6,600
37	6,600
38	6,600
39	7,528
40	8,275
41	7,285
42	12,089
43	10,856
44	5,612
45	5,857
46	5,857
47	5,857
48	5,857
49	5,857
50	5,724
51	10,238
52	12,775
53	5,490
54	5,993
55	6,058
56	6,729
57	6,177
58	6,233
59	6,289
60	6,343
61	6,396
62	6,450
63	6,505

VILLAGE 3

50' X 100'

LOT #	AREA (SF)
1	7,414
2	5,000
3	5,000
4	5,000
5	5,000
6	5,000
7	5,000
8	5,000
9	5,000
10	5,000
11	5,000
12	5,000
13	5,000
14	7,814
15	10,248
16	5,500
17	5,500
18	5,500
19	5,500
20	5,500
21	5,500
22	5,500
23	5,500
24	5,500
25	5,500
26	5,500
27	5,500
28	6,514
29	6,804
30	5,000
31	5,000
32	5,000
33	5,000
34	5,000
35	5,000
36	5,000
37	5,000
38	5,000
39	5,000
40	5,000
41	5,000
42	7,474
43	5,036
44	5,000
45	5,000
46	5,000
47	5,000
48	5,000
49	5,000
50	5,000
51	5,000
52	5,000

VILLAGE 4

55' X 90'

LOT #	AREA (SF)
1	6,213
2	4,950
3	4,950
4	4,950
5	4,950
6	4,950
7	4,950
8	4,950
9	4,950
10	4,950
11	4,950
12	7,214
13	5,500
14	5,500
15	5,500
16	5,500
17	5,500
18	5,500
19	5,500
20	5,500
21	5,500
22	5,500
23	5,500
24	7,514
25	6,517
26	4,950
27	4,950
28	4,950
29	4,950
30	4,950
31	4,950
32	4,950
33	4,950
34	4,950
35	4,950
36	4,950
37	6,722
38	7,478
39	5,500
40	5,500
41	5,500
42	5,500
43	5,500
44	5,500
45	5,500
46	5,500
47	5,500
48	5,500
49	5,500
50	7,250
51	6,517
52	4,950
53	4,950
54	4,950
55	4,950
56	4,950
57	4,950
58	4,950
59	4,950
60	4,950
61	4,950
62	4,950
63	6,722
64	6,722
65	4,952
66	4,950
67	4,950
68	4,950

LOT #	AREA (SF)
69	4,950
70	4,950
71	4,950
72	4,950
73	4,950
74	4,950
75	4,950
76	6,517

VILLAGE 5

55' X 100'

LOT #	AREA (SF)
1	6,914
2	5,500
3	5,500
4	5,500
5	5,500
6	5,500
7	5,500
8	5,000
9	5,500
10	6,914
11	8,384
12	6,655
13	6,655
14	6,655
15	6,655
16	6,655
17	6,655
18	6,655
19	6,655
20	8,384
21	10,048
22	8,030
23	8,030
24	8,030
25	8,030
26	8,030
27	8,030
28	8,030
29	8,030
30	10,048
31	6,764
32	5,500
33	5,500
34	5,500
35	5,500
36	5,500
37	5,500
38	5,500
39	5,500
40	5,500
41	5,500
42	5,500
43	6,764
44	7,449
45	6,050
46	6,050
47	6,050
48	6,050
49	6,050
50	6,050
51	6,050
52	6,050
53	6,050
54	6,050
55	6,050
56	7,449

VESTING TENTATIVE MAP - TRACT 4057

RESIDENTIAL LOT AREA SUMMARY - VILLAGES 1-5

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA

FOR: INTEGRAL COMMUNITIES

RJA
RUGGERI-JENSEN-AZAR
ENGINEERS ▪ PLANNERS ▪ SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

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VILLAGE 6

55' X 100'

LOT #	AREA (SF)
1	6,914
2	5,500
3	5,500
4	5,500
5	5,500
6	5,500
7	5,500
8	5,500
9	5,500
10	6,914
11	8,384
12	6,655
13	6,655
14	6,655
15	6,655
16	6,655
17	6,655
18	6,655
19	6,655
20	8,384
21	6,653
22	5,775
23	6,498
24	12,347
25	6,160
26	6,160
27	6,160
28	6,160
29	6,160
30	6,160
31	6,160
32	6,160
33	6,160
34	6,160
35	6,160
36	6,160
37	6,298
38	9,121
39	11,274
40	8,048
41	5,800
42	6,000
43	6,000
44	6,000
45	6,000
46	6,000
47	6,775
48	6,992
49	6,992
50	6,992
51	6,992
52	6,992
53	6,992
54	6,992
55	9,065
56	13,251
57	9,528
58	6,694
59	6,236
60	6,000
61	6,000
62	6,000
63	6,000
64	7,256
65	6,366
66	6,781
67	7,261
68	7,741

LOT #	AREA (SF)
69	8,220
70	8,552
71	8,563
72	7,815
73	6,655
74	6,655
75	10,149

VILLAGE 7

55' X 100'

LOT #	AREA (SF)
1	7,661
2	6,628
3	6,603
4	6,038
5	6,196
6	6,393
7	6,655
8	6,655
9	6,655
10	6,655
11	6,655
12	6,430
13	6,150
14	6,975
15	7,191
16	7,223
17	7,256
18	7,288
19	7,320
20	7,352
21	7,385
22	7,420
23	7,469
24	7,518
25	7,568
26	7,569
27	7,523
28	7,549
29	7,536
30	7,494
31	8,940
32	6,215
33	6,215
34	6,215
35	6,215
36	6,215
37	6,215
38	6,215
39	6,215
40	6,215
41	6,215
42	8,416
43	6,741
44	5,500
45	5,500
46	5,500
47	5,500
48	5,500
49	5,500
50	5,500
51	5,500
52	5,500
53	5,500
54	6,941
55	8,685
56	6,322
57	6,322
58	6,322
59	6,322
60	6,322
61	7,409
62	19,158
63	8,077
64	8,359
65	14,404
66	8,111
67	5,500
68	5,500

LOT #	AREA (SF)
69	5,500
70	5,500
71	5,500
72	7,435
73	8,216
74	6,050
75	6,050
76	6,050
77	6,050
78	6,050
79	6,050
80	6,050
81	6,050
82	6,050
83	6,954
84	6,414
85	5,500
86	5,500
87	5,500
88	5,500
89	5,500
90	8,823
91	8,046
92	6,050
93	6,050
94	6,050
95	6,050
96	6,050
97	7,064

VILLAGE 8

60' X 90'

LOT #	AREA (SF)
1	9,738
2	6,795
3	6,700
4	6,700
5	6,700
6	6,700
7	6,700
8	6,700
9	6,700
10	8,231
11	8,633
12	7,835
13	7,754
14	7,673
15	7,474
16	7,157
17	6,840
18	7,609
19	6,684
20	6,705
21	6,681
22	6,613
23	6,545
24	6,942
25	6,809
26	7,589
27	6,500
28	6,500
29	6,500
30	6,500
31	6,500
32	6,500
33	6,500
34	6,500
35	6,500
36	7,089
37	7,735
38	7,085
39	7,085
40	7,085
41	7,085
42	7,085
43	7,085
44	7,085
45	7,085
46	7,085
47	8,280
48	7,752
49	6,500
50	6,500
51	6,500
52	6,500
53	6,500
54	6,500
55	6,500
56	6,500
57	6,500
58	6,927
59	7,628
60	7,150
61	7,150
62	7,150
63	7,150
64	7,150
65	7,150
66	7,150
67	7,150
68	7,150

LOT #	AREA (SF)
69	8,437
70	8,452
71	6,800
72	6,800
73	6,800
74	6,800
75	6,800
76	6,800
77	6,800
78	6,800
79	8,155
80	11,213
81	7,095
82	7,095
83	7,095
84	7,095
85	7,095
86	7,095
87	7,095
88	7,095
89	8,266

VILLAGE 9

60' X 100'
(POTENTIAL GATED VILLAGE)

LOT #	AREA (SF)
1	8,175
2	7,056
3	7,458
4	7,458
5	7,458
6	7,458
7	7,458
8	7,343
9	7,624
10	9,554
11	8,803
12	7,047
13	8,096
14	6,449
15	6,664
16	9,823
17	12,438
18	8,200
19	10,705
20	12,568
21	13,290
22	13,457
23	8,786
24	7,260
25	7,260
26	7,260
27	7,260
28	7,260
29	7,260
30	7,260
31	7,260
32	7,260
33	8,929
34	7,364
35	6,500
36	6,500
37	6,500
38	6,500
39	6,500
40	6,500
41	6,500
42	6,599
43	9,420
44	7,618
45	6,298
46	7,452
47	6,003
48	6,000
49	6,329
50	9,566
51	16,123
52	12,092
53	9,993
54	9,750
55	9,351
56	6,015
57	6,000
58	6,000
59	7,920
60	7,523
61	6,000
62	6,000
63	6,000
64	6,000
65	6,000
66	6,000
67	6,700
68	6,600

LOT #	AREA (SF)
69	6,600

VILLAGE 10

65' X 100'
(POTENTIAL GATED VILLAGE)

LOT #	AREA (SF)
1	6,503
2	7,000
3	7,000
4	7,000
5	8,524
6	7,006
7	11,424
8	9,335
9	9,663
10	8,598
11	9,814
12	8,470
13	8,470
14	8,470
15	8,593
16	8,422
17	7,561
18	8,614
19	9,252
20	8,120
21	8,120
22	8,120
23	8,120
24	7,800
25	7,846
26	8,078
27	8,120
28	8,120
29	7,540
30	8,614
31	7,414
32	6,500
33	7,000
34	7,000
35	7,035
36	7,252
37	7,320
38	7,000
39	7,000
40	7,000
41	7,000
42	7,964
43	7,414
44	6,500
45	7,016
46	7,300
47	7,074
48	6,900
49	6,900
50	8,595
51	7,016
52	8,102
53	7,964
54	7,251
55	8,527
56	7,382
57	8,145
58	7,175
59	7,755
60	7,253
61	7,490
62	6,920
63	6,900
64	6,940
65	7,240
66	7,000
67	7,000
68	7,000

VESTING TENTATIVE MAP - TRACT 4057
RESIDENTIAL LOT SUMMARY - VILLAGES 6-10

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA
FOR: INTEGRAL COMMUNITIES

RJA
RUGGERI-JENSEN-AZAR
ENGINEERS ▪ PLANNERS ▪ SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
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VILLAGE 11

55' X 100'

LOT #	AREA (SF)
1	8,614
2	6,600
3	6,600
4	6,600
5	6,600
6	6,600
7	6,600
8	6,600
9	8614
10	8,684
11	6,160
12	6,160
13	6,160
14	6,160
15	6,160
16	6,160
17	6,160
18	7,385
19	6,859
20	5,500
21	5,500
22	5,500
23	5,500
24	5,500
25	5,500
26	5,500
27	5,500
28	5,500
29	5,500
30	7,169
31	8,021
32	6,062
33	6,050
34	6,050
35	6,050
36	6,050
37	6,050
38	6,050
39	6,050
40	6,050
41	6,050
42	7,554
43	8,432
44	6,250
45	6,250
46	6,250
47	6,250
48	6,250
49	6,250
50	6,250
51	6,500
52	6,500
53	6,250
54	6,250
55	6,250
56	6,250
57	6,250
58	6,250
59	6,250
60	7,614

VILLAGE 12

55' X 100'

LOT #	AREA (SF)
1	7,088
2	6,258
3	6,363
4	11,564
5	6,325
6	6,325
7	6,325
8	6,325
9	6,325
10	6,325
11	6,325
12	6,325
13	6,325
14	6,325
15	6,325
16	6,325
17	6,325
18	6,914
19	5,880
20	5,880
21	5,880
22	5,880
23	5,880
24	5,880
25	5,880
26	5,880
27	5,880
28	5,880
29	5,900
30	6,914
31	8,384
32	7,139
33	7,115
34	7,115
35	7,115
36	7,115
37	7,115
38	7,115
39	7,115
40	7,115
41	7,115
42	7,115
43	8,384
44	7,414
45	6,000
46	6,414
47	7,164
48	5,500
49	5,500
50	5,500
51	5,500
52	5,500
53	5,500
54	5,500
55	7,164

VILLAGE 13

60' X 90'

LOT #	AREA (SF)
1	11,362
2	9,144
3	9,144
4	9,144
5	9,144
6	9,144
7	9,144
8	9,144
9	9,144
10	9,144
11	9,148
12	9,690
13	10,611
14	11,531
15	11,713
16	20,506
17	10,709
18	6,706
19	7,390
20	7,650
21	7,650
22	7,650
23	7,650
24	7,540
25	7,791
26	7,848
27	7,898
28	7,913
29	7,964
30	7,337
31	7,223
32	6,180
33	6,180
34	6,180
35	6,180
36	6,180
37	6,180
38	6,180
39	6,180
40	6,180
41	5,690
42	6,244
43	6,324
44	6,338
45	7,126
46	9,329
47	7,220
48	7,519
49	7,622
50	7,622
51	7,567
52	6,304
53	7,020
54	6,930
55	6,930
56	6,840
57	6,934
58	6,934
59	6,840
60	6,930
61	6,930
62	7,020
63	6,304
64	6,745
65	6,075
66	6,075
67	6,075
68	6,075

LOT #	AREA (SF)
69	6,075
70	6,075
71	7,161
72	8,505
73	6,600
74	6,600
75	6,600
76	6,600
77	6,600
78	6,600
79	6,600
80	8,313
81	7,204
82	5,400
83	5,400
84	5,400
85	5,400
86	5,400
87	5,400
88	5,400
89	8,094
90	11,163
91	6,600
92	6,600
93	6,600
94	6,600
95	6,600
96	6,600
97	6,600
98	8,824
99	6,952
100	5,400
101	5,400
102	5,400
103	5,400
104	5,400
105	5,400
106	5,400
107	5,400
108	5,400
109	5,400
110	5,400
111	8,829
112	5,318
113	6,600
114	6,600
115	6,600
116	6,600
117	6,600
118	6,600
119	6,600
120	6,600
121	6,600
122	8,516

VILLAGE 14

65' X 100'
(POTENTIAL GATED VILLAGE)

LOT #	AREA (SF)
1	13,944
2	14,040
3	14,040
4	14,040
5	14,040
6	13,998
7	18,412
8	12,188
9	8,265
10	8,475
11	8,475
12	8,475
13	8,475
14	8,475
15	8,475
16	8,475
17	8,556
18	10,175
19	10,070
20	16,196
21	13,138
22	9,981
23	10,601
24	7,020
25	7,020
26	7,020
27	7,020
28	7,020
29	7,020
30	7,020
31	7,018
32	11,221
33	9,842
34	11,013
35	9,711
36	9,188
37	9,188
38	10,980
39	10,609
40	8,575
41	9,065
42	7,838
43	17,473
44	19,032
45	10,214
46	6,500
47	6,500
48	6,500
49	6,500
50	10,147
51	14,534
52	10,075
53	10,074
54	9,788
55	21,507
56	7,100
57	7,712
58	7,892
59	6,602
60	7,100
61	8,914
62	12,469
63	10,850
64	10,850
65	10,850
66	11,771
67	13,676
68	18,023

LOT #	AREA (SF)
69	8,400
70	9,130
71	9,034
72	8,458
73	8,059
74	7,301
75	7,300
76	7,400
77	7,400
78	7,400
79	7,400
80	7,400
81	8,983
82	20,356
83	11,304
84	11,315
85	11,315
86	11,315
87	11,315
88	11,614
89	13,940

VILLAGE 15

60' X 100'
(POTENTIAL GATED VILLAGE)

LOT #	AREA (SF)
1	12,149
2	11,578
3	9,929
4	7,798
5	11,053
6	6,532
7	6,335
8	6,390
9	6,000
10	6,000
11	6,000
12	6,000
13	6,000
14	6,000
15	6,000
16	6,000
17	6,000
18	6,000
19	6,000
20	6,000
21	6,000
22	6,011
23	7,614
24	6,800
25	6,862
26	9,572
27	13,358
28	11,742
29	9,276
30	7,800
31	7,800
32	7,800
33	7,524
34	7,897
35	8,161
36	8,481
37	8,855
38	9,284
39	9,769
40	9,650
41	9,648
42	9,541
43	9,044
44	6,984
45	6,060
46	7,254
47	6,900
48	6,902
49	6,902
50	6,901
51	7,786
52	17,807
53	8,720
54	9,131
55	9,239
56	9,240
57	11,233
58	6,914
59	6,500
60	6,500
61	6,500
62	6,500
63	7,299
64	9,056
65	9,884
66	12,879
67	7,372
68	7,406

LOT #	AREA (SF)
69	11,185
70	10,896
71	9,541
72	7,909
73	6,780
74	13,148
75	13,952
76	12,092
77	10,231
78	9,300
79	9,300
80	9,300
81	9,300
82	9,300
83	9,300
84	9,300
85	10,880

VESTING TENTATIVE MAP - TRACT 4057
RESIDENTIAL LOT SUMMARY - VILLAGES 11-15

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA
FOR: INTEGRAL COMMUNITIES

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VILLAGE 16

50' X 100'

LOT #	AREA (SF)
1	7,614
2	6,600
3	6,600
4	6,600
5	6,600
6	6,600
7	6,600
8	6,600
9	6,600
10	6,600
11	6,600
12	6,600
13	6,600
14	7,504
15	6,814
16	6,000
17	6,000
18	6,000
19	6,000
20	6,000
21	6,000
22	6,000
23	6,000
24	6,000
25	6,000
26	6,000
27	6,000
28	6,914
29	8,828
30	7,400
31	7,400
32	10,240
33	6,314
34	5,000
35	5,000
36	6,514
37	9,286
38	7,100
39	7,100
40	9,002
41	6,314
42	5,000
43	5,000
44	6,514
45	10,330
46	7,750
47	7,750
48	9,648
49	6,891
50	5,000
51	5,000
52	5,937
53	8,831
54	6,464
55	6,416
56	6,415
57	6,415
58	6,415
59	6,415
60	6,415
61	6,415
62	6,415
63	6,415
64	6,415
65	6,415
66	9,919
67	8,700
68	8,700

LOT #	AREA (SF)
69	8,700
70	8,700
71	8,700
72	8,612
73	8,100
74	8,100
75	8,100
76	8,100
77	8,100
78	8,100
79	9,364
80	9,090
81	7,400
82	7,400
83	7,408
84	7,400
85	7,400
86	7,400
87	7,400
88	10,267
89	6,514
90	5,000
91	5,000
92	5,000
93	5,000
94	5,000
95	5,000
96	5,000
97	6,514
98	9,286
99	7,100
100	7,100
101	7,100
102	7,100
103	7,100
104	7,100
105	7,100
106	9,286
107	6,514
108	5,000
109	5,000
110	5,000
111	5,000
112	5,000
113	5,000
114	5,000
115	6,514
116	10,144
117	7,750
118	7,750
119	7,750
120	7,750
121	7,750
122	7,750
123	7,750
124	10,144
125	6,891
126	5,000
127	5,000
128	5,000
129	5,000
130	5,000
131	5,000
132	5,000
133	6,137

VILLAGE 17

55' X 90'

LOT #	AREA (SF)
1	5,760
2	5,760
3	5,760
4	5,310
5	5,310
6	5,310
7	5,310
8	5,310
9	5,310
10	6,574
11	8,027
12	7,315
13	7,315
14	7,315
15	7,315
16	7,315
17	7,315
18	7,117
19	9,777
20	13,472
21	6,995
22	6,067
23	5,665
24	5,449
25	5,606
26	7,970
27	12,357
28	6,267
29	6,330
30	6,330
31	6,330
32	6,330
33	6,939
34	6,133
35	6,133
36	6,133
37	6,133
38	6,133
39	6,133
40	7,385
41	6,145
42	5,115
43	5,115
44	5,115
45	5,115
46	5,115
47	5,115
48	5,773
49	5,587
50	5,115
51	5,115
52	5,115
53	5,115
54	5,115
55	5,115
56	6,284
57	7,552
58	6,133
59	6,133
60	6,133
61	6,133
62	6,133
63	6,133
64	6,716
65	7,028
66	7,028
67	7,028
68	7,028

LOT #	AREA (SF)
69	7,027
70	6,721
71	14,007
72	9,684
73	5,935
74	6,386
75	6,295
76	6,699
77	13,902
78	9,817
79	7,111
80	7,315
81	7,315
82	7,315
83	7,315
84	7,315
85	7,315
86	8,027
87	6,194
88	4,950
89	4,950
90	4,950
91	4,950
92	4,950
93	4,950
94	4,950
95	4,950
96	4,950
97	4,950

VILLAGE 18

55' X 100'

LOT #	AREA (SF)
1	13,467
2	11,132
3	9,092
4	12,446
5	7,727
6	7,102
7	7,056
8	7,056
9	7,056
10	7,056
11	7,056
12	7,056
13	6,345
14	6,384
15	15,919
16	11,980
17	8,595
18	8,525
19	8,525
20	8,525
21	8,525
22	8,525
23	8,525
24	8,525
25	8,525
26	8,525
27	8,525
28	8,525
29	8,525
30	9,300
31	9,300
32	9,300
33	9,300
34	10,764
35	12,215
36	6,914
37	6,783
38	6,783
39	6,783
40	6,783
41	6,783
42	6,785
43	6,914
44	8,314
45	8,142
46	8,140
47	8,140
48	8,140
49	8,140
50	8,140
51	8,314
52	7,539
53	5,500
54	5,500
55	5,500
56	5,500
57	5,500
58	5,500
59	5,500
60	5,500
61	5,500
62	5,500
63	5,500
64	7,539
65	11,733
66	8,525
67	8,525
68	8,525

LOT #	AREA (SF)
69	8,525
70	8,525
71	8,525
72	8,525
73	8,525
74	8,525
75	8,525
76	8,525
77	11,733
78	7,664
79	5,700
80	5,700
81	5,700
82	5,700
83	5,700
84	5,700
85	5,700
86	5,700
87	5,700
88	5,700
89	7,064
90	6,600
91	6,819
92	10,473
93	9,278
94	15,360
95	13,595
96	10,055
97	7,433
98	7,425
99	7,425
100	7,425
101	7,425
102	7,425
103	9,333

VESTING TENTATIVE MAP - TRACT 4057

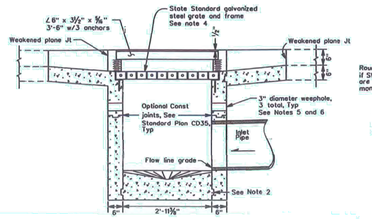
RESIDENTIAL LOT SUMMARY - VILLAGES 16-18

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA

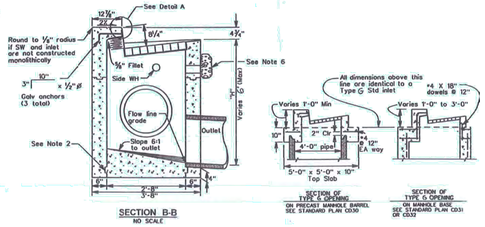
FOR: INTEGRAL COMMUNITIES

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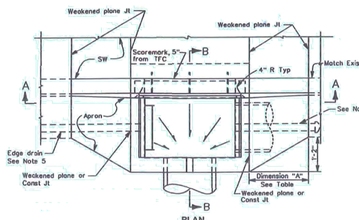
SECTION A-A
NO SCALE



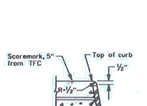
SECTION B-B
NO SCALE

SECTION OF TYPE G OPENING
ON PRECAST MANHOLE BARREL
SEE STANDARD PLAN CD30

SECTION OF TYPE G OPENING
ON MANHOLE BASE
SEE STANDARD PLAN CD31 OR CD32



PLAN
NO SCALE
GRATE NOT SHOWN

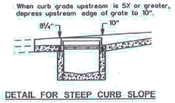


DETAIL A
NO SCALE

TABLE

LONGITUDINAL CURB GRADE "A"	UPSTREAM "A"	DOWNSTREAM
2% and less	24	24
3%	48	24
4%	48	24
5%	60	24
6%	72	24
7%	84	12
8%	96	12
9%	108	12
10% and greater	120	12

See "DETAIL FOR STEEP CURB SLOPE"



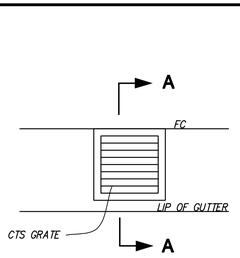
DETAIL FOR STEEP CURB SLOPE

NOTES:

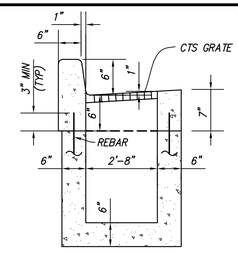
1. For Inlet General Notes and Details, see Standard Plan CD35.
2. Construction joints are optional where shown, other locations are subject to the approval of the Public Works Department. Key dimensions-¾" x 3".
3. When dimension "H" exceeds 6'-0", use a manhole base with type "G" inlet top.
4. See Caltrans Standard Plan D77A for inlet frame and Caltrans Standard Plan D77B for type 24-10S inlet grate.
5. If edge drains are specified by Public Works Department or shown on the plans.
6. See Standard Plan CD35s for weephole drainage details unless edge drain is shown on plans or as specified by Public Works Department.

CD 27 - TYPE "G" INLET

NO SCALE



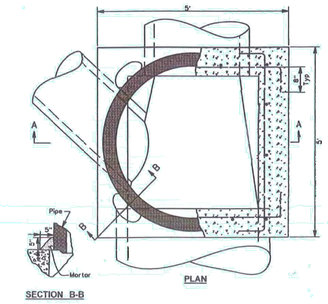
PLAN



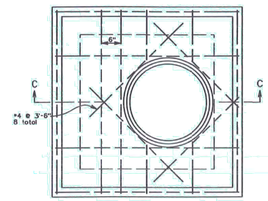
SECTION A-A

MODIFIED INLET WITH CTS GRATE

NO SCALE



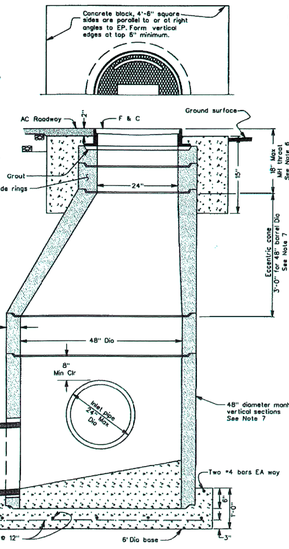
SECTION B-B



PLAN

NOTES:

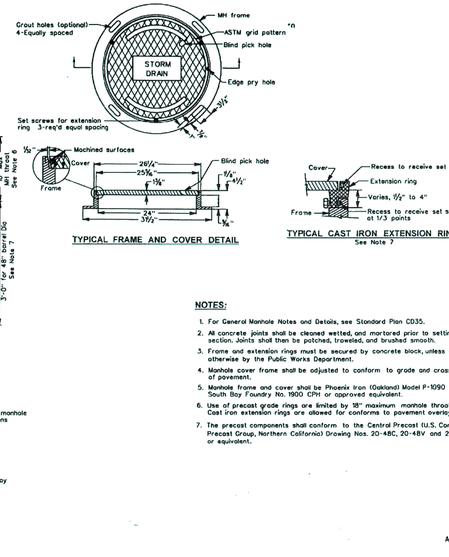
1. For Manhole General Notes and Details, see Standard Plan CD35.
2. Construction joints are optional where shown. Other locations are subject to approval by the Public Works Department. Key dimensions are ½" x 3".
3. Inlet and outlet pipes shall not intercept a manhole base through a corner. If skew angle is too great to permit the opening to be made in a single wall use a Type III manhole base. (See Std Pln CD32).
4. For details of manhole frame and cover, See Standard Plan CD30.



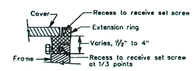
PRECAST MANHOLE WITH TYPE I BASE

CD 30 - TYPE 1 MANHOLE

NO SCALE



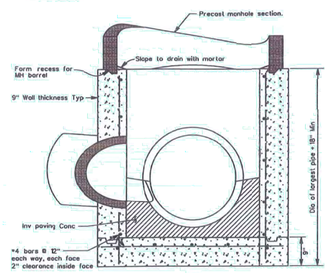
TYPICAL FRAME AND COVER DETAIL



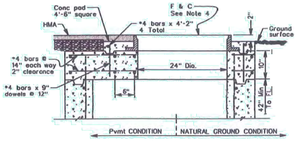
TYPICAL CAST IRON EXTENSION RING
See Note 7

NOTES:

1. For General Manhole Notes and Details, see Standard Plan CD35.
2. All concrete joints shall be cleaned wetted, and mortared prior to setting next section. Joints shall then be patched, troweled, and brushed smooth.
3. Frame and extension rings must be secured by concrete block, unless approved otherwise by the Public Works Department.
4. Manhole cover frame shall be adjusted to conform to grade and cross slope of pavement.
5. Manhole frame and cover shall be Phoenix Iron (Oakland) Model P-1090 or South Bay Foundry No. 1900 CPH or approved equivalent.
6. Use of precast grade rings are limited by 18" maximum manhole throat length. Cast iron extension rings are allowed for conforms to pavement overlays only.
7. The precast components shall conform to the Central Precast (U.S. Concrete Precast Group, Northern California) Drawing Nos. 20-48C, 20-48V and 20-48 EC, or equivalent.



SECTION A-A



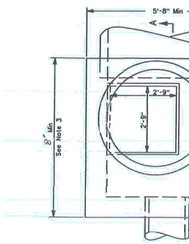
SECTION C-C
TOP SLAB

USE TOP SLAB:

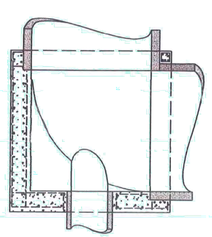
1. When there is insufficient depth between the top of the manhole base and finish grade for precast manhole eccentric cone section per Standard Plan CD30.
2. When placing a Type G Inlet opening on a Type II manhole base. The opening in the slab shall conform to the inside dimensions of the inlet to be used.

CD 31 - TYPE II MANHOLE BASE

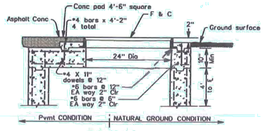
NO SCALE



PLAN



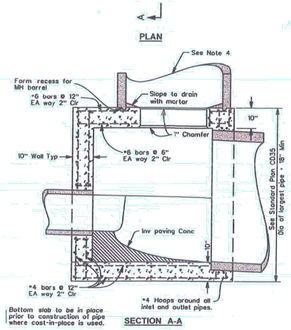
PLAN SECTION



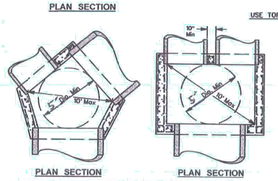
TOP SLAB

USE TOP SLAB:

1. When there is insufficient clearance between the top of the manhole base and finish grade for a precast eccentric cone section.
2. When placing a Type G Inlet opening on a Type III manhole base. The opening in the top slab shall conform to the inside dimensions of the inlet to be used.



SECTION A-A



PLAN SECTION

PLAN SECTION

SPECIAL APPLICATIONS OF TYPE "III" MANHOLE BASES

When circumstances, such as excessive skew or parallel pipes prevent the use of a standard Type III manhole base detailed elsewhere on this plan. The walls may be lengthened or relocated to accomodate the pipes provided the following criteria are met:

1. The inside dimensions or the base shall be such that a 60 inch diameter circle will lay flat on the manhole base floor as shown.
2. The maximum distance between any two inside corners shall be 10 feet, as shown.
3. Reinforcement and floor, wall and top thickness shall remain the same as for a normal Type III manhole base.
4. No pipe shall exceed 60 inches (inside diameter).

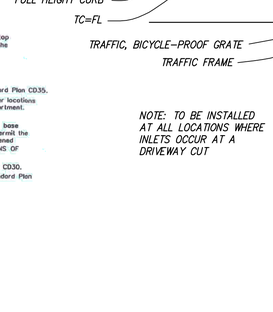
If any one of these criteria cannot be met, a special design will be required.

NOTES:

1. For General Manhole Notes and Details, see Standard Plan CD35.
2. Construction joints are optional where shown, other locations are subject to approval by the Public Works Department. Key dimensions are ½" x 3".
3. Inlet and outlet pipes shall not intercept a manhole base through a corner. If skew angle is too great to permit the opening to be made in a single wall maybe lengthened or relocated as explained in "SPECIAL APPLICATIONS OF TYPE III MANHOLE BASES" on this plan.
4. For details of precast manhole, See Standard Plan CD30.
5. For details of manhole frame and cover, See Standard Plan CD30.

CD 32 - TYPE III MANHOLE BASE

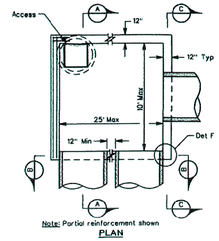
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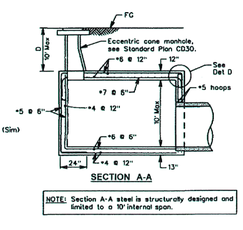
SECTION A-A

INLET AT DRIVEWAYS

NO SCALE

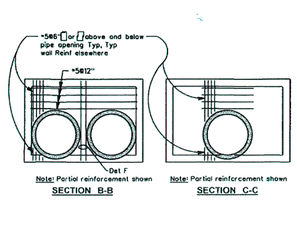


PLAN



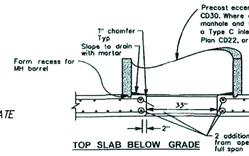
SECTION A-A

NOTE: Section A-A steel is structurally designed and limited to a 10' internal span.

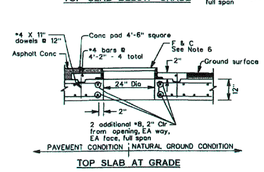


SECTION B-B

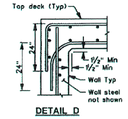
SECTION C-C



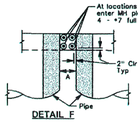
TOP SLAB BELOW GRADE



TOP SLAB AT GRADE



DETAIL D



DETAIL F

NOTES:

1. For Manhole General Notes and Details, see Standard Plan CD35
2. Soil parameters used for design are limited to the following:
   Active equivalent fluid pressure of 45 lbs./ft² up to a saturated condition of 62 lbs./ft².
   Passive equivalent fluid pressure of 300 lbs./ft².
   Structures to be constructed in soils not exhibiting these characteristics shall be designed by a licensed professional engineer under consultation with a licensed geotechnical engineer.
3. Minimum Strength: Steel: Fy=60000 psi
   PCC: f'c=3000 psi
4. Reinforcing steel placement shall be as directed in American Concrete Institute, Building Code and Commentary 318-11.
5. Inlet and outlet pipes shall not intercept a manhole base through a corner. If skew angle is too great to permit the opening to be made through a single wall a special design will be required.
6. For details of manhole frame and cover, see Standard Plan CD30.

CD 34 - TYPE V MANHOLE BASE

NO SCALE

VESTING TENTATIVE MAP - TRACT 4057

STORM DRAIN DETAILS

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA
FOR: INTEGRAL COMMUNITIES

FOR REFERENCE ONLY-
SEE TRACY HILLS DESIGN GUIDELINES

RJA
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LOT SUMMARY		
LOT	OWNER	ACRES
A	HOA	6.43
B	HOA	32.66
C	HOA	8.37
D	HOA	2.90
E	HOA	0.40
F	HOA	0.40
G	CITY	2.59
H	DEVELOPER *	15.86
I	HOA	1.62
J	HOA	0.29
K	HOA	0.60
L	HOA	4.21
M	CITY	5.76
N	CITY	16.25
O	HOA	0.28
P	CITY	3.34
Q	CITY	3.71
R	HOA	0.36
S	HOA	0.51
T	DEVELOPER	31.17
U (BASIN)	CITY	13.98
V	HOA	1.75
W	HOA	0.69
X	HOA	3.19
Y	HOA	1.77
Z	HOA	0.63
AA	HOA	0.20
BB	HOA	0.53
CC	HOA	2.58
DD	DEVELOPER	56.23
EE	DEVELOPER	75.32
FF	DEVELOPER	58.56
GG	DEVELOPER	28.11
HH	DEVELOPER	44.74
II	DEVELOPER	131.29
JJ	DEVELOPER	48.78
KK	DEVELOPER	94.59
LL	DEVELOPER	66.85
MM	DEVELOPER	8.14
NN	DEVELOPER	3.71
OO	HOA	0.61
PP	HOA	0.42
QQ	HOA	0.06
RR	HOA	0.10
SS	HOA	0.19
TT	HOA	0.26
LAMMERS ROAD	CITY	21.94
CORRAL HOLLOW ROAD	CITY	1.83
TOTAL		804.76

* FUTURE SCHOOL SITE TO BE TRANSFERRED BY DEVELOPER TO JEFFERSON SCHOOL DISTRICT AT A LATER DATE

PARK SUMMARY		
LOT	OWNER	ACRES
D (HOA REC CENTER)	HOA	2.90
G (PARK)	CITY	2.60
M (PARK)	CITY	5.76
N (COMMUNITY PARK)	CITY	16.25
P (PARK)	CITY	3.34
Q (PARK)	CITY	3.71
TOTAL		34.56

PHASE 2			
VILLAGE	ACRES	LOT COUNT	TYPICAL LOT SIZE
1	12.78	63	55' X 90'
2	13.08	63	50' X 100'
3	8.98	52	50' X 100'
4	13.25	76	55' X 90'
5	15.68	56	55' X 100'
6	14.89	75	55' X 100'
7	21.37	97	55' X 100'
8	21.02	89	60' X 90'
9	16.87	69	60' X 100'
10	20.55	86	65 X 100'
11	12.75	60	55' X 100'
12	11.45	55	55' X 100'
13	29.29	122	60' X 90'
14	29.54	89	65' X 100'
15	21.76	85	60' X 100'
16	27.94	133	50' X 100'
17	20.41	97	55' X 90'
18	26.19	103	55' X 100'
TOTAL	337.80	1470	–

* LOTS SHALL NOT BE FINAL MAPPED UNTIL ANNEXATION IS COMPLETE (TYP)

0 200 400 600

1 inch = 200 ft.

PUBLIC PARK (CITY OWNED & MAINTAINED)

CONSERVATION EASEMENT (HOA OWNED & MAINTAINED)

OPEN SPACE (HOA OWNED & MAINTAINED)

RETENTION BASIN (CITY OWNED & MAINTAINED)

7 VILLAGE NUMBER

* PRELIMINARY LOCATION OF FUTURE BUS SHELTER TO BE DETERMINED AT A FUTURE DATE.

VESTING TENTATIVE MAP - TRACT 4057

OWNERSHIP EXHIBIT

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA

FOR: INTEGRAL COMMUNITIES

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DATE: SEPTEMBER 28, 2021 JOB NO.: 201068VTM SHEET 12 OF 57

O:\JOB2020\201068\TM\CAD FILES\02-PLANNING\TENT-MAP\20TM-201068VTMLDWG 9/29/2021 9:40:16 AM RANA ABO-ELREICH

SEE SHEET 16

SEE SHEET 12

SEE SHEET 15

SEE SHEET 12

SEE SHEET 14

PUBLIC PARK (CITY OWNED & MAINTAINED)

EXISTING CONSERVATION EASEMENT (HOA OWNED & MAINTAINED)

OPEN SPACE (HOA OWNED & MAINTAINED)

RETENTION BASIN (CITY OWNED & MAINTAINED)

7 VILLAGE NUMBER

LOTS SHALL NOT BE FINAL MAPPED UNTIL ANNEXATION IS COMPLETE (TYP)

0 200 400 600

1 inch = 200 ft.

VESTING TENTATIVE MAP - TRACT 4057

OWNERSHIP EXHIBIT

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA

FOR: INTEGRAL COMMUNITIES

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SEE SHEET 16

SEE SHEET 12

SEE SHEET 15

16
50' x 100' LOT

18
55' x 100' LOT

15
60' x 100' LOT

14
65' x 100' LOT

9
60' x 100' LOT

8
60' x 90' LOT

7
55' x 100' LOT

10
65' x 100' LOT

RR
TT
Q
SS
B
H
SCHOOL
J
K
L
M
CC
P
FF
DD
EE
20' PAE (TYP)
30' WATER LINE & ACCESS ESMT
10' PSDE
15' SSE
CORRAL HOLLOW ROAD
APPROXIMATE LIMITS OF WATER TANK & PUMP STATION ESMT

LANDS OF
TSAKOPOULOS, ET AL
RESULTANT PARCEL 2
2013-146084

PUBLIC PARK (CITY OWNED & MAINTAINED)
EXISTING CONSERVATION EASEMENT (HOA OWNED & MAINTAINED)
OPEN SPACE (HOA OWNED & MAINTAINED)
RETENTION BASIN (CITY OWNED & MAINTAINED)
7 VILLAGE NUMBER
LOTS SHALL NOT BE FINAL MAPPED UNTIL ANNEXATION IS COMPLETE (TYP)

N

0 200 400 600
1 inch = 200 ft.

VESTING TENTATIVE MAP - TRACT 4057

OWNERSHIP EXHIBIT

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA
FOR: INTEGRAL COMMUNITIES

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SEE SHEET 16

SEE SHEET 17

SEE SHEET 13

SEE SHEET 14

KK

JJ

HH

II

FF

EE

LAMMERS ROAD

20' PAE (TYP)

20' PAE (TYP)

17
55' x 90' LOT

16
50' x 100' LOT

LANDS OF
TSAKOPOULOS, ET AL
RESULTANT PARCEL 2
2013-146084

LANDS OF
TSAKOPOULOS, ET AL
RESULTANT PARCEL 2
2013-146084

PUBLIC PARK (CITY OWNED & MAINTAINED)

EXISTING CONSERVATION EASEMENT (HOA OWNED & MAINTAINED)

OPEN SPACE (HOA OWNED & MAINTAINED)

RETENTION BASIN (CITY OWNED & MAINTAINED)

7 VILLAGE NUMBER

N

0 200 400 600

1 inch = 200 ft.

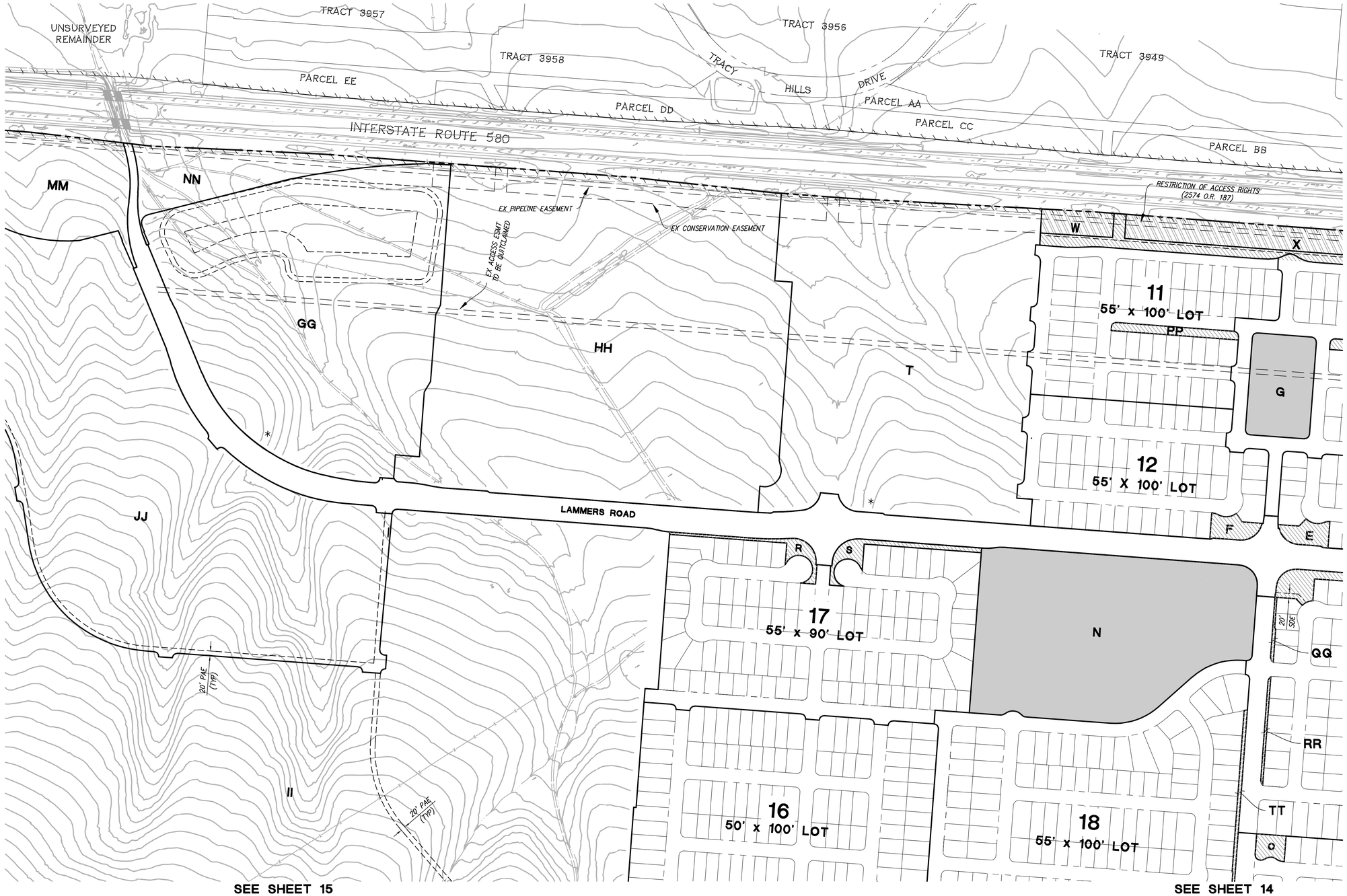
VESTING TENTATIVE MAP - TRACT 4057

OWNERSHIP EXHIBIT

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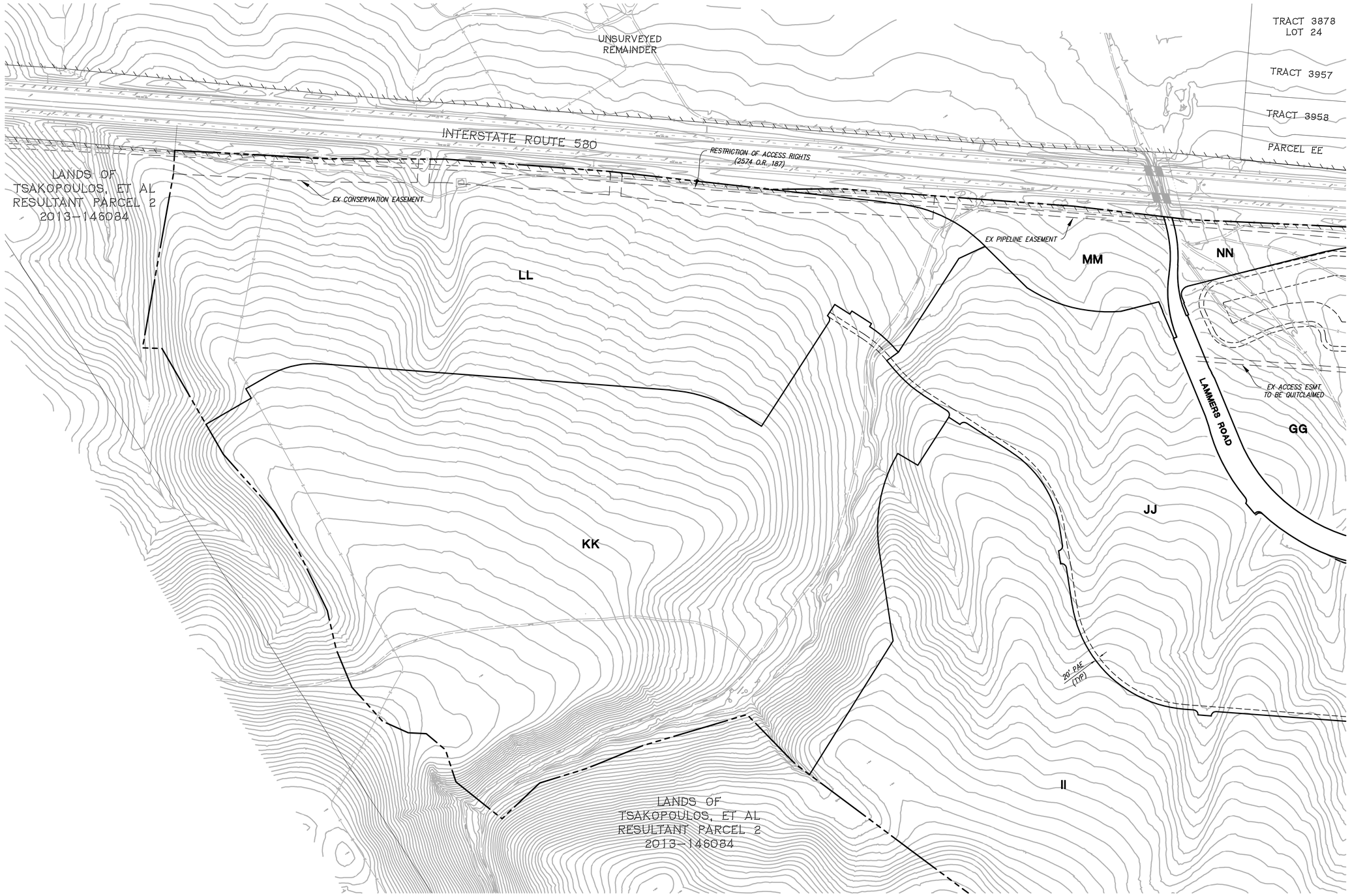
VESTING TENTATIVE MAP - TRACT 4057

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VESTING TENTATIVE MAP - TRACT 4057

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NOTES:
1. SANITARY SEWER SYSTEM LAYOUT SHOWN IN INDIVIDUAL VILLAGES IS SCHEMATIC. ULTIMATE DESIGN/LAYOUT TO BE APPROVED BY THE CITY AS PART OF IMPROVEMENT PLANS.

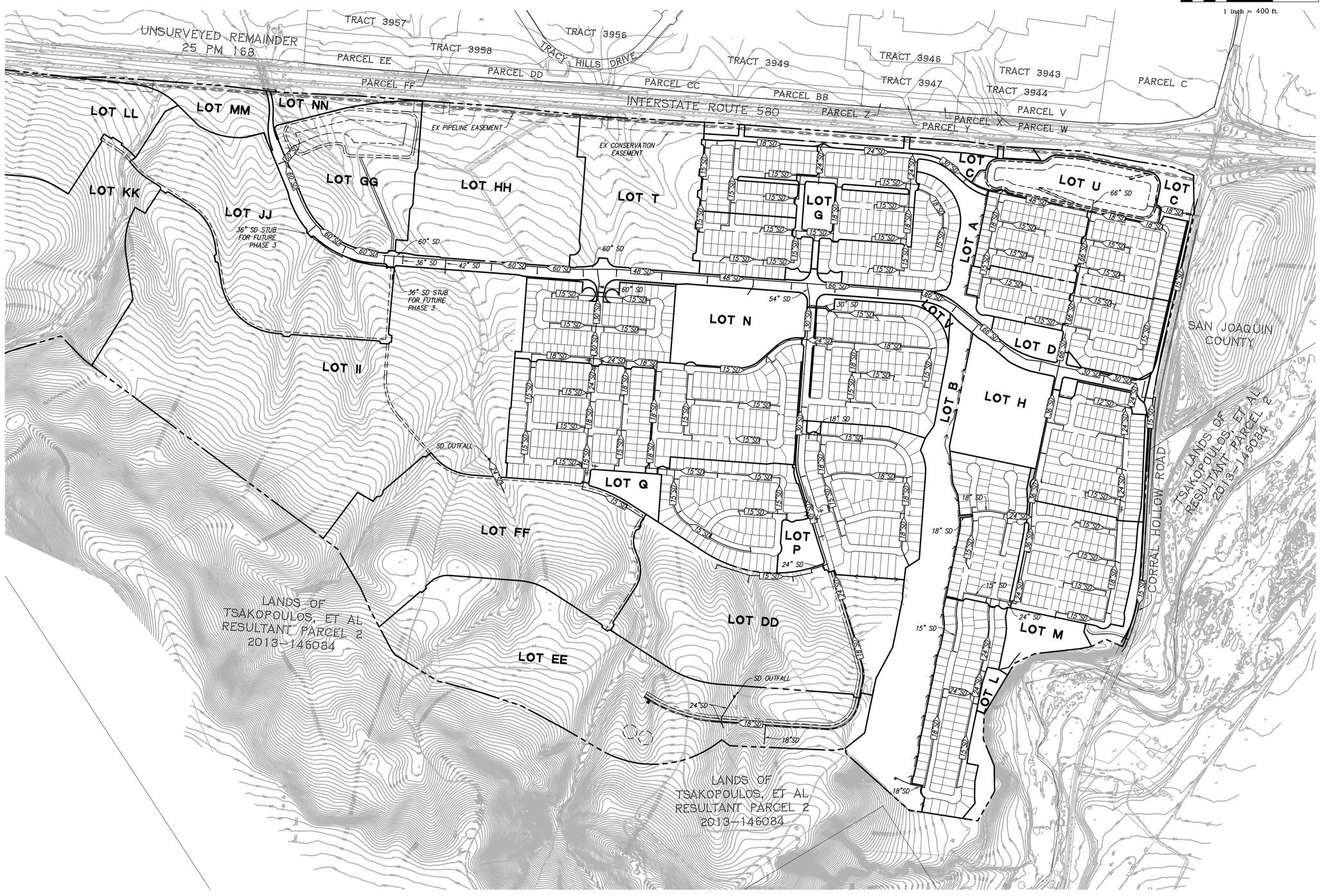
VESTING TENTATIVE MAP - TRACT 4057

OVERALL SANITARY SEWER PLAN

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA
FOR: INTEGRAL COMMUNITIES

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NOTES:
1. STORM DRAIN SYSTEM LAYOUT SHOWN IN INDIVIDUAL VILLAGES IS SCHEMATIC. ULTIMATE DESIGN/LAYOUT TO BE APPROVED BY THE CITY AS PART OF IMPROVEMENT PLANS.

VESTING TENTATIVE MAP - TRACT 4057

OVERALL STORM DRAIN PLAN

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA
FOR: INTEGRAL COMMUNITIES

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NOTES:

1. 3-WAY OR 4-WAY VALVES WILL BE INSTALLED ON WATER MAINS AT TEE OR CROSS INTERSECTIONS, RESPECTIVELY.
2. RECLAIMED WATER SIZE BASED ON CITY OF TRACY CITYWIDE WATER SYSTEM MASTER PLAN.
3. WATER SYSTEM LAYOUT SHOWN IN INDIVIDUAL VILLAGES IS SCHEMATIC. ULTIMATE DESIGN/LAYOUT TO BE APPROVED BY THE CITY AS PART OF IMPROVEMENT PLANS.

VESTING TENTATIVE MAP - TRACT 4057

OVERALL WATER SYSTEM PLAN

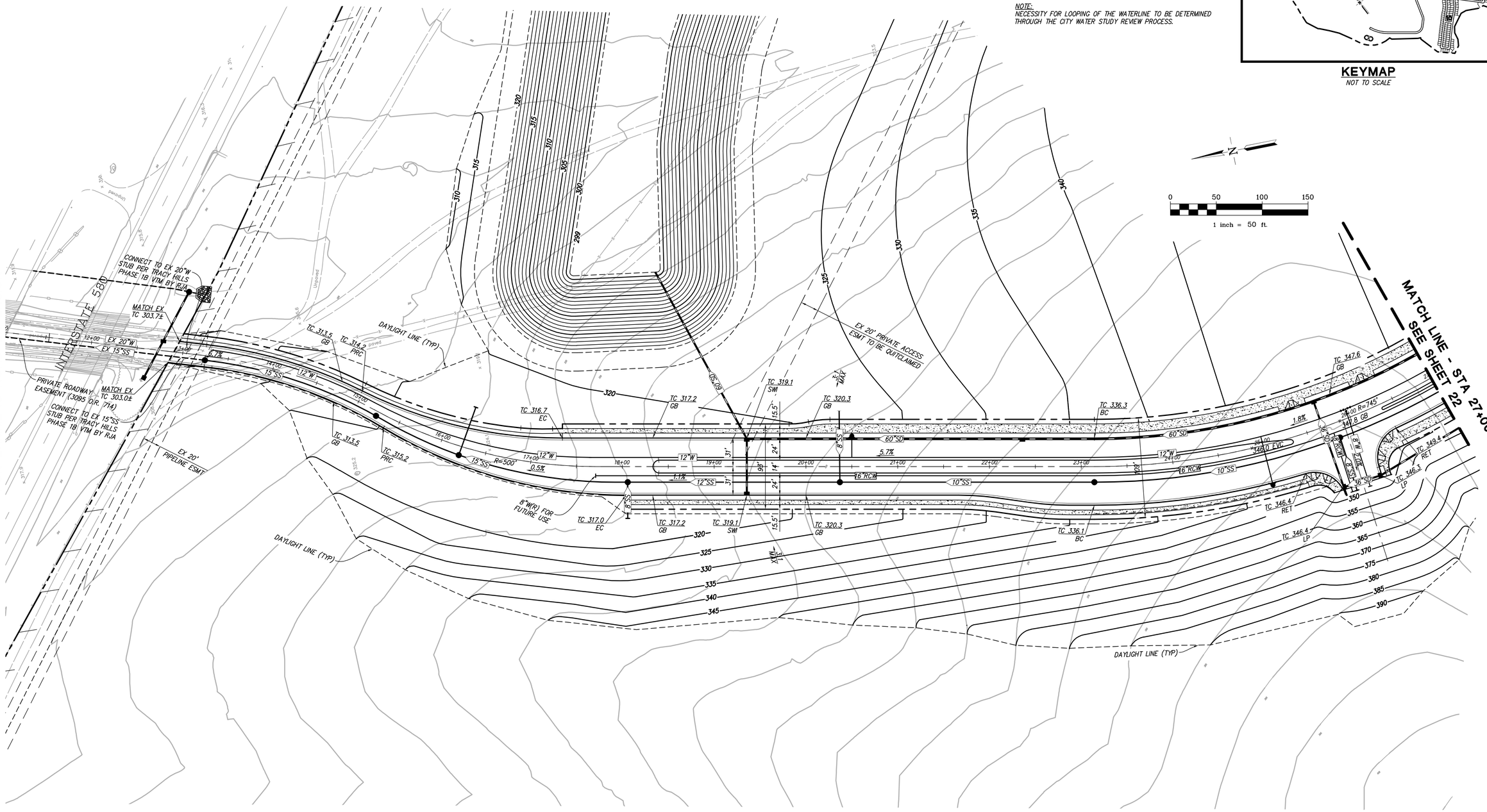
CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA

FOR: INTEGRAL COMMUNITIES

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SEE VESTING TENTATIVE MAP
TRACT 4004 - TRACY HILLS PHASE 1B
FOR LAMMERS ROAD EXTENSION

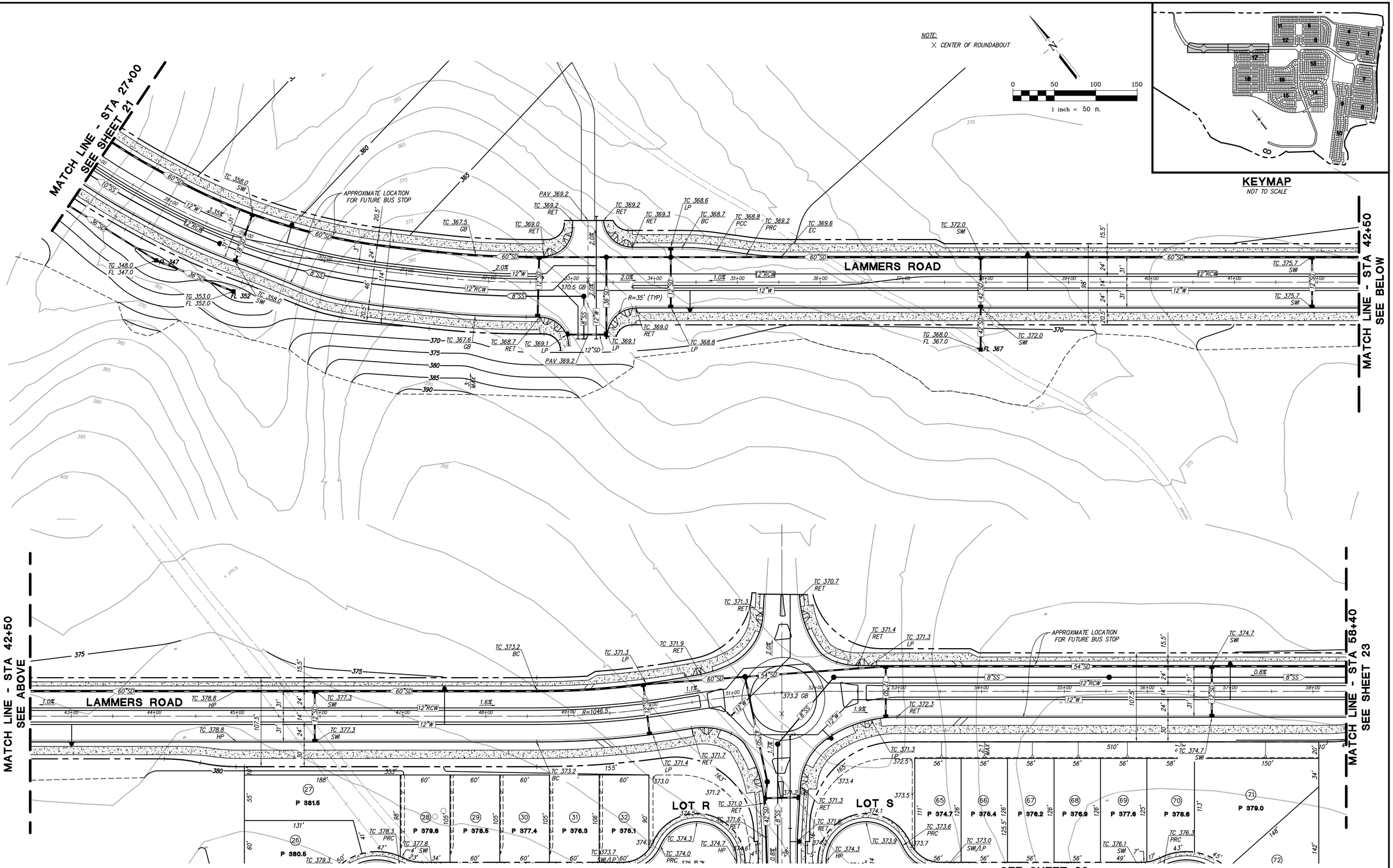


VESTING TENTATIVE MAP - TRACT 4057
LAMMERS ROAD (STA 12+90 TO STA 27+00)

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA
FOR: INTEGRAL COMMUNITIES

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VESTING TENTATIVE MAP - TRACT 4057

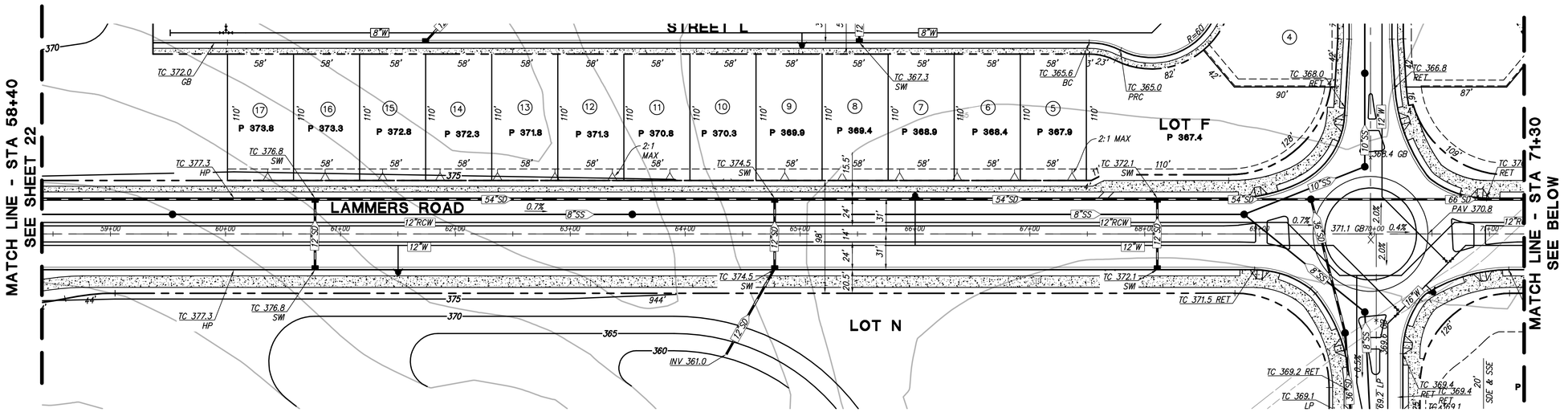
LAMMERS ROAD (STA 27+00 TO STA 58+40)

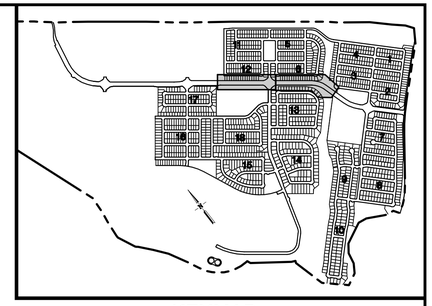
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FOR: INTEGRAL COMMUNITIES

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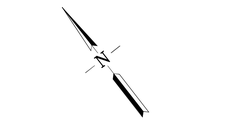
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KEYMAP
NOT TO SCALE

NOTE:
X CENTER OF ROUNDABOUT



0 50 100 150
1 inch = 50 ft.

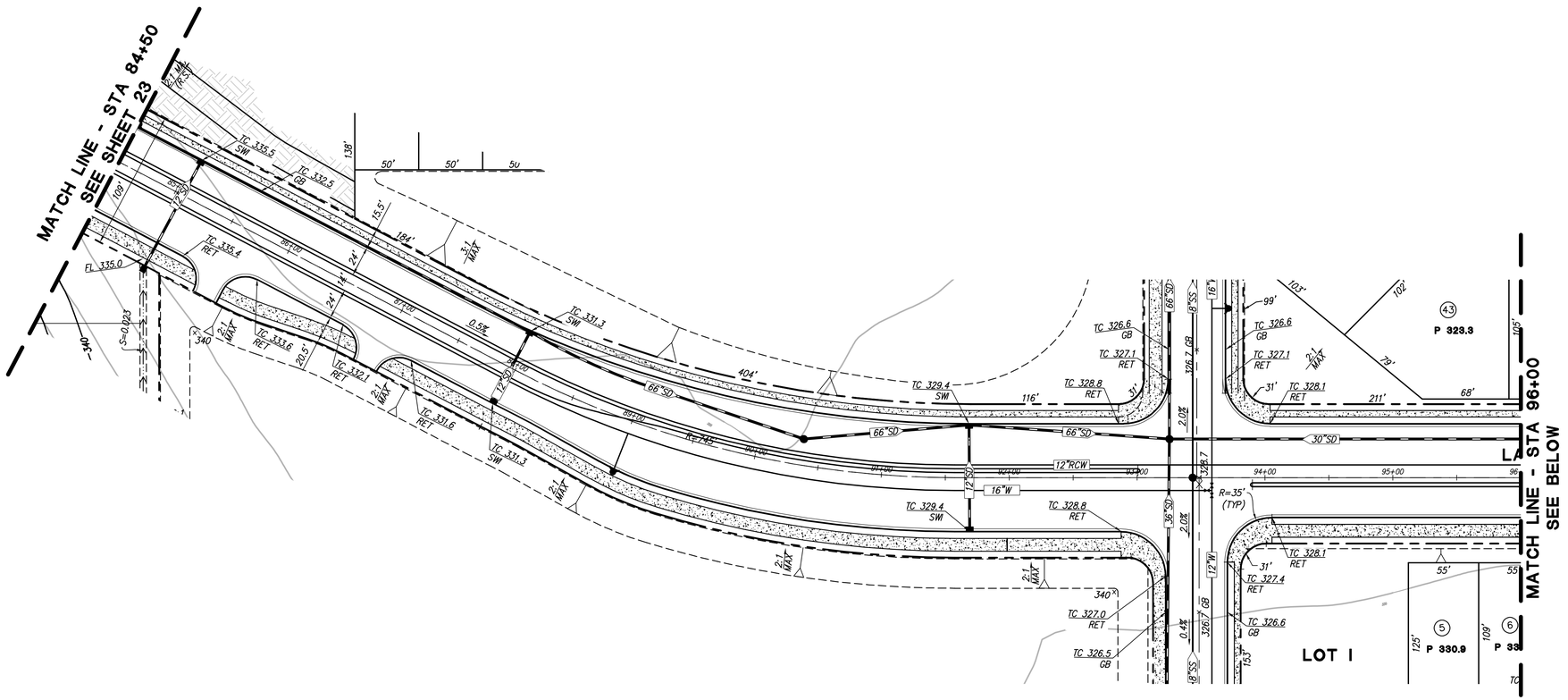
VESTING TENTATIVE MAP - TRACT 4057

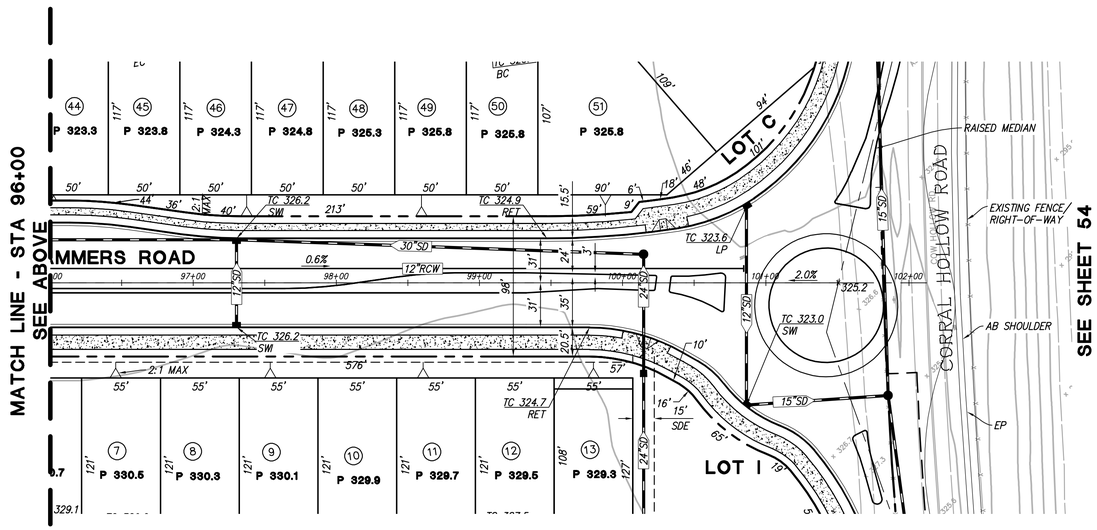
LAMMERS ROAD (STA 58+40 TO STA 84+50)

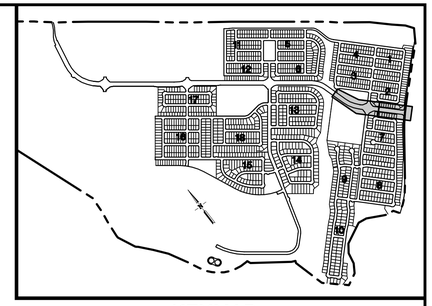
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KEYMAP
NOT TO SCALE

NOTE:
X CENTER OF ROUNDABOUT

0 50 100 150
1 inch = 50 ft.

VESTING TENTATIVE MAP - TRACT 4057
LAMMERS ROAD (STA 84+60 TO END)

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA
FOR: INTEGRAL COMMUNITIES

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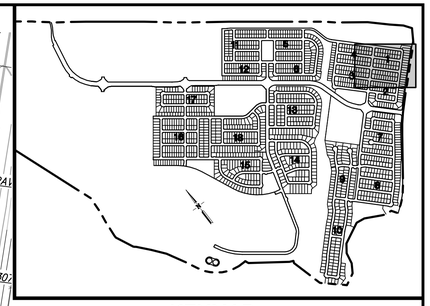
SEE SHEET 50

SEE SHEET 28

SEE SHEET 54

SEE SHEET 26





KEYMAP
NOT TO SCALE

0 50 100 150

1 inch = 50 ft.

VESTING TENTATIVE MAP - TRACT 4057

VILLAGE 1

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA
FOR: INTEGRAL COMMUNITIES

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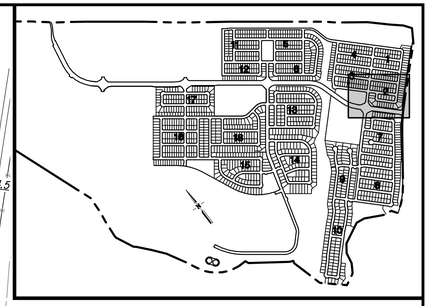
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SEE SHEET 25

SEE SHEET 27

SEE SHEET 54

SEE SHEET 48



KEYMAP
NOT TO SCALE

0 50 100 150

1 inch = 50 ft.

VESTING TENTATIVE MAP - TRACT 4057

VILLAGE 2

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA
FOR: INTEGRAL COMMUNITIES

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4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

C:\UB2020\201068VTM\CAD FILES\02-PLANNING\TENT-MAP\201068VTMNC 9/28/2021 8:59:15 AM RAMA ABD=ELRICH

SEE SHEET 28

SEE SHEET 30

SEE SHEET 33

SEE SHEET 26

SEE SHEET 49

SEE SHEET 48

STREET H

STREET F

STREET G

STREET F

STREET B

LOT A

LOT B

LOT D
P 319.8

A-A

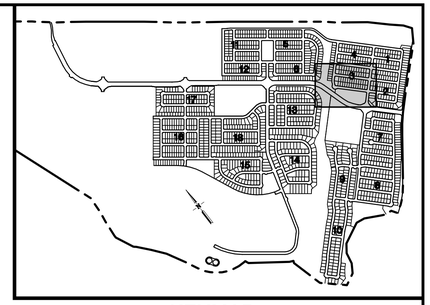
C-C
5

D-D
5

E-E
5

10' SIDEWALK/ CLASS 1 BIKEWAY

10' OG TRAIL



KEYMAP
NOT TO SCALE

0 50 100 150

1 inch = 50 ft.

VESTING TENTATIVE MAP - TRACT 4057

VILLAGE 3 & LOT D

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA
FOR: INTEGRAL COMMUNITIES

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ENGINEERS ▪ PLANNERS ▪ SURVEYORS
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PHONE: (925) 227-9100 FAX: (925) 227-9300

DATE: SEPTEMBER 28, 2021 JOB NO.: 201068VTM SHEET 27 OF 57

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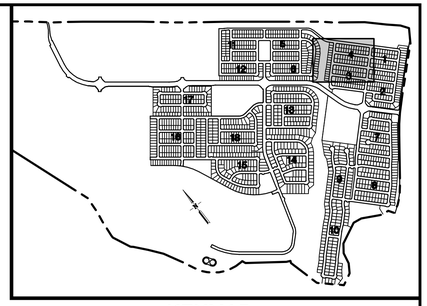
SEE SHEET 50

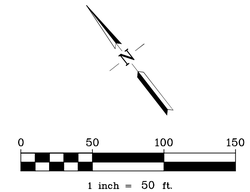
SEE SHEET 29

SEE SHEET 30

SEE SHEET 25

SEE SHEET 27





VESTING TENTATIVE MAP - TRACT 4057

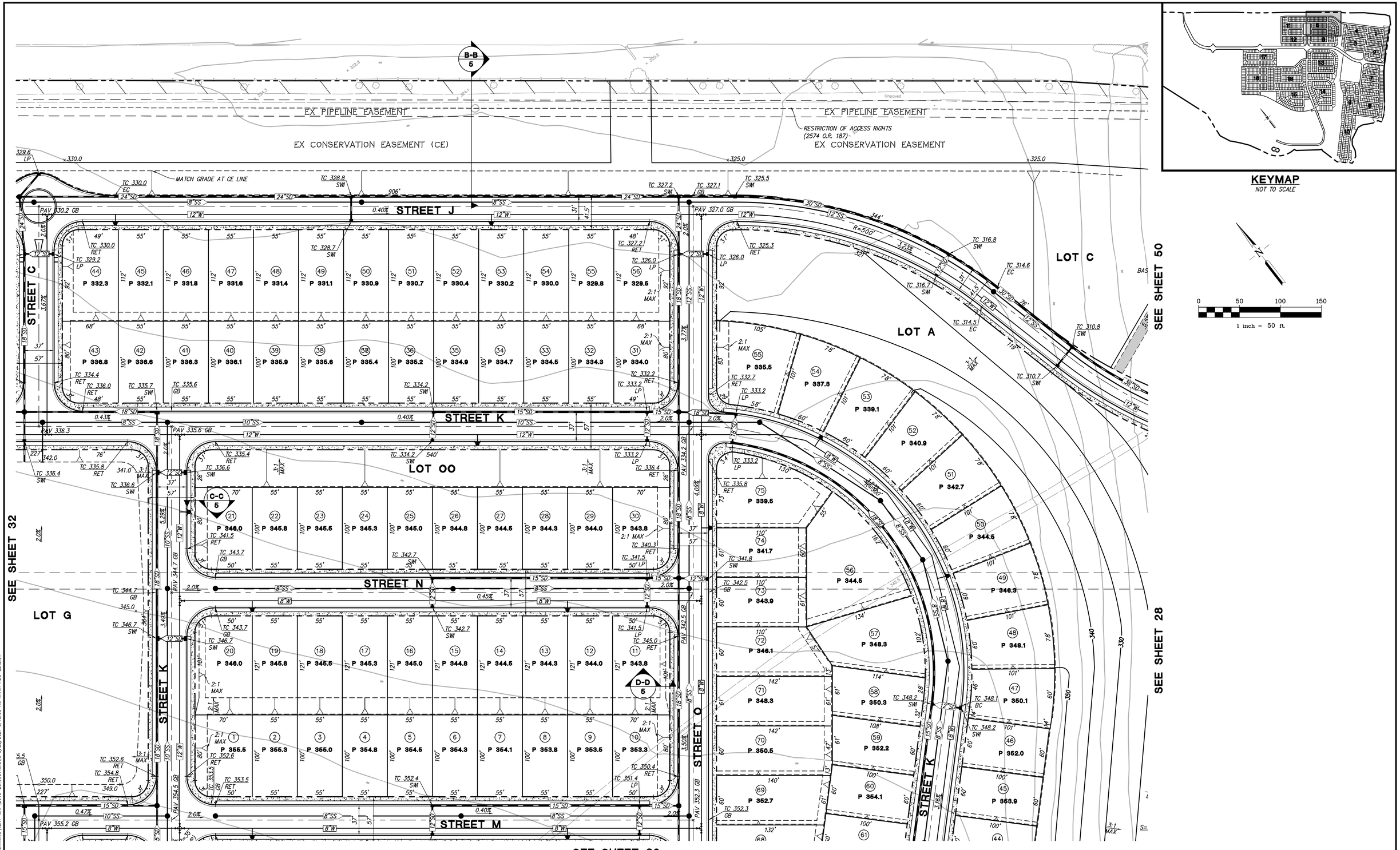
VILLAGE 4

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA

FOR: INTEGRAL COMMUNITIES

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G:\2020\201068\TM\CAD FILES\02-PLANNING\TENT-MAP\28H-201068TM.DWG 9/28/2021 8:44:39 AM RAHA ADD-ERICH



KEYMAP
NOT TO SCALE

0 50 100 150
1 inch = 50 ft.

VESTING TENTATIVE MAP - TRACT 4057

VILLAGES 5 & 6

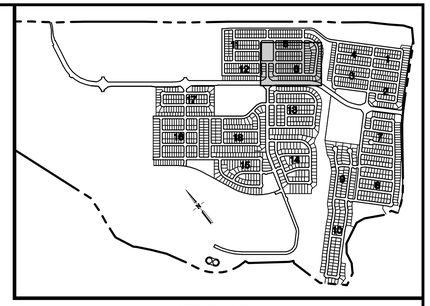
CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA
FOR: INTEGRAL COMMUNITIES

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C:\JOBS2021\201068VTM\CAD FILES\02-PLANNING\TENT-MAP\201068VTMDWG 9/28/2021 8:43:59 AM RAHA ABD-ELRICH

SEE SHEET 29





KEYMAP
NOT TO SCALE

0 50 100 150
1 inch = 50 ft.

VESTING TENTATIVE MAP - TRACT 4057

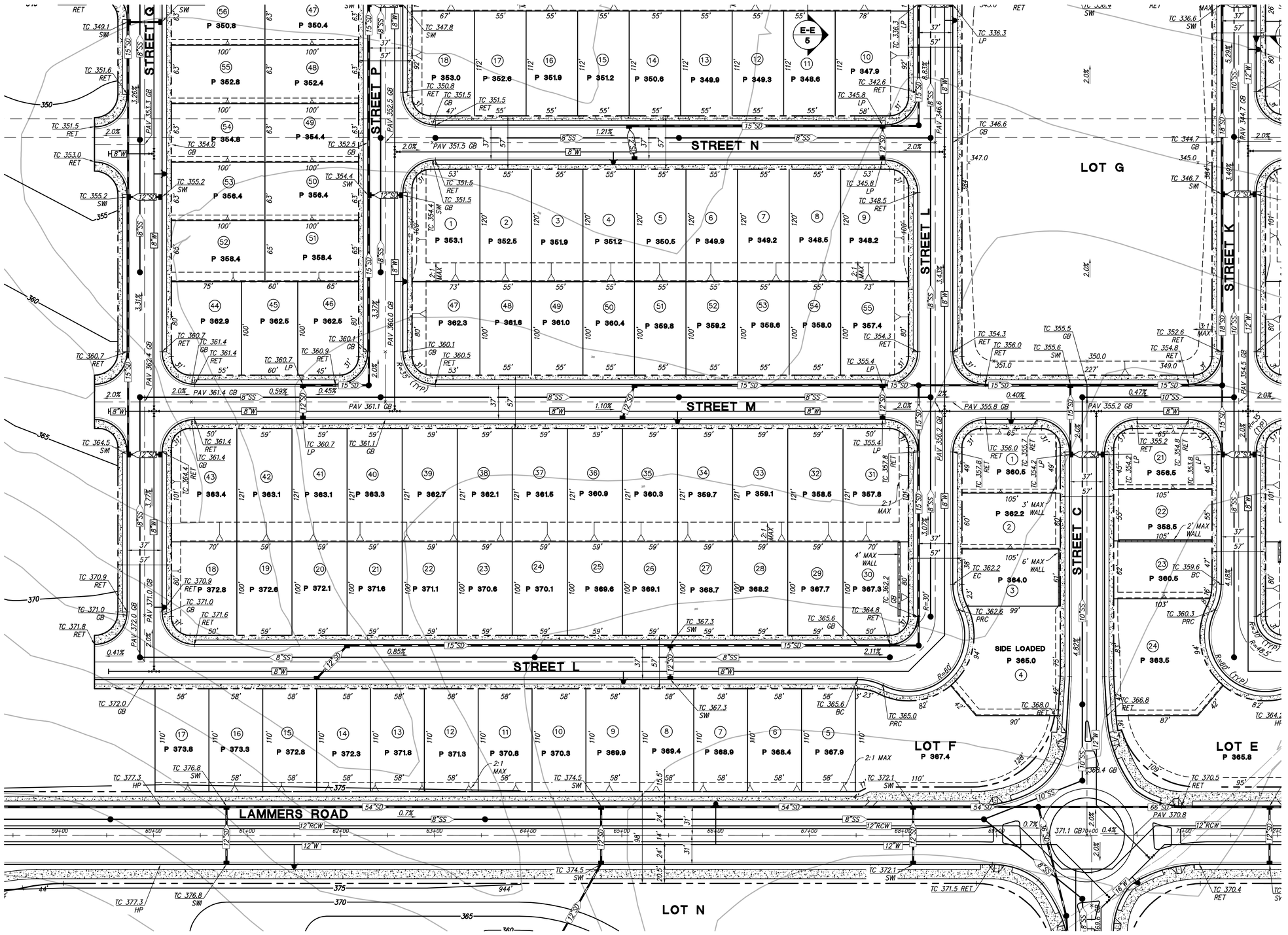
VILLAGES 5 & 6

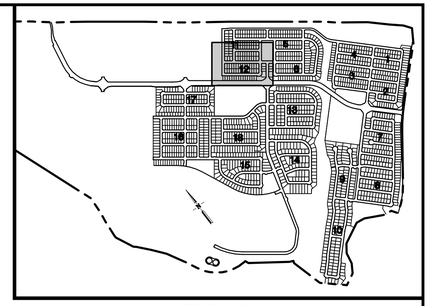
CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA
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SEE SHEET 32





KEYMAP
NOT TO SCALE

0 50 100 150
1 inch = 50 ft.

SEE SHEET 30

SEE SHEET 38

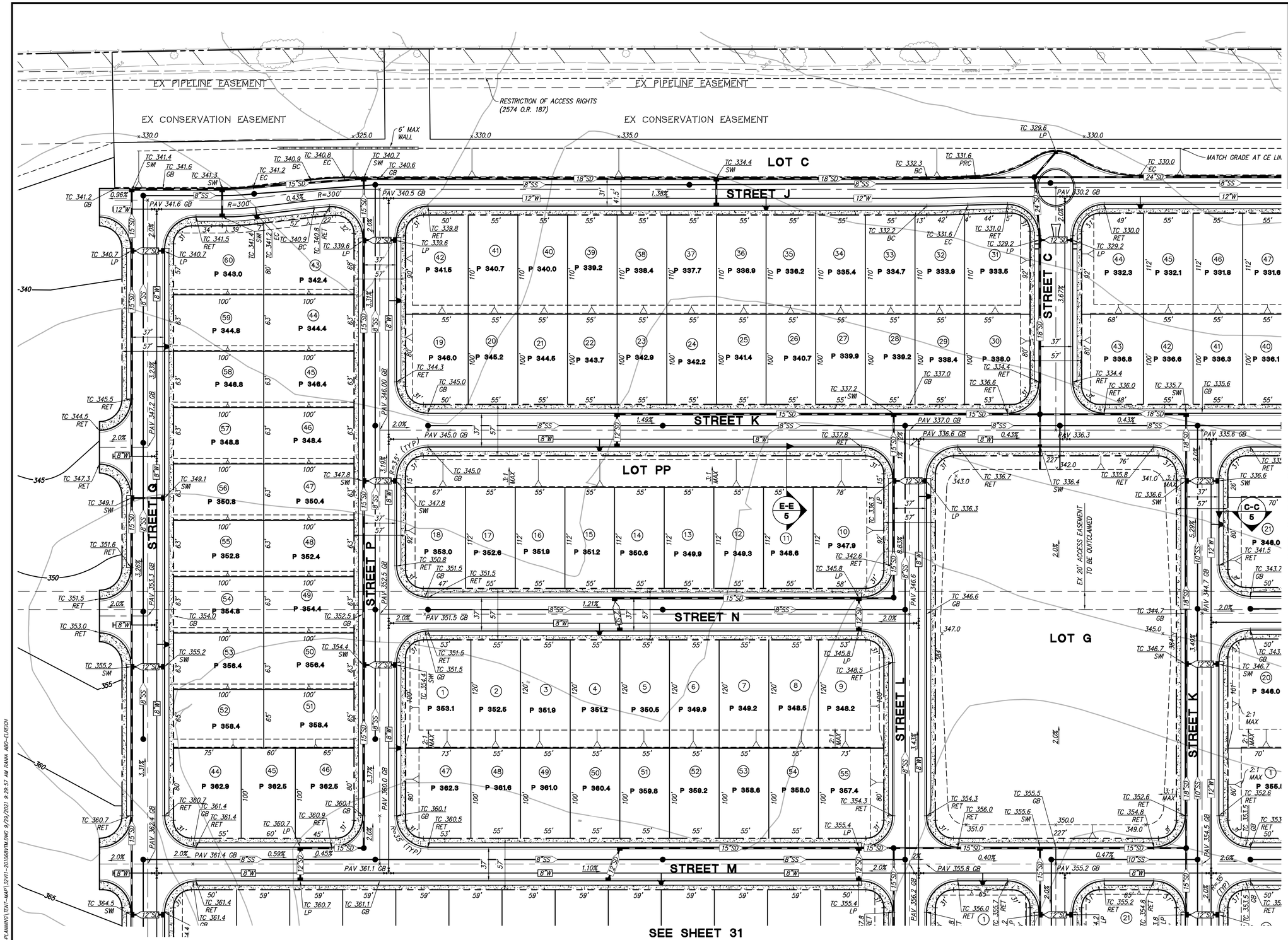
VESTING TENTATIVE MAP - TRACT 4057

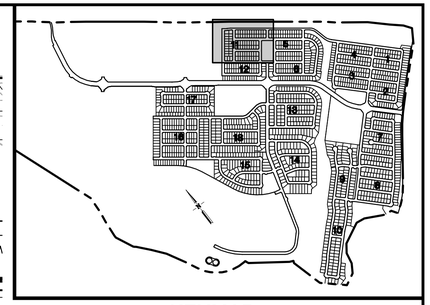
VILLAGE 12

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA
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G:\J2020\201068\TM\CAD FILES\02-PLANNING\TENT-MAP\31\P12-201068VTMLDWG 9/29/2021 9:38:43 AM PANIA ABD-ELRESH





KEYMAP
NOT TO SCALE

0 50 100 150
1 inch = 50 ft.

VESTING TENTATIVE MAP - TRACT 4057

VILLAGE 11

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA
FOR: INTEGRAL COMMUNITIES

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G:\JOBS2021\201068\TM\CAD FILES\02-PLANNING\TENT-MAP\12/11-201068VTMLDWG 9/29/2021 9:29:57 AM RANIA ABO-ELREICH

SEE SHEET 31

SEE SHEET 23

SEE SHEET 38

SEE SHEET 24

SEE SHEET 49

LAMMERS ROAD

STREET AA

STREET BB

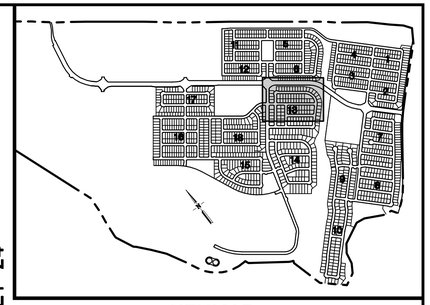
STREET CC

STREET DD

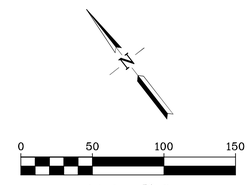
LOT QQ

LOT RR

LOT V



KEYMAP
NOT TO SCALE



SEE SHEET 34

VESTING TENTATIVE MAP - TRACT 4057

VILLAGE 13

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA
FOR: INTEGRAL COMMUNITIES

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PHONE: (925) 227-9100 FAX: (925) 227-9300

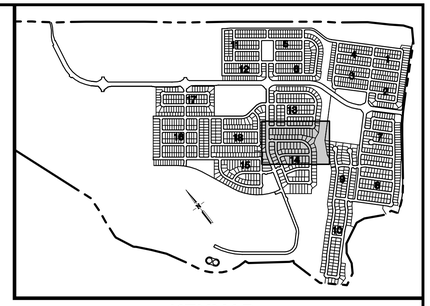
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SEE SHEET 33

SEE SHEET 37

SEE SHEET 45

SEE SHEET 35



KEYMAP
NOT TO SCALE

0 50 100 150
1 inch = 50 ft.

VESTING TENTATIVE MAP - TRACT 4057

VILLAGES 13 & 14

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA
FOR: INTEGRAL COMMUNITIES

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SEE SHEET 34

SEE SHEET 36

SEE SHEET 45

SEE SHEET 44

SEE SHEET 53

STREET FF

STREET GG

STREET EE

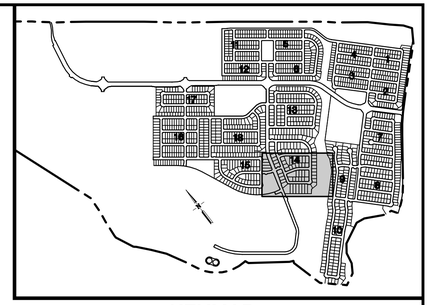
STREET C

LOT SS

LOT P

LOT B

PHASE 2 BOUNDARY



KEYMAP

NOT TO SCALE

0 50 100 150

1 inch = 50 ft.

VESTING TENTATIVE MAP - TRACT 4057

VILLAGE 14

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA

FOR: INTEGRAL COMMUNITIES

RUGGERI-JENSEN-AZAR

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VESTING TENTATIVE MAP - TRACT 4057

VILLAGE 15

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA
FOR: INTEGRAL COMMUNITIES

SEE SHEET 53

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4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

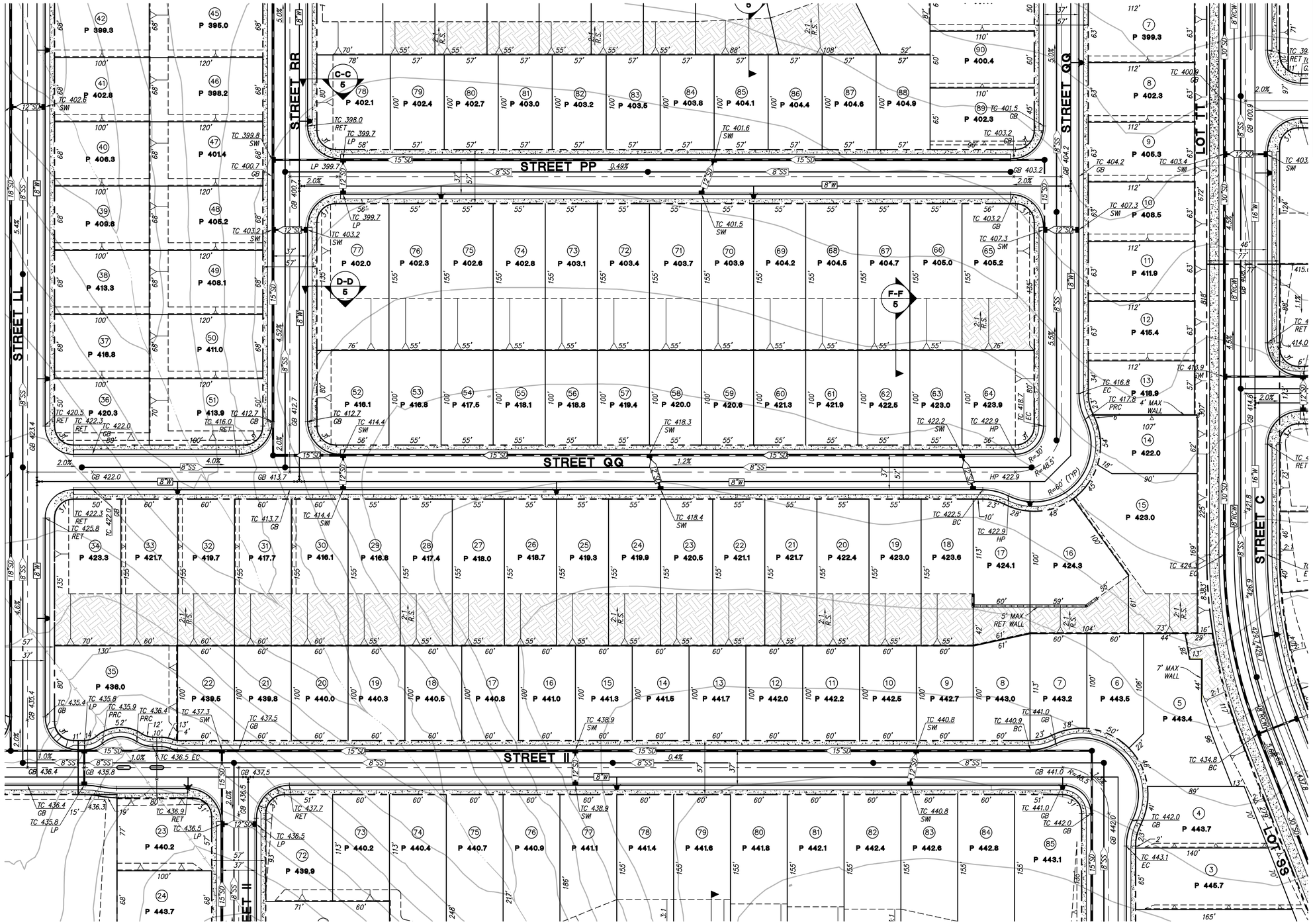
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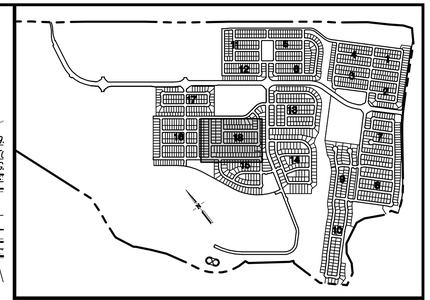
SEE SHEET 38

SEE SHEET 40

SEE SHEET 34

SEE SHEET 36





KEYMAP
NOT TO SCALE

0 50 100 150
1 inch = 50 ft.

VESTING TENTATIVE MAP - TRACT 4057

VILLAGES 15 & 18

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA
FOR: INTEGRAL COMMUNITIES

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C:\JOBS2020\201068\PM\CAD FILES\02-PLANNING\TENT-MAP\37115-201068VTMDWG 9/28/2021 8:30:16 AM RHINA ABO-ELEICH

SEE SHEET 31

SEE SHEET 39

SEE SHEET 33

SEE SHEET 37

LOT N

STREET BB

STREET C

LOT QQ

LOT RR

LOT BB

P 379.0 | P 378.8 | P 381.3 | P 384.1 | P 387.0 | P 389.0 | P 389.5 | P 396.0 | P 395.1 | P 395.8 | P 399.3 | P 391.7 | P 395.0 | P 391.2 | P 390.9 | P 390.4 | P 389.9 | P 389.4 | P 388.9 | P 388.4 | P 387.9 | P 387.4 | P 386.9 | P 385.8 | P 384.5 | P 384.2 | P 380.9 | P 390.3 | P 393.3 | P 396.3 | P 399.3 | P 400.4 | P 397.4 | P 392.4

KEYMAP

NOT TO SCALE

0 50 100 150

1 inch = 50 ft.

VESTING TENTATIVE MAP - TRACT 4057

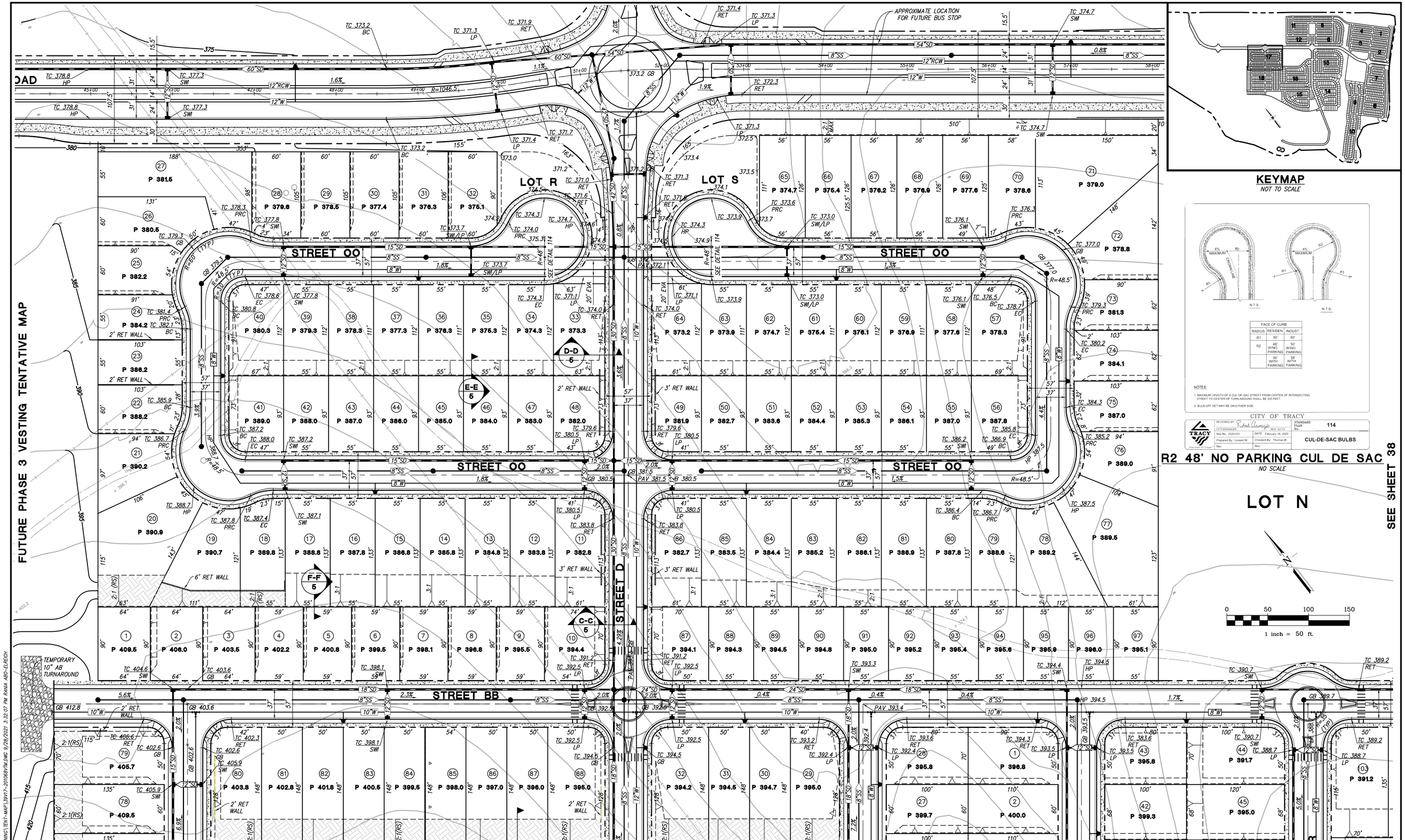
VILLAGE 18 & LOT N

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA

FOR: INTEGRAL COMMUNITIES

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G:\J0B2020\201068\TM\CAD FILES\02-PLANNING\TENT-MAP\SR1B-201068VTM.DWG 9/28/2021 8:12:51 AM RAMA ABD-ELRASH



KEYMAP
NOT TO SCALE

FACE OF CURB		
RADIUS	RESIDEN.	INDUST.
R1	50'	60'
R2	48' W/NO PARKING	50' W/NO PARKING
	56' WITH PARKING	58' WITH PARKING

NOTES:
1. MAXIMUM LENGTH OF A CUL-DE-SAC STREET FROM CENTER OF INTERSECTING STREET TO CENTER OF TURN-AROUND SHALL BE 500 FEET.
2. BULB OFF-SET MAY BE ON EITHER SIDE.

CITY OF TRACY

REVIEWED BY:		STANDARD PLAN No.	114
CITY ENGINEER	RCE 63173		
Res No. 2020-031	DATE: February 18, 2020		CUL-DE-SAC BULBS
Prepared By: Lossen M.	Checked By: Thomas W.		
Rev:	Rev:		

VESTING TENTATIVE MAP - TRACT 4057

VILLAGE 17

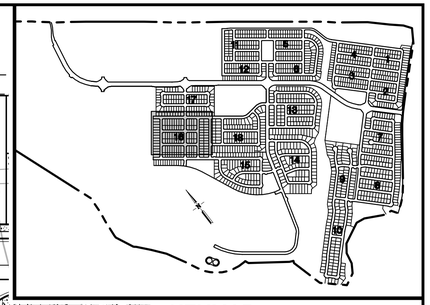
CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA
FOR: INTEGRAL COMMUNITIES

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G:\JOBS\2010\201068\PW\CAD FILES\02-PLANNING\TENT-MAP\39177-201068VTM.DWG 9/28/2021 3:32:07 PM RANIA ABDELRICH

SEE SHEET 39





KEYMAP

NOT TO SCALE

0 50 100 150

1 inch = 50 ft.

VESTING TENTATIVE MAP - TRACT 4057

VILLAGE 16

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA

FOR: INTEGRAL COMMUNITIES

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G:\J2020\201068\TM\CAD FILES\02-PLANNING\TENT-MAP\16\16-201068VTM.DWG 9/27/2021 6:16:50 PM RIANA ABO-ELREICH

SEE SHEET 40

SEE SHEET 36

SEE BELOW

SEE ABOVE

SEE ABOVE

STREET D

STREET II

STREET E

LOT Q

TEMPORARY BARRICADE

TEMPORARY 10" AB TURNAROUND

KEYMAP

NOT TO SCALE

0 50 100 150

1 inch = 50 ft.

FUTURE PHASE 3 VESTING TENTATIVE MAP

VESTING TENTATIVE MAP - TRACT 4057

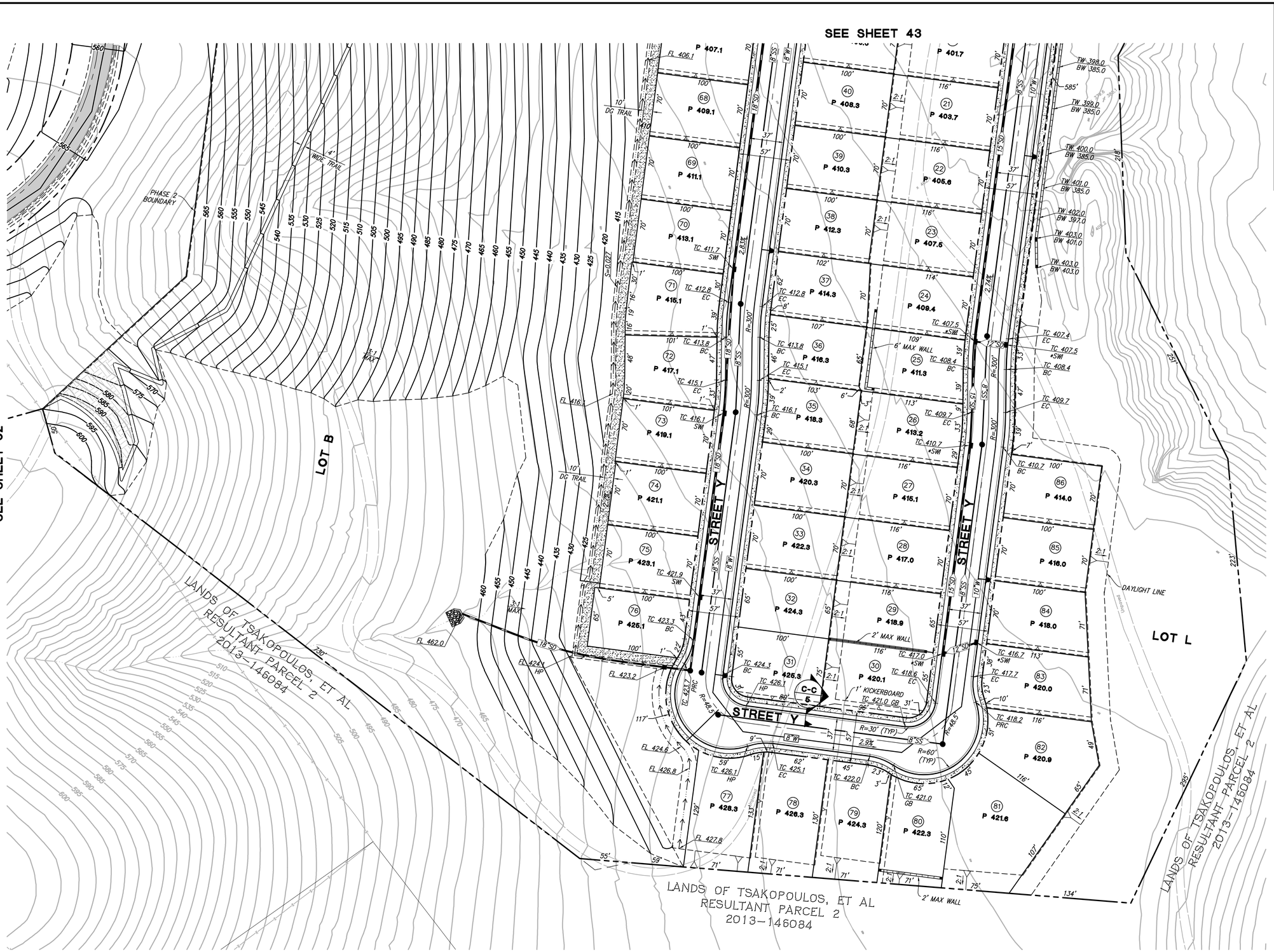
VILLAGE 16

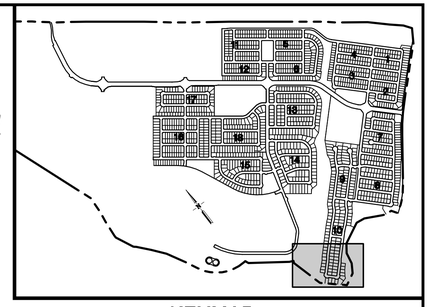
CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA

FOR: INTEGRAL COMMUNITIES

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KEYMAP
NOT TO SCALE

0 50 100 150
1 inch = 50 ft.

* INSTALL CTS INLET GRATE PER DETAIL ON SHEET 11

VESTING TENTATIVE MAP - TRACT 4057

VILLAGE 10

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA
FOR: INTEGRAL COMMUNITIES

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SEE SHEET 44

SEE SHEET 53

SEE SHEET 46

SEE SHEET 42

LOT B

LOT M

LOT L

STREET Y

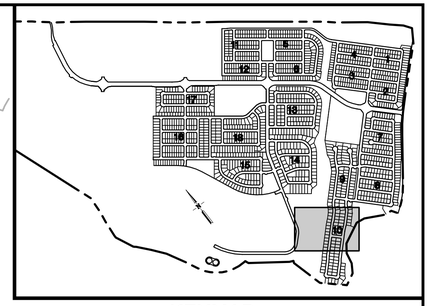
STREET Z

A-A
4

E-E
5

PHASE 2 BOUNDARY

LANDS OF TSAKOPOULOS ET AL
RESULTANT PARCEL 2
2013-146084



KEYMAP
NOT TO SCALE

0 50 100 150
1 inch = 50 ft.

* INSTALL CTS INLET GRATE PER DETAIL ON SHEET 11

VESTING TENTATIVE MAP - TRACT 4057

VILLAGE 10

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA
FOR: INTEGRAL COMMUNITIES

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VESTING TENTATIVE MAP - TRACT 4057

VILLAGES 8, 9 & 10

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA
FOR: INTEGRAL COMMUNITIES

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SEE SHEET 49

SEE SHEET 34

SEE SHEET 35

SEE SHEET 47

SEE SHEET 44

LOT H

LOT J

LOT K

STREET U

STREET V

STREET W

STREET Y

E-E 5

C-C 5

KEYMAP
NOT TO SCALE

0 50 100 150
1 inch = 50 ft.

VESTING TENTATIVE MAP - TRACT 4057

VILLAGES 8 & 9

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA
FOR: INTEGRAL COMMUNITIES

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G:\JOB2020\201068\TM\CAD FILES\02-PLANNING\TENT-MAP\VSV9-201068VTMJMS 9/27/2021 6:07:22 PM RMM ABG-ELEVSH

SEE SHEET 47

SEE SHEET 44

SEE SHEET 43

SEE SHEET 55

STREET X

STREET R

STREET Y

LOT K

LOT M

LOT I

EVA

D-D 6

REMOVABLE BOLLARDS

5' MAX WALL

4' WIDE TRAIL

CORRAL HOLLOW ROAD

LANDS OF TSAKOPOULOS, ET AL RESULTANT PARCEL 2 2013-149843

ET AL

EX PAV 316

EX PAV 313.5±

SAWCUT LINE (TYP)

EXISTING FENCE, RIGHT-OF-WAY

EX PAV 310.0±

EX PAV 307.8±

MATCH EX PAV 303.9±

END TC 303.9 *SW

EX RW

TIE TO FL OF EXISTING DITCH

10"AB

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KEYMAP
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0 50 100 150
1 inch = 50 ft.

VESTING TENTATIVE MAP - TRACT 4057
VILLAGE 8 & PARCEL

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SEE SHEET 48

SEE SHEET 45

SEE SHEET 54

SEE SHEET 55

SEE SHEET 46

STREET U

STREET V

STREET W

STREET X

STREET Y

LOT J

LOT K

STREET B

LANDS OF TSAKOPOULOS, ET AL
CONSULTANT PARCEL 2 2013-146084

KEYMAP
NOT TO SCALE

0 50 100 150
1 inch = 50 ft.

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VESTING TENTATIVE MAP - TRACT 4057

VILLAGES 7 & 8

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SEE SHEET 26

SEE SHEET 49

SEE SHEET 54

SEE SHEET 47

LAMMERS ROAD

STREET R

STREET S

STREET T

STREET B

LOT I

LOT H

LOT I

C-C 5

E-E 5

RAISED MEDIAN

EXISTING FENCE/ RIGHT-OF-WAY

AB SHOULDER

EP

STRIPED MEDIAN

EXISTING EDGE OF PAVEMENT

SAWCUT LINE (TYP)

EX RW

PROP RW

CORRAL HOLLOW ROAD

EXISTING EDGE OF PAVEMENT

LANDS OF TSAKOPOULOS RESULTANT PARCEL

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0 50 100 150
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VESTING TENTATIVE MAP - TRACT 4057

VILLAGE 7

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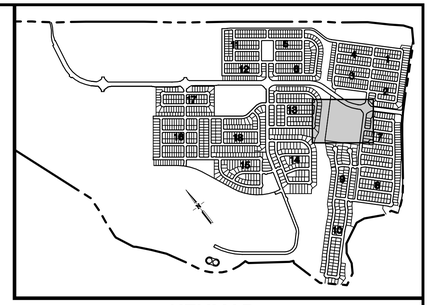
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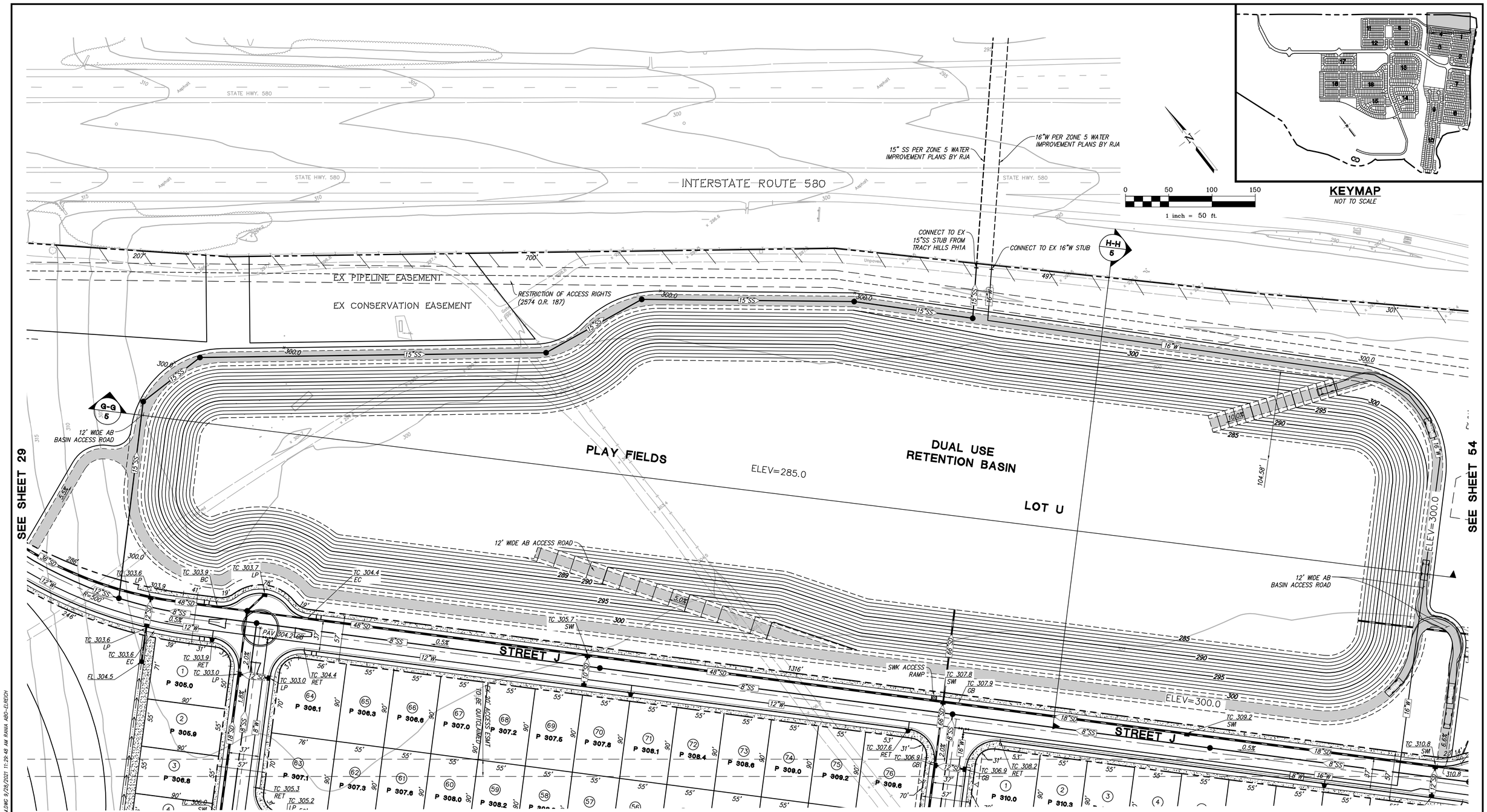
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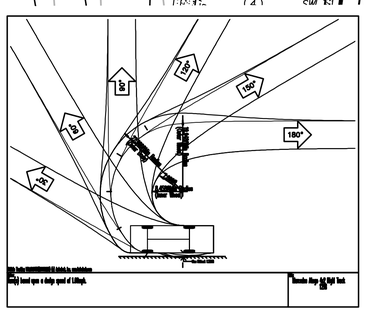
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VILLAGE 7 & SCHOOL

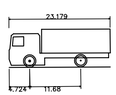
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Mercedes Atego 4x2 Rigid Truck 1218

Overall Length	23.179ft
Overall Width	7.615ft
Overall Body Height	8.694ft
Min Body Ground Clearance	0.518ft
Track Width	7.615ft
Lock-to-lock time	5.00s
Wall to Wall Turning Radius	22.966ft

VESTING TENTATIVE MAP - TRACT 4057

STORMWATER BASIN

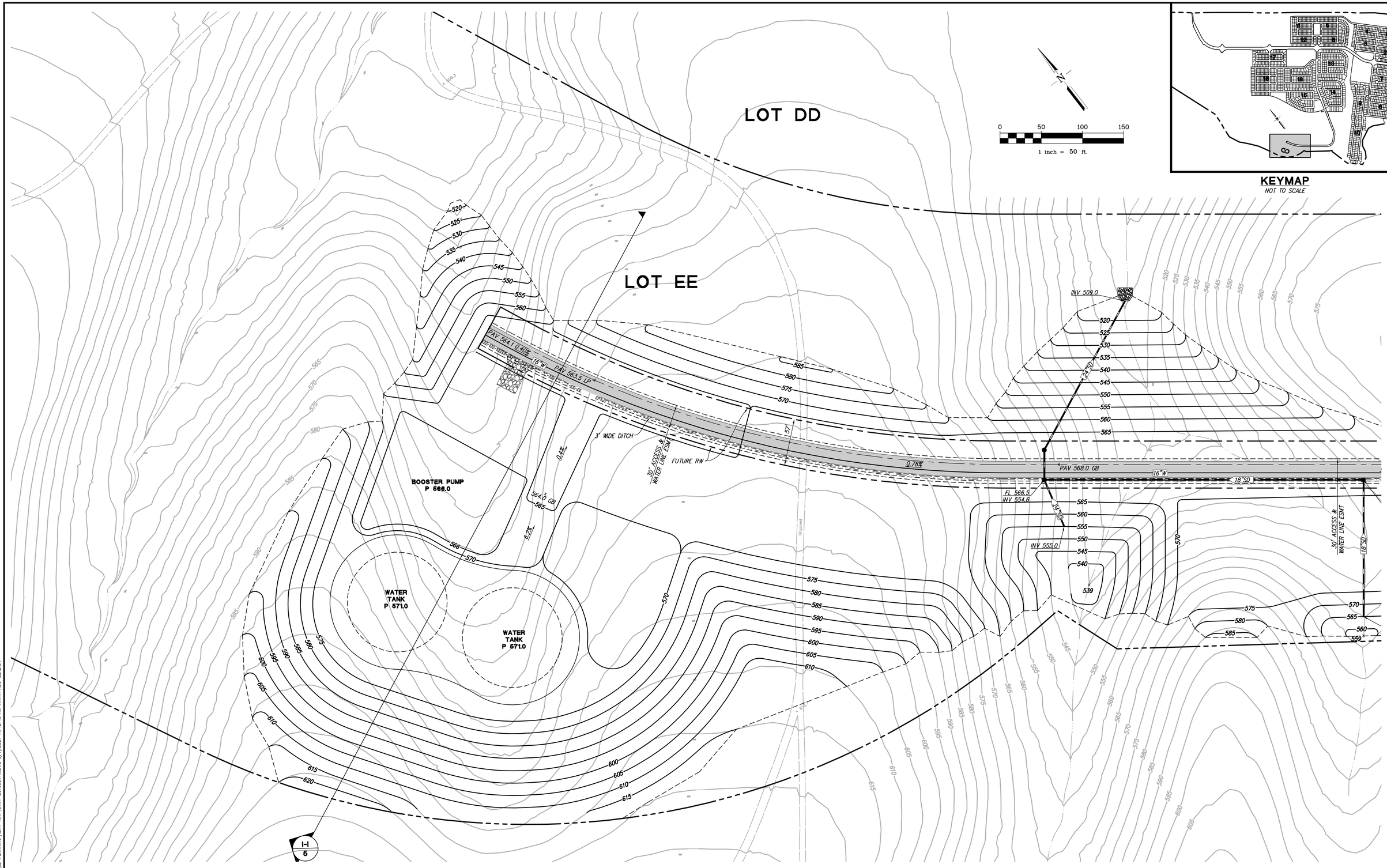
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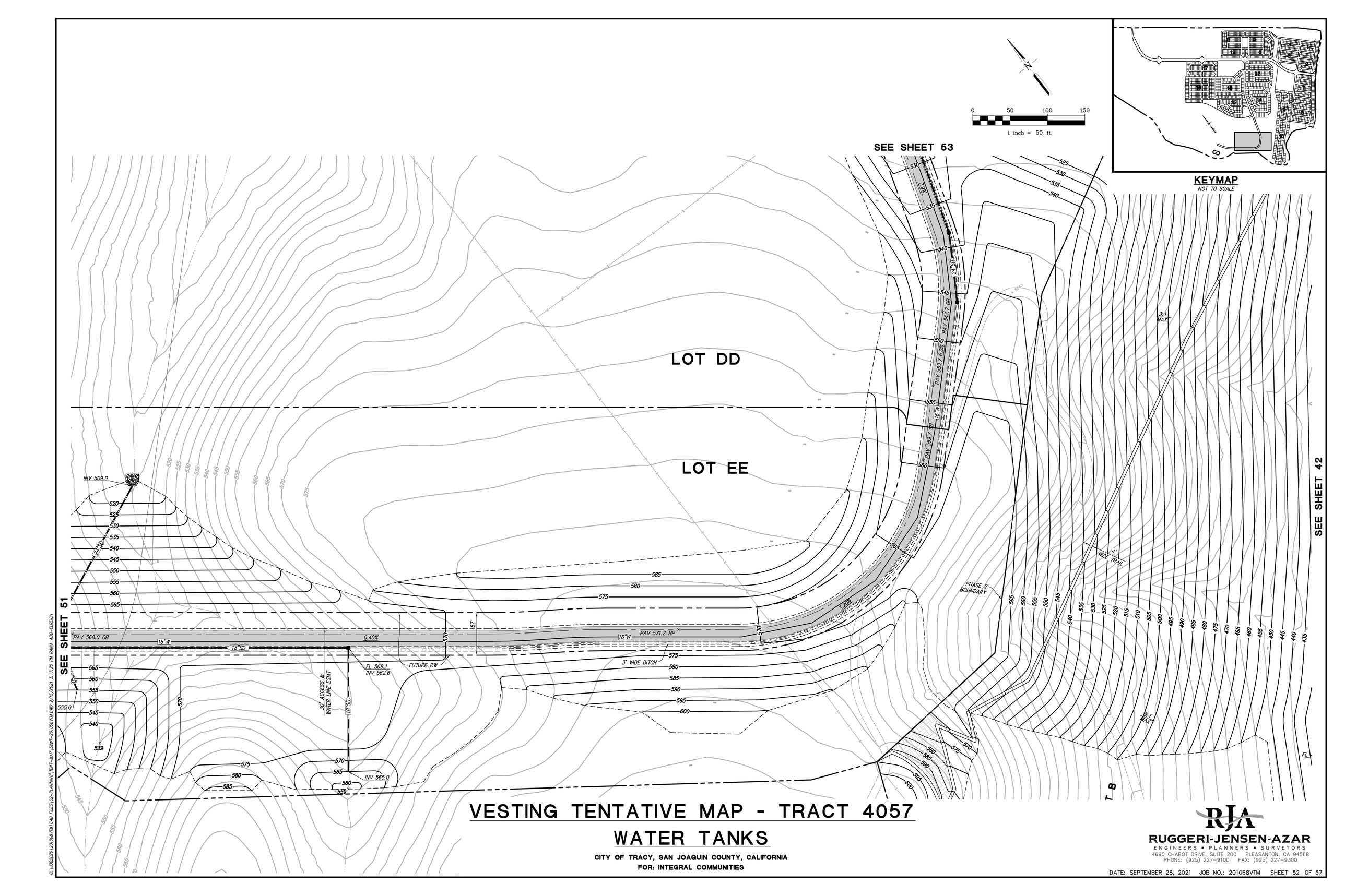
VESTING TENTATIVE MAP - TRACT 4057

WATER TANKS

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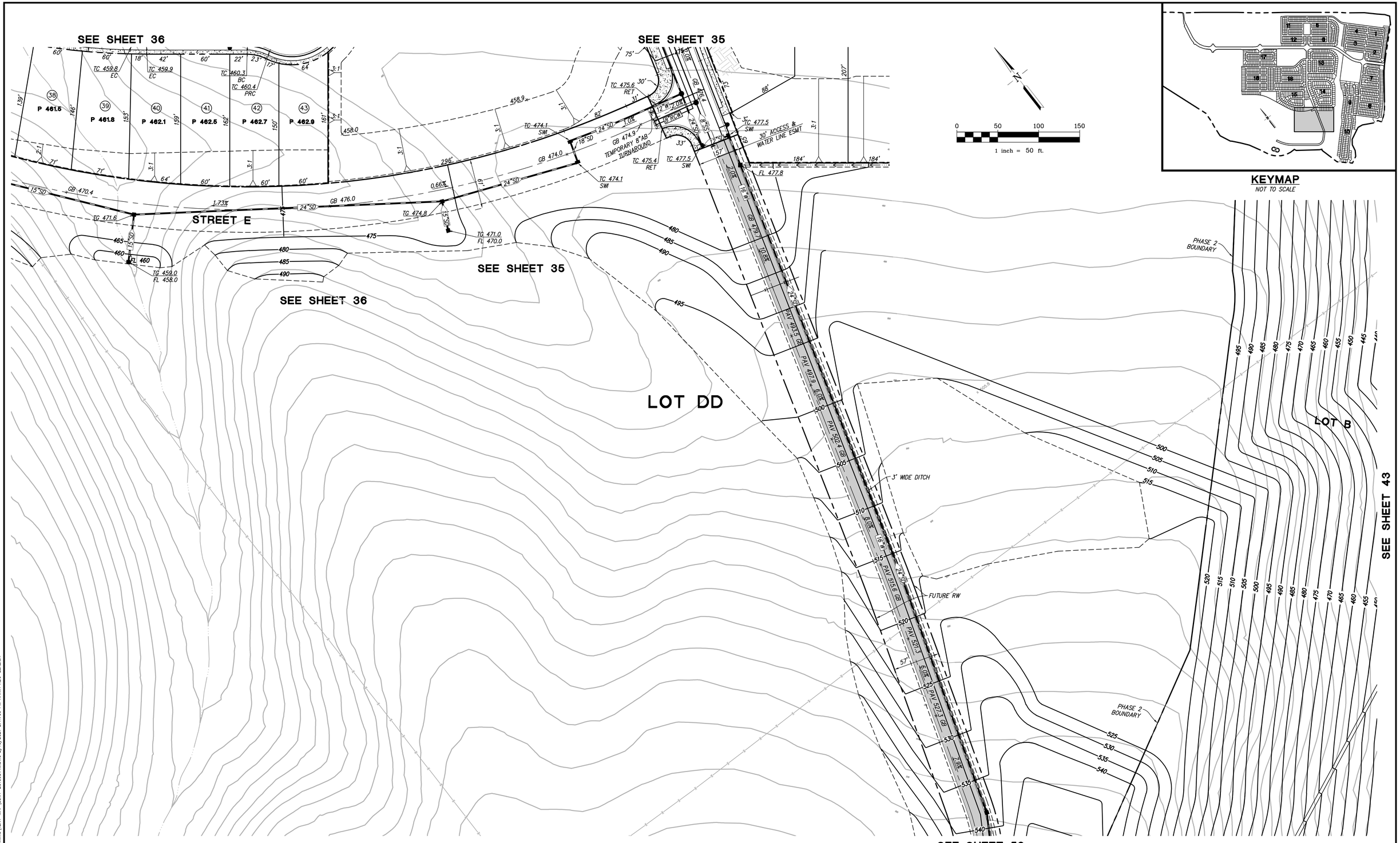
WATER TANKS

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VESTING TENTATIVE MAP - TRACT 4057

WATER TANKS

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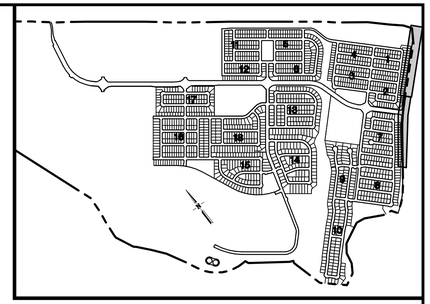
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LEGEND

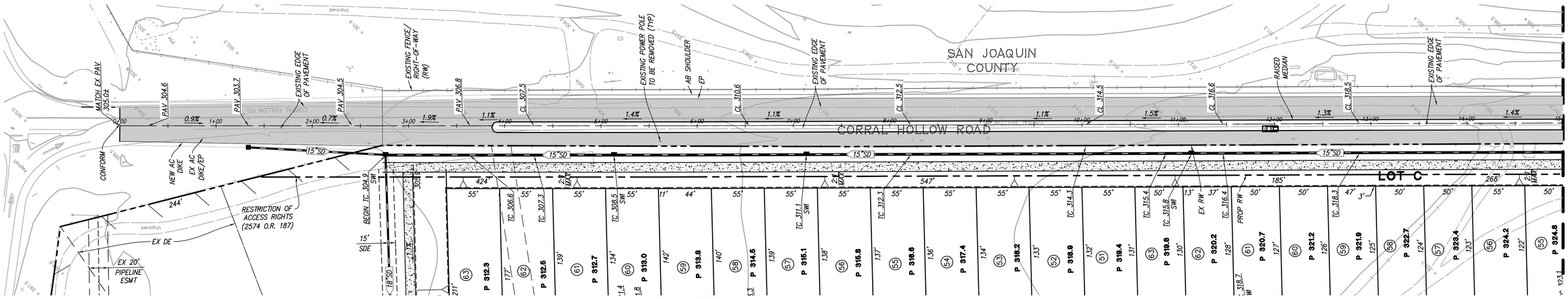
NEW PAVEMENT

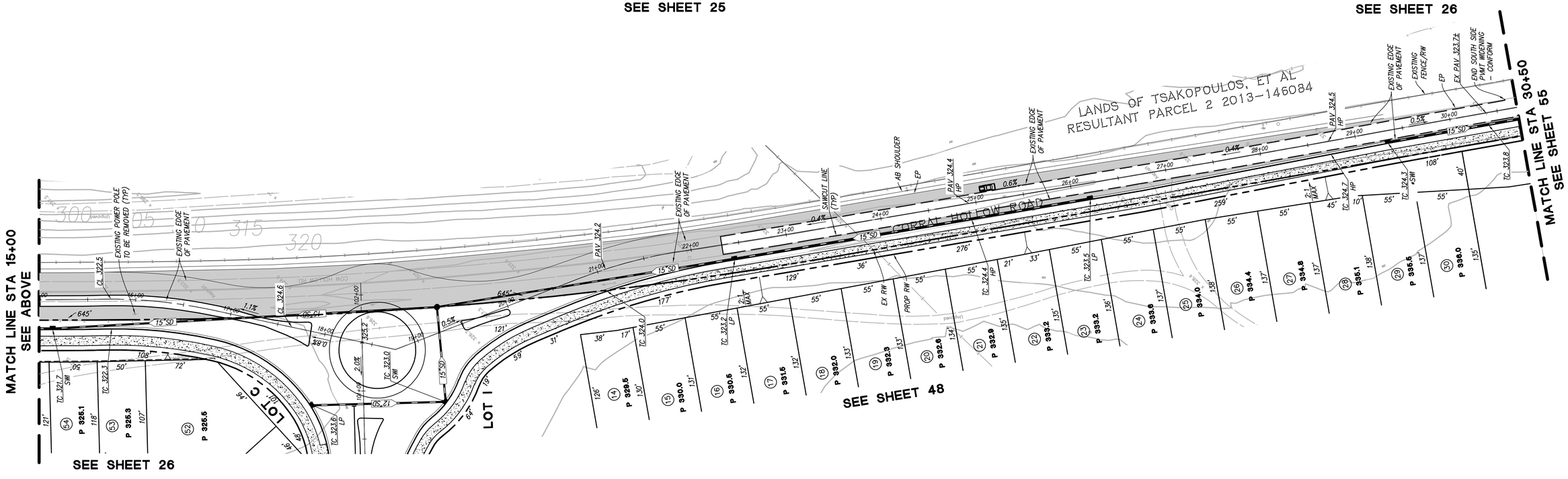
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1 inch = 50 ft.



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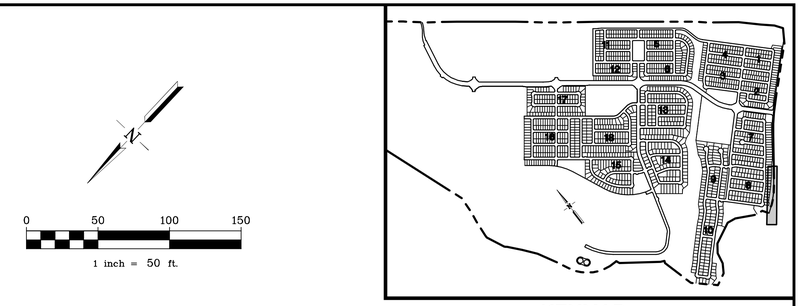
VESTING TENTATIVE MAP - TRACT 4057

CORRAL HOLLOW ROAD (STA 00+00 TO STA 30+50)

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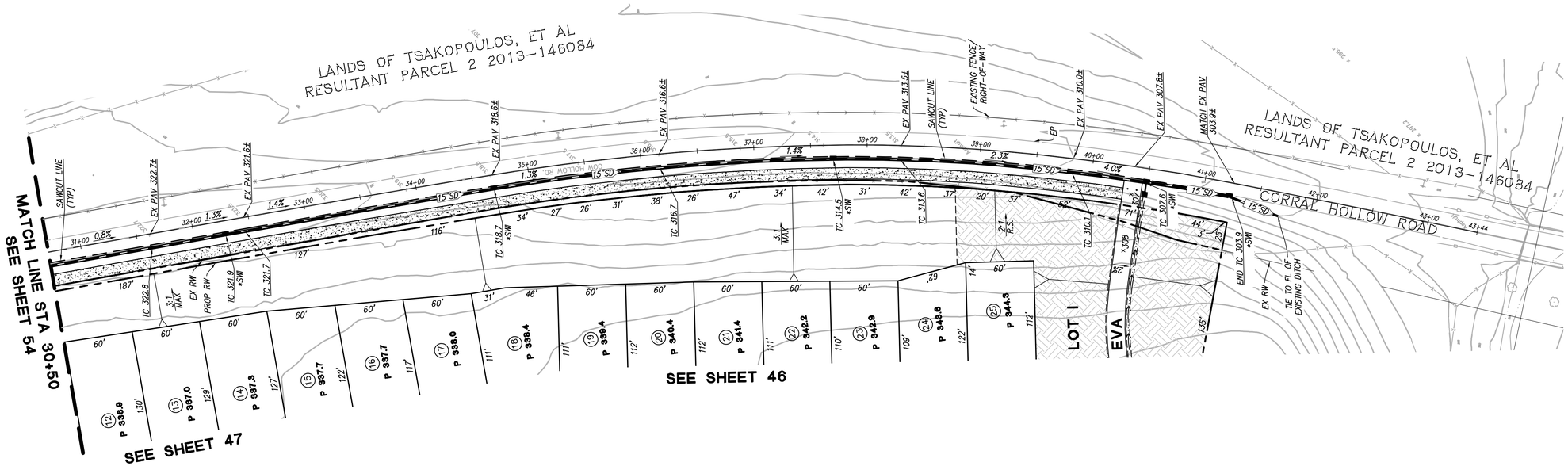
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NEW PAVEMENT

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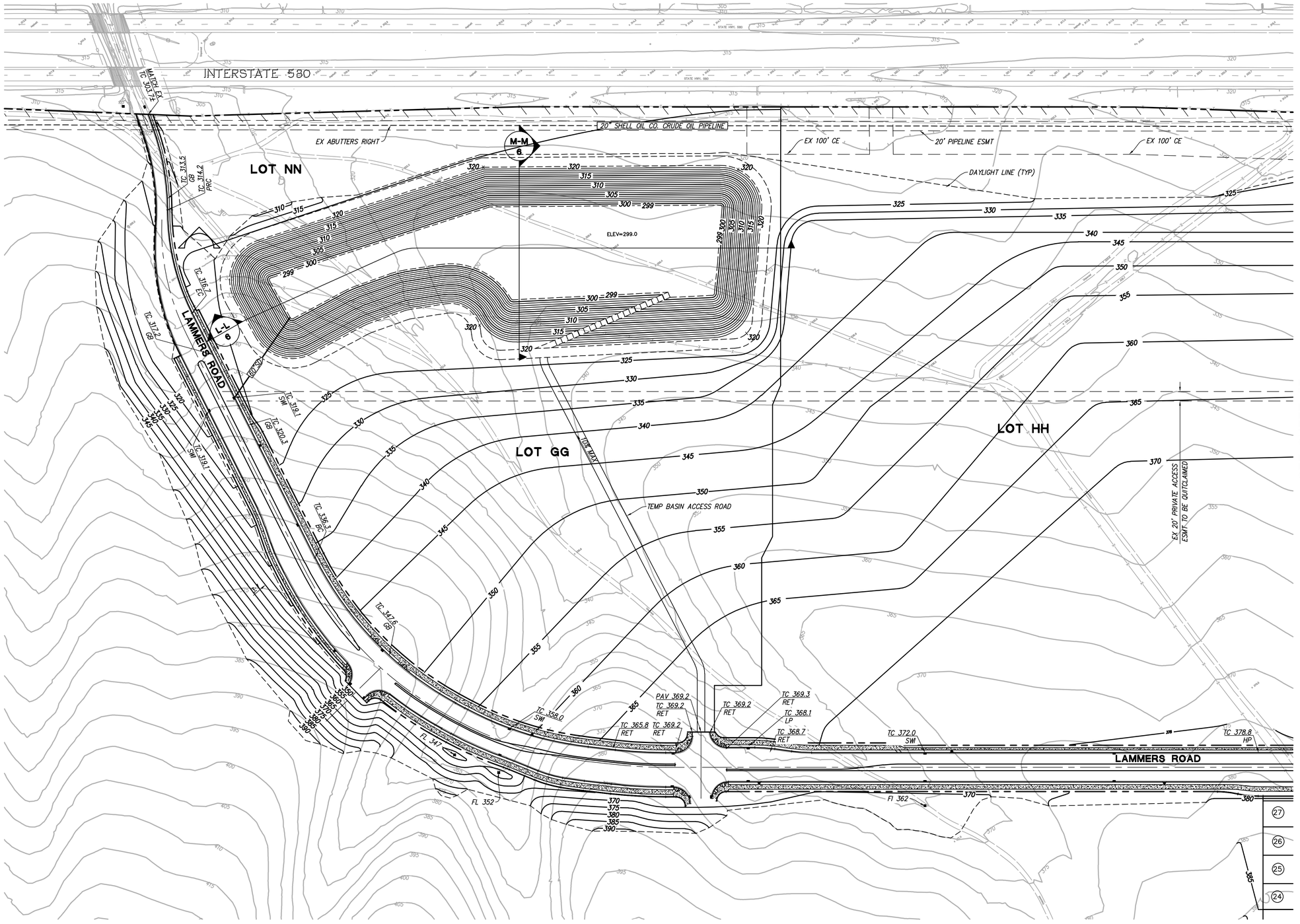


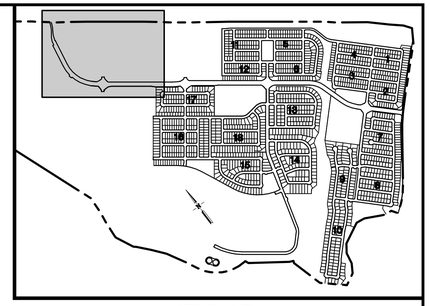
VESTING TENTATIVE MAP - TRACT 4057
CORRAL HOLLOW ROAD (STA 30+50 TO END)

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KEYMAP
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1 inch = 100 ft.

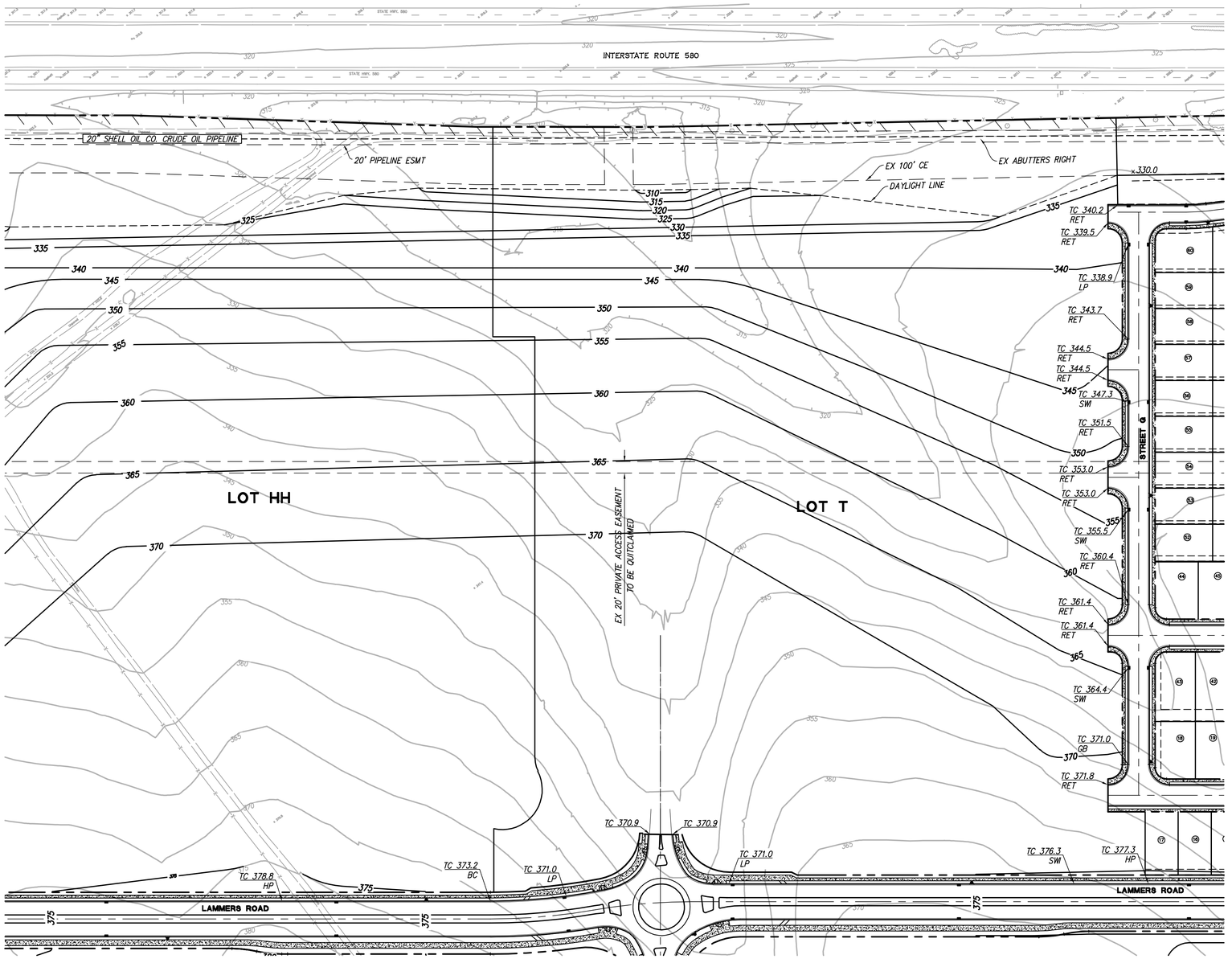
FOR LAMMERS ROAD SEE SHEETS 21-24

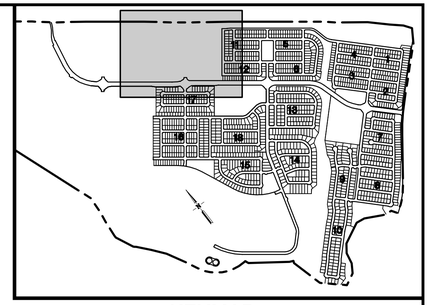
VESTING TENTATIVE MAP - TRACT 4057
PHASE 3 SUPERPAD

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KEYMAP
NOT TO SCALE

0 100 200 300
1 inch = 100 ft.

FOR LAMMERS ROAD
SEE SHEETS 21-24

VESTING TENTATIVE MAP - TRACT 4057

PHASE 3 SUPERPAD

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ADDENDUM TO THE TRACY HILLS SPECIFIC PLAN SUBSEQUENT ENVIRONMENTAL IMPACT REPORT SCH NO. 2013102053

September 2021

Proposed Amendment to the Tracy Hills Specific Plan for the Phase 2 Project

Prepared For:

City of Tracy
Department of Development Services
333 Civic Center Plaza
Tracy, CA 95376

Prepared By:

Kimley-Horn and Associates, Inc.
10 South Almaden Boulevard, Suite 1250
San Jose, CA 95113

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ATTACHMENTS

Appendix A: Traffic Memorandum

INTRODUCTION

This document provides an analysis of a proposed Amendment to the Tracy Hills Specific Plan (THSP) (proposed Project). The proposed Project would change the zoning designations for properties within the current boundaries of the approved THSP (Project site) shown in Figure 1: Regional Location Map and Figure 2: Project Vicinity Map. The proposed Project would change the existing zoning designations, as shown in Figure 3: Existing and Proposed THSP Zoning Concept and Table 1, resulting in less commercial land use development and more dwelling units (DUs) within the THSP Area.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

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

Section 15164(a) of the State CEQA Guidelines states that "the lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." Pursuant to Section 15162(a) of the State CEQA Guidelines, a subsequent EIR or Negative Declaration is only required when:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant 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 or Negative Declaration 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 or the negative declaration was adopted, shows any of the following:

    (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

    (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 measure or alternative; 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.

The following describes the requirements of an addendum, as defined by CEQA Guidelines Section 15164:

(a) The lead agency or responsible agency shall prepare an Addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a Subsequent EIR have occurred.

(b) An Addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

(c) An Addendum need not be circulated for public review but can be included in or attached to the Final EIR.

(d) The decision-making body shall consider the Addendum with the Final EIR prior to making a decision on the project.

(e) A brief explanation of the decision not to prepare a Subsequent EIR pursuant to Section 15162 should be included in an Addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

As set forth in Section 15164(a), if none of the circumstances or conditions described in Section 15162 are present, and only minor technical changes or additions are necessary to update the previously certified EIR, an addendum may be prepared, consistent with CEQA Guidelines Section 15164.

Based on the analysis and evaluation provided in this Addendum, no new significant impacts would occur because of the proposed Amendment, nor would there be any substantial increase in the severity of any previously identified significant environmental impact. In addition, no new information of substantial importance shows that mitigation measures or alternatives that were previously found not to be feasible or that are considerably different from those analyzed in the THSP Final Environmental Impact Report would substantially reduce one or more significant effects on the environment. Therefore, no conditions described in Section 15162 of the CEQA Guidelines have occurred. For this reason, an Addendum is the appropriate document to comply with CEQA requirements for the proposed Amendment.

PREVIOUS ENVIRONMENTAL ANALYSIS OF THE PROJECT SITE

The Tracy City Council approved the THSP Project and certified the corresponding Subsequent Environmental Impact Report (SEIR) (Tracy Hills Specific Plan SEIR [SCH# 2013102053]) on April 5, 2016. This analysis incorporates by reference, where relevant and appropriate, discussion and analysis contained in the previously certified THSP SEIR, as amended (the "THSP SEIR"). The THSP SEIR evaluates

the potential environmental impacts resulting from the approval and implementation of the THSP. The THSP involves the development of approximately 2,767 acres of land with residential, commercial, open space, mixed-use business park, and industrial uses. The THSP SEIR evaluated several actions associated with implementation of the THSP including approval of the Specific Plan and a General Plan Amendment; approval of a Zoning Map and Text Amendment; approval of a development agreement; approval of a new Storm Drainage Master Plan; tentative and final map approvals; and development permits and building permits. The THSP was prepared to set forth a comprehensive planning framework, as well as to identify development regulations and design guidelines relating to land uses, development standards, architecture, landscaping, park/recreational and open space facilities, circulation, signage, sustainability features, as well as all other necessary on- and off-site infrastructure improvements required to implement the THSP.

Purpose of Addendum

The purpose of this checklist is to analyze any potential differences between the impacts identified in the THSP SEIR and those that would be associated with the proposed Amendment to the THSP.

Pursuant to provisions of CEQA and the State CEQA Guidelines, the City of Tracy is the Lead Agency charged with the responsibility of determining whether to approve the proposed Amendment. As part of its decision-making process, the City is required to review and consider whether the proposed Amendment would create new significant impacts or significant impacts that would be substantially more severe than those disclosed in the THSP SEIR. The decision-making body must consider the whole of the data presented in the THSP SEIR as augmented by this Addendum and the previously adopted Mitigation Monitoring and Reporting Program. Additional CEQA review beyond this Addendum would only be triggered if one or more of the circumstances or conditions described in Section 15162(a) of the CEQA Guidelines was determined to be present or to have occurred.

PROPOSED AMENDMENT TO THE APPROVED THSP PROJECT

Project Location

The Project site is located within the THSP Area in the southern portion of the City of Tracy in San Joaquin County, California as shown in Figure 1: Regional Location Map. The THSP Area consists of approximately 2,767 acres and surrounds the existing interchange at Corral Hollow Road and the proposed Lammers Road interchange on Interstate 580 (I-580). See Figure 2: Project Vicinity Map.

Specific Plan Amendment

An application for an Amendment to the previously approved THSP has been submitted to the City of Tracy for consideration. The Amendment would change the zoning designations for properties within the current boundaries of the THSP Area. See Figure 2: Project Vicinity Map and Figure 3: Existing and Proposed THSP Zoning Concept. The Project proposes to re-designate and shift zoning within the Project site as follows:

- Residential Estates: decrease of 4.2 acres. A portion of existing Residential Estates would be converted to Low Density Residential.
- Low Density Residential: decrease of 10.6 acres. A portion of existing Low Density Residential would be converted to Medium Density Residential. Portions of existing Medium Density Residential, Residential Estate, General Highway Commercial, and Conservation Easements would be converted to Low Density Residential.
- Medium Density Residential: increase of 37.6 acres. A portion of existing Medium Density Residential would be converted to Low Density Residential. Portions of existing Low Density Residential, Interstate 580 Right of Way and Interchange, and Conservation Easements would be converted to Medium Density Residential.
- Mixed Use Business Park: decrease of 4.8 acres. A portion of existing Mixed Use Business Park would be converted to Interstate 580 Right of Way and Interchange.
- General Highway Commercial: decrease of 0.8 acres. A portion of existing General Highway Commercial would be converted to Low Density Residential.
- Conservation Easements: decrease of 28.9 acres. Conservation Easements mapped to identify correct boundaries and locations as granted
- Interstate 580 Right of Way and Interchange: increase of 5.4 acres. Interstate 580 Right of Way and Interchange mapped to correctly represent current alignment.

As shown in Table 1: Land Use Plan Buildout (2035), the proposed Project would result in fewer gross acres but more developable acres and dwelling units (DUs) as compared to what was previously included in the THSP. Gross acreage would decrease as a result of acres being removed from the THSP Area along Corral Hollow Road and the THSP Area boundary to reflect more precise mapping and boundary information. Though developable acres would increase as a result of the proposed Project, this increase would be a result of refinements to road alignment, the California Aqueduct Right of Way (ROW) boundary, and the Union Pacific Railroad boundary within the Project site. Additionally, the increase in dwelling units proposed by the Project would be a result of the conversion of land within the Project site to the Low and Medium Density Residential designations. No additional land beyond the previously approved THSP Area would be developed and no new land uses would be introduced as a result of the proposed Project.

Table 1: Land Use Plan Buildout (2035)[1]

Zoning District or Land Use Designation	Target Density Range or F.A.R. (DU's/ac.)	THSP[2]				Proposed Project				Difference Between THSP and Proposed Project			Proposed Project Within Target Density Range or F.A.R.?
		Gross Acres	Developable Acres	Dwelling Units (DU)/ Square Feet (SF)	Density/ F.A.R.	Gross Acres	Developable Acres[3]	Dwelling Units (DU)/ Square Feet (SF)	Density/ F.A.R.	Gross Acres	Developable Acres	Dwelling Units (DU)/ Square Feet (SF)	
Residential Estate	0.5-2.0	59.9	50.9	76	1.27	55.7	47.3	54	0.97	-4.2	-3.6	-22	Yes
Low Density Residential	2.1-5.8	1,351.9	991.9	3,604	2.67	1341.3	1140.1	4,112	3.07	-10.6	+148.2	+508	Yes
Medium Density Residential	5.9-12.0	422.1	358.8	2,672	6.33	459.7	390.7	2,974	6.47	+37.6	+31.9	+302	Yes
High Density Residential	12.1-25.0	9.3	7.9	125	13.44	9.3	7.9	125	13.44	No change	No change	No change	Yes
Mixed-use Business Park	0.2 F.A.R.	79.0	67.2	585,446	0.17	74.2	63.1	549,727	0.17	-4.8	-4.1	-35,719	Yes
General Highway Commercial	0.2 F.A.R.	53.8	45.0	406,945	0.18	53.0	45.0	406,945	0.18	-0.8	No change	No change	Yes
Light Industrial	0.25 F.A.R.	336.7	286.2	3,116,663	0.21	336.7	286.2	3,116,663	0.21	No change	No change	No change	Yes
Conservation Easements	N/A	162.2	0.0	N/A	N/A	133.3	0.0	N/A	N/A	-28.9	No change	N/A	N/A

[1]All Acreages, dwelling units, and square footage examples shown herein are approximate.

[2]35 Acre Annexation is reflected in background conditions.

[3] Adjusted Developable Acres - Residential, Mixed Use Business Park, General Highway Commercial, and Light Industrial acreages have been adjusted to show that an estimated 15% of the land area is used for infrastructure such as roads and utilities, and/or public facilities such as neighborhood parks/amenities, schools, and/or public facilities such as retention basins as noted in the General Plan. Actual numbers will vary depending on site specific characteristics.

Zoning District or Land Use Designation	Target Density Range or F.A.R. (DU's/ac.)	THSP[2]				Proposed Project				Difference Between THSP and Proposed Project			Proposed Project Within Target Density Range or F.A.R.?
		Gross Acres	Developable Acres	Dwelling Units (DU)/ Square Feet (SF)	Density/ F.A.R.	Gross Acres	Developable Acres[3]	Dwelling Units (DU)/ Square Feet (SF)	Density/ F.A.R.	Gross Acres	Developable Acres	Dwelling Units (DU)/ Square Feet (SF)	
Interstate 580 Interchange and ROW	N/A	137.5	0.0	N/A	N/A	142.9	0.0	N/A	N/A	+5.4	No change	N/A	N/A
California Aqueduct ROW	N/A	143.3	0.0	N/A	N/A	143.0	0.0	N/A	N/A	-0.3	0.0	N/A	N/A
Union Pacific Rail Road	N/A	12.2	0.0	N/A	N/A	12.2	0.0	N/A	N/A	No change	0.0	N/A	N/A
Totals		**2767.3**	**1,808.2**	**6,477 DUs; 4.1 million SF**		**2761.3**	**1980.4**	**7,265 DUs; 4,073,335 SF**		**-6.0**	**+11.0**	**+788 DUs; -35,719 SF**	**Yes**

Source: Application For Tracy Hill Specific Plan Amendment For the Phase 2 Project, November 2020; Tracy Hills Specific Plan, amended June 2021.

THSP ENVIRONMENTAL IMPACT ANALYSIS SUMMARY

The 2016 THSP SEIR certified in January 2016, found the potentially significant environmental effects of the THSP to be as shown in Table 2: THSP SEIR Potentially Significant Environmental Impacts Table.

Table 2: THSP SEIR Potentially Significant Environmental Impacts Table

	Significant and Unavoidable Impacts	Less Than Significant with Mitigation Incorporated
Aesthetics	• Visual aspect of and views in the Specific Plan Area (Project and Cumulative Impact) • Adverse effects on a state-designated scenic highway • Adverse change in the character of the site	• New sources of light and glare
Agriculture	• Conversion of Prime Farmland and other Important Farmland (Project and Cumulative)	• Incompatible with adjacent agricultural activity
Air Quality	• Inconsistency with adopted Air Quality Management Plan • Cumulative construction emissions (ROG, and NO_x) (Buildout) • Cumulative operational emissions (ROG, NO_x, CO, PM_{10}, $PM_{2.5}$) (Phase I and Buildout) • Emission of ozone precursors and particulate matter	• Exposure of sensitive receptors to substantial pollutant concentrations
Biological Resources	N/A	• Adverse impact on wildlife movement • Impact on special-status animal species • Impact on federally protected wetlands as defined by Section 404 of the Clean Water Act • Construction during bird nesting season

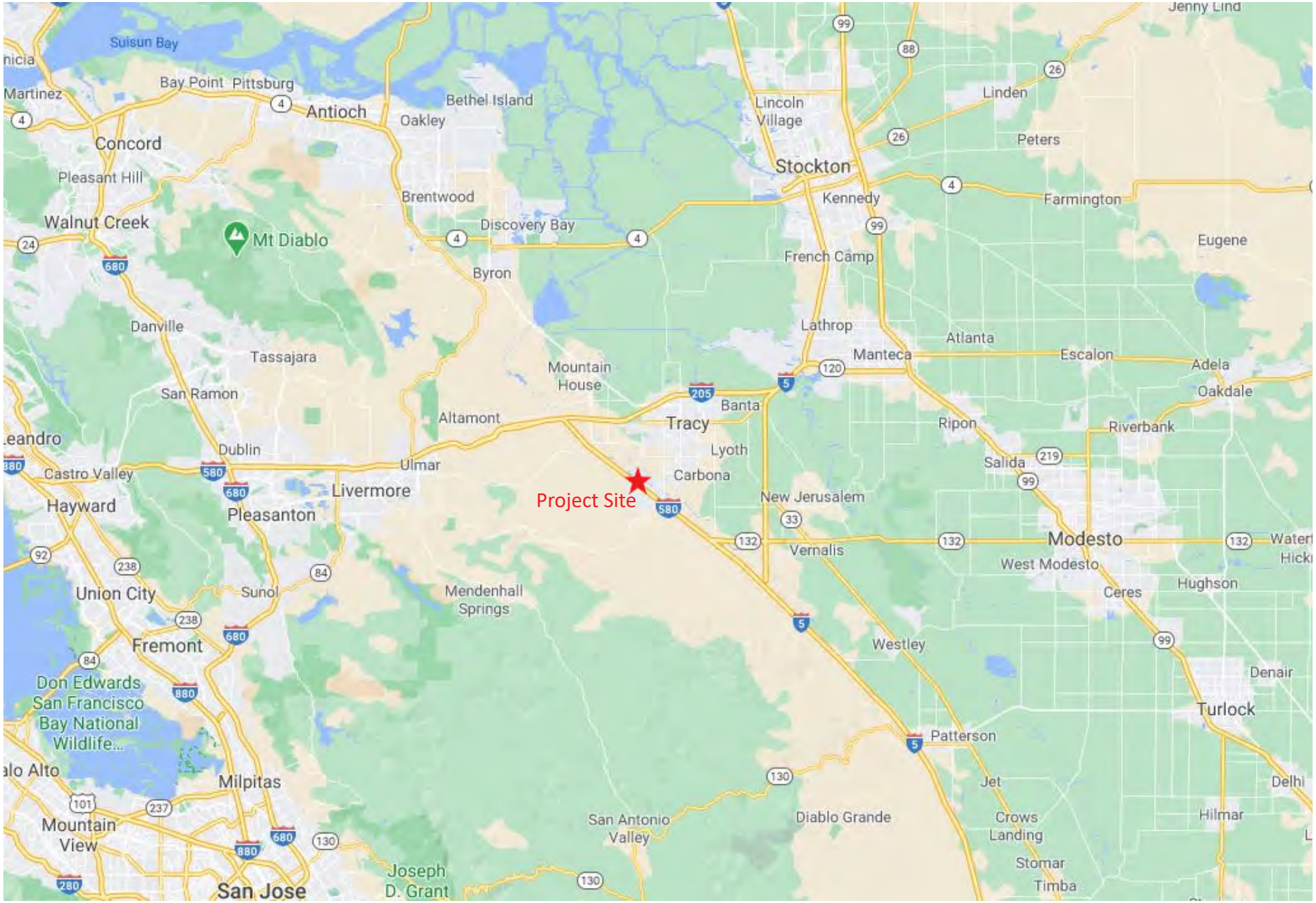
	Significant and Unavoidable Impacts	Less Than Significant with Mitigation Incorporated
		• Conflict with tree preservation policy or ordinance • Conflict with Habitat Conservation Plan/Natural Community Conservation Plan
Cultural Resources	N/A	• Damage to cultural resources (buried archeological deposits) • Damage to paleontological resources • Human remains encountered during construction
Greenhouse Gas Emissions	• Generation of GHG emissions during construction and operation (Project and Cumulative)	• Conflict with greenhouse gas reduction plan, policy, or regulation
Geology and Soils	N/A	• Expansive soil
Hazards and Hazardous Materials	N/A	• Routine use, transport, and disposal of hazardous materials • Release from nearby crude oil, natural gas, and petroleum pipelines • Breach or rupture of the California aqueduct • Attract wildlife that is hazardous to aircraft associated with Tracy Municipal Airport • Conflict with adopted emergency response plan and emergency evacuation plan • Exposure structures adjacent to undeveloped areas to risk of wildland fires
Hydrology and Water Quality	N/A	• Storm water discharge requirements and water quality

	Significant and Unavoidable Impacts	Less Than Significant with Mitigation Incorporated
		• Soil erosion and sedimentation • Storm water runoff volumes • Pollutants (associated with non-residential storm water runoff) • 100-Year Flood Hazard Areas
Land Use	N/A	• Conflict with 2009 San Joaquin Airport Land Use Compatibility Plan
Noise	• Exposure of persons to noise levels in excess of established standards • Traffic noise level increases (Project and Cumulative)	• Expose persons or generate excessive groundborne vibration
Public Services and Utilities	N/A	• Need for new or physically altered fire protection facilities • Need for new or physically altered law enforcement facilities • Need for yet to be constructed City Water System Master Plan (WSMP) facilities • Need for wastewater treatment capacity
Traffic	• Impact to bicycle and pedestrian modes • Freeway segments during construction (Phase 1) • Impact to the existing roadway, intersections and freeway network (Buildout) • Impact to the existing roadway, Caltrans intersections (Buildout) • Level of service at intersections during construction (Phase 1)	• Impact to Phase 1a roadway network and operation and safety of pedestrians, cyclists, and vehicles on adjacent roadway facilities • Impact to roadway network and safety and operations on adjacent roadway facilities from temporary offsite school for 450 students • Impact to Phase 1a roadway network and roadway facilities from temporary on-site school

	Significant and Unavoidable Impacts	Less Than Significant with Mitigation Incorporated
	• Impact to the 2035 roadway and freeway network (Phase 1 and Cumulative) • Impact to the 2035 roadway and freeway network (Buildout) • Impact to Altamont Pass, Corral Hollow Road, Patterson Pass, roadways in Alameda County (Phase 1) • Impact on existing Phase 1a street network and streets surrounding the school site (Phase 1) • Impact to bicycle and pedestrian connection from Spine Road along Corral Hollow Road	

It was determined in the THSP SEIR that implementation of mitigation measures identified in the THSP SEIR would reduce the severity of several of the aforementioned impacts to a level of less than significant. Where the THSP SEIR identified significant and unavoidable impacts, even after the consideration of mitigation measures, such impacts are identified herein as significant and unavoidable. Where applicable, mitigation measures stemming from the previously certified THSP SEIR and adopted as conditions of THSP approval would be incorporated into the proposed Project.

For impacts not identified in Table 2: THSP SEIR Potentially Significant Environmental Impacts Table, the THSP SEIR found that buildout of the THSP would have a less than significant impact or no impact to topical areas evaluated pursuant to the *CEQA Guidelines*.



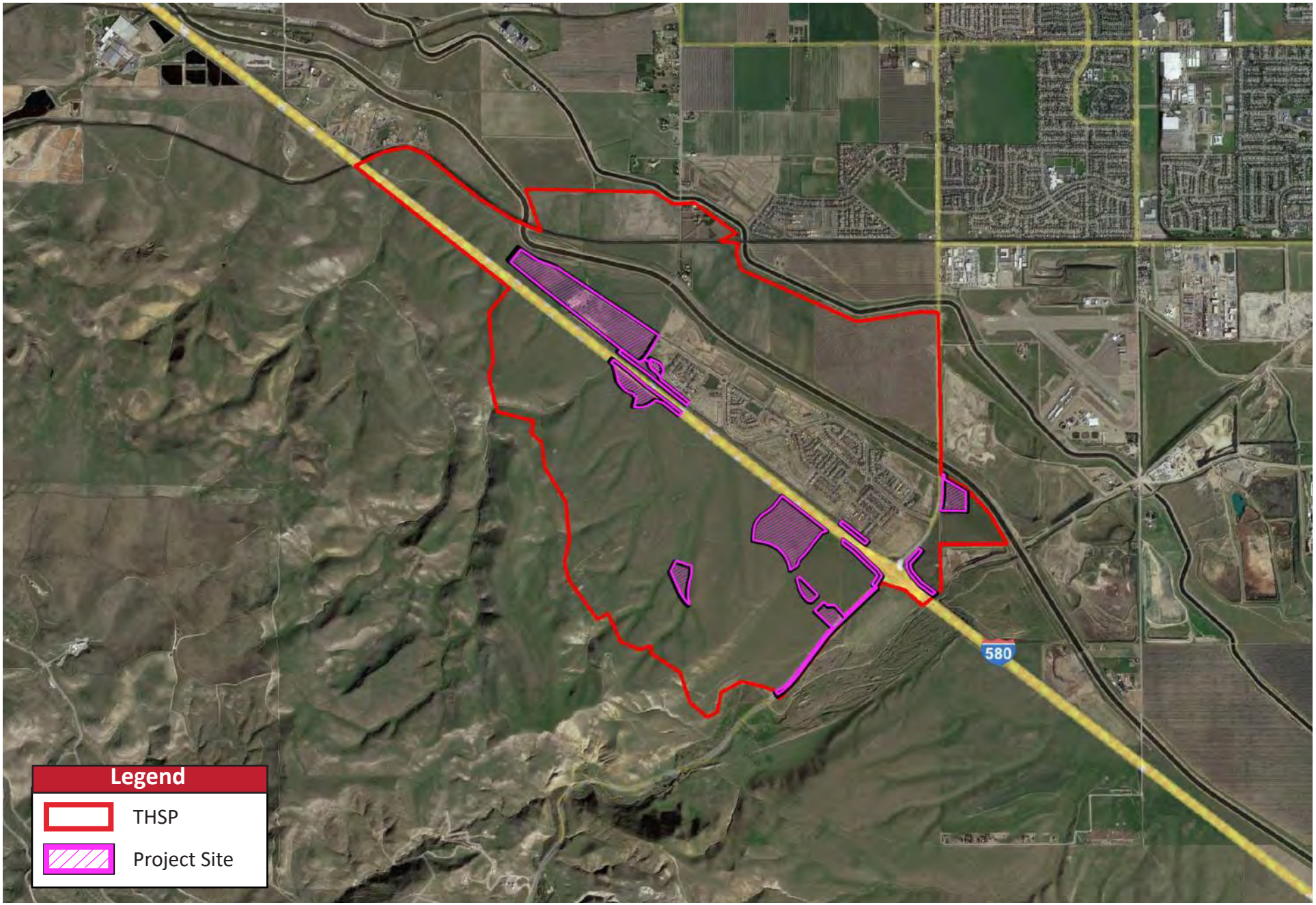
Source: Google Maps, 2021

Figure 1: Regional Location Map

Tracy Hills Specific Plan Phase2
Addendum

Not to scale

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Expect More. Experience Better.



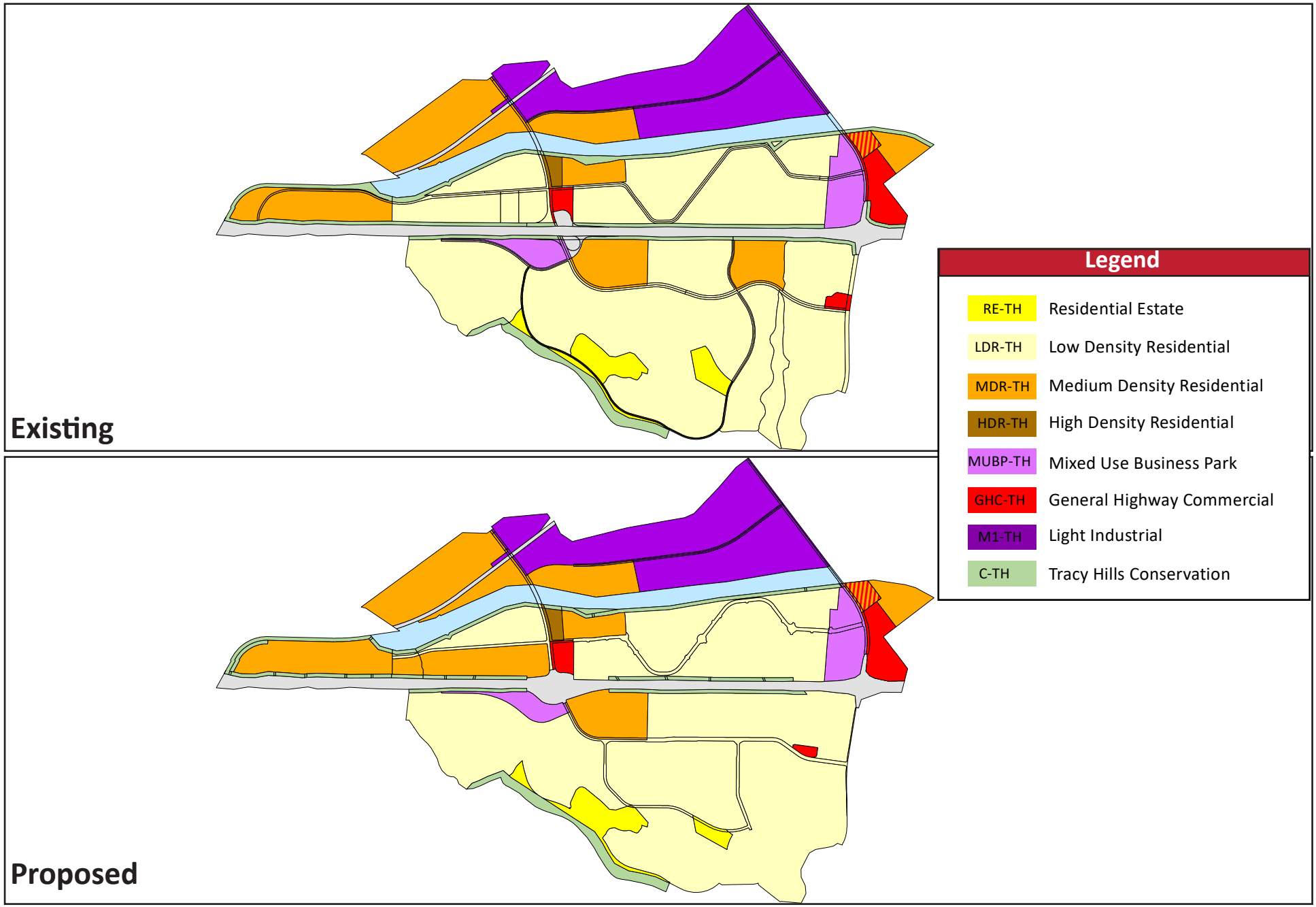
Source: Google Earth, 2021

Figure 2: Project Vicinity

Tracy Hills Specific Plan Phase 2
Addendum

Not to scale

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Source: KH, 2021

Figure 3: Existing and Proposed THSP Zoning Concept

Tracy Hills Specific Plan Phase 2
Addendum

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ENVIRONMENTAL EVALUATION

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

A. "Potentially Significant Impact" indicates that an effect of the proposed Project may be significant and warrants additional analysis within a Subsequent or Supplemental EIR.

B. "Less than Significant With Mitigation Incorporated" indicates that an effect of the proposed Project can be reduced from "Potentially Significant Impact" to "Less Than Significant" by incorporating a new mitigation measure that was not identified in the THSP SEIR.

C. "Less Than Significant Impact" indicates that the effect of the proposed Project would be Less than Significant with implementation of the mitigation measures described in the THSP SEIR. The applicable THSP SEIR mitigation measures are cross-referenced when applicable.

D. "No Impact" indicates that the proposed Project would not create an environmental effect in that category.

E. "Reviewed Under Previous Document" indicates that an effect of the proposed Project would be the substantially the same as the effect that was analyzed in the THSP SEIR for the corresponding threshold. In some cases, this applies to effects that were anticipated to be significant and unavoidable in the THSP SEIR, even after implementing specified mitigation measures. In other cases, it applies to effects that were anticipated to be less than significant after implementing specified mitigation measures. In all cases, the applicable THSP SEIR mitigation measures are cross-referenced.

I. AESTHETICS

WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*Reviewed Under Previous Document*
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic building along a State-designated scenic highway?	☐	☐	☐	☐	☒
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☐	☒
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

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

As identified in the THSP SEIR, impacts related to scenic vistas were considered significant and unavoidable. Impacts to scenic vistas were found to be significant and unavoidable because implementation of the THSP would change the visual character and views to and from the THSP Area. The THSP SEIR concluded that with implementation of Mitigation Measure AES 4.1-1 in the THSP SEIR, impacts to scenic vistas would still remain significant and unavoidable.

The following mitigation measure incorporated herein from the previously certified THSP SEIR is applicable to the proposed Project:

> ***Mitigation Measure AES 4.1-1****: The THSP contains design guidelines and landscaping standards (Tracy Hills Specific Plan, pages 3-1 through 3-96) which have been implemented in the Phase 1a Vesting Tentative Map (Figure 3-12, Phase 1a Vesting Tentative Map), and which would be required on individual, site-specific developments within the THSP. These measures would ensure that development within the Project Area is aesthetically pleasing and is compatible with current development in the City of Tracy. Beyond these measures, there is no feasible mitigation. [This is Mitigation Measure 4.1-1 in the THSP SEIR]*

The proposed Project would not result in the development of additional land compared to the previously approved THSP. Similar to the previously approved THSP, the proposed Project would still allow for development in a previously undisturbed area. Therefore, since the proposed Project would change undeveloped land to urbanized development, the proposed Project would have the potential to create a substantial adverse impact on a scenic vista. With implementation of the above mitigation measure, the proposed Project's impact on a scenic vista would remain significant and unavoidable. This would not be

a new specific impact, nor would it increase the severity of the impact previously identified in the THSP SEIR and would, therefore, be consistent with the impacts of implementation of the THSP.

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

As noted in the THSP SEIR, the THSP Area is bisected by Interstate 580, a State designated scenic highway, and borders Corral Hollow Road, a scenic road designated in the 1978 San Joaquin County General Plan. Views from I-580 to the THSP Area would be directly impacted due to the adjacent development. As identified in the THSP SEIR, impacts related to scenic resources were considered significant and unavoidable. The THSP SEIR concluded that even with implementation of Mitigation Measure AES 4.1-2 identified in the THSP SEIR, impacts to scenic vistas would remain significant and unavoidable.

The following mitigation measure incorporated herein from the previously certified THSP SEIR is applicable to the proposed Project:

> ***Mitigation Measure AES 4.1-2****: The THSP contains design guidelines and landscaping standards (Tracy Hills Specific Plan, pages 3-1 through 3-96) which have been implemented in the Phase 1a Vesting Tentative Map (Figure 3-12, Phase 1a Vesting Tentative Map), and which would be required on individual, site specific development within the THSP. These measures would ensure that development within the THSP Project Area is aesthetically pleasing and is compatible with current development in the City of Tracy. Beyond these measures, there is no feasible mitigation*. [This is Mitigation Measure 4.1-2 in the THSP SEIR]

Since the Project site is within the viewsheds of I-580 and Corral Hollow Road, which are considered scenic routes, Project development would have the potential to significantly impact scenic views. Similar to the previously approved THSP, the proposed Project's impact would remain significant and unavoidable even with implementation of the above mitigation measure. The Project site is within the THSP Area and would neither introduce any new land uses nor allow development outside the previously analyzed THSP Area. Therefore, the impact of the proposed Project would be consistent with the impact of the implementation of the THSP and no further analysis is required.

Threshold (c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

As identified in the THSP SEIR, impacts related to degradation of the existing visual character or quality of the site and its surroundings were considered significant and unavoidable. Development of the THSP Area would transition the THSP Area from primarily undeveloped rural agricultural land to a range of urban development including residential, office, and commercial, and industrial uses. Implementation of the THSP's development standards and design guidelines, and adherence to the Tracy General Plan goals, objectives, and policies, would reduce impacts associated with development within the THSP Area. However, due to the size and scope of the THSP Area, impacts to the visual character or quality of the THSP Area would remain significant and unavoidable even with implementation of Mitigation Measure AES 4.1-3 identified in the THSP SEIR.

The following mitigation measure incorporated herein from the previously certified THSP SEIR is applicable to the proposed Project:

> ***Mitigation Measure AES 4.1-3:*** *The THSP contains design guidelines and landscaping standards (Tracy Hills Specific Plan, pages 3-1 through 3-96) which would be required on individual, site specific development within the THSP. These measures would ensure that development within the THSP Project Area is aesthetically pleasing and is compatible with current development in the City of Tracy. Beyond these measures, there is no feasible mitigation. [This is Mitigation Measure 4.1-3 in the THSP SEIR]*

Similar to the previously approved THSP, the proposed Project would have the potential to degrade the existing visual character or quality of the Project site. Though the proposed Project would not result in the development of land beyond the THSP Area, the Project would still change the character of the Project site from undeveloped to developed. With implementation of the above mitigation measure, the proposed Project's impact on the existing visual character or quality of the Project site would remain significant and unavoidable. This would not be a new specific impact nor would it increase the severity of the impact previously identified in the THSP SEIR and would, therefore, be consistent with the impacts of implementation of the THSP.

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

As identified in the THSP SEIR, impacts related to light and glare, which would adversely affect day or nighttime views in the area, were considered significant and unavoidable. Light and glare from the THSP Area would come primarily from vehicle headlights and windshields traveling along I-580 and Corral Hollow Road. Other sources of light and glare within the THSP Area would come from single-family homes along Lammers Road and Corral Hollow Road. Development of the THSP Area would also introduce new sources of light and glare coming from new commercial, business park and residential uses. Thus, impacts with respect to light and glare were determined to be significant and unavoidable with implementation of Mitigation Measure AES 4.1-4 in the THSP SEIR.

The following mitigation measure incorporated herein from the previously certified THSP SEIR are applicable to the proposed Project:

> **Mitigation Measure AES 4.1-4:** *To decrease light spillage and glare to the maximum extent practicable, all individual developments under the THSP shall be required to:*
>
> - *Prior to final inspection or certificate of occupancy, all exterior and parking area lighting shall be directed downward or shielded, to prevent glare or spray of light on to public rights-of-way or adjacent residential property, consistent with City standards.* [This is Mitigation Measure 4.1-4 in the THSP SEIR]

Project implementation would neither result in new land use within the Project site nor allow development outside of the THSP Area. Sources of light from residential uses and commercial uses would

not be considered new light sources within the Project site compared to the assumptions in the THSP SEIR. Similar to the approved THSP, compared to existing conditions the proposed Project would have the potential to create a new source or light or glare which would adversely affect day or nighttime views in the area. With implementation of the above mitigation measure, the proposed Project's impact on light and glare would remain significant and unavoidable. This would not be a new specific impact or an increase in the severity of an impact that was identified in the THSP SEIR and would therefore be consistent with the impacts of the implementation of the THSP.

Cumulative Impacts

The potential aesthetic impacts related to views, aesthetics, and light and glare are site specific. While impacts are minimized with implementation of mitigation measures, impacts related to aesthetics across the THSP Area were considered cumulatively significant and unavoidable in the THSP SEIR. As identified in the THSP SEIR, the THSP would change the visual aspect of and views from, to, and across the THSP Area, add new development to viewsheds, and bring urban development to a rural and agricultural area resulting in cumulatively considerable contributions to significant impacts on scenic vistas, scenic resources within a State scenic highway, and visual character. The THSP SEIR concluded that with Mitigation Measure AES 4.1-5, impacts would remain significant and unavoidable.

The following mitigation measure incorporated herein from the previously certified THSP SEIR is applicable to the proposed Project:

> **Mitigation Measure AES 4.1-5:** *The THSP contains design guidelines and landscaping standards (Tracy Hills Specific Plan, pages 3-1 through 3-96) which would be required on individual, site specific development within the THSP. These measures would ensure that development within the THSP Project Area is aesthetically pleasing and is compatible with current development in the City of Tracy. Beyond these measures, there is no feasible mitigation. [*This is Mitigation Measure 4.1-5 in the THSP SEIR]

As discussed above, the proposed Project would neither cause a new aesthetic impact to occur, nor an increase in the severity of an aesthetic impact previously disclosed in the THSP SEIR, with implementation of the mitigation measures discussed in this section. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor an increase in the severity of a cumulative impact previously disclosed.

II. AGRICULTURAL AND FORESTRY RESOURCES

WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	*Reviewed Under Previous Document*
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:					
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

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

As noted in the THSP SEIR, the California Department of Conservation Farmland Mapping and Monitoring Program shows that the THSP Area contains approximately 25 acres of Prime Farmland as well as 2,700 acres of other farmland.[4] The 25 acres of Prime Farmland is located along Lammers Road, just south of the Delta-Mendota Canal and is made up of an existing vineyard. Impacts related to agricultural resources within the THSP Area were previously considered in the impact analysis in the Tracy General Plan EIR,

[4] THSP SEIR, Figure 4.2-1

however, no mitigation measures were identified to reduce this impact, and the Tracy City Council adopted a statement of overriding considerations with respect to the anticipated loss of farmland.[5]

The following mitigation measure incorporated herein from the previously certified THSP SEIR is applicable to the proposed Project:

> ***Mitigation Measure AG 4.2-1:*** *As part of the development process for individual site-specific development projects, the agricultural mitigation fee adopted by the City shall be paid for each acre of Prime Farmland to be developed. The fees shall be collected by the City at the time building permits are issued for such site-specific development projects, or as otherwise required by the City. [This is Mitigation Measure 4.2-1 in the THSP SEIR]*

The City currently uses the Agricultural Mitigation Fee Ordinance to collect in-lieu fees for impacts from development on agricultural land. Impacts related to the conversion of prime farmland were considered significant and unavoidable in the THSP SEIR. Since the Project site does not contain the Prime Farmland identified in the THSP SEIR, only Farmland of Local Importance and Grazing Land, the specified mitigation measure above would be not required for the Project. Since neither the Prime Farmland within the THSP Area nor additional land beyond the THSP Area would be developed by the Project, the impact of the proposed Project would be the same impact of the previously approved THSP identified in the THSP SEIR. Therefore, the Project would not result in a new specific impact or an increase in the severity of an impact that was identified in the THSP SEIR and would, therefore, be consistent with the impacts of implementation of the THSP. As such, no further analysis is required.

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

A Williamson Act contract is formed between local governments and private landowners for the purpose of restricting certain parcels of land to agricultural or related open space use. The Project site is not the subject of a Williamson Act contract and does not contain any lands zoned for agricultural uses. Therefore, no conflict exists in regard to the current zoning of the Project site. As such, the proposed Project would not include properties zoned for agricultural use nor under a Williamson Act Contract. Therefore, no impact would occur. This would not be a new specific impact or an increase in the severity of an impact that was identified in the THSP SEIR and would be consistent with the impacts of implementation of the THSP. As such, no further analysis is required.

Threshold (c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use.

As discussed in the THSP SEIR, full buildout of the THSP would result in conversion of the THSP Area to urban uses. The proposed land uses in the THSP Area would be incompatible with adjacent land uses without appropriate buffer activities from development of the THSP. Impacts related to other changes in

[5] THSP SEIR, page 4.2-9

the existing environment due to the conversion of farmland to non-agricultural use were considered significant and unavoidable in the THSP SEIR even with implementation of Mitigation Measure AG 4.2-2.

The following mitigation measure incorporated herein from the previously certified THSP SEIR is applicable to the proposed Project:

> ***Mitigation Measure AG 4.2-2:*** As construction occurs along the Project Area boundary, buffers such as roadways, conservation easements, building setbacks, and parking areas, shall be required prior to occupancy of those structures, in compliance with General Plan Policy OSC-2.2 *[This is Mitigation Measure 4.2-2 in the THSP SEIR]*

Similar to the previously approved THSP, since the Project site does contain farmland and borders farmland, the specified mitigation measure above would be required for the Project. With the implementation of the above mitigation measure, the impact of the proposed Project would be the same impact of the THSP identified in the THSP SEIR. Therefore, the Project would not result in a new specific impact or an increase in the severity of an impact that was identified in the THSP SEIR and would, therefore, be consistent with the impacts of implementation of the THSP. As such, no further analysis is required.

Cumulative Impacts

As discussed above, with the implementation of the included mitigation measures, the proposed Project would cause neither a new impact to occur, nor an increase in the severity of an impact previously disclosed. Project-related impacts are consistent with the environmental effects previously identified in the certified THSP SEIR. The proposed Project would not cause a new agricultural impact to occur, nor an increase in the severity of an agricultural impact previously disclosed in the THSP SEIR, with implementation of the mitigation measures discussed in this section. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor an increase in the severity of a cumulative impact previously disclosed.

III. AIR QUALITY

WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*Reviewed Under Previous Document*
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☐	☒
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☐	☒
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☐	☒
d. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☐	☒
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

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

The proposed Project lies within the central portion of the San Joaquin Valley Air Basin (SJVAB). The San Joaquin Valley Air Pollution Control District (SJVAPCD) has jurisdiction over most air quality matters in the Basin and is tasked with implementing programs and regulations required by the federal and State Clean Air Acts. If a project is found to interfere with the region's ability to comply with federal and State air quality standards, local governments then need to consider project modifications or provide mitigation measures to eliminate the inconsistency of the project plans. In order for a project to be considered "consistent" with the latest Air Quality Plan (AQP), the project must be consistent with the goals, objectives, and assumptions in the respective plan to achieve Federal and State air quality standards. Additionally, both construction related and long-term emissions are required to be quantified and compared to the SJVAPCD significance thresholds.

Emissions from the construction and operational phase of the proposed Project were included as part of the emissions estimate for buildout conditions of the THSP Area as evaluated in the previously certified THSP SEIR. The THSP SEIR found that buildout would generate a substantial increase in criteria air

pollutants that would exceed the SJVACPD's significance thresholds during both construction and operation of the THSP project. As discussed in the THSP SEIR, buildout of the THSP would result in exceedances of the SJVAPCD thresholds for criteria pollutants including inconsistencies with the 2013 Ozone Plan and the 2012 $PM_{2.5}$ Plan in this regard.

The following mitigation measures incorporated herein from the previously certified THSP SEIR are applicable to the proposed Project:

> ***Mitigation Measure AQ 4.3-1a****: Prior to the issuance of any grading permit the City Engineer and the Chief Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that, in compliance with SJVAPCD Regulation VIII, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:*
>
> - *All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover;*
> - *All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant;*
> - *All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking;*
> - *When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained;*
> - *All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions.) (Use of blower devices is expressly forbidden.);*
> - *Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant;*
> - *Within urban areas, trackout shall be immediately removed when it extends 50 or more feet from the site and at the end of each workday;*
> - *Any site with 150 or more vehicle trips per day shall prevent carryout and trackout;*
> - *Limit traffic speeds on unpaved roads to 15 mph;*

- *Install sandbags or other erosion control measures to prevent silt run-off to public roadways from sites with a slope greater than one percent;*

- *Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the THSP Project Area; and*

- *Fugitive dust emanating from the Project site shall not exceed 20 percent opacity, per SJVAPCD Regulation VIII.*

- *Applicant shall consult with the County Public Health Services Department or California Department of Public Health to develop a Valley Fever Dust Management Plan that addresses Valley Fever exposure. The Plan shall be provided to the City and shall include a program to evaluate the potential for exposure to Valley Fever from construction activities and to identify appropriate dust management and safety procedures that shall be implemented, as needed, to minimize personnel and public exposure to potential Valley Fever- containing dust. [This is Mitigation Measure 4.3-1a in the THSP SEIR]*

Mitigation Measure AQ 4.3-1b: *The following measures shall be implemented during construction to reduce NO_X related emissions. They shall be included in the Grading Plan, Building Plans, and contract specifications. Contract specification language shall be reviewed by the City prior to issuance of a grading permit.*

- *Use of construction equipment rated by the United States Environmental Protection Agency (EPA) as having Tier 3 or higher exhaust emission limits for equipment over 50 horsepower that are onsite for more than 5 days, if available and feasible. Tier 3 engines between 50 and 750 horsepower are available for 2006 to 2008 model years. After January 1, 2015, encourage the use of equipment over 50 horsepower that are on-site for more than 5 days to meet the Tier 4 standards, if available and feasible. A list of construction equipment by type and model year shall be maintained by the construction contractor onsite, which shall be available for City review upon request.*

- *Use of alternative-fueled or catalyst-equipped diesel construction equipment, if available and feasible; and*

- *Clearly posted signs that require operators of trucks and construction equipment to minimize idling time (e.g., 5-minute maximum).*

- *Properly and routinely maintain all construction equipment, as recommended by manufacturer's manuals, to control exhaust emissions.*

- *Use electric equipment for construction whenever possible in lieu of fossil fuel-fired equipment. [This is Mitigation Measure 4.3-1b in the THSP SEIR]*

Mitigation Measure AQ 4.3-1c: *Prior to the issuance of any grading permit, the City shall confirm that the Project complies with the SJVAPCD Rule 9510, Indirect Source (ISR). If feasible measures*

are not available to meet the emissions reductions targets outlined in Rule 9510, then Project applicants shall pay an in-lieu mitigation fee to the SJVAPCD to offset the Project's emissions-related impacts, or coordinate with the SJVAPCD to implement a Voluntary Emission Reduction Agreement (VERA). If in-lieu fees are required, Project applicants shall coordinate with the SJVAPCD to calculate the amount of the fees required to offset the Project's impacts. The applicant shall document, to the City's reasonable satisfaction, its compliance with this mitigation measure. [This is Mitigation Measure 4.3-1c in the THSP SEIR]

Mitigation Measure AQ 4.3-2: *Prior to issuance of building permits, each applicant for individual site-specific developments under the THSP shall demonstrate compliance with SJVAPCD Rule 9510, Indirect Source Review (ISR) or implementation of a Voluntary Emission Reduction Agreement (VERA). Project applicants shall coordinate with the SJVAPCD to ensure that the Project meets the requirements of SJVAPCD Rule 9510 or implements a VERA. If feasible reduction measures are not available to meet the emissions reductions targets as established by the SJVAPCD, then Project applicants shall pay an in-lieu mitigation fee to the SJVAPCD to offset the Project's emissions-related impacts. If in-lieu fees are required, Project applicants shall coordinate with the SJVAPCD to calculate the amount of the fees required to offset the Project's impacts. [This is Mitigation Measure 4.3-2 in the THSP SEIR]*

Mitigation Measure AQ 4.3-4b: *New sensitive land uses including residential, hospital, medical offices, and day care facilities shall not be located closer than 1,000 feet from any existing or proposed distribution center/warehouse facility which generates a minimum of 100 truck trips per day, or 40 truck trips with transport refrigeration units (TRUs) per day, or TRU operations exceeding 300 hours per week, pursuant to the recommendations set forth in the CARB Air Quality and Land Use Handbook. If new sensitive land uses cannot meet this setback, they shall be designed and conditioned to include mechanical ventilation systems with fresh air filtration. For operable windows or other sources of ambient air filtration, installation of a central heating, ventilation, and air conditioning (HVAC) system that includes high efficiency filters for particulates (Minimum Efficiency Reporting Value [MERV] 13 or higher) or other similarly effective systems shall be required. [This is Mitigation Measure 4.3-4b in the THSP SEIR]*

Therefore, buildout of the THSP Area would be inconsistent with the SJVAPCD's air quality plans and impacts were considered significant and unavoidable within the THSP SEIR. Mitigation Measures AQ 4.3-1a through 4.3-1c, 4.3-2 and 4.3-4b from the certified THSP SEIR are applicable to the proposed Project and would be expected to reduce the severity of the significant and unavoidable impact. However, even with mitigation incorporated, impacts would remain significant and unavoidable similar to the previously certified THSP SEIR.

While the Project would result in more residential dwelling units (DUs) as compared to the previously approved THSP, it would also result in less commercial uses. As discussed in Section XVI. Transportation/Traffic, this would result in an overall decrease in AM and PM trips generated by the THSP as compared to the THSP SEIR. Given that the total number of trips generated by the Project would be less than what was previously considered, the impact relative to an applicable air quality plan would be

similar to what was identified in the THSP SEIR and no new impact or increase in the severity of a previously identified impact would occur.

Threshold (b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Construction

Construction emissions for buildout of the THSP were estimated in the previously certified THSP SEIR using the California Emissions Estimator Model (CalEEMod). Based on the THSP SEIR, buildout of the THSP would result in construction emissions that would exceed SJVAPCD's 10 tons per year threshold for reactive organic gases (ROG) and nitrogen oxides (NO_x). The THSP SEIR found impacts from construction emissions would be significant and unavoidable after implementation of Mitigation Measures AQ 4.3-1a through 4.3-1c, in the THSP SEIR.

Given that no change in net development is proposed by the Project, construction impacts from the proposed Project would be the same as those identified in the THSP SEIR, which is significant and unavoidable. Additionally, the Project would not increase the number of impervious surfaces through construction of buildings, parking areas, roadways, and other improvements compared to the THSP SEIR. Therefore, construction equipment used and phasing for the proposed Project would be roughly similar to the THSP SEIR. The proposed Project's impact relative to construction air emissions would be similar to those identified in the THSP SEIR. No new impact or increase in the severity of a previously identified impact would occur. Mitigation from the certified THSP SEIR is applicable to the proposed Project that would reduce the severity of the significant and unavoidable impact. However, even with mitigation incorporated, impacts would remain significant and unavoidable but would not be greater than the impact analyzed in THSP SEIR.

Operations

Long-term operational emissions would be generated from the day-to-day operations of the buildout of the THSP. Operational emissions for land use development projects are typically distinguished as mobile, energy, and area sources of emissions. Operational emissions for buildout of the THSP were estimated using CalEEMod and analyzed in the THSP SEIR. According to the THSP SEIR, buildout of the THSP Area would result in operational emissions that exceed SJVAPCD thresholds for ROG, NO_X, carbon monoxide (CO), and particulate matter with a diameter smaller than 10 microns (PM_{10}) and smaller than 2.5 microns ($PM_{2.5}$).

The proposed Project would result in a decrease to vehicular trip generation and would have similar development intensity. Therefore, no new impact or increase in the severity of a previously identified impact would occur. Although the previously identified significant and unavoidable impact would remain, implementation of Mitigation Measure 4.3-2 (in the THSP SEIR) would reduce the severity of this impact to the maximum extent feasible. However, impacts would remain significant and unavoidable, similar to the THSP SEIR, and would not be greater than the impact analyzed in THSP SEIR.

Threshold (c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

The region of the proposed Project area is classified as nonattainment for ozone, PM_{10}, and $PM_{2.5}$. Buildout of the THSP Area would generate emissions of ROG, PM_{10}, and NO_X during construction and operation that would be above the SJVACPD's regional thresholds of significance. According to the findings in the THSP SEIR, the impact relative to ROG, CO, $PM_{2.5}$, PM_{10} and NO_x is considered potentially significant. This was identified as a significant and unavoidable impact within the THSP SEIR.

Similar to the previously approved THSP, the proposed Project would contribute to these overall emissions. However, as discussed in Threshold (a) and (b) above construction and operational air quality impacts would be consistent with those identified in the THSP SEIR. Mitigation Measures AQ 4.3-1a through 4.3-1c, 4.3-2 and 4.3-4b from the THSP SEIR would be applicable to the proposed Project and would reduce the severity of the impact. This would not be a new specific impact or an increase in the severity of an impact that was identified in the THSP SEIR and would therefore be consistent with the effects of implementation of the THSP.

Threshold (d) Would the project expose sensitive receptors to substantial pollutant concentrations?

The *CEQA Guidelines* indicate that a potentially significant impact could occur if the proposed Project would expose sensitive receptors to substantial pollutant concentrations. Exposure of toxic air contaminants was assessed in the previously certified THSP SEIR by evaluating diesel particulate matter (DPM) emissions on nearby sensitive receptors. A Health Risk Assessment (HRA) and addendum were prepared for the previously certified THSP SEIR. The HRA addressed the potential contribution of public exposure to DPM by locating sensitive receptors within 500 feet of I-580 (a generator of toxic air contaminants). The HRA determined that proposed Project operations would not exceed the 10 cases per million that is considered significant by the SJVAPCD and CARB. The proposed Project site is located approximately 1000 feet from I-580 and outside of CARB's 500-foot buffer. Therefore, the Project would not increase risk hazards from freeway exposure. Under the same combined scenario, cancer risk at sensitive receptors adjacent to the THSP Area would have risk up to 4.61 new cases per million persons (in nine-year exposure) and would not exceed the SJVAPCD significance threshold. The HRA determined that the 30- and 70-year exposure periods would exceed SJVAPCD significance thresholds for cancer risk. However, with Project design features including Minimum Efficiency Reporting Value (MERV) 13 (or equivalent air filtration system), all three exposure periods would not exceed the significance threshold. Impacts associated with the THSP related to criteria pollutant emissions during construction were identified as significant and unavoidable within the THSP SEIR.

The proposed Project would not result in an increase in development intensity or vehicle trips generated. Thus, the impact relative to exposure of toxic air contaminants would be similar to that identified in the THSP SEIR. Consistent with the THSP SEIR, with mitigation incorporated (Mitigation Measure AQ 4.3-4b), the resulting impact from the proposed Project would be less than significant. No new impact or increase in the severity of a previously identified impact in the certified THSP SEIR would occur as a result of the proposed Project.

The primary mobile-source pollutant of localized concern is carbon monoxide (CO). Localized CO concentrations near roadway intersections are a function of traffic volumes, speed, and delay. Under specific metrological conditions, CO concentrations near roadways and/or intersections may reach unhealthy levels with respect to sensitive receptors, often referred to as a "CO hotspot". CO hotspots are high, localized CO concentrations and are generally caused by congested intersections with a large volume of traffic.

CO hot spot modeling was performed for the THSP SEIR. As shown in Table 4.3-10 in the THSP SEIR, the nine highest volume intersections in the THSP Area under full buildout would be well below the established standard for CO. As discussed above, the proposed trips generated by the Project would be less than those considered in the THSP SEIR. Therefore, the proposed Project impacts related to ambient air quality CO concentrations would be less than significant. This would not be a new specific impact or an increase in the severity of an impact that was identified in the THSP SEIR and would therefore be consistent with the effects of implementation of the THSP and no further analysis is required.

Threshold (e) Would the project create objectionable odors affecting a substantial number of people?

The THSP SEIR found impacts associated with odors to be considered less than significant. SJVAPCD has identified a list of common types of facilities that have been known to produce odors in the Basin along with a reasonable distance from the source within which, the degree of odors could be significant. These land uses include the following: wastewater treatment facilities, sanitary landfills, transfer stations, composting facilities, petroleum refinery, asphalt batch plant, chemical manufacturing, fiberglass manufacturing, painting/coating operations, food processing facilities, feed lot/dairies and rendering plants. The proposed Project would include the development of residential uses and does not propose to include any odor inducing uses on the site. The proposed Project would not be a source of objectionable odors; therefore, no impact would occur. This would not be a new specific impact or an increase in the severity of an impact that was identified in the THSP SEIR and would therefore be consistent with the effects of implementation of the THSP and no further analysis is required.

Cumulative Impacts

A project that has a significant impact on air quality with regard to emissions of PM_{10}, $PM_{2.5}$, NO_X and/or ROGs as determined above would have a significant cumulative effect. In the event direct impacts from a project are less than significant, a project may still have a cumulatively considerable impact on air quality if the emissions from the project, in combination with the emissions from other proposed, or reasonably foreseeable future projects are in excess of screening levels identified above, and the project's contribution accounts for more than an insignificant proportion of the cumulative total emissions. With regard to past and present projects, the background ambient air quality, as measured at the monitoring stations maintained and operated by the SJVAPCD, measures the concentrations of pollutants from existing sources. Past and present project impacts are therefore included in the background ambient air quality data.

The proposed Project would contribute to cumulative impacts from construction and operational emissions since regional thresholds are exceeded for buildout of the THSP Area. The THSP SEIR found full

buildout of the Project would exceed SJVAPCD threshold for ROG, NO_x, CO, PM_{10}, and $PM_{2.5}$. The proposed Project would not contribute to cumulative health risk effects since background excess cancer risks are below the threshold of 10 in a million. Cumulative impacts to health risks were identified in the previously certified THSP SEIR.

As discussed above, the proposed Project would not cause a new air quality impact to occur, nor an increase in the severity of an air quality impact previously disclosed in the THSP SEIR, with implementation of the mitigation measures discussed in this section. Therefore, air quality impacts would not be greater than those previously analyzed. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor an increase in the severity of a cumulative impact previously disclosed.

V. BIOLOGICAL RESOURCES

WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

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

Special Status Species (Plant species, Animal Species, Nesting Birds)

<u>Plants</u>

As determined in the THSP SEIR, no suitable habitat was found in the THSP Area that would support any candidate, sensitive, or special status plant species. Therefore, implementation of the THSP would result in a less than significant impact on sensitive plant species. Nonetheless, implementation of Mitigation Measure BIO 4.4-1b in the THSP SEIR was recommended to ensure impacts related to special status plant species remain less than significant.

Wildlife Species

The California Red Legged Frog (CRLF) was documented outside of the THSP Area in the Corral Hollow Creek area located in the adjacent 3,500 acre preserve area that has been designated as critical habitat for the CRLF by the United States Fish and Wildlife Service (USFWS). It was determined that all areas of the that could potentially support the CRLF in the Project vicinity are outside the THSP Area. The THSP SEIR also determined that the THSP Area could potentially support Burrowing Owl, Swainson's Hawk, Northern Harrier, Loggerhead Shrike, American Badger, San Joaquin Whipsnake, Prairie falcon, and Coast Horned Lizard. Though some of these species have been spotted within the THSP Area in limited numbers, the lack of quality habitat within the THSP Area for these species resulted in a finding of less than significant impact. No other listed, sensitive, or special status wildlife species are known to occur in the THSP Area and no suitable habitat was found within the THSP Area to support other listed, sensitive or special status wildlife species. To ensure that the THSP's impacts on wildlife species remain less than significant, Mitigation Measures BIO 4.4-1a, 4.4-1b, 4.4-1c, 4.4-1d, 4.4-1e, 4.4-1f, 4.4-1g, 4.4-1h, 4.4-1i, 4.4-1j, 4.4-1k, 4.4-1l, 4.4-1m, 4.4-1n, and 4.4-1o in the THSP SEIR and avoidance measures were recommended.

The following mitigation measures incorporated herein from the previously certified THSP SEIR are applicable to the proposed Project:

> ***Mitigation Measure BIO 4.4-1a:*** *Construction operations will be overseen by an appropriately credentialed biologist (biological monitor), and the Project will implement a worker environmental awareness training program to reduce the Project's potential adverse effects to special status species. This measure is specific to Areas A, B and C of the Project. [This is Mitigation Measure 4.4-1a in the THSP SEIR]*
>
> ***Mitigation Measure BIO 4.4-1b****: Prior to commencement of ground disturbing activities in any areas of potentially suitable habitat to support special status plant species, pre-activity clearance surveys shall be initiated by a qualified botanist. This measure is specific to Area A, B and C.*
>
> - *Surveys shall be floristic in nature and timed during appropriate blooming periods.*
> - *Surveys shall target those locales within the Project Site of direct and indirect effects. The results of these surveys shall be submitted to CDFW and USFWS for review.*
> - *In the event special-status plant species are detected within portions of the Project Site proposed for development, individual plant(s) or populations shall plant be avoided whenever possible by delineation and observing a no disturbance buffer of at least 50 feet*

from the outer edge of the plant population(s) or specific habitat type(s) required by special-status plant species.

- *If buffers cannot be maintained, then consultation with CDFW and USFWS is warranted to determine appropriate minimization measures for impacts to special-status plant species. [This is Mitigation Measure 4.4-1b in the THSP SEIR]*

Mitigation Measure BIO 4.4-1c: *Prior to commencement of ground disturbing activities in any areas of potentially suitable habitat to support San Joaquin Kit Fox, no less than sixty (60) days prior to any ground disturbing activities or grading, pre-construction clearance surveys shall be initialed by a qualified biologist to reinforce negative findings (the continued absence of SJKF) on the Project Site with substantial evidence. A second SJKF survey shall be conducted no more than thirty (30) days prior to the onset of construction or ground disturbing activities. If SJKF are detected within portions of the Project Site proposed for development, the developer shall immediately contact the USFWS telephonically and in writing, and following consultation with the USFWS, avoidance and minimization measures specific to SJKF will be incorporated into the Project as described in the USFWS "Standard Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbing Activities (1999)" and the USFWS "San Joaquin Kit Fox Habitat Evaluation Forms (2001)" to reduce impacts to this species to a less than significant level. These SJKF avoidance and minimization measures shall include the following:*

1. *No later than forty five (45) days prior to any ground disturbing activities or grading, the developer shall contact a qualified biologist holding proper permits and provide approval to that biologist to relocate known SJKF located on site to the 3,500 acre open space preserve or another relocation preserve approved by the USFWS or covered by the SJMSCP.*

2. *No later than fourteen (14) days prior to any ground disturbing activities or grading, all known dens shall be monitored for at least three (3) consecutive days to ensure that SJKF dens, to the extent they exist on the Project Site, are unoccupied prior to den excavation.*

3. *The relocation of SJKF would require an ITP per Section 2081 of the Fish and Game Code. If SJKF individuals or dens are discovered, all work within Area C in the vicinity of the discovery shall halt and not continue until CDFW has been consulted and appropriate authorization obtained. [This is Mitigation Measure 4.4-1c in the THSP SEIR]*

Mitigation Measure BIO 4.4-1d: *During construction, temporary disturbances and Project-related vehicle traffic will be restricted to established roads, construction areas, and other designated lands. Also, during construction:*

1. *Project-related construction vehicles will observe a daytime speed limit of 20-mph, except on County roads and State and Federal highways.*

2. *Night-time construction will be minimized to the greatest extent feasible. However, if it does occur, then the speed limit will be reduced to 10-mph.*

3. *Project-related, non-ranch operations off-road traffic outside of designated Project areas that are undergoing construction will be prohibited.*

4. *To prevent inadvertent entrapment of small mammals, including SJKF, during construction, excavated, steep-walled holes or trenches more than 2-feet deep will be covered at the close of each working day by plywood or similar materials. Each excavation shall contain at least one ramp, with long trenches at least one ramp shall be placed every .25 mile. Slope of ramps shall be now steeper than 1:1. If the trenches cannot be closed, one or more escape ramps constructed of earthen-fill or wooden planks will be installed. Before such holes or trenches are filled, they will be thoroughly inspected for trapped wildlife. If at any time a trapped or injured SJKF is discovered, the USFWS and the CDFW will be contacted immediately to attempt to relocate and/or collar the SJKF. Escape ramps shall also be installed immediately to allow trapped animals to escape.*

5. *Construction pipes, culverts, or similar structures with a diameter of 4-inches or greater that are stored within Project limits for one or more overnight periods will be thoroughly inspected for any SJKF before the pipe is subsequently buried, capped, or otherwise used or moved. If a kit fox is discovered inside a pipe, that section of pipe should not be moved until the USFWS and CDFW has been consulted. If necessary, and under the direct supervision of a biologist, the pipe may be moved only once to remove it from the path of construction activity, until the fox has escaped.*

6. *All food, garbage in plastic shall be disposed of in closed containers and regularly removed from the site to minimize attracting SJKF and other sensitive species to the site.*

7. *Use of rodenticides and herbicides within Project limits will be restricted. Uses of such compounds will observe label and other restrictions mandated by the U.S. Environmental Protection Agency, California Department of Food and Agriculture, and other State and Federal legislation, as well as additional project-related restrictions deemed necessary by the USFWS and CDFW. If rodent control must be conducted, zinc phosphide or an equivalent material will be used because of a lower adverse health risk to kit fox.*

8. *No dogs, cats or other animals shall be permitted on the Project Site.*

9. *Developer shall provide a sensitive species identification and avoidance education program for all construction employees that consists of a consultation in which persons knowledgeable in kit fox biology and legislative protection to explain endangered species protocols, habitat needs and the measures and conditions of approval being taken to reduce impacts to the species during project construction and implementation. A fact sheet conveying this information shall be prepared for distribution to all contractors, their employees, and any and all other personnel who are working on the construction site. [This is Mitigation Measure 4.4-1d in the THSP SEIR]*

Mitigation Measure BIO 4.4-1e: *Prior to commencement of ground disturbing activities in all areas of potentially suitable habitat to support Swainson's hawk, pre-activity clearance surveys shall be initialed by a qualified biologist to reinforce positive or negative findings with substantial evidence. If Swainson's hawk is detected within portions of the Project Site proposed for development, then avoidance and minimization measures specific to Swainson's hawk will be incorporated into the Project as described in the CDFW "Staff Report on Mitigation for Impacts to Swainson's Hawk (2012)" to reduce impacts to Swainson's hawk to less-than significant. This measure is applicable to Areas A, B and C of the Project.*

1. *If an active nest site is found, the Project will allow sufficient foraging and fledging area to maintain the nest.*

2. *The Project will not remove historic or known Swainson's hawk nest trees unless avoidance measures are determined to be infeasible. Removal of such trees should occur only during the timeframe of October 1 and the last day in February. [This is Mitigation Measure 4.4-1e in the THSP SEIR]*

Mitigation Measure BIO 4.4-1f: *Prior to commencement of ground disturbing activities in all areas of potentially suitable habitat to support California Tiger Salamander (CTS), pre-activity clearance surveys shall be initialed by a qualified biologist in accordance with published guidelines and protocols. Survey methods shall be derived from published protocols, and to reinforce positive or negative findings with substantial evidence. If CTS individuals or eggs are discovered, all work within the vicinity of the discovery shall halt and not continue until CDFW has been consulted and appropriate authorization obtained. This measure is specific to Areas A, B and C of the Project.*

1. *Temporary construction disturbances to CTS habitat will be minimized to the extent practicable. All Project-related vehicle traffic will be restricted to established roads, and construction areas.*

2. *A qualified biologist will be on site during all activities that may result in the take of CTS. The biologist will be given the authority to stop any work that may result in the take of this listed species.*

3. *The biologist will be responsible for ensuring that the exclusion fence installed around occupied CTS habitat inspected before the start of each day and remains intact until project construction is complete.*

4. *Plastic monofilament netting (erosion control matting) or similar material will not be used for erosion control or other purposes around occupied CTS habitat because CTS may become entangled or trapped in it. Acceptable substitutes include coconut coir matting or tackified hydroseeding.*

5. *The project proponent or its contractor will implement BMPs to prevent sediment from entering suitable CTS habitat through the use of silt fencing and sterile hay bales.*

6. *A worker training program that includes the CTS will be conducted for construction personnel before groundbreaking at individual redevelopment project sites.*

7. *A speed limit of 20 (mph) will be observed within construction areas, particularly on rainy nights when CTS are most likely to be moving between their breeding ponds and upland habitat. To the extent possible, nighttime construction will be minimized. Off-road traffic outside designated construction areas will be prohibited.*

8. *To prevent entrapment of CTS during construction, any trenches, holes, or other excavations into which CTS could fall and become trapped will be covered. The opening will be completely covered at the end of each workday. [This is Mitigation Measure 4.4-1f in the THSP SEIR]*

Mitigation Measure BIO 4.4-1g: *Prior to commencement of ground disturbing activities in all areas of potentially suitable habitat to support California red-legged frog (CRLF), pre-activity clearance surveys shall be initialed by a qualified biologist to reinforce positive or negative findings with substantial evidence. This measure is specific to Areas B and C of the Project.*

1. *Survey will occur during the wet season (generally October 15 to April 15), no more than 48 hours before new ground disturbance.*

2. *A worker training program that includes the CRLF will be conducted for construction personnel before groundbreaking at individual redevelopment project sites.*

3. *If a CRLF is found, the construction supervisor shall halt work immediately within a buffer area of 50 feet of any discovered CRLF. The construction supervisor will also contact the project biologist and will suspend all construction activities in the immediate construction zone (50-foot radius) until the animal leaves the site voluntarily or is removed by the biologist to a release site using USFWS-approved transportation techniques.*

4. *To prevent entrapment of CRLF during construction, any trenches, holes, or other excavations into which CRLF could fall and become trapped will be covered. The opening will be completely covered at the end of each workday. [This is Mitigation Measure 4.4-1g in the THSP SEIR]*

Mitigation Measure BIO 4.4-1h: *All applicants who conduct Projects within Areas A and B of the Project Site shall adhere to the terms of the SJMSCP. Participation in the SJMSCP includes compliance with all incidental take measures as required in the SJMSCP, including but not limited to preconstruction surveys to determine presence for special status flora and fauna. Notwithstanding this biological resource section's less than significant impact conclusions, if required by applicable law, projects being implemented within Area C shall voluntarily secure Section 7 and/or Section 10 permits in consultation with the appropriate wildlife agencies. [This is Mitigation Measure 4.4-1h in the THSP SEIR]*

Mitigation Measure BIO 4.4-1i: *Pre-construction surveys shall include a survey for burrowing owl and raptor nests, which will be conducted prior to grading. Pre-construction surveys for burrowing*

owl will be conducted weekly, beginning no later than thirty (30) days and ending no earlier than three (3) days prior to the commencement of disturbance. If burrowing owls are found during the pre-construction survey, then replacement burrows and habitat shall be provided prior to the commencement of construction within the 3,500 acre preserve area. The Project applicant shall provide artificial replacement burrows in the event that owls are detected, either as wintering or breeding within Project boundaries.

Construction activities associated with project features that occur within portions of the Project Site containing occupied or suitable habitat for the burrowing owl and raptor nests shall be restricted to periods outside the breeding season for this species. The breeding season for burrowing owl runs from February 15 through August 31.

If construction or operation activities occur during the breeding season for burrowing owls, surveys are required prior to such construction to determine the presence or absence of this species within the impact area. Focused surveys shall be conducted under CDFW and Burrowing Owl Consortium protocol by a qualified biologist from February 15 to August 31. If this species is determined to occupy any portion of the Project Site, consultation with the CDFW and USFWS is required and no construction activity shall take place within 500 feet of an active nest/burrow until it has been determined that the nest/burrow is no longer active, and all juveniles have fledged the nest/burrow. No disturbance to active burrows shall occur without appropriate permitting through the SJMSCP or CDFW.

If active burrows are detected outside the breeding season, passive and/or active relocation may be approved following consultation with the CDFW and USFWS. The installation of one-way doors may be installed as part of a passive relocation program. Wintering individuals may be evicted with the use of exclusion devices followed by a period of seven days to ensure that animals have left their burrows. Burrowing owl burrows shall be excavated with hand tools by a qualified biologist when determined to be unoccupied, and backfilled to ensure that animals do not reenter. [This is Mitigation Measure 4.4-1i in the THSP SEIR]

***Mitigation Measure BIO 4.4-1j:** To avoid the potential for disturbance of nesting birds on or near the Project Site, schedule the initiation of any vegetation removal and grading for the period of September 1 through February 15. If construction work cannot be scheduled during this period, a qualified biologist shall conduct pre-construction surveys for nesting birds according to the following guidelines:*

1. *The preconstruction surveys shall be conducted by the qualified biologist no later than 14 days prior to the start of vegetation removal or initiating project grading.*

2. *If birds protected under the Migratory Bird Treaty Act are found nesting, then appropriate construction buffers shall be established to avoid disturbance of the nests until such time that the young have fledged. The size of the nest buffer shall be determined by the biologist in consultation with CDFW, and shall be based on the nesting species, its sensitivity to*

disturbance, and expected types of disturbance. Typically, these buffers range from 75 to 250 feet from the nest location.

3. *Nesting activities shall be monitored periodically by a qualified biologist to determine when construction activities in the buffer area can resume.*

4. *Once the qualified biologist has determined that young birds have successfully fledged, a monitoring report shall be prepared and submitted to the City of Tracy Development Services for review and approval prior to initiating construction activities within the buffer area. The monitoring report shall summarize the results of the nest monitoring, describe construction restrictions currently in place, and confirm that construction activities can proceed within the buffer area without jeopardizing the survival of the young birds. Construction within the designated buffer area shall not proceed until the written authorization is received by the applicant from the Development Services Director. The above provisions are in addition to the preconstruction surveys to confirm presence or absence of nesting Swainson's hawk, burrowing owl, and other special-status species as required under the Incidental Take Minimization Measures of the SJMSCP. [This is Mitigation Measure 4.4-1j in the THSP SEIR]*

Mitigation Measure BIO 4.4-1k: *In order to comply with Section 10 of the Migratory Bird Treaty Act and relevant sections of the California Fish and Game Code, any vegetation clearing within the Project Site shall take place outside of the typical avian nesting season (e.g., February 1st until September 1st) to the maximum extent practical. If work needs to take place between February 1st and September 1st, a pre-construction survey for nesting birds should be completed prior to the onset of Project activities. If a lapse in Project activity occurs for 7 days or more during the bird nesting season than initial avian clearance surveys shall be repeated. A buffer zone from occupied nests should be maintained during physical ground disturbing activities. Once nesting has ended, the buffer may be removed. [This is Mitigation Measure 4.4-1k in the THSP SEIR]*

Mitigation Measure BIO 4.4-1l: *Prior to construction, the Project applicant will stake, flag, fence or otherwise conspicuously delineate all environmentally sensitive areas that are to be protected in place and remain undisturbed during construction. Environmentally sensitive areas would include wetland, riparian habitat, aquatic habitat, raptor nesting locations, etc. The construction materials used to delineate environmentally sensitive areas would be removed no later than 30 days following physical completion of construction. [This is Mitigation Measure 4.4-1l in the THSP SEIR]*

Mitigation Measure BIO 4.4-1m: *The discovery of any previously unidentified protected species that are not covered by the SJMSCP, including those protected under the MBTA and the Fish and Game Code, shall be avoided and evaluated by a qualified biologist during surveys. The USFWS and CDFG shall be notified of the presence of any previously unreported protected species. Any unanticipated take of protected wildlife shall be reported immediately to the USFWS and CDFG. [This is Mitigation Measure 4.4-1m in the THSP SEIR]*

Mitigation Measure BIO 4.4-1n: *Prior to commencement of ground disturbing activities in areas of potentially suitable habitat to support Western spadefoot toad, pre-activity clearance surveys shall be initialed by a qualified biologist to reinforce positive or negative findings with substantial* evidence.

1. *For work conducted within suitable habitat and during the western spadefoot toad migration and breeding season (November 1 to May 31), a qualified biologist will survey the active work areas (including access roads) in mornings following measurable precipitation events. Construction may commence once the biologist has confirmed that no spadefoot toads are in the work area.*

2. *If western spadefoot toad is found within the construction footprint, it will be allowed to move out of harm's way of its own volition or a qualified biologist will relocate the organism to the nearest burrow that is outside of the construction impact area. [This is Mitigation Measure 4.4-1n in the THSP SEIR]*

Mitigation Measure BIO 4.4-1o: *Prior to commencement of ground disturbing activities in areas of potentially suitable habitat to support American Badger, pre-activity clearance surveys shall be initialed by a qualified biologist to reinforce positive or negative findings with substantial evidence. If American badger is located within the Project Site, potential loss of individual animals must be mitigated through one of the following: (1) an on-site passive relocation program, through which badgers are excluded from occupied burrows by installation of a one-way door in burrow entrances, monitoring of the burrow for one week to confirm badger usage has been discontinued, and hand excavation and collapse of the burrow to prevent reoccupation; or (2) active trapping and relocation of badgers to suitable off-site habitat by a qualified biologist. [This is Mitigation Measure 4.4-1o in the THSP SEIR]*

Mitigation Measure BIO 4.4-1p*: The Project applicant shall execute a management and funding agreement for the managing and monitoring of one hundred percent of the approximately 3,500 acre open space preserve subject to the three conversation easements discussed in this Section, which shall occur before the commencement of any ground disturbing activities in Area C. (Note Areas A and B are already subject to a management and funding agreement and therefore this Measure applies to Area C.) [This is Mitigation Measure 4.4-1p in the THSP SEIR]*

Project implementation would result in the conversion of undeveloped land to urban uses, eliminating potential suitable habitat for special status species. The Project site was included in the original THSP development footprint analyzed by the THSP SEIR. Similar to the existing THSP Area, the Project site has a low likelihood of special status species habitat and no State or federally-listed, proposed, or candidate plant or animal species have been detected on site.

The Project site could potentially support Burrowing Owl, Swainson's Hawk, Northern Harrier, Loggerhead Shrike, American Badger, San Joaquin Whipsnake, Prairie falcon, and Coast Horned Lizard (see Appendix A of the Biological Technical Report). Though none of these species are federally or State listed nor are candidates to be listed, they are considered by the State of California to be wildlife "species of special

concern." Given the extent of anthropogenic disturbance (i.e., lack of appropriate cover to forage, breed and elude predators, coupled with disked fields, and livestock grazing) and low quality habitat present within the Project site, the likelihood of any of special status species utilizing the site as functional habitat is limited and potential impacts would be less than significant.

While the THSP SEIR determined that THSP implementation would have a less than significant impact on wildlife species, the THSP SEIR imposes mitigation measures that require standard pre-construction surveys and avoidance measures to ensure that impacts on wildlife species remain less than significant. Therefore, the proposed Project would similarly be required to implement the mitigation measures identified above to ensure that the proposed Project's impact on special-status species would remain less than significant.

Accordingly, with the incorporation of the mitigation measures recommended in the THSP SEIR, Project implementation would not result in any new biological impacts. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved THSP.

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

As determined in the THSP SEIR, the only potential riparian habitat near the THSP Area is the Corral Hollow Creek area. However, the THSP was designed to ensure that this area is not impacted by the development of the THSP.

The Project site is located within the THSP Area. Thus, the proposed Project would not have an impact on any riparian habitat or other sensitive natural community beyond what was previously analyzed in the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved THSP.

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

As identified in the THSP SEIR, the THSP Area contains 5.01 acres of Regional Water Quality Control Board (RWQCB) and California Department of Fish and Wildlife (CDFW) jurisdictional wetlands. These wetlands and waters would continue to be regulated by the RWQCB and CDFW as state jurisdictional waters. No federal waters under the jurisdiction of the United States Army Corp of Engineers (USACE) were identified in the THSP Area. As determined in the THSP SEIR, buildout of the THSP would be designed to avoid impacts to jurisdictional waters. Mitigation Measures BIO 4.4-3a to 4.4-3d in the THSP SEIR would ensure that the THSP's impacts on jurisdictional waters/wetlands of the U.S. or State remain less than significant.

The following mitigation measures incorporated herein from the previously certified THSP SEIR are applicable to the proposed Project:

Mitigation Measure BIO 4.4-3a: *The project area includes numerous small episodic drainage features. If adverse effects to them cannot be avoided, then the Project shall notify the appropriate regulatory agency (i.e., USACE, CDFW and RWQCB) prior to impacting the feature, to comply with the requisite permitting requirements.*

1. *Section 401 of the CWA requires a water quality certification for discharges and/or adverse impacts to regulated waterways and aquatic environments. The RWQCB is empowered to enforce this regulation through the Water Quality Certification Program. For this Project, activities may require a CWA Section 401 Water Quality Certification (WQC).*

2. *Section 1600 of the California Fish and Game Code (CFGC) regulates substantial alteration of waters and their adjacent riparian lands within the State. For this Project, activities may require Lake and Streambed Alteration Notification.*

3. *If impacts to special aquatic resource areas are ultimately unavoidable within the Project Site, then the applicant should develop an informal plan to offset or compensate for adverse effects to these resources to ensure rapid and favorable action during any warranted permitting processes. With regard to Waters of the State, the Project has voluntarily elected to offset locales associated with permanent losses, at a mitigation to impact ratio of 3:1, and 1:1 for temporary disturbances to regulated waters, riparian habitats or other sensitive natural communities in all areas where Project related activities would be expected to adversely affect watercourses, streams, drainages, and their tributaries. The offset associated with permanent losses would occur by purchasing conservation credits from an approved mitigation bank, in-lieu fee program, or equivalent resource agency-approved process.*

4. *Avoidance measures being utilized by the Project include but are not be limited to the following: 1) complete avoidance of wetlands and other water features; 2) construction of structures to maintain natural floodplains; 3) installation of open channel drainages, swales or bottomless culvert systems to maintain the integrity of natural water features; 4) installation of culverts for wildlife crossings in sensitive and unique habitats to allow connectivity among water features or natural lands; 5) use natural/biological materials in armoring of structures (i.e. bridges, culverts, etc.) to the greatest extent practical; 6) when feasible, install exclusionary fencing to guide wildlife away from roadways and into water features or sensitive habitats; and 7) consult with regulatory agencies to determine the most environmentally sound methods and alternatives prior to Project implementation. [This is Mitigation Measure 4.4-3a in the THSP SEIR]*

Mitigation Measure BIO 4.4-3b: *Prior to any ground disturbing activities, a wetland delineation shall be prepared by a qualified biologist to document isolated conditions and lack of Federal*

jurisdictional authority regarding the activities. [This is Mitigation Measure 4.4-3b in the THSP SEIR]

***Mitigation Measure BIO 4.4-3c**: A RWQCB Report of Waste Discharge (ROWD) pursuant to the California Water Code Section 13260 would need to be acquired for impacts to "waters of the State" under the jurisdictional authority of the RWQCB. [This is Mitigation Measure 4.4-3c in the THSP SEIR]*

***Mitigation Measure BIO 4.4-3d**: A CDFW Streambed Alteration Agreement shall also be obtained, where necessary under applicable laws and regulations, for any proposed Project activities that would affect State waters regulated by the CDFW within the Project Site. [This is Mitigation Measure 4.4-3d in the THSP SEIR]*

The proposed Project is located entirely within the THSP Area. Consistent with the previously approved THSP, implementation of the proposed Project would be designed to avoid impacts to jurisdictional waters. Therefore, the proposed Project would not impact jurisdictional wetlands beyond what was analyzed by the THSP SEIR. With implementation of the above mitigation measures, the proposed Project's impact on jurisdictional wetlands would remain less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approvedTHSP.

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

As determined in the THSP SEIR, the portion of the THSP Area that would be developed is not likely to support any State or federally- listed flora or fauna and is comprised of non-native vegetation and low-grade habitat for any native wildlife species. Buildout of the THSP would be designed to avoid impacts to the movement of resident or migratory wildlife. Impacts on wildlife movement opportunities were considered less than significant. Opportunities for terrestrial wildlife movement within the THSP Area are currently limited by the California Aqueduct and Delta-Mendota Canal. Mitigation Measure BIO 4.4-4a in the THSP SEIR would ensure that a 100-foot setback from the California Aqueduct be required to allow wildlife movement to persist throughout the THSP Area without any significant barriers or blockades.

The following mitigation measure incorporated herein from the previously certified THSP SEIR is applicable to the proposed Project:

***Mitigation Measure BIO 4.4-4a:** A 100-foot setback from the California Aqueduct shall be required to allow wildlife movement to persist throughout the Project Site without any significant barriers or blockades. Prior to development of properties adjacent to I-580 or the south side of the California Aqueduct that do not have a 100-foot wide conservation easement placed adjacent to these facilities, a 100-foot wide conservation easement shall be recorded along the I-580 and the Aqueduct. These measure ensures that known wildlife movement corridors remain intact, and*

allow for an appropriate number and size of permeable wildlife passages through Project boundaries, ensuring connectively to areas that already are subject to conservation easements, such as the 3,500 acre preserve located adjacent to Area C. [This is Mitigation Measure 4.4-4a in the THSP SEIR]

Implementation of the proposed Project would result in the conversion of undeveloped land to urban uses, eliminating non-native vegetation and low-grade habitat for any native wildlife species. With implementation of the above mitigation measure, the proposed Project's impact on the movement of any native, resident, or migratory fish or wildlife species would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved THSP.

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

The THSP SEIR concluded that the THSP adheres to all federal, State, and local regulations regarding sensitive species. As discussed above and in the THSP SEIR, the portion of the THSP Area that would be developed is not expected to support any federally or State listed species and pre-construction surveys and other preventative measures required by Mitigation Measures BIO 4.4-1a through 4.4-1o in the THSP SEIR would ensure that in the unlikely event these species are found in the THSP Area, impacts to those species would be avoided. Mitigation Measures BIO 4.4-1a through 4.4-1p would also ensure that any impacts on California species of special concern that may occur in the THSP Area would be less than significant.

The following mitigation measures incorporated herein from the previously certified THSP SEIR are applicable to the proposed Project:

See Mitigation Measures BIO 4.4-1a through 4.4-1p above.

Project implementation would result in urbanized development within the Project site consistent with the types of development that were analyzed in the THSP SEIR. With implementation of the above mitigation measures, the proposed Project's impact on all federal, State, and local regulations regarding sensitive species would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would an impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved THSP.

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

As set forth in Mitigation Measure BIO 4.4-1h of the THSP SEIR, applicants for individual development sites would have the option to participate in the San Joaquin Multi Species Conservation Plan (SJMSCP) to address potential impacts on special-status species associated with the conversion of existing habitat to

urban uses. By participating in the SJMSCP, applicants would be required to comply with all relevant conditions of the use agreement, including the Incidental Take Minimization Measures defined in Section 5.2 of the SJMSCP. As a result, no impacts relative to conservation plans would occur as a result of the THSP.

The following mitigation measures incorporated herein from the previously certified THSP SEIR are applicable to the proposed Project:

See Mitigation Measures BIO 4.4-1h, 4.4-1j, 4.4-1m, and 4.4-4a above.

The Project site is located in all three areas (A,B, and C) identified in the THSP SEIR. Therefore, the proposed Project is located both within the limits of the SJMSCP in areas A and B and outside of the limits of the SJMSCP but within its sphere of influence in Area C. For the portions of the Project site located within areas A and B, the Project would be covered by the SJMSCP. As such, the proposed Project's potential impacts would be less than significant and not different than those included in the THSP SEIR for the previously approved THSP.

For the portions of the Project site located within Area C, as set forth in Mitigation Measure BIO 4.4-1h of the THSP SEIR, applicants for individual development sites would have the option to participate in the SJMSCP to address potential impacts on special-status species associated with the conversion of existing habitat to urban uses. By participating in the SJMSCP, applicants would be required to comply with all relevant conditions of the use agreement, including the Incidental Take Minimization Measures defined in Section 5.2 of the SJMSCP. Development of Area C was analyzed at a programmatic level within the THSP SEIR. Accordingly, with implementation of the above mitigation measures, the proposed Project's impact on a habitat conservation plan would be less than significant. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved THSP.

Cumulative Impacts

As discussed above, the proposed Project would not cause a new biological impact to occur, nor an increase in the severity of a biological impact previously disclosed in the THSP SEIR, with implementation of the mitigation measures discussed in this section. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor an increase in the severity of a cumulative impact previously disclosed.

VI. CULTURAL RESOURCES

WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*Reviewed Under Previous Document*
a. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	☐	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☐	☐	☒
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☐	☒
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

Since certification of the THSP SEIR, the topic Tribal Cultural Resources was added to the Appendix G checklist of CEQA thresholds. On September 25, 2014, Governor Brown signed Assembly Bill (AB) 52 into law, which requires tribal cultural resources to be considered during the CEQA process. AB 52 is applicable to projects for which a Notice of Preparation (NOP) is filed on or after July 2015. Because the THSP SEIR filed a NOP in 2014, tribal cultural resources are not required to be analyzed under the Section 15164 standards because it was not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent. However, mitigation measures related to potential impacts to historic and archeological resources in the THSP Area are described in this section.

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

The THSP Area contains one historic resource (P-39-000090 California Aqueduct) that is listed on the National Register or California Register and is considered a historical resource for the purposes of CEQA. While the historic resource crosses through the THSP Area, it was determined in the THSP SEIR that implementation of the THSP would have no direct impacts to the aqueduct. The THSP SEIR determined a potential indirect impact could occur due to visual effects on the resource, but the THSP SEIR found that the visual effects would not detract from the significance and National Register or California Register eligibility of the resource. The site-specific field assessments of the THSP Area found six previously unrecorded archaeological resources. One of these is a prehistoric isolate and five are historic archaeological resources. Impacts to cultural or historical resources were determined to be less than significant with implementation of Mitigation Measures CUL 4.5-1a and 4.5-1b in the THSP SEIR.

The following mitigation measures incorporated herein from the previously certified THSP SEIR are applicable to the proposed Project:

> ***Mitigation Measure CUL 4.5-1b: Construction Personnel Training:*** *Construction supervisory personnel shall be notified of the existence of cultural resources and required to keep personnel and equipment away from these areas. A qualified archeologist (see definition under MM 4.5-1a) shall be notified prior to initiation of construction activities. During construction and operations, personnel and equipment shall be restricted to the project work site. [This is Mitigation Measure 4.5-1b in the THSP SEIR]*

As shown in Figure 2: Project Vicinity Map, the California Aqueduct runs through a portion of the Project site. Given the proximity of the aqueduct, the proposed Project could have the potential to indirectly impact the resource as a result of visual effects from development within the THSP Area. However, no new land uses beyond those analyzed in the THSP SEIR would be included in Project. Therefore, the proposed Project would not create visual effects that might indirectly impact the resources to a degree greater than previously analyzed in the THSP SEIR. With implementation of the above mitigation measures, the proposed Project's impact on a historical resource would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved THSP.

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

Although no archaeological resources were reported within the THSP Area, the City of Tracy likely contains undiscovered archaeological resources, especially in undeveloped areas. As such, build-out of the THSP has the potential to impact unknown archaeological resources because of its grading and construction activities. However, construction of the THSP would be required to comply with federal and State regulations and the existing Tracy General Plan policies, which would reduce any potential impacts to archaeological resources if any archaeological resources were discovered during the implementation. The THSP SEIR concluded that implementation of the THSP with mitigation measures would have a less than significant impact on archaeological resources. The procedures and provisions of Mitigation Measure CUL 4.5-2a would ensure that impacts to unanticipated archaeological discoveries are reduced to less than significant levels.

The following mitigation measure incorporated herein from the previously certified THSP SEIR is applicable to the proposed Project:

> ***Mitigation Measure CUL 4.5-2a: Training and Reporting:*** *Prior to the initiation of disturbing activities associated with the Project area, all construction personnel shall be alerted to the potential for encountering buried or unanticipated cultural and paleontological remains, including prehistoric and/or historical resources. Construction personnel shall be instructed that upon discovery of buried cultural materials, all work within a 30-meter vicinity of the find will be halted immediately, and the lead agency will be notified. Once the find has been identified by a qualified archaeologist, the lead agency shall make the necessary plans for treatment of the find(s) and for*

the evaluation and mitigation of impacts if the find is found to be an historical resource per State CEQA Guidelines as discussed in Section 4.5.4.2. [This is Mitigation Measure 4.5-2a in the THSP SEIR]

Since the Project site is located within the THSP Area, Project implementation has the potential to impact unknown archaeological resources as a result of grading and construction activities. Impacts to unknown archaeological resources during ground disturbance activities would be similar to what was previously analyzed in the THSP SEIR since the Project site is located entirely within the THSP Area. With implementation of the above mitigation measure, the proposed Project's impact on archaeological resources would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result nor would the impact previously identified be any more severe because of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved THSP.

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

The records search and field survey conducted for the THSP SEIR did not identify any paleontological resources within or adjacent to the THSP Area. Additionally, the surface sediments in most of the THSP Area have a low sensitivity for paleontological resources. However, this sensitivity increases with depth (below 3-5 feet).[6] As such, build-out of the THSP Area has the potential to impact unknown paleontological resources because of its grading and construction activities. The THSP SEIR concluded that implementation of the THSP with mitigation measures would have a less than significant impact on paleontological resources. Mitigation Measure CUL 4.5-3a would require paleontological monitoring by a trained paleontologist and would reduce the potential impacts to paleontological resources or resource sites, or unique geological feature from implementation of the Project to a less than significant level.

The following mitigation measure incorporated herein from the previously certified THSP SEIR is applicable to the proposed Project:

Mitigation Measure CUL 4.5-3a: Paleontological Monitoring: *Paleontological spot check monitoring by a trained paleontologist (a trained paleontologist should have a Bachelor of Arts/Bachelor of Science in anthropology or related field with an emphasis in paleontology OR adequate training and experience in paleontological field methods, and work under the direct supervision of a qualified paleontologist) of excavations deeper than five feet in depth within the Project area, and spot check monitoring of any excavation in valleys in the eastern portion of the Project area against the hills in several of the washes (all areas of the Oro Loma Formation as mapped on the USGS Geology Map (Dibble 2006)) shall be performed by a trained paleontologist. [This is Mitigation Measure 4.5-3a in the THSP SEIR]*

The Project site is located entirely within the THSP Area. As discussed above, no paleontological resources have been identified within or adjacent to the THSP Area. However, sediments within the THSP Area have

[6] THSP Draft EIR, page 4.5-25

the potential to contain unknown paleontological resources, especially at depths greater than 3-5 feet. Therefore, similar to the previously approved THSP, Project implementation has the potential to impact unknown paleontological resources during grading and construction activities. Although there is the potential to disturb previously undiscovered paleontological resources, this potential was previously disclosed and mitigated for in the THSP SEIR. With implementation of above mitigation measure, the proposed Project would not impact paleontological resources beyond what was already analyzed in the THSP SEIR. This would not be a new specific impact nor would it increase the severity of the impact previously identified in the THSP SEIR and would, therefore, be consistent with the impacts of the implementation of the previously approved THSP.

Threshold (d) Would the project disturb any human remains, including those interred outside of formal cemeteries?

As discussed in Threshold (b), no archaeological resources were reported within the THSP Area. However, the City of Tracy likely contains undiscovered archaeological resources, especially in undeveloped areas. As such, build-out of the THSP Area has the potential to disturb human remains not previously discovered because of its grading and construction activities. However, construction of the THSP would be required to comply with federal and State regulations and the existing Tracy General Plan policies which would reduce any potential impacts to undiscovered human remains. The THSP SEIR concluded that implementation of the THSP with Mitigation Measure CUL 4.5-2b would have a less than significant impact on human remains. Mitigation Measure CUL 4.5-2b would ensure that impacts to unanticipated human remains are reduced to less than significant levels.

The following mitigation measure incorporated herein from the previously certified THSP SEIR is applicable to the proposed Project:

> ***Mitigation Measure CUL 4.5-2b: Human Remains:*** *If human remains are encountered during ground disturbing activities, all work within a 30-meter vicinity of the find will be halted immediately, and the City of Tracy and the San Joaquin County Coroner shall be notified. If the remains are determined to be Native American, the Native American Heritage Commission shall be notified within 24 hours as required by Public Resources Code §5097.94 and §5097.98. The Native American Heritage Commission shall notify the designated Most Likely Descendant(s), who will in turn provide recommendations for the treatment of the remains within 48 hours of being granted access to the find. [This is Mitigation Measure 4.5-2b in the THSP SEIR]*

As discussed in the THSP SEIR, there is the potential for the inadvertent discovery of human remains outside of the boundaries of an established cemetery within the THSP Area. Since the Project site is located within the THSP Area, build-out of the proposed Project has the potential to impact unknown human remains during grading and construction activities. With implementation of the above mitigation measure, the proposed Project's impact on human remains would be less than significant. This is consistent with the impact conclusions of the THSP SEIR for the previously approved THSP. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the

proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved THSP.

Cumulative Impacts

As discussed above, the proposed Project would not cause a new cultural resources impact to occur, nor an increase in the severity of a cultural resources impact previously disclosed in the THSP SEIR, with implementation of the mitigation measures discussed in this section. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor an increase in the severity of a cumulative impact previously disclosed.

VII. GEOLOGY AND SOILS

WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

Threshold (a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

ii. Strong seismic ground shaking?

iii. Seismic-related ground failure, including liquefaction?

iv. Landslides?

The THSP SEIR determined that the THSP Area is not considered susceptible to the risk of loss, injury, or death due to fault rupture and the associated impacts. As discussed in the THSP SEIR, no known active faults cross the THSP Area and the THSP Area is not located within an Alquist-Priolo Earthquake Fault Zone. The nearest mapped active fault (Carmergie/Corral Hollow) is located approximately eight miles southwest of the THSP Area. The THSP SEIR identified that the impact of groundshaking on people or property caused by seismic activity on nearby faults would be increased as a result of site development. The THSP SEIR concluded that implementation of the requirements of the California Building Code (CBC) and the Tracy General Plan would ensure that impacts on humans associated with seismic hazards would be less than significant.

The Project site is located within the THSP Area and the proposed Project would be consistent with the type of development analyzed in the THSP SEIR. Given that the Project site is located entirely within the THSP Area, the proposed Project would not be located near any sources of seismic hazard not analyzed by the THSP SEIR. Impacts on humans associated with seismic hazards and landslides would not be any greater than previously analyzed in the THSP SEIR. Further, with implementation of the requirements of the CBC, the General Plan, and the Project SWPPP, Project implementation would not expose persons or structures to seismic hazards. Therefore, impacts associated with the proposed Project would be less than significant. The proposed Project would not result in a new specific impact or an increase in the severity of an impact that was identified in the THSP SEIR and would, therefore, be consistent with the impacts of the implementation of the previously approved THSP. No further analysis is required.

Threshold (b) Result in substantial soil erosion or the loss of topsoil?

The THSP SEIR concluded that implementation of the THSP would have a less than significant impact related to erosion or loss of topsoil. As construction of the THSP occurs, ground surfaces exposed through the removal of vegetation could be susceptible to erosion from wind and water. However, the THSP SEIR found that the use of Best Management Practices (BMPs) during construction as required by the THSP Stormwater Pollution Prevention Plan (SWPPP) would reduce impacts to a less than significant level.

In addition to exposing existing topsoil to the risk of erosion as a result of ground clearing, the construction of new buildings and structures as a result of the proposed Project would create new impervious areas, such as walkways, driveways, parking lots, and rooftops. An increase in impervious areas often results in increased stormwater runoff which can exacerbate soil erosion. However, the development as a result of the Project would be consistent with the types of development analyzed in the THSP SEIR. With implementation of BMPs during construction as required by the Project SWPPP, the proposed Project's impact on soil erosion would be less than significant, similar to the impacts previously analyzed in the THSP SEIR. This would not be a new specific impact or an increase in the severity of an impact that was identified in the THSP SEIR and would therefore be consistent with the effects of implementation of the previously approved THSP and no further analysis is required.

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

Typically, subsidence occurs in areas underlain by soils that are highly compressible, such as soft clays or silts and unconsolidated sand or fill material. As discussed above, the THSP SEIR determined that landslide and liquefaction potential for the THSP Area is considered low due to existing soil types and vegetative cover. Potential impacts would be further reduced through compliance with Objective SA-1.1 Policy 1 of the City's General Plan which requires that geotechnical engineering studies be undertaken for any development in areas where potentially serious geologic risks exist. Therefore ,the THSP SEIR concluded that implementation of the THSP would have a less than significant impact related to landslide, lateral spreading, subsidence, liquefaction and/or collapse.

Since the Project site is located within the THSP Area, the proposed Project would have the potential to be located on a geologic unit or soil that would become unstable and potentially result in on- or off-site impacts related to landslide, lateral spreading, subsidence, liquefaction and/or collapse due to steep slopes and proximity to a known earthquake fault. However, the proposed Project would be required to comply with Objective SA-1.1, Policy 1 of the City's General Plan as required by the THSP SEIR. With the implementation of this policy, impacts from the Project would be less than significant, similar to the impacts for the previously approved THSP. This would not be a new specific impact nor an increase in the severity of an impact that was identified in the THSP SEIR and would, therefore, be consistent with the impacts of the implementation of the previously approved THSP and no further analysis is required.

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

As discussed in the THSP SEIR, the THSP Area contains soils that are highly expansive and subject to significant volume changes due to moisture fluctuations. The THSP SEIR concluded that, with compliance with CBC requirements and implementation of Mitigation Measure GEO 4.6-4 and geotechnical recommendations, implementation of the THSP would have a less than significant impact related to expansive soils.

The following mitigation measure incorporated herein from the previously certified THSP SEIR is applicable to the proposed Project:

> ***Mitigation Measure GEO 4.6-4:*** *During excavation activities and prior to the placement of fill on the site, a certified geotechnical engineer shall be retained by the Project applicant/future Project applicants to evaluate subgrade soils for the extent of their expansive potential. For areas found to contain soft, potentially expansive clays, the soil shall be removed (i.e., over excavated) and/or stabilized prior to the placement and compaction of fill. Stabilization techniques include, but are not limited to, the placement of 18 inches of ½-inch to ¾-inch crushed rock over stabilization fabric (such as Mirafi 500X or equivalent), placement of larger, angular stabilization rock (1-inch to 3-inch, clean) and use of chemical treatments such as lime to reduce the soil's expansive potential. In addition, building construction alternatives, such as the use of alternative foundation types (i.e., post-tension, piles, etc.) versus end-bearing foundations, shall be considered and implemented where appropriate. Final techniques shall be (a) developed by a certified geotechnical engineer or engineering geologist and (b) reviewed and approved by the City prior to issuance of a grading permit. [This is Mitigation Measure 4.6-4 in the THSP SEIR]*

Since the Project site is located within the THSP Area, the proposed Project would have the potential to be located in highly expansive soils. However, with implementation of above mitigation measure, the proposed Project's impact as a result of expansive soils would be less than significant. This would not be a new specific impact nor an increase in the severity of an impact that was identified in the THSP SEIR and would, therefore, be consistent with the impacts of the implementation of the previously approved THSP. No further analysis is required.

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

No septic tanks would be used as part of the proposed Project. As a result, no impacts associated with the use of septic tanks would occur as part of the proposed Project's implementation. Thus, no further analysis is required.

Cumulative Impacts

As discussed above, the proposed Project would not cause a new geologic impact to occur, nor an increase in the severity of a geologic impact previously disclosed in the THSP SEIR, with implementation of the mitigation measures discussed in this section. Therefore, the proposed Project would cause neither a new cumulative impact to occur, nor an increase in the severity of a cumulative impact previously disclosed.

VIII. GREENHOUSE GAS EMISSIONS

WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*Reviewed Under Previous Document*
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☐	☒
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

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

The THSP SEIR found that GHG emissions generated by the proposed Specific Plan (both construction and operational-related) would exceed the applicable threshold set forth in SJVAPCD's guidance because the proposed Project's GHG emissions cannot feasibly be reduced to a less than significant level despite the incorporation of numerous sustainability measures. The impact was identified as significant and unavoidable. Mitigation Measure GHG 4.7-1 in the THSP SEIR would reduce but would not eliminate the significant impact.

The following mitigation measure incorporated herein from the previously certified THSP SEIR is applicable to the proposed Project:

> ***Mitigation Measure GHG 4.7-1:*** *The Project shall include, but not be limited to, the following list of design features. These features shall be incorporated into the design of the Project to ensure consistency with adopted statewide plans and programs to the extent feasible. Project applicants shall demonstrate the incorporation of design features of the Project prior to the issuance of building or occupancy permits, as noted below.*
>
> *Transportation*
>
> - *Provide pedestrian connections to the off-site circulation network (building permit triggers).*
> - *For commercial uses, implement a trip reduction program, for which all employees shall be eligible to participate (occupancy permit).*
> - *Provide a ride sharing program, for which all employees shall be eligible to participate (occupancy permit).*
> - *Provide amenities for non-motorized transportation (i.e., secure bicycle storage, changing rooms, and showers) (building permit).*

- *Provide transit shelters for all transit stops within the Project (building permit triggers and coordination with TRACER.).*
- *Include traffic calming measures at Project intersections and on roadways where feasible (tentative map).*
- *Employers shall provide parking cash-out programs for employees (100 percent of employees eligible).*

Energy Efficiency

- *Design buildings to be energy efficient and meet or exceed Title 24 requirements (per Measure E-1 of the City's Sustainability Action Plan (building permit).*
- *Install "cool" roofs and cool pavements, and strategically placed trees as applicable.*
- *Install high efficiency lighting, and energy efficient heating and cooling systems (building permit).*
- *Install high energy efficient appliances (clothes washers, dishwashers, fan, and refrigerators) (occupancy permit).*
- *Install programmable thermostats (building permit).*
- *Design buildings to reduce energy use through solar orientation and take advantage of landscaping and sun screens (building permit).*
- *Reduce unnecessary outdoor lighting (building permit).*

Water Conservation and Efficiency

- *Install water-efficient irrigation systems (building permit).*
- *Landscaping shall consist of drought tolerant native species with water-efficient characteristics (building permit).*
- *Comply with Municipal Code Section 21.20.050, Efficient Landscape Standards (building permit).*
- *Install water-efficient fixtures (e.g., faucets, toilets, showers) (building permit).*
- *Install infrastructure for recycled water per the City's Infrastructure Master Plan (building permits).*

Solid Waste

- *Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard) (building permit).*
- *Provide interior and exterior storage areas for recyclables and adequate recycling containers located in public areas (occupancy permit). [This is Mitigation Measure 4.7-1 in the THSP SEIR]*

The proposed Project would not change the overall type of development, nor result in a substantial change in the development intensity. As such, despite the implementation of the above mitigation measure, the impact would be the same as identified in the THSP SEIR, which is significant and unavoidable. This finding is supported by the THSP SEIR because the proposed Project is consistent with the overall land uses and intensity allowed by the THSP. Thus, the proposed Project would not result in a

new specific impact or an increase in the severity of an impact that was identified in the THSP SEIR and would therefore be consistent with the effects of implementation of the THSP.

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

According to the THSP SEIR, full buildout of the Project would potentially conflict with or otherwise interfere with achievement of CARB's Scoping Plan, the City's Sustainability Action Plan, the California Attorney General's Office, or the California Air Pollution Control Officer's Association (CAPCOA) applicable measures. However, THSP SEIR Mitigation Measure AQ 4.7-1 would lessen the impact to less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

The following mitigation measure incorporated herein from the previously certified THSP SEIR is applicable to the proposed Project:

See Mitigation Measure GHG 4.7-1 above.

The proposed Project would not result in a potentially significant conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. With implementation of the mitigation from the THSP SEIR, the proposed Project would be consistent with local and regional plans designed to reduce GHG emissions. Therefore, the proposed Project would not conflict or interfere with the achievement of an applicable GHG emissions reduction plan. With implementation of the above mitigation measure, impacts would not be altered any greater than what was previously analyzed and remain less than significant.

Cumulative Impacts

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

IX. HAZARDS AND HAZARDOUS MATERIALS

WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	*Reviewed Under Previous Document*
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☐	☒
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☐	☒
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☒
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☐	☒
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

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

As identified in the THSP SEIR, implementation of the THSP would have a less than significant impact on the public with respect to hazardous materials with mitigation incorporated. The types of uses and facilities allowed in the THSP Area may generate, store, use, distribute, or dispose of hazardous materials such as industrial waste, oils, solvents, paints, diesel fuel, hydraulic fluid, and corrosives. With implementation of Mitigation Measure HAZ 4.8-1, implementation of the THSP would have a less than significant impact.

The following mitigation measure incorporated herein from the previously certified THSP SEIR is applicable to the proposed Project:

> ***Mitigation Measure HAZ 4.8-1:*** *Facilities that store, handle or use regulated substances as defined in the California Health and Safety Code 25532 (g) in excess of threshold quantities shall prepare and implement, as necessary, risk management plans (RMP) for determination of risks to the community. The RMP will be reviewed and approved by the San Joaquin County Environmental Health Department (EHD) through the Certified Unified Program Agencies (CUPA) process. [This is Mitigation Measure 4.8-1 in the THSP SEIR]*

The proposed Project would not introduce new land uses within the THSP Area beyond those analyzed in the THSP SEIR. Upon development of the Project site, hazardous materials on-site would be limited to those associated with common household fertilizers, pesticides, paint, solvent, and petroleum products. Because these materials would be used in very limited quantities, they are not considered a significant hazard to the public. With implementation of the above mitigation measure, the proposed Project's impact on the public or the environment as a result of the routine transport, use, or disposal of hazardous materials would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result nor would any impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved THSP.

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

As identified in the THSP SEIR, implementation of the THSP would have a less than significant impact related to the release of hazardous materials into the environment. A review of regulatory databases maintained by County, State, and federal agencies found no documentation of hazardous materials violations or discharges within the THSP Area. Based on the Phase I and II ESAs completed for the THSP, the THSP SEIR identified three underground crude oil pipelines, adjacent former sanitary landfills, and former gasoline service stations that may have the potential to impact the THSP Area. The THSP SEIR concluded that with implementation of Mitigation Measure HAZ 4.8-2a and 4.8-2b, implementation of the THSP would have a less than significant impact.

The following mitigation measures incorporated herein from the previously certified THSP SEIR are applicable to the proposed Project:

> ***Mitigation Measure HAZ 4.8-2a:*** *Prior to issuance of grading permits, a Phase II ESA focused on soil sampling and soil vapor sampling shall be conducted near the location of the underground crude oil pipelines, as determined by a qualified Phase II/Site Characterization specialist. Upon completion of site characterization activities, the Site Characterization specialist shall recommend remedial activities, if necessary, subject to approval of the City of Tracy Engineering Division. [This is Mitigation Measure 4.8-2a in the THSP SEIR]*
>
> ***Mitigation Measure HAZ 4.8-2b:*** *Prior to issuance of grading permits, the Project Applicant shall work with Conoco Phillips and Shell to implement and observe a site damage-prevention plan to the satisfaction of the City of Tracy Engineering Division. This may potentially include the following:*
>
> - *Designing a site development plan incorporating permanent land use over the pipeline right-of-way that minimizes the potential for damage to the lines (as discussed above, this is already an integrated plan design feature, but is listed here because it is an important component of a damage prevention plan);*
> - *Prominently marking the line locations prior to site development, maintaining markings throughout the development process, and final marking after work is complete;*
> - *Communicate plans for significant excavation or land contouring work;*
> - *Identify changes in land contour that could significantly reduce the soil cover over the pipelines;*
> - *Evaluate the effects of heavy construction vehicles crossing the lines, designate areas for heavy construction vehicles to cross the lines, and provide temporary fill or other temporary protection over the lines where necessary;*
> - *Minimize installations of new buried utilities and services across the existing pipelines;*
> - *Evaluate whether the existing lines should be lowered to increase vertical separation between the pipelines and new surface features; and*
> - *Develop other damage-prevention measures as may be necessary.*
>
> *In addition to the damage prevention measures listed above, the Project Applicant and the pipeline operators should consider other measures for reducing risk suggested in the Pipelines and Informed Planning Alliance (PIPA) recommended practices on informed land use. PIPA recommended practices are not "mandated", but they are best management practices intended to reduce risk and enhance pipeline safety. [This is Mitigation Measure 4.8-2b in the THSP SEIR]*

As identified in Figure 4.8-4 in the THSP SEIR, several pipelines traverse the THSP Area. Since the Project site does partially contain two of the pipelines located within the THSP Area (Conoco Philips 66 and Shell

pipelines), the proposed Project would have the potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment. However, with implementation of the above mitigation measures, the proposed Project's impact on release of hazardous materials into the environment would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would occur, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved THSP.

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

As identified in the THSP SEIR, three active crude oil pipelines (Chevron 18-inch pipeline, Conoco Phillips 66 (PPL) 16-inch pipeline, Shell 20-inch pipeline) and two natural gas pipelines (26-inch natural gas pipeline and 36-inch natural gas pipeline) traverse the THSP Area. The proposed school site that was evaluated in the THSP SEIR is located in close proximity to the PPL pipeline and the Shell pipeline as shown in Figure 4.8-3 of the THSP SEIR. The PPL pipeline is located approximately 680-700 feet southwest of the proposed school site boundary and the Shell pipeline is located approximately 2,250 feet southwest of the proposed school site. The THSP SEIR concluded that the main risk from the pipelines is the surface flow of crude oil as a result of pipeline failure that could enter existing drainage culverts. The THSP determined that, in the buildout condition, these drainage culverts would be connected to the development surface drainage (streets) or underground drainage (subdrains). With implementation of Mitigation Measure HAZ 4.8-3, potential impacts associated with flash fire and pool fire heat risk to the proposed school as a result of crude oil in these drainage culverts would be reduced to less than significant levels.

The THSP SEIR analyzed the risk analysis for all five pipelines in the THSP Area. The calculated risk for each pipeline was determined to be less than significant and the total cumulative risk for all pipelines within the corridor was also determined to be less than significant. With implementation of setback mitigation, Mitigation Measure HAZ 4.8-4, pipeline risk to proposed development within the THSP Area would be reduced to less than significant levels.

The following mitigation measures incorporated herein from the previously certified THSP SEIR are applicable to the proposed Project:

> ***Mitigation Measure HAZ 4.8-3:*** *The proposed underground storm drain system, roadways, graded slopes, and final surface topography shall be designed and constructed in accordance with the recommendations outlined in the Liquid Petroleum Pipeline Risk and California Aqueduct Flood Risk for the Proposed Tracy Hills School Site, Jefferson School District, City of Tracy, San Joaquin County, California prepared by Wilson Geosciences, Inc. dated May 2013 and to the satisfaction of the City of Tracy Engineering Division. [This is Mitigation Measure 4.8-3 in the THSP SEIR]*

Mitigation Measure HAZ 4.8-4: *In accordance with the Pipeline Safety Hazard Assessment, Tracy Hills Specific Plan prepared by PlaceWorks dated September 2014, proposed development adjacent to the natural gas and/or crude oil pipelines shall implement the following measures:*

1. *Incorporate a minimum 13-foot setback distance from the centerline of the Phillips 66 pipeline to the nearest buildings/structures in the proposed development.*
2. *Incorporate a minimum setback distance of 25 feet from the centerline of any pipeline within the two natural gas pipelines and the Chevron crude oil pipeline. This would result in an additional 15 feet on the northeast side of the PG&E easement and an additional 20 feet on the southwest side of the easement to be dedicated as open space or public space or used for landscaping.*
3. *Incorporate designated land uses over the pipeline easements, such as public space, open space, or green space, to minimize the potential for third party damage.*
4. *Mark the pipeline locations prior to THSP development, maintaining the markings throughout the development process, and installing final markings after the work is complete.*
5. *Coordinate with the pipeline operators when development calls for excavation or utility trenching near the pipelines.*
6. *All contractors must initially pothole or hand dig to the proposed depth of the utility trench or excavation if working within 25 feet of the pipeline easements.*
7. *Consult with the pipeline operators on whether heavy construction vehicles with axle loads greater than 15,000 pounds would create stress on the pipelines at their current burial depths when crossing the lines and/or easements. Establish temporary fill or other protective measures as needed and establish permanent crossing areas for vehicles in excess of 15,000 pounds.*
8. *Avoid placing new utilities and services within the pipeline easements and minimize utility crossings over the pipeline easements to the extent feasible.*
9. *Select landscaping vegetation with shallow root structures within the setback zone to avoid root structures that damage pipeline coatings.*
10. *Avoid planting trees that prevent direct observation of the pipelines by aerial patrol.*
11. *Use non-flammable fencing along the pipeline easement.*
12. *Manage storm water runoff to prevent erosion of the pipeline bedding.*
13. *Maintain access to the pipelines by pipeline personnel and first responders in the event of an emergency.*

14. *Project applicants or sales representatives shall disclose to potential occupants regarding the proximity of the natural gas and crude oil pipelines, as required in accordance with Assembly Bill 1511 – Real Property: Disclosures: Transmission Pipeline.*

15. *Home Owners Associations (HOA) shall maintain an emergency contact list with phone numbers of the local police, fire department, and pipeline operators (PG&E, Chevron, Phillips 66, and Shell).*

16. *Coordinate with the pipeline companies so that the property occupants are notified if excavation or maintenance activities for the pipelines are planned along the pipeline easements.*

17. *Report any roadwork or underground utility work that involves digging in or near the pipelines to the pipeline companies.*

18. *Report immediately any odors or leakage from the pipelines to the pipeline operator and local emergency response personnel (i.e., the Tracy Fire Department).*

19. *HOAs shall maintain at an appropriate on-site location an emergency response plan that outlines emergency procedures to be followed in the event of a pipeline release.*

For additional detail refer to the September 2014 Pipeline Safety Hazard Assessment, Tracy Hills Specific Plan. [This is Mitigation Measure 4.8-4 in the THSP SEIR]

The Project site is located within the THSP Area and does contain portions of the Shell pipeline previously identified in the THSP SEIR. In the event that a full pipeline rupture from either pipeline was to occur, the THSP SEIR considered hypothetical flow paths that could result in "pools" of crude oil. However, similar to the THSP, with the implementation of the mitigation measures included above, the Project would have a less than significant impact. The Project would not introduce a new land use to the THSP Area and, therefore, would not involve a significant transport, use, storage, or risk of upset of hazardous materials within one-quarter mile of any schools beyond what was analyzed in the THSP SEIR. With implementation of the mitigation measures described above, the proposed Project's impact in regard to emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of a proposed school would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved THSP.

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

As identified in the THSP SEIR, the THSP Area is not included on a hazardous sites list compiled pursuant to California Government Code Section 65962.5. The Project site is located entirely within the THSP Area previously analyzed in the THSP SEIR. Therefore, the proposed Project would not be located on a site that

is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and there would be no impact and no further analysis is required.

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

A portion of the THSP Area is located within the Tracy Municipal Airport, Traffic Pattern Zone 7 in the 2009 San Joaquin Airport Land Use Compatibility Plan (ALUCP) as shown in Figure 4.10-2 of the THSP SEIR. As identified in the THSP SEIR, the San Joaquin ALUCP specifies sensitive land uses and structure heights which are restricted within these zones. Given the conflict of allowable land uses within the M-1 Light Industrial designation, the Inner Approach/Departure Zone 2 and the Inner Turning Zone 3, the THSP SEIR concluded there would be a potentially significant impact with implementation of the THSP. With implementation of Mitigation Measure LU 4.10-1, potential impacts regarding compatibility with the existing land use plans and policies would be reduced to a less- than- significant level by ensuring that tentative and final maps comply with 2009 ALUCP. With implementation of Mitigation Measure HAZ 4.8-6, potential impacts regarding retention basins attracting wildlife that could be hazardous to aircrafts associated with the Tracy Municipal Airport would be less-than-significant.

The following mitigation measures incorporated herein from the previously certified THSP SEIR is applicable to the proposed Project:

> ***Mitigation Measure HAZ 4.8-6:*** *The proposed retention basins have been designed and constructed in accordance with the recommendations outlined in the Federal Aviation Administration Advisory Circular No. 150/5200-33B to control hazardous wildlife. In the event that the basins do not have a drawdown time of 48 hours following a storm event, the Project applicant shall fund and the City shall use physical barriers, such as bird balls, wires, grids, pillows or netting, to prevent access of hazardous wildlife to open water and minimize aircraft-wildlife interactions which shall be approved and inspected by the City. In addition, all vegetation in or around the basins that provide food or cover for hazardous wildlife should be eliminated. [This is Mitigation Measure 4.8-6 in the THSP SEIR]*
>
> *Refer to* ***Mitigation Measure LU 4.10-1*** *in Section X, Land Use.*

The Project site is located within the Tracy Municipal Airport Traffic Pattern Zone 7 and Airport Influence Area Zone 8 as identified in Figure 4.10-2 of the THSP SEIR. The proposed Project does not introduce any new land uses to the THSP Area and future development within the Project site would comply with all of the conditions for these zones as identified in Section 4.10.3 of the THSP SEIR to ensure compliance with the San Joaquin ALUCP. In addition, any future development including retention basins associated with the proposed Project would be required by Mitigation Measure HAZ 4.8-6 to be designed and constructed in accordance with the recommendations outlined in the Federal Aviation Administration Advisory Circular No. 150/5200-33B to control against wildlife that could be hazardous to aircrafts associated with the Tracy Municipal Airport. With implementation of the above mitigation measures, the proposed Project's impact on the San Joaquin ALUCP would be less than significant. This is consistent with the

impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved THSP.

Threshold (f) Would the project be located within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?

The proposed Project area is not located within 2 miles of a private airstrip. Based on the nature of the proposed Project, and given that the THSP Area is not located within two miles of a private airstrip, no impact would occur. The proposed Project would not cause a new impact to occur and no further analysis is required.

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

The City's General Plan Safety Element includes policies that require the City to provide the fire and emergency response facilities and personnel necessary to meet residential and employment growth in the City. Mitigation Measures PSR 4.12-1, 4.12-2, and 4.12-3 in the Public Services Section of the THSP SEIR require future project applicants within the THSP to pay the applicable impact fees, which ensures payment of a proportionate share toward the planned facilities. With the individual project's compliance with the General Plan and the provision of adequate emergency planned facilities within and near the THSP Area, implementation of the THSP would result in a less than significant impact with respect to interference with an adopted emergency response plan or emergency evacuation plan.

The following mitigation measures incorporated herein from the previously certified THSP SEIR are applicable to the proposed Project:

> *Refer to **Mitigation Measures PSR 4.12-1, 4.12-2, and 4.12-3** in Section XII, Public Services and Utilities.*

As discussed in the THSP SEIR, the Project applicant would be required to pay applicable impact fees to ensure payment of a proportionate share toward the planned facilities. With implementation of the above mitigation measures, the proposed Project's impact on interference with an adopted emergency response plan or emergency evacuation plan would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved THSP.

Threshold (h) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas?

The THSP Area is zoned "Moderate" (the lowest fire severity rating) in the Local Responsibility Area (LRA) and "Un-zoned" in the State Responsibility Area (SRA). Although the THSP Area is within a low fire severity zone, the THSP Area is adjacent to conservation easements that are covered primarily with grass and brush which are flammable materials. The City requires brush management of any land that is covered

with flammable material such as grass, brush, or forest covered land and adjacent to structures. With implementation of Mitigation Measures HAZ 4.8-8a, 4.8-8b and 4.8-8c in the THSP SEIR, grasses and brush within 100 feet of structures would be required to be mowed to a height of no more than 4 inches or disced in order to minimize the amount of fuel to sustain or allow the spread of fire, reducing potential impacts to a less than significant level.

The following mitigation measures incorporated herein from the previously certified THSP SEIR are applicable to the proposed Project:

To mitigate the fire protection hazards associated with wildland fires, the Applicant shall:

> ***Mitigation Measure HAZ 4.8-8a:*** *Provide a 100-foot firebreak between developed areas and any land that is covered with flammable material such as grass, brush, or forest covered land, including conservation easements (including but not limited to CE 1, CE 2, and CE 3), but excluding conservation corridors. Grasses or weeds including the conservation corridor, that can be expected to burn shall be cattle grazed, disked or mowed to a height of no more than 4 inches pursuant to the terms of the adopted Preserve Management Plan (dated October 2011), and in accordance with City of Tracy Municipal Code in order to minimize the amount of fuel to sustain or allow the spread of fire. [This is Mitigation Measure 4.8-8a in the THSP SEIR]*
>
> ***Mitigation Measure HAZ 4.8-8b:*** *Provide fire department access to all easement corridors and conservation easements (including but not limited CE 1, CE 2, and CE 3) for the purpose of suppressing wildland fires outside of firebreaks. [This is Mitigation Measure 4.8-8b in the THSP SEIR]*
>
> ***Mitigation Measure HAZ 4.8-8c:*** *All new buildings that are located on the south side of I-580 and immediately adjacent to conservation easements (including but not limited to portions of CE 1, Southern CE 2, and CE 3) shall include measures that increase the likelihood that a structure would withstand intrusion by fire. This shall be accomplished by constructing those buildings on the edge of development to the standards of the California Building Code, Chapter 7A, Building and Construction Methods for Exterior Wildfire Exposure. [This is Mitigation Measure 4.8-8c in the THSP SEIR]*

The Project site is located within the THSP Area and is zoned "Moderate" in the LRA and "Un-zoned" in the SRA. The proposed Project would not introduce any new land uses within the THSP Area beyond what was analyzed in the THSP SEIR. Additionally, as identified in the THSP SEIR, there is only a limited fire threat to the THSP Area. With the implementation of the above mitigation measures, the proposed Project's impact in regards to exposing people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved THSP.

Cumulative Impacts

As discussed above, the proposed Project would not cause a new hazardous materials impact to occur, nor an increase in the severity of a hazardous material impact previously disclosed in the THSP SEIR, with implementation of the mitigation measures discussed in this section. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor an increase in the severity of a cumulative impact previously disclosed.

X. HYDROLOGY AND WATER QUALITY

WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*Reviewed Under Previous Document*
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☐	☒
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☐	☒
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☐	☒
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☐	☒
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☐	☒
f. Otherwise substantially degrade water quality?	☐	☐	☐	☐	☒
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☐	☒
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☐	☒
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☐	☒
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

Threshold (a) Would the project violate any water quality standards or waste discharge requirements?

As determined in the THSP SEIR, the buildout of the THSP would have a less than significant impact in respect to violation of water quality with the implementation of the terminal retention/percolation basins or other facilities. Construction activities for the buildout of the THSP Area, which would include site development, infrastructure, and the storm drain system, would require a National Pollutant Discharge Elimination System (NPDES) permit. As determined in the THSP SEIR, future development of the THSP Area would be responsible for obtaining and complying with NPDES permit requirements. Implementation of BMPs during construction, would minimize water quality impacts to a less- than- significant level.

After construction, stormwater from the buildout of the THSP Area could have the potential to degrade water quality within the open space along I-580, the California Aqueduct, and/or the Delta Mendota Canal. Retention basins would provide attenuation storage and opportunities for pollutants to settle and be retained within the basin and provide opportunities for recharge. As determined in the THSP SEIR, retention basins would be utilized to satisfy the requirements set forth in the City's Storm Water Quality Control Manual (SWQC) and NPDES for new development areas. In addition, proposed open channels and existing drainage swales would be used for storm runoff from some of the upslope offsite sub-basins to downstream terminal retention/percolation basins or other facilities. Thus, impacts to water quality would be less- than- significant with the implementation of the terminal retention/percolation basins, open channels and drainage swales as determined in the THSP SEIR.

The proposed Project would not introduce a new land use within the THSP Area compared to what was previously analyzed in the THSP SEIR. Potential water quality impacts associated with the proposed Project would include short-term construction-related erosion/sedimentation and long-term operational stormwater discharge. If not managed properly, grading and construction activities could cause soils and other pollutants to enter the storm drain system. During heavy rains, this may degrade stormwater quality at downstream locations. To minimize water quality impacts associated with the proposed Project, construction activities would be required to comply with a SWPPP, consistent with the NPDES. Additionally, the proposed Project would also implement stormwater control measures such as Low Impact Development (LID) and BMPs per the City's Manual of Stormwater Quality Control Standards for New Development and Redevelopment, as analyzed in the THSP SEIR.

After construction, stormwater from the Project site would be directed to the on-site retention basins. Development of the proposed Project would not result in a significant change in the amount of impervious surface area anticipated to be added to the THSP Area through construction of buildings, parking areas, roadways, and other improvements by the THSP SEIR because the proposed Project would not allow for new types of development beyond what was analyzed in the THSP SEIR. Additionally, the proposed Project would be required to incorporate, to the extent feasible, LID features including directing drainage from impervious surfaces to bioswales for infiltration as part of BMPs per the City's Manual of Stormwater Quality Control Standards. As required in the THSP, development projects greater than 100,000 square

feet are required to implement specific controls, as identified in the City's SWQC Manual, and to submit a Storm Water Quality Control Plan (SWQCP) that demonstrates that the proposed Project would conform to all requirements of the City standards. Compliance with NPDES permit requirements and implementation of BMPs during construction would ensure the proposed Project's impact on water quality standards or waste discharge requirements would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved THSP.

Threshold (b) Would the project substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level?

As identified in the THSP SEIR, implementation of the THSP would not have an adverse impact on groundwater recharge. The Water Supply Assessment prepared for the THSP SEIR concluded that the City's existing and additional planned future water supplies are sufficient to meet the City's existing and projected future water demands, including those future water demands associated with the THSP to the year 2035 under all hydrologic conditions.

The proposed Project would not introduce new land uses to the THSP Area beyond what was analyzed in the THSP SEIR and would, therefore, not change the demand on water supplies anticipated in the THSP SEIR. Further, development of the proposed Project would result in an amount of impervious surfaces through construction of buildings, parking areas, roadways, and other improvements that was previously analyzed in the THSP SEIR. However, as identified in the THSP SEIR, on-site bioswales would still be included to facilitate groundwater recharge as part of buildout of the THSP Area in accordance with BMPs set forth in the City's Manual of Stormwater Quality Control Standards. Therefore, similar to the approved THSP, implementation of the proposed Project would neither deplete groundwater supplies nor interfere with groundwater recharge beyond what was analyzed in the THSP SEIR. This impact would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved THSP.

Threshold (c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

As identified in the THSP SEIR, with mitigation, implementation of the THSP would have a less than significant impact with respect to substantial erosion or siltation on- or off-site. The Tracy Hills Storm Drainage Master Plan (SDMP) was prepared as a guidance document to identify the primary framework of storm drainage facilities needed to serve future land development under the buildout condition for the THSP Project Area. Individual development projects within the THSP would be required to provide site-specific or project-specific storm drainage solutions that would be consistent with the overall infrastructure approach within the Tracy SDMP. The THSP SEIR determined that buildout of the THSP

would increase erosion and sedimentation through the removal of vegetation during construction of THSP infrastructure. Implementation of the THSP would result in an increase in flow rates and volumes of runoff with an increase in the amount of impervious surface such as buildings, streets and parking areas. However, with implementation of Mitigation Measure HYDRL 4.9-1a and 4.9-2 in the THSP SEIR, potential impacts on erosion and sedimentation would be less than significant.

The following mitigation measures incorporated herein from the previously certified THSP SEIR are applicable to the proposed Project:

> ***Mitigation Measure HYDRL 4.9-1a:*** *Prior to issuance of a grading or building permit, whichever occurs first, all Project applicants shall demonstrate to the City of Tracy compliance with NPDES General Construction Activities Storm Water Permit Requirements established by the Clean Water Act (CWA), including the preparation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall identify specific types and sources of stormwater pollutants, determine the location and nature of potential impacts, and specify appropriate control measures to eliminate any potentially significant impacts on receiving water quality from stormwater runoff. The SWPPP shall comply with the most current standards established by the Central Valley RWQCB. Best Management Practices shall be selected from a menu according to site requirements and shall be subject to approval by the City Engineer and Central Valley RWQCB. [This is Mitigation Measure 4.9-1a in the THSP SEIR]*
>
> ***Mitigation Measure HYDRL 4.9-2:*** *All Project applicants shall submit and obtain City approval of a drainage plan to the City of Tracy for on-site post-construction BMP drainage improvements consistent with the Tracy Hills Storm Drain Master Plan. Once City approval is received, all Project applicants shall construct the drainage improvements as necessary and in accordance with the timing described in the Tracy Hills Storm Drain Master Plan. [This is Mitigation Measure 4.9-2 in the THSP SEIR]*

Development of the Project site would have the potential to alter drainage patterns as compared to existing conditions. Alteration would occur as a result of increased erosion and sedimentation resulting from the removal of vegetation during construction activities. Development of the proposed Project would result in an amount of impervious surfaces through construction of buildings, parking areas, roadways, and other improvements that was previously analyzed in the THSP SEIR. With implementation of the above mitigation measures, the proposed Project's impact on the existing drainage pattern of the Project site would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of implementation of the previously approved THSP.

Threshold (d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding?

As identified in the THSP SEIR, the majority of the THSP Area is not located within the 100-year and 500-year floodplains. Development of the THSP Area would convert a primarily undeveloped site to a developed one, which would increase flow rates, frequency, and volumes of runoff by introducing streets, buildings, parking areas, and other impervious surfaces within the THSP Area. Flows from the off-site, upstream drainages tributary to the THSP would be intercepted and conveyed through a combination of open channels and underground storm drain system and discharge to the proposed retention basins. The retention basins would capture increases in peak flow as result of development and would substantially reduce or eliminate downstream flow. With implementation of the drainage improvements described in the SDMP, it is unlikely that the THSP Area would result in or be affected by flooding. Therefore, implementation of the THSP would have a less than significant impact on the rate or amount of surface runoff resulting in flooding.

Development of the Project site would have the potential to alter the drainage pattern through the introduction of streets, buildings, parking areas, and other impervious surfaces as a result of buildout. Project implementation would not introduce any new land uses compared to what was analyzed in the THSP SEIR. As a result, the proposed Project would result in an amount of impervious surfaces through construction of buildings, parking areas, roadways, and other improvements that was previously analyzed in the THSP SEIR. With implementation of the drainage improvements as described in the SDMP and THSP SEIR, the proposed Project's impact on surface runoff would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved THSP.

Threshold (e) Would the project create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

As identified in the THSP SEIR, with mitigation, implementation of the THSP would have a less than significant impact in respect to runoff water that exceeds the capacity of existing or planned storm water drainage systems. As discussed in Section 4.8, Hazards and Hazardous Materials of the THSP SEIR, the types of uses and facilities allowed in the THSP Area may generate, store, use, distribute or dispose of hazardous materials such as industrial waste, oils, solvents, paints, diesel fuel, hydraulic fluid and corrosives. With implementation of Mitigation Measures HYDRL 4.9-1a, 4.9-1b, 4.9-2, and 4.9-3, potential impacts from polluted runoff would be less than significant.

The following mitigation measures incorporated herein from the previously certified THSP SEIR are applicable to the proposed Project:

See Mitigation Measures HYDRL 4.9-1a and 4.9-2 above.

Mitigation Measure HYDRL 4.9-1b: *Prior to issuance of a grading or building permit, whichever occurs first, all Project applicants shall submit to the City Engineer for review a draft copy of the Notice of Intent (NOI) and SWPPP. After approval by the City, the NOI and SWPPP shall be sent to the State Water Resources Control Board for approval. [This is Mitigation Measure 4.9-1b in the THSP SEIR]*

Mitigation Measure HYDRL 4.9-3: *All Project applicants shall implement the following measures:*

1. *Shall implement sound Integrated Pest Management (IPM) principles and practices in an effort to minimize the use of pesticides in common landscaped areas, open space areas, or park areas. These programs shall include setting acceptable thresholds of infestations and a process for determining the best prevention or treatment method for a given pest. Pest problems in common landscaped areas, open space areas, or park maintenance shall be managed through prevention and treatment using physical, mechanical and biological controls. The use of toxic pesticides will be implemented only after other non-toxic approaches or products have been determined infeasible. Fertilizers shall be applied sparingly, and shall be derived from natural sources, such as fish emulsion or manure.*

2. *Shall cooperate with the City to create a public education program for future business owners to increase their understanding of water quality protection, which should include but not be limited to:*

    - *Hazardous material use controls;*
    - *Hazardous materials exposure controls;*
    - *Hazardous material disposal and recycling.*

3. *Encourage the use of alternative methods to avoid hazardous materials to the extent feasible, and prohibit the dumping of hazardous materials in open space areas or the storm drain system. [This is Mitigation Measure 4.9-3 in the THSP SEIR]*

As discussed in the THSP SEIR, the THSP would be designed to include storm drainage solutions as part of its land plan to accommodate the THSP's drainage as well as drainage from certain other existing surrounding uses and adhere to the City's Storm Drainage Master Plan, which has plans for improvements that accommodate development proposed under the THSP.

Project implementation would have the potential to increase local runoff volumes, frequency, and flow rates compared to existing conditions. The proposed Project would have the potential to contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. Development of the proposed Project would result in an amount of impervious surfaces through construction of buildings, parking areas, roadways, and other improvements that was previously analyzed in the THSP SEIR. With implementation of the above mitigation measures, the proposed Project's impact on increased runoff water would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would

result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved THSP.

Threshold (f) Would the project otherwise substantially degrade water quality?

As identified in the THSP SEIR, with mitigation, the implementation of the THSP would have a less than significant impact on degradation of water quality. As discussed above in Threshold (e), with implementation of Mitigation Measures HYDRL 4.9-1a, 4.9-1b, 4.9-2, and 4.9-3, implementation of the THSP would not substantially degrade water quality.

The following mitigation measures incorporated herein from the previously certified THSP SEIR are applicable to the proposed Project:

See Mitigation Measures HYDRL 4.9-1a, 4.9-1b, 4.9-2 and 4.9-3 above.

The proposed Project would have the potential to degrade water quality through erosion or siltation from construction and operation activities. Development of the proposed Project would result in an amount of impervious surfaces through construction of buildings, parking areas, roadways, and other improvements that was previously analyzed in the THSP SEIR. With implementation of the above mitigation measures, the proposed Project's impact on water quality would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved THSP.

Threshold (g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

The THSP SEIR disclosed that a small portion of the THSP Area is located within 100-year and 500-year floodplains associated with Corral Hollow Creek (FEMA Flood Insurance Rate Map (FIRM) Panel No. 06077C0740F for San Joaquin County, California and Incorporated Areas dated October 16, 2009). However, as identified in the THSP SEIR, there are no residential uses proposed within the 100-year and 500-year floodplains. Thus, the THSP SEIR identified that no impact would occur.

While Figure 4.9-3A and Figure 4.9-3B of the THSP SEIR mapped the eastern boundary of the THSP Area as being partially within the 100-year and 500-year floodplain areas, FEMA has since issued a Letter of Map Amendment clarifying that the THSP Area is not located in an area "inundated by the flood having a 1-percent chance of being equaled or exceeded in any given year"[7]. The Project site is located entirely within the TSHP Area. As such, the Project site is not located within the 100-year floodplain and there would be no impact associated with placing housing within a 100-year flood hazard area. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the

[7] Letter of Map Amendment. Case No 20-09-0208A. January 10, 2020.

proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved THSP.

Threshold (h) Would the project place structures within a 100-year flood hazard area, which would impede or redirect flood flows?

As identified in the THSP SEIR, the majority of the development within the THSP Area would be located outside of the 100-year floodplain and therefore, the floodplain would not impact development. However, as described above, a small portion of the THSP was mapped in the THSP SEIR as being located in 100-year and 500-year floodplains for Corral Hollow Creek. The easternmost edge of the THSP Area where General Highway Commercial land uses encroach into approximately 2.2 acres of the 500-year flood elevation and 0.1 acres of the 100-year flood elevation. Depending on the ground at the proposed building locations, development within this area may need to elevate building finished floors a minimum of 1 foot above the 100-year flood elevation for Corral Hollow Creek, and possibly, meet the requirements to withstand a 200-year flood per the Urban Level of Flood Protection (ULOP) Criteria. Senate Bill 5 establishes a requirement that "urban areas" and "urbanizing areas" apply a 200-year return period storm level of protection standard to new development in locations meeting certain criteria no later than 36 months after the Central Valley Flood Protection Plan is adopted by the State. Additionally, the City's Storm Drain Management Plan has been designated to accommodate the 100-year flood event in accordance with City design standards. With implementation of Mitigation Measure HYDRL 4.9-4 in the THSP SEIR, potential impacts associated with placing structures within the 100-year floodplain were found to be less than significant.

While Figure 4.9-3A and Figure 4.9-3B of the THSP SEIR mapped the eastern boundary of the THSP Area as being partially within the 100-year and 500-year floodplain areas, FEMA has since issued a Letter of Map Amendment clarifying that the THSP Area is located in an area "inundated by the flood having a 1-percent chance of being equaled or exceeded in any given year"[8]. The Project site is located entirely within the TSHP Area. As such, the Project site is not located within the 100-year floodplain and there would be no impact associated with placing structures within a 100-year flood hazard area. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved THSP.

Threshold (i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

As identified in the THSP SEIR, the THSP Area is not located within the dam inundation risk areas. As a result, no impacts would occur as a result of the failure of a levee or dam. Since the Project site is located entirely within the THSP Area, no impact would occur and no further analysis is required.

[8] Letter of Map Amendment. Case No 20-09-0208A. January 10, 2020.

Threshold (j) Would the project result in inundation by seiche, tsunami or mudflow?

As identified in the THSP SEIR, the THSP is located inland across several mountain ranges from the Pacific Ocean and is not downstream of any significant body of water. Therefore, there is no risk of exposure to inundation by seiche or tsunami and no impact would occur. Since the Project site is located within the THSP Area the proposed Project would not result in inundation by seiche, tsunami or mudflow. Similar to the previously approved THSP, there would be no impact and no further analysis is required.

Cumulative Impacts

As discussed above, the proposed Project would not cause a new hydrological impact to occur, nor an increase in the severity of a hydrological impact previously disclosed in the THSP SEIR, with implementation of the mitigation measures discussed in this section. Therefore, the proposed Project would cause neither a new cumulative impact to occur, nor an increase in the severity of a cumulative impact previously disclosed.

XI. LAND USE AND PLANNING

WOULD THE PROJECT:

Issues	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*Reviewed Under Previous Document*
Would the project:					
a. Physically divide an established community?	☐	☐	☐	☐	☒
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☐	☒
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

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

As identified in the THSP SEIR, implementation of the THSP would not have the potential to divide an established community. While new development, improvements, and intensification of the THSP Area would occur under the THSP, implementation of the THSP would not physically divide an established community and impacts would be less than significant.

The Project site is located adjacent to residential development constructed as a result of the commencement of the build out of the previously approved THSP. However, the proposed Project would not physically divide this existing community. The proposed Project would allow the development of the previously approved THSP that includes this community to continue. Thus, impacts would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the previously approved THSP.

Threshold (b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

As identified in the previously certified EIR for the THSP, implementation of the THSP Area would not conflict with land use plans, policies, or regulations. Implementation of the previously approved THSP required a General Plan Amendment to amend the General Plan Land Use Map to reflect the proposed

land use changes identified in Figure 3-3 of the THSP SEIR. As determined in the THSP SEIR, impacts related to the consistency with General Plan policies relating to environmental issues were found to be less than significant. As determined in the THSP SEIR, zoning districts identified in the THSP Area were determined to be consistent with the City's zoning. As a result, impacts associated with zoning policies relating to environmental issues would be less than significant. As discussed in Section VIII, Hazards and Hazardous Materials of the THSP SEIR, a portion of the northeast corner of the THSP Area is located within the Tracy Municipal Airport sphere of influence in the 2009 San Joaquin ALUCP as shown in Figure 4.10-2 of the THSP SEIR. With implementation of Mitigation Measure LU-4.10-1, potential impacts regarding compatibility with the existing land use plans and policies would be reduced to a less- than- significant level by ensuring that tentative and final maps comply with 2009 ALUCP.

The following mitigation measure incorporated herein from the previously certified THSP SEIR is applicable to the proposed Project:

> ***Mitigation Measure LU 4.10-1:*** *All tentative and final maps within the THSP shall conform to the provisions of the 2009 ALUCP (or the ALUCP in effect at the time of Project applicant submissions), including but not limited to:*
>
> - *Land use restrictions of the ALUCP;*
> - *All proposed school sites within a 2-mile radius of the airport runway must obtain approval by the State Department of Transportation Division of Aeronautics. [This is Mitigation Measure 4.10-1 in the THSP SEIR]*

The THSP is consistent with the Tracy General Plan designation of the THSP Area such that the mix of proposed land uses are consistent with the statistical profile evaluated in the General Plan. Overall, the proposed Project is consistent with the underlying land use and zoning designations that have been included in local and regional planning efforts. As shown in Table 1: Land Use Plan Buildout (2035), the proposed Project would not allow different types of development beyond what was analyzed in the THSP SEIR. The proposed Project would not increase development intensity nor conflict with any policies outlined in the San Joaquin ALUCP. With implementation of the above mitigation measure, the proposed Project's impact on land use plans, policies, or regulations would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved THSP.

Threshold (c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

As discussed in Section IV Biological Resources, the Project site is located within areas A, B, and C of the THSP which falls within the SJMSCP and within the Sphere of Influence of the SJMSCP. The portions of the Project site located within areas A and B would be covered by the SJMSCP. Pursuant to THSP SEIR Mitigation Measure 4.4-1h, projects being implemented within Area C shall voluntarily secure Section 7 and/or Section 10 permits in consultation with the appropriate wildlife agencies. As such, with

implementation of Mitigation Measure BIO 4.4-1h, 4.4-1j, 4.4-1m, and 4.4-4, no impact relative to inconsistency with habitat conservation plans would occur.

The following mitigation measures incorporated herein from the previously certified THSP SEIR are applicable to the proposed Project:

> ***Refer to Mitigation Measure BIO 4.4-1h, 4.4-1j, 4.4-1m, and 4.4-4a in Section IV, Biological Resources.***

With implementation of the above mitigation measures, the proposed Project's impact concerning applicable conservation plans would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved THSP.

Cumulative Impacts

As discussed above, the proposed Project would not cause a new land use impact to occur, nor an increase in the severity of a land use impact previously disclosed in the THSP SEIR, with implementation of the mitigation measures discussed in this section. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor an increase in the severity of a cumulative impact previously disclosed.

XII. MINERAL RESOURCES

WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*Reviewed Under Previous Document*
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☐	☒
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

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

The main mineral resources found in San Joaquin County and Tracy are sand and gravel (aggregate), which are primarily used for construction materials like asphalt and concrete. The City of Tracy has an adopted Aggregate Mining Overlay zone, which has been approved by the State Division of Mines and Geology (Resolution 2000-12 of State Division of Mines and Geology). In order to protect aggregate land and mitigate conflicts between mining activities and urban uses, the 2011 Tracy General Plan designates lands with production quality mineral reserves as "Aggregate" in the southern portion of Tracy. Of the area classified by the State Division of Mines and Geology as having potentially significant mineral deposits, the City has designated the bulk of this area as "Aggregate" in the 2011 General Plan. Some additional areas identified as having potentially significant aggregate deposits are designated as Industrial in the General Plan. The City and State have agreed to protect identified areas south of Linne Road for aggregate uses and allow for urban development north of Linne Road (much of which has already occurred).

There is a small aggregate area south of the California Aqueduct, along Corral Hollow Road that is within the THSP Area. Impacts to mineral resources within the THSP Area were determined to be less than significant in the 2011 General Plan EIR.

The small aggregate area identified in the THSP SEIR is located within the Project site; however, the Project would not introduce new land uses beyond what was considered in the THSP SEIR. Thus, the proposed Project would not have the potential for new impacts to mineral resources. Impacts in regards to the loss of availability of a known mineral resource would be considered less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the previously approved THSP.

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

The THSP Area has not been used for mineral resource recovery and is not delineated as a mineral resource recovery site on any land use plans. As the Project site is not currently used or planned for use as a mineral resource recovery site, no impacts to mineral resources would occur. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result and no further analysis is required.

Cumulative Impacts

As discussed above, the proposed Project would not cause a new mineral impact to occur, nor an increase in the severity of a mineral impact previously disclosed in the THSP SEIR. Therefore, the proposed Project would cause neither a new cumulative impact to occur nor an increase in the severity of a cumulative impact previously disclosed.

XIII. NOISE

WOULD THE PROJECT:

Issues	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*Reviewed Under Previous Document*
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☐	☒
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☐	☒
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☐	☒
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

A noise impact analysis was performed for the previously certified THSP SEIR to evaluate the potential for noise and vibration impacts resulting from Specific Plan implementation. The results and findings as they apply to the proposed Project are summarized herein.

Noise sources in the THSP Area consist of vehicular traffic on nearby roadways, including I-580, Lammers Road, Corral Hollow Road, Linne Road, Tracy Boulevard, and Eleventh Street. According to the THSP SEIR, on-site noise levels were measured on March 30, 2013 to document noise levels at the existing land uses. Noise levels were based on readings at two Long-Term Locations and four Short Term Locations, which included four locations on roadways near the Phase 1a area. The noise environment of the proposed Annexation Area is dominated by traffic along Interstate 580 and Corral Hollow Road.

The land uses included in the proposed Project are consistent with those analyzed in the THSP SEIR. Therefore, noise sources generated by the proposed Project would also be similar and include sources such as, vehicle traffic, emergency generators, trash compactors, and rooftop mechanical equipment.

Threshold (a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

According to the THSP SEIR, future mobile traffic noise levels generated along heavily-traveled roadways may result in potentially significant impacts for existing sensitive receptors and future buildings in the THSP Area; [9] refer to Section XII (c) below. THSP SEIR Mitigation Measures NOI 4.11-1; 4.11-3a; 4.11-3b; 4.11-3c; 4.11-3d; and 4.11-3e and adherence to Municipal Code requirements would lessen stationary noise impacts to less than significant.

The following mitigation measures incorporated herein from the previously certified THSP SEIR are applicable to the proposed Project:

> ***Mitigation Measure NOI 4.11-1:*** *Prior to the issuance of demolition permits or ground disturbing activities (whichever occurs first), the Contractor shall demonstrate to the satisfaction of the City of Tracy Engineering and Building Divisions that the Project complies with the following:*
>
> - *Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices.*
>
> - *Property occupants located adjacent to the Project boundary shall be sent a notice, at least 15 days prior to commencement of construction of each phase, regarding the construction schedule of the Project. A sign, legible at a distance of 50 feet shall also be posted at the Project construction site. All notices and signs shall be reviewed and approved by the City of Tracy Planning Division prior to mailing or posting and shall indicate the dates and duration of construction activities, as well as provide a contact name and a telephone number where residents can inquire about the construction process and register complaints.*
>
> - *The Contractor shall provide evidence that a construction staff member would be designated as a Noise Disturbance Coordinator and would be present on-site during construction activities. The Noise Disturbance Coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the Noise Disturbance Coordinator shall notify the City within 24-hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the Planning Division. All notices that are sent to residential units immediately surrounding the construction site and all signs posted at the construction site shall include the contact name and the telephone number for the Noise Disturbance Coordinator.*
>
> - *During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.*

[9] THSP Draft EIR, page 4.11-22.

- *Construction activities shall occur between the hours of 7:00 AM and 10:00 PM daily pursuant to Section 9.12.030 and Section 4.12.820 of the Tracy Municipal Code. [This is Mitigation Measure 4.11-1 in the THSP SEIR]*

Mitigation Measure NOI 4.11-3a*: Prior to issuance of any Building Permit, the Project applicant shall demonstrate, to the satisfaction of the City of Tracy, compliance with the following:*

- *To the extent possible, all mechanical equipment shall be oriented away from the nearest noise sensitive receptors; and*

- *All mechanical equipment shall be screened and enclosed to minimize noise or the equipment shall be factory rated at a noise level that would comply with the noise limits set forth in the City's Municipal Code. [This is Mitigation Measure 4.11-3a in the THSP SEIR]*

Mitigation Measure NOI 4.11-3b: *Where a commercial zone abuts a residential zone or residential use, all deliveries of goods and supplies; trash pick-up (including the use of parking lot trash sweepers); and the operation of machinery or mechanical equipment which emits noise levels in excess of 65 dBA, as measured from the closest property line to the equipment, shall only be allowed between the hours of 7:00 AM and 10:00 PM, unless otherwise specified in an approved conditional use permit or other discretionary approval. [This is Mitigation Measure 4.11-3b in the THSP SEIR]*

Mitigation Measure NOI 4.11-3c: *All feasible sound attenuation shall be incorporated into the parking areas (i.e., landscaping and brushed driving surfaces), such that noise from parking area has been minimized to the greatest extent practicable such that parking lot noise would not exceed the standards indicated in Tracy Municipal Code Section 4.12.750 (General Sound Level Limits). [This is Mitigation Measure 4.11-3c in the THSP SEIR]*

Mitigation Measure NOI 4.11-3d: *Prior to the issuance of Building Permits, any residential development within 2,040 feet of the I-580 centerline shall be designed in compliance with the California Building Code (CBC) and an Acoustical Noise Analysis shall be prepared to ensure that the City of Tracy's exterior and interior noise level standards defined in General Plan Figure 9-3, Land Use Compatibility for Community Noise Environment, are met at all residential, commercial, and recreational land uses. The analysis shall verify that residences are adequately shielded and/or located at an adequate distance from mobile noise sources. Residential buildings or structures shall be designed to ensure interior noise levels do not exceed 45 dBA. In addition, individual developments shall, to the extent feasible, implement site-planning techniques such as the following:*

- *Increasing the distance between the noise source and the receiver;*

- *Using non-noise sensitive structures such as garages to shield noise-sensitive areas;*

- *Orienting buildings to shield outdoor spaces from a noise source;*

- *Incorporating architectural design strategies, which reduce the exposure of noise-sensitive spaces to stationary noise sources (i.e., placing bedrooms or balconies on the side of the house facing away from noise sources). These design strategies shall be implemented as required by the City to comply with City noise standards;*

- *Incorporating noise barriers, walls, or other sound attenuation techniques, as required by the City to comply with City noise standards; and*

- *Modifying elements of building construction (i.e., walls, roof, ceiling, windows, and other penetrations), as necessary to provide sound attenuation. This may include sealing windows, installing thicker or double-glazed windows, locating doors on the opposite side of a building from the noise source, or installing solid-core doors equipped with appropriate acoustical gaskets. [This is Mitigation Measure 4.11-3d in the THSP SEIR]*

Mitigation Measure NOI 4.11-3e: *Prior to the issuance of Grading Permits, any residential development associated with the THSP Buildout (i.e., development other than Phase 1a) located within 260 feet of the Union Pacific Railroad corridor shall have an Acoustical Analysis prepared to fully analyze acoustical impacts and develop measures, if required, to ensure that the City's exterior standards of 70 dBA would be achieved for the proposed land uses that are subject to noise from train pass-bys. The analysis shall conduct detailed train noise modeling to verify that residences are adequately shielded and/or located at an adequate distance from the rail corridor to comply with the City's exterior standards. The analysis shall also ensure that interior noise levels do not exceed 45 dBA. [This is Mitigation Measure 4.11-3e in the THSP SEIR]*

Given that the Project has land uses consistent with the development previously analyzed in the THSP SEIR, stationary noise impacts would be consistent with stationary noise impacts analyzed in the THSP SEIR. Additionally, the Project would result in fewer overall AM and PM vehicle trips generated than the THSP SEIR considered; and therefore, the mobile source noise would be less than the THSP SEIR considered. With implementation of the above mitigation measures, impacts to noise levels would not be altered any greater than what was previously analyzed and remain less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Threshold (b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

According to the THSP SEIR, neither the City of Tracy nor the County of San Joaquin establishes thresholds for excessive vibration. Therefore, the United States Department of Transportation (Federal Transit Administration [FTA]) criteria of 2.0 inch-per-second PPV for the evaluation of potential human annoyance and potential for structural damage to result from vibration is used.

Construction of the proposed buildings has the potential to produce short-term construction vibration effects and operational vibration as a result of the proposed Project's traffic and mechanical equipment

operations. Construction of the proposed Project would generate short-term construction vibration during site preparation and construction of the buildings, paving and related activities. Vibration from construction activities rarely reaches the levels that can damage structures, but groundborne vibration and noise can reach perceptible and audible levels in buildings that are very close to the construction site. Even with vibration reduction measures, such as use of vibration attenuating construction equipment (static rollers) and discretionary scheduling of the noisiest construction activities, groundborne vibration from construction within the THSP Area when in close proximity to sensitive receptors would be a potentially significant impact relative to perception and annoyance.

With respect to the proposed Project, short-term construction vibration impacts could result at adjacent sensitive receptors (residential uses) in the THSP Area. Vibration effects would be reduced by a combination of appropriate equipment and process selection, as well as implementation of proper administrative controls (refer to Mitigation Measure NOI 4.11-1 above). Even with these vibration reduction approaches, it is still possible that individual, site-specific developments could exceed either the annoyance threshold and/or the architectural damage threshold. This potential situation would be exacerbated with the use of standard pile driving techniques. As such, groundborne vibration from construction could result in a potentially significant impact with respect to perception or architectural damage. The proposed Project would also implement best practices for construction activities (as specified in Mitigation Measure NOI 4.11-1), which would reduce groundborne noise and vibration from construction.

The following mitigation measure incorporated herein from the previously certified THSP SEIR is applicable to the proposed Project:

See Mitigation Measure NOI 4.11-1 above.

With implementation of the above mitigation measure, construction vibration levels as a result of construction for the proposed Project construction would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Threshold (c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

As discussed in the previously certified THSP SEIR, Specific Plan implementation would cause a substantial noise increase to most nearby roadways within and in close proximity to the Specific Plan limits during Long Range Plus THSP Buildout Conditions.[10] The Specific Plan impact was identified as significant and unavoidable. According to the THSP SEIR, impacts would occur on off-site roadways where it is infeasible to implement mitigation measures and, therefore, impacts to off-site uses from traffic noise remain significant and unavoidable with implementation of the previously approved THSP.

[10] THSP Draft EIR, page 4.11-22.

The proposed Project would include the same types of land uses as to those analyzed in the THSP SEIR, and would result in fewer overall vehicle trips generated. Similar to the previously approved THSP, mitigation measures would not be feasible to apply to off-site roadways and the proposed Project would also result in a significant and unavoidable impact related to future mobile traffic noise. This would not be a new specific impact, nor would it increase the severity of the impact previously identified in the THSP SEIR and would therefore be consistent with the effects of implementation of the THSP.

The previously approved THSP SEIR evaluated stationary source noise impacts such as mechanical equipment, slow moving delivery/supply trucks, activities at the loading docks, parking lots, landscape maintenance, and outdoor pools. As the THSP Area is primarily vacant, the previously approved THSP SEIR found new noise sources would be introduced as a result of the THSP buildout. However, THSP SEIR mitigation measures 4.11-3a; 4.11-3b; 4.11-3c; 4.11-3d; 4.11-3e and adherence to Municipal Code requirements would lessen impacts. Given that off-site effects cannot be mitigated, this impact would remain significant and unavoidable overall. This would not be a new specific impact, nor would it increase the severity of the impact previously identified in the THSP SEIR and would therefore be consistent with the effects of implementation of the THSP.

Threshold (d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Noise emissions from construction of the proposed Project would be localized and occur intermittently for varying periods of time. The highest construction noise levels associated with construction would be generated during grading, excavation, and foundation work, with lower noise levels occurring during building construction and finishing. According to the THSP SEIR, potentially significant impacts from construction noise could occur with THSP implementation. Construction of the proposed Project would include similar construction equipment and schedule as was previously analyzed in the THSP SEIR. Therefore, notable temporary sound level increases would not be greater than previously evaluated.

The following mitigation measure incorporated herein from the previously certified THSP SEIR is applicable to the proposed Project:

See Mitigation Measure NOI 4.11-1 above.

With implementation of the above mitigation measure, the proposed Project would reduce the potential for a substantial temporary or periodic increase in ambient noise levels to occur by demonstrating compliance with construction-related policies to the satisfaction of the City of Tracy Engineering and Building Division. With mitigation, the impact is less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

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

According to the THSP SEIR, the THSP Area is located approximately 0.22 miles west of the Tracy Municipal Airport. The Annexation Area is located approximately 2.0 miles southwest of the Tracy Municipal Airport. According to the San Joaquin County Airport Land Use Compatibility Plan Update (ALUCP) the airport has approximately 59,701 operations, primarily performed by single engine piston aircrafts involved in flight training. The Annexation Area is not located within any CNEL Airport Noise Contours. Therefore, the proposed Project would not expose persons residing or working in the proposed Project area to excessive airport related noise levels and no impact would occur. No further analysis is required.

Threshold (f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

According to the THSP SEIR, the THSP Area is not located within two miles of a private airstrip. Therefore, the proposed Project is not located within a distance of two miles from a private airstrip. Due to the distance separation, the proposed Project would not expose persons to excessive airport-related noise levels. Similar to the THSP, there would be no impact and no further analysis is required.

Cumulative Impacts

As discussed above, the proposed Project would not cause a new noise impact to occur, nor an increase in the severity of a noise impact previously disclosed in the THSP SEIR, with implementation of the mitigation measures discussed in this section. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor an increase in the severity of a cumulative impact previously disclosed.

XIV. POPULATION AND HOUSING

WOULD THE PROJECT:

Issues	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*Reviewed Under Previous Document*
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☐	☒
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☐	☒
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

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

As identified in the previously certified EIR prepared for the THSP, the THSP would include construction of new residential areas and infrastructure. The THSP SEIR found that buildout of the THSP would not exceed the maximum DUs or non-residential square footage already anticipated in the certified 2011 General Plan EIR for the THSP Area. The General Plan EIR did not find any significant impacts related to population, employment, or housing; thus implementation of the THSP would not induce population growth that has not already been anticipated in the 2011 General Plan EIR. The THSP SEIR determined that displacement of the five existing houses in the THSP Area would not substantiate the need for construction of replacement housing. As a result, the THSP SEIR found impacts related to population and housing would be less-than-significant.

As shown in Table 1: Land Use Plan Buildout (2035), buildout of the previously approved THSP projected 6,477 DUs for the buildout of THSP for residential use. Using a multiplier of 3.27 persons per household (pph), approximately 21,180 residents were projected to occupy the THSP Area at buildout of the previously approved THSP[11]. As shown in Table 4.13-18 Project Buildout (Post 2035) Trip Generation of the THSP SEIR, approximately 7,820 employees were projected for the buildout of the previously approved THSP from retail, office, and other commercial land uses.

[11] The THSP SEIR had determined the THSP does not exceed the maximum dwelling units or non-residential square footage already anticipated in the certified 2011 General Plan EIR for the THSP Area. The City of Tracy 2011 General Plan EIR used a multiplier of 3.27 pph based on the 2008 Department of Finance estimate to determine total buildout of the City. Thus, for the purposes of this analysis, a multiplier of 3.27 pph is used to determine buildout of the THSP.

The proposed Project would not result in different land uses in the THSP Area beyond those analyzed by the THSP SEIR (See Table 1: Land Use Plan Buildout (2035)). The proposed Project would decrease the number of gross acres and amount of commercial square footage by 6.0 acres and 35,719 square feet respectively while the number of developable acres and DUs would increase by 11.0 acres and 788 DUs respectively (see Table 1: Land Use Plan Buildout (2035)*)*. As a result of the proposed Project, the THSP Area would have a total of 7,265 DUs at buildout, as compared to 6,477 DUs included in the previously approved THSP. This would be an increase of 12 percent. Consistent with the THSP SEIR assumptions of 3.27 persons per household (pph), implementation of the proposed Project would result in an increase of 2,577[12] new residents in the THSP Area from what was anticipated for the previously approved THSP. This would be a total of 23,757 residents compared to the 21,180 residents assumed for the previously approved THSP.

Implementation of the proposed Project would result in a decrease in commercial land use within the THSP Area. The decrease of 35,719 square feet of commercial space as a result of the proposed Project would be equivalent to a decrease of 82 employees in the THSP Area from what was previously considered in the THSP SEIR as shown in Table 3: Comparison of Employee Projections. This would result in a total of 9,409 employees from commercial uses at buildout of the THSP as compared to the 9,491 employees from commercial uses assumed in the THSP SEIR. Implementation of the proposed Project would increase the number of residents on the Project site, but decrease the number of jobs projected for buildout of the THSP due to the decrease in commercial land use, a land use that typically provides job growth. As a result, the job- housing ratio would reflect more housing and less jobs than previously identified in the THSP SEIR.

Table 3: Comparison of Employee Projections

Land Use	Employees per SF	THSP		Proposed Project		Difference Between THSP and Proposed Project	
		SF	# of Employees	SF	# of Employees	SF	# of Employees
Commercial	0.00231	4,109,054	9,491	4,073,335	9,409	-35,719	-82

The 2011 General Plan EIR determined total buildout of the General Plan would result in approximately 151,500 people and 46,800 housing units[13]. The City has a Growth Management Ordinance (GMO) that limits residential permits to an average of 600 units per year, a maximum of 750 units in any single year. This is intended to meet the goals and policies of the General Plan, including concentrated growth, and infill development. The City's GMO would help to reduce the potential impacts from future development by managing growth in a manner that is commensurate with available services and utilities. Residential growth under the General Plan was determined to be limited by the GMO in the 2011 General Plan EIR.

Since the proposed Project would not allow for development within the THSP Area beyond what was analyzed in the THSP SEIR and the THSP SEIR found the buildout of the THSP to be consistent with the

[12] The City of Tracy 2011 General Plan EIR (page 3-41) used a multiplier of 3.27 persons per household (pph) based on the 2008 Department of Finance estimate to determine total buildout. The project number of new residents was determined by multiplying the difference in dwelling units (788 DUs) by the 3.27 persons per household. 788DUs*3.27persons/household =2,577

[13] City of Tracy 2011 General Plan EIR, page 4.2-13

General Plan, the growth associated with the Project would not exceed the growth planned for the THSP Area in the 2011 General Plan. Additionally, the proposed Project would comply with the City's GMO. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the previously approved THSP.

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

Threshold (c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

As determined in THSP SEIR, five single-family homes would likely be demolished and replaced with new single family and multi-family homes as a result of the buildout of the THSP. Since the THSP includes the construction of new residential areas, the displacement of the five existing houses would not substantiate the need for construction of replacement housing. Therefore, impacts related to population and housing were determined to be less than significant in the THSP SEIR.

Development of the proposed Project is consistent with the types of development analyzed in the THSP SEIR. Thus, impacts related to displacement of people and housing would be similar to the impacts from the buildout of the previously approved THSP. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Cumulative Impacts

As discussed above, the proposed Project would not cause a new population and housing impact to occur, nor an increase in the severity of a population and housing impact previously disclosed in the THSP SEIR, with implementation of the mitigation measures discussed in this section. Therefore, the proposed Project would cause neither a new cumulative impact to occur, nor an increase in the severity of a cumulative impact previously disclosed.

XV. PUBLIC SERVICES, RECREATION, AND UTILITIES

WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*Reviewed Under Previous Document*
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
i. Fire protection?	☐	☐	☐	☐	☒
ii. Police protection?	☐	☐	☐	☐	☒
iii. Schools?	☐	☐	☐	☐	☒
iv. Parks?	☐	☐	☐	☐	☒
v. Other public facilities?	☐	☐	☐	☐	☒
b. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☐	☒
c. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☐	☒
d. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☐	☒
e. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☐	☒
f. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☐	☒
g. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☐	☒

WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*Reviewed Under Previous Document*
h. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☐	☒
i. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☐	☒
j. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

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

i. Fire Protection

The THSP SEIR identified that development of the THSP would include two fire stations within the THSP Area, which would be adequately equipped to provide fire services for the buildout of the THSP once implemented.[14] As determined in the THSP SEIR, buildout of the THSP would not exceed the City's planned growth level. The additional service population as a result of the THSP build out was already accounted for in the Citywide Public Safety Master Plan and would not require additional fire protection facilities beyond what has been planned. Additionally, all project applicants of individual projects within the THSP Area would be required to pay a fair and equitable amount to the City's Public Buildings impact fee to offset the capital costs for fire protection and emergency service facilities. As a result, development within the THSP Area would neither exceed the maximum dwelling units, the non-residential square footage approved in 2016, nor the maximum dwelling units square footage contemplated by the City's General Plan. Fire protection needs would not be altered by implementation of the THSP with implementation of Mitigation Measures PSR 4.12-1 and 4.12-3. Implementation of Mitigation Measures PSR 4.12-1 and 4.12-3 would reduce potential impacts on fire protection to a less than significant level.

[14] Subsequently, the City of Tracy Fire Department determined based on their Standards of Response Coverage report, that only one fire station would be needed to serve the THSP Area. Personal communication with Fire Chief Randy Bradley on January 28, 2020.

The following mitigation measures incorporated herein from the previously certified THSP SEIR are applicable to the proposed Project:

> ***Mitigation Measure PSR 4.12-1:*** *As part of the application process for each individual development under the Specific Plan, the Project applicant shall be required to pay the applicable development impact fees. [This is Mitigation Measure 4.12-1 in the THSP SEIR]*
>
> ***Mitigation Measure PSR 4.12-3:*** *As determined by the Fire Chief and in accordance with adopted standards of coverage, a fire station and all related equipment shall be constructed and operational in Phase 1A to serve Tracy Hills in accordance with the Citywide Public Safety Master Plan. [This is Mitigation Measure 4.12-3 in the THSP SEIR]*

Implementation of the proposed Project would increase population growth in the THSP Area by proposing an increase of DUs compared to the THSP SEIR. Additionally, the THSP SEIR assumed the Project site would be developed with commercial uses, which would also create demand for fire services. Implementation of the proposed Project would increase the number of residents on the Project site, but decrease the number of jobs projected for buildout of the THSP due to the decrease in commercial land resulting in more housing and less jobs than previously identified in the THSP SEIR. The THSP SEIR assumed that two fire stations would be constructed within the THSP Area. The proposed Project, with implementation of the mitigation measures identified above, would not result in the need to construct additional fire stations beyond those identified in the THSP SEIR. Given that no additional fire stations would be required to serve the proposed Project, beyond those identified in the THSP, the proposed Project would not create substantial adverse physical impacts associated with construction of a new fire station. As such, this impact would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would occur, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the THSP.

ii. Police Protection

As identified in the THSP SEIR, development of the THSP would include construction of a new police substation located closer to the THSP than the current primary station. As determined in the THSP SEIR, buildout of the THSP would not exceed the City's planned growth level, the additional service population was already accounted for in the Citywide Public Safety Master Plan, and the THSP would not require additional law enforcement facilities beyond what has been planned. Additionally, individual development projects under the THSP would be required to pay the applicable impact fees, which ensure payment of a proportionate share towards the planned facilities. As a result, development within the THSP Area would not exceed the maximum dwelling units or non-residential square footage previously approved in 2016, or the maximum dwelling units square footage contemplated by the City's General Plan. Law enforcement needs would not be altered by implementation of the THSP with implementation

of Mitigation Measures PSR 4.12-4a and 4.12-5b. Implementation of Mitigation Measures PSR 4.12-4a and 4.12-5b would reduce potential impacts on fire protection to a less than significant level.

The following mitigation measures incorporated herein from the previously certified THSP SEIR are applicable to the proposed Project:

> ***Mitigation Measure PSR 4.12-4a:*** *The Project applicant of individual projects within the THSP Project Area shall consult with the Police Department during preliminary stages of site design to review safety features, determine their adequacy, and suggest design and/or physical improvements to the proposed site plan. This is achieved through the City's development review process, which currently is coordinated with various City Departments' review of new development proposals. [This is Mitigation Measure 4.12-4a in the THSP SEIR]*
>
> ***Mitigation Measure PSR 4.12-5b:*** *As part of the application process for each individual development under the Specific Plan, the Project applicant shall be required to pay the applicable development impact fees. [This is Mitigation Measure 4.12-5b in the THSP SEIR]*

Implementation of the proposed Project would increase population growth in the THSP Area by proposing an increase of 788 DUs compared to the THSP SEIR. The increase of 788 DUs would result in 2,577 new residents that were not considered in the THSP SEIR. However, the THSP SEIR assumed the Project site would be developed with commercial uses, which would also create demand on police services. Implementation of the proposed Project would increase the number of residents within the THSP Area, but decrease the number of jobs projected for buildout of the THSP due to the decrease in commercial land use. As a result, the Project would result in more housing and less jobs than previously identified in the THSP SEIR. The THSP SEIR noted that the Citywide Public Safety Master Plan proposes the construction of a new police substation located closer to the THSP Area though unassociated with the THSP. The proposed Project, with implementation of the mitigation measures identified above, would not result in the need to construct additional police stations beyond those identified in the THSP SEIR. Given that no additional police stations would be required to serve the proposed Project, the Project would not create substantial adverse physical impacts associated with construction of a new police station. As such, this impact would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the THSP.

iii. Schools

As identified in the THSP SEIR, implementation of the THSP could substantially increase the population of school children in the City of Tracy, requiring construction of new facilities or modification of existing facilities to accommodate the growth of the student body. Implementation of the approved THSP would generate a maximum of 6,477 DUs. The Jefferson School District uses an elementary student generation factor of 0.44 grade K-5 students per dwelling unit and 0.2 grade 6-8 students per dwelling unit to estimate

projected student population.[15] Based on these generation rates, 2,850 grade K-5 and 1,296 grade 6-8 students would be generated by the buildout of the proposed residential land uses in the THSP SEIR for a total of 4,146 new students in grades K–8. As discussed in the THSP SEIR, Jefferson School District schools are operating near or above capacity and the student enrollment generated by the THSP would exceed current school district capacity. To increase capacity, three elementary schools (K-8) were proposed throughout the THSP Area. The final number and locations of the schools will be determined in accordance with the Jefferson School District Facilities Master Plan as the THSP is built out. Additionally, each individual development application within the THSP Area would be subject to the requirement to pay applicable impact fee in accordance with SB 50 or pay applicable fee subject to school mitigation agreements with the Tracy Unified School District and Jefferson School District. Under Section 65996 of the California Government Code, the payment of such fees is deemed to fully mitigate the impacts of new development on school facilities. Therefore, THSP impacts in this regard were determined to be less than significant.

Implementation of the proposed Project would result in an increase of 788 dwelling units compared to the assumptions of the THSP SEIR. Using the generation rates from THSP SEIR, an increase of 347 grade K-5 and 158 grade 6-8 students, for a total of 505 K-8 students, would be generated by the proposed Project. As discussed in the THSP SEIR, the final number of schools and the locations of the schools within the THSP Area would be determined in accordance with the Jefferson School District Facilities Master Plan as the THSP is built out. Furthermore, each individual development application, including the proposed Project, would be subject to the requirement to pay the applicable impact fee in accordance with SB 50. Under Section 65996 of the California Government Code, the payment of such fees is deemed to fully mitigate the impacts of new development on school facilities. Given that the THSP SEIR did not identify the number or location of schools to be constructed to accommodate the THSP-associated growth, and that the proposed Project would pay the applicable impact fees, new students associated with the proposed Project could potentially be accommodated by the schools that have been planned for construction during the rest of the buildout of the approved THSP. In such a case, no new schools would need to be constructed beyond those identified in the THSP SEIR and as such no physical impacts associated with constructing additional schools would occur. Therefore, this impact would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the THSP.

iv-v. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks and other recreational facilities, the construction of which could cause

[15] THSP Draft EIR, page 4.12-38

significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

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

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

As identified in the THSP SEIR, development of the THSP would include up to three acres of neighborhood park land and one acre of community park land per 1,000 population. Neighborhood and community parks would be distributed throughout the residential areas. Active play and sports parks proposed by the THSP may feature play fields, ball fields, children play areas, picnic areas, tennis courts, and open lawns. Park features may be interconnected by nature walks and bikeways within the greenways and parkways. The THSP SEIR determined that new residents in the THSP would use the new parks within the THSP more than the City's existing facilities given proximity to their neighborhoods, condition of the new facilities and the ability to walk or bicycle to many of the parks. Therefore, implementation of the THSP would result in a less than significant impact with regard to the substantial physical deterioration of existing facilities.

Implementation of the proposed Project would increase population growth in the THSP Area by proposing an increase of 788 dwelling units compared to the THSP. As discussed above, the increase of 788 dwelling units from implementation of the proposed Project would result in 2,577 new residents compared to the number considered in the THSP SEIR. The THSP stated that, "each tentative subdivision map shall either include adequate neighborhood park land to bring the total neighborhood park land within the tentative map approved portion of the Specific Plan to three acres per 1,000 population, or the developer shall demonstrate how future tentative map areas of the Specific Plan will include park land to achieve the minimum three acres per 1,000 population requirement, and otherwise comply with the Parks Master Plan."[16] The proposed Project would be required to comply with the requirements of the THSP. As such, this impact would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the THSP.

Threshold (d) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

The City of Tracy provides wastewater services throughout the City and the THSP Area. Impacts to wastewater treatment requirements were analyzed in the previously certified THSP SEIR for buildout of the THSP Area. As described in the previously certified THSP SEIR, the City's Waste Water Treatment Plant releases effluent into the Old River, therefore the City is subject to NPDES permitting requirements, as implemented by the RWQCB. To accommodate future planned growth, including the buildout of the THSP

[16] THSP, page 2-19

Area, the City plans to implement a wastewater treatment system upgrade in accordance with the Wastewater Master Plan (WWMP) and as evaluated in the related environmental documentation.

The development as a result of the proposed Project would be consistent with that which was analyzed by the THSP SEIR. Therefore, the proposed Project would not be expected to result in an exceedance of any wastewater treatment requirements of the applicable RWQCB beyond what was previously analyzed in the THSP SEIR. As a result, impacts would be considered less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the THSP.

Threshold (e) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The City of Tracy provides water and wastewater services throughout the City and the THSP Area. Impacts to existing water and wastewater treatment facilities were analyzed in the previously certified THSP SEIR for buildout of the THSP Area. Although buildout of the THSP Area would require new water facilities and would eventually require the construction of additional wastewater conveyance and wastewater treatment facilities, the environmental impacts that may result from the construction of these facilities were evaluated and mitigated through the environmental review process for the adoption of the City's Water System Master Plan (WSMP) and the WWMP. According to the THSP SEIR, because implementation of the THSP would require the construction of yet-to-be-built WSMP facilities, and may require the construction of certain interim improvements pending completion of WSMP improvements, the THSP would have potentially significant impacts. With implementation of Mitigation Measures PSR 4.12-6, 4.12-7a and 4.12-8b, impacts would be reduced to a less than significant impact.

The following mitigation measures incorporated herein from the previously certified THSP SEIR are applicable to the proposed Project:

> ***Mitigation Measure PSR 4.12-6:*** *Developers of subsequent phases of the Project (beyond Phase 1a) will be required to prepare SB 221 analysis for each subsequent phase of development. [This is Mitigation Measure 4.12-6 in the THSP SEIR]*
>
> ***Mitigation Measure PSR 4.12-7a:*** *As part of the development process for each individual site-specific development under the Specific Plan, the City shall review flow monitoring, at the applicant's cost, to determine available capacity. If the City determines, based on technical and legal constraints and other relevant data, that existing capacity is available to serve the development at issue, then no further mitigation is required. However, if the City determines, based on technical and legal constraints and other relevant data, that existing capacity is not available to serve the development at issue, then the improvements as identified in the Master Plan must be constructed that are necessary to create the additional capacity required, subject to any applicable credit and/or reimbursement provisions, as determined by the City. [This is Mitigation Measure 4.12-7a in the THSP SEIR]*

> ***Mitigation Measure PSR 4.12-8b:*** *As part of the development process for each individual site-specific development under the Specific Plan, the applicant shall pay its applicable development impact fees for wastewater facilities prior to issuance of first certificate of occupancy. [This is Mitigation Measure 4.12-8b in the THSP SEIR]*

The City plans to implement a wastewater treatment system upgrade as outlined in the WWMP. Since the Project site is located within the THSP Area, development as a result of the proposed Project would also be serviced by the wastewater treatment system upgrades. With implementation of the above mitigation measures, the proposed Project's impact on new water or wastewater facilities would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the THSP.

Threshold (f) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

As discussed in Section IX (Hydrology and Water Quality) and the THSP SEIR, the construction of new stormwater drainage facilities or expansion of existing facilities would be required for buildout of the THSP Area as well as individual development projects. The storm drainage infrastructure within the THSP Area would incorporate terminal retention basins as the means of managing runoff from new development via storage and percolation. These basins are depicted in Figure 4.9-4 of the THSP SEIR. As discussed in the THSP SEIR, storm water runoff generated by buildout of the THSP would be self-contained and would not utilize any existing downstream City storm drainage facilities. The drainage improvements discussed in the THSP SEIR would accommodate projected runoff from the THSP Area. Thus, implementation of the THSP would not exceed the capacity of the proposed stormwater drainage system.

Since the Project site is located within the THSP Area, storm water runoff generated by implementation of the proposed Project would be contained on-site and would not utilize any existing downstream City storm drainage facilities beyond what was previously analyzed in the THSP SEIR. Implementation of the proposed Project would not require new stormwater drainage facilities, the construction of which would cause significant environmental effects. This would neither be a new specific impact nor an increase in the severity of an impact that was identified in the THSP SEIR and would, therefore, be consistent with the impacts of the implementation of the THSP.

Threshold (g) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

As described in the Water Supply Assessment (WSA) conducted for THSP SEIR, the THSP Area would be served by the City from its existing and future portfolio of water supplies. The WSA concluded that the City's existing and planned water supplies would be sufficient to meet the water demand for any hydrologic conditions through the year 2035. No water supply shortages are anticipated for any hydrologic

conditions based on Year 2035 water demands. Therefore, the THSP SEIR found that implementation of the THSP would result in less than significant impacts regarding water supply.

As discussed above, implementation of the proposed Project would increase the projected number of dwelling units in the THSP Area by 788 DUs more than previously analyzed in the THSP SEIR. The proposed Project would also result in a decrease of 35,719 SF of commercial uses. Overall, the proposed Project would result in a 12 percent net increase in residential potable water demand over the approved THSP, an increase of 302,114 gpd and a decrease in commercial water demand since proposed commercial SF would decrease. However, since the development as a result of the proposed Project would be consistent with that which was analyzed by the THSP SEIR this, the water demand was analyzed by the THSP SEIR and no new impact would occur.

Table 4: Potable Water Demand Comparison

Zoning District or Land Use Designation	Gallons per day per DU[17]	THSP		Proposed Project		Difference in Gallons per Day Between THSP and Proposed Project
		Dwelling Units (DU)	Gallons per Day	Dwelling Units (DU)	Gallons per Day	
Residential Estate	429 gpd/DU	76	32,604	54	23,166	-9,438
Low Density Residential	429 gpd/DU	3,604	1,546,116	4,112	1,764,048	+217,932
Medium Density Residential	310 gpd/DU	2,672	828,320	2,974	921,940	+93,620
High Density Residential	220 gpd/DU	125	27,500	125	27,500	No change
Totals		**6,477**	**2,434,540**	**7,265**	**2,736,654**	**+302,114**

The City is currently under contract with the United States Bureau of Reclamation (USBR) for the delivery of water to the City from the Central Valley Project (CVP). The City's current contract, an Interim Renewal Contract, is effective January 1, 2014 through February 29, 2016 and includes up to 20,000 af/yr of water supplies. This contract amount includes the initial 10,000 af/yr from the City's initial contract with the USBR (entered into in 1974), 7,500 af/yr from approved assignments from Banta Carbona Irrigation District (BCID) and West Side Irrigation District (WSID), and 2,500 af/yr from an additional assignment from WSID which was exercised in December 2013.

Regarding groundwater, according to the THSP SEIR, a 2,300 acre feet per year (af/yr) increase of the average annual operational groundwater yield above the groundwater yield recommended in the 1990 Kennedy/Jenks/Chilton study (6,700 af/yr) could be provided within the estimated sustainable yield of the Tracy Sub-basin in the City, without adverse impact to groundwater resources or quality in the City over a 50-year timeframe. This expansion of groundwater usage to 9,000 af/yr would be within the City's estimated share of the aquifer's sustainable yield of 22,000 af/yr of the 28,000 acre feet/year total (which

[17] THSP WSA, Table 2, p.10

includes groundwater usage within West Side Irrigation District (WSID), Naglee-Burk Irrigation District, Plain View Water District (now part of the Byron Bethany Irrigation District), and BCID). A Groundwater Management Policy was adopted by the City in 2001 to establish a maximum annual groundwater extraction rate of 9,000 af/yr.

The proposed Project would result in an increase of net potable water demand of 338 af/yr compared to the THSP, giving a total demand of 3,065 af/yr which would be 34 percent of the allowed annual extraction rate. Therefore, the City would have sufficient water supplies to serve the proposed Project. This impact would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the THSP.

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

As explained in Threshold (e), the City of Tracy would provide wastewater services to the THSP Area. Buildout of the THSP Area would eventually require the construction of additional wastewater conveyance and wastewater treatment facilities, but not as a result of implementation of the THSP Area solely. Environmental impacts that may result from the construction of these facilities were evaluated and mitigated through the environmental review process for the adoption of the City's WWMP.[18] To avoid impacts associated with wastewater treatment, the THSP SEIR required that the THSP pay appropriate development impact fees. Payment of these development impact fees was determined to reduce this potentially significant impact to a less than significant level.

Future development that may occur under the proposed Project would be located within THSP Area analyzed in the THSP SEIR. As discussed in the THSP SEIR, the City plans to implement a wastewater treatment system upgrade as outlined in the WWMP. Because future development that may occur under the proposed Project would be located within the THSP Area, future developments as a result of the proposed Project would also be serviced by the wastewater treatment system upgrades.

The proposed Project would pay the appropriate development impact fees and coordinate with the City to ensure that the City's future wastewater treatment capacity is adequate to service the proposed Project. Regardless of any additional demand on the City's wastewater treatment as a result of the proposed Project, payment of development impact fees would ensure this impact is less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the THSP.

[18] THSP Draft EIR, page 4.12-44

Threshold (i) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

The THSP Area would be served by the Foothill Sanitary Landfill, which has sufficient capacity to serve the City of Tracy through the year 2082. As determined in the THSP SEIR, the buildout of the THSP Area is considered a small addition to the overall tons per day the City of Tracy currently generates.[19] For these reasons, solid waste disposal needs from implementation of the THSP can be met and existing landfill and associated impacts are less than significant.

Because future development that may occur as a result of the proposed Project would be located within the THSP Area analyzed by the THSP SEIR, solid waste generated by these future developments would be sent to the Foothill Sanitary Landfill.

Based upon the current generation factor of 7.52 pounds per person per day (the residential, commercial, industrial average), the proposed Project would result in an additional 18,973 pounds of solid waste per day, or 9.5 tons[20]. The THSP SEIR assumed that the THSP would generate approximately 54 tons of solid waste per day. Given the small addition to the overall tons the THSP and the City of Tracy currently generates, the landfill would have capacity to serve the proposed Project and this impact would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the THSP.

Threshold (j) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

The City of Tracy has implemented 43 waste diversion programs and is currently exceeding its State residential disposal rate target by over 50 percent.[21] The THSP SEIR determined that the waste diversion programs, together with adherence to the CALGreen Code, are sufficient to ensure that implementation of the THSP would comply with applicable statutes and regulations and the impact was found to be less than significant.

Similar to the THSP, the proposed Project would comply with applicable statutes and regulations, including the City's waste diversion programs and the CALGreen Code, and the impact would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe, as a result of the proposed Project. Therefore, the proposed Project would be consistent with the impacts of the implementation of the THSP.

Cumulative Impacts

As discussed above, the proposed Project would not cause a new public services, recreation, or utilities impact to occur, nor an increase in the severity of any public services, recreation, or utilities impacts

19 THSP Draft EIR, page 4.12-47

20 (+2,577 residents) + (-54 employees) = +2,523 people in the THSP Area as a result of the Project. 2,523 people * 7.52 lbs. waste/person/day = 18,973 lbs. waste/day

21 THSP Draft EIR, page 4.15-45

previously disclosed in the THSP SEIR, with implementation of the mitigation measures discussed in this section. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor an increase in the severity of a cumulative impact previously disclosed.

XVI. TRANSPORTATION/TRAFFIC

WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*Reviewed Under Previous Document*
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☐	☒
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☐	☒
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☐	☒
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☐	☒
e. Result in inadequate emergency access?	☐	☐	☐	☐	☒
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

Threshold (a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

The traffic impact analysis prepared for THSP SEIR identified that buildout of the Project would require significant improvements to Corral Hollow Road and require the construction of Lammers Road as defined in the City's Traffic Management Plan (TMP) to accommodate the full development of the THSP. This is due to the unique location of the THSP Area, magnitude of the THSP, and access to I-580 at the Corral Hollow Road interchange and the proposed Lammers Road interchange. Both these interchanges are

included in the TMP and the City is currently collecting Transportation Impact Fees (TIFs) and seeking grant funding to implement the planned improvements. The THSP SEIR previously concluded that if, at the time interchange improvements are required to provide adequate capacity to mitigate the project impacts, the City does not have sufficient funds for implementation, the Project applicant may be required to fund the improvements upfront and enter into a reimbursement agreement with the City or receive a TIF credit.

A trigger analysis was performed to determine to what extent the THSP can be developed with TMP identified improvements at the Corral Hollow interchange for 2035 conditions. The analysis indicated that the THSP could generate up to 2,588 AM peak hour trips or build an approximately equivalent number of 2,536 single family dwelling units before the operational degradation along Corral Hollow Road would merit the construction of Lammers Road and the I-580 interchange, or result in major improvements to the Corral Hollow Road interchange. Table 4.13-21 of the THSP SEIR identified buildout of the THSP would result in increased V/C ratios to greater than 0.89 at some locations. Impacts were found to be significant and unavoidable. As identified in the THSP SEIR, implementation of Mitigation Measure 4.13-7b would reduce impacts related to overcapacity traffic conditions, but would still remain significant and unavoidable because the City cannot control the timing of the improvements as they fall outside of their immediate control.

The following mitigation measure incorporated herein from the previously certified THSP SEIR are applicable to the proposed Project:

> ***Mitigation Measure TRANS 4.13-7b****: The Applicant shall pay the applicable City TIF, County TIF, SJCOG RTF, the JPA TIF, and any other applicable transportation fees that may be in place when individual projects are processed under the THSP in accordance with applicable laws and regulations. [This is Mitigation Measure 4.13-7b in the THSP SEIR]*

A traffic memorandum was prepared by Kimley-Horn to evaluate the Project's potential for traffic impacts (See Appendix A). Under cumulative conditions, the total trips generated for the previously approved THSP SEIR is 7,831 (3,947 IN / 3,884 OUT) AM peak hour trips and 14,066 (7,050 IN / 7,016 OUT) PM peak hour trips. Under cumulative conditions, the Project is anticipated to generate 6,941 (2,958 IN / 3,983 OUT) AM peak hour trips and 12,501 (6,758 IN / 5,743 OUT) PM peak hour trips. The project would result in an overall AM peak hour trips decrease by 890 and an overall PM peak hour trips decrease by 1,565.

None of the identified intersection improvements in Table 4.13-68 of the THSP SEIR are anticipated to change nor are any new mitigation measures required as an implementation of the proposed Project. Further, the Project's trip generation was compared to the mitigation measures and any applicable trip triggers provided in Table 4.13-68 of the THSP EIR. The project does not trigger any previously identified mitigation measures. The Project applicant would still be required to pay the applicable transportation fees as identified in Mitigation Measure TRANS 4.13-7b. With implementation of Mitigation Measure TRANS 4.13-7b, impacts would not be any greater than previously analyzed in the THSP SEIR. Thus, the proposed Project would cause neither a new impact to occur, nor an increase in the severity of an impact previously disclosed.

Threshold (b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

As identified in the previously certified THSP SEIR, the THSP complies with the San Joaquin Congestion Management Program (CMP) and the CMP LOS standard of D or better is maintained on all the CMP routes as identified in Tables 4.13-48 and 4.13-49 in the THSP SEIR. The THSP includes a range of travel demand management (TDM) strategies that are consistent with those identified in the City's station area plans of the General Plan and the San Joaquin Council of Governments (SJCOG) TDM goals. As such, the THSP SEIR concluded that no impacts would result from implementation of the THSP.

Implementation of the proposed Project would not result in a conflict with an applicable CMP or travel demand measure as the proposed Project would generate fewer overall trips in both AM and PM peak hours compared to the previously approved THSP. Thus, the proposed changes would not result in conflict with an applicable CMP or TDM strategies any greater than previously analyzed in the THSP SEIR.

Threshold (c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

The proposed Project does not include any aviation components or structures where height would be an aviation concern. Additionally, no substantial new air traffic would be generated at the local airports in San Joaquin County as a result of the proposed Project. No associated traffic impacts would occur.

Threshold (d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

As discussed in the previously certified THSP SEIR, the City reviews each development project, and would require conformance with City standards in terms of driveway design and location, traffic controls, and other traffic engineering requirements. Since roadway and intersection designs would be required to meet the City of Tracy roadway design criteria requirements, hazard impacts are considered less than significant. The proposed Project roadway system, including facilities for vehicles (autos, trucks and buses), bicyclists and pedestrians, would also be required to be designed in conformance with the City of Tracy Transportation Master Plan, including all design guidelines contained therein, as well as in conformance with the City's standard plans. With conformance with the City standards in terms of driveway design and location, traffic controls, and other traffic engineering requirements, the proposed Project's impact on design features would be less-than-significant. This determination of less than significant impact is supported by the previously certified SEIR prepared for the THSP. The proposed Project would cause neither a new impact to occur, nor an increase in the severity of an impact previously disclosed.

Threshold (e) Result in inadequate emergency access?

The previously certified SEIR prepared for the THSP indicated that emergency access during buildout conditions would be significant and unavoidable as a result of future traffic congestion resulting from THSP implementation. Mitigation measures 4.12-1, 4.12-2a and 4.12-2b requires payment of applicable

impact fees, which would go toward development of planned facilities such as adequate emergency routes. The proposed Project would not require new mitigation and emergency access impacts are considered less than significant. This determination of less than significant impact is supported by the previously certified SEIR prepared for the THSP. The proposed Project would cause neither a new impact to occur, nor an increase in the severity of an impact previously disclosed. As such, no further analysis is required.

Threshold (f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

As discussed in the THSP, Project applicants are required to work cooperatively with the City to modify and expand transit routes and pedestrian facilities as necessary and when feasible to efficiently accommodate demand. Projected transit route extensions were identified at the time of THSP adoption and future bus stop locations would be determined at the time of Tentative Subdivision Map approval.

The THSP includes design guidelines and elements to promote pedestrian circulation by creating pathways, linkages, and visual connections between buildings; and by including multiple connections to public sidewalks and pathways between buildings and areas throughout the THSP Area to foster connectivity. As discussed in the THSP SEIR, implementation of the THSP Project would result in potentially significant impacts to bicycle and pedestrian modes when developed. The THSP Area would include pedestrian and bicycle facilities internal to the THSP Area and that connect to the existing pedestrian system via street frontage improvements that include sidewalks and bicycle paths. Impacts were found to be less-than-significant. As identified in the THSP SEIR, implementation of Mitigation Measure 4.13-2 would require compliance with Policy P4 and P6 under General Plan Policy CIR-3 so that the bicycle and pedestrian improvement connections would connect from the THSP to the Citywide Network. However, impacts were still found to be significant and unavoidable.

The following mitigation measure incorporated herein from the previously certified THSP SEIR is applicable to the proposed Project:

> ***Mitigation Measure TRANS 4.13-2:*** To achieve compliance with CIR-3 Policy P4 and P6, the bicycle and pedestrian improvement connections from the THSP to the Citywide Network shall be implemented when the roadway infrastructure is required as determined at approval of each final map or issuance of building permits by the City Engineer. The pedestrian and bicycle facilities are included in the City of Tracy's typical cross sections and in the City TIF. Bicycle and pedestrian facilities within the THSP Area shall be implemented with each building permit application/final map approval. Widening Corral Hollow Road and constructing and widening Lammers Road shall be in place when the project generates 2,588 AM peak hour trips. *[This is Mitigation Measure 4.13-2 in the THSP SEIR]*

Under cumulative conditions, the buildout of the proposed Project would generate fewer overall AM and PM trips compared to the previously approved THSP. The proposed Project would still be required to achieve compliance with CIR-3 Policy P4 and P6 to improve bicycle and pedestrian improvement connections from the THSP to the Citywide Network when the road infrastructure is required as

determined at approval of each final map or issuance of building permits by the City Engineer. Thus, the proposed Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities any greater than already analyzed in the THSP SEIR. Further, the Project would not exceed the 2,588 AM peak hour trips identified in Mitigation Measure TRANS 4.13-2, so the widening of Corral Hollow Road and Lammers Road would not be triggered by the Project. The proposed Project would cause neither a new impact to occur, nor an increase in the severity of an impact previously disclosed.

Cumulative Impacts

Under Cumulative Conditions the City of Tracy Transportation Master Plan (TMP) Roadway improvements are assumed to be in place. Project applicants would also pay the City of Tracy Traffic Impact Fees to fund the Cumulative Improvements identified in the City Transportation Master Plan to offset potential cumulative impacts.

Project applicants would also be required to implement the Mitigation Measures identified above from the certified THSP SEIR. Cumulative Project impacts would be considered Significant and Unavoidable since the proposed Project would contribute to the cumulative significant and unavoidable impacts previously identified in the THSP SEIR. Additional environmental review is not required since this impact was addressed and would not exacerbate the previously identified impacts in the THSP SEIR.

XIX. MANDATORY FINDINGS OF SIGNIFICANCE

WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

a – c. As described throughout the analysis above, the proposed Project would not result in any significant impacts to the environment that cannot be mitigated to a less than significant level through the application of uniformly applied development policies and/or standards that were not already anticipated in the THSP SEIR. The proposed Project is required to implement a range of standard and uniformly applied development policies and standards, as well as any previously identified mitigation measures, all of which are identified in the previously certified THSP SEIR, which would reduce the majority of potentially significant impacts to a less than significant level. The cumulative impacts associated with development of the proposed Project were considered and found not to be cumulatively considerable. Further, cumulative impacts of the proposed Project would be consistent with those analyzed and disclosed in the previously certified THSP SEIR. The proposed Project would not result in any cumulative impacts that were not contemplated in the previously certified THSP SEIR. The proposed Project would not result in any peculiar site-specific impacts, impacts to biological resources or impacts to cultural and/or historical resources that were not contemplated in the previously certified THSP SEIR. The proposed Project would not result in any of the conditions or circumstances described in Section 15162(a) of the CEQA Guidelines.

DETERMINATION OF APPROPRIATE CEQA DOCUMENTATION

Section 15162 – Subsequent EIRs and Negative Declarations

(a) When an EIR has been certified or a negative declaration adopted 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 of more of the following:

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

The City of Tracy proposes to implement the Project within the context of the THSP, as described in this Addendum. As discussed herein, the proposed Project would result in changes to the project evaluated in the THSP SEIR, specifically adjustments to the land use designations for the land within the THSP Area. No new or substantially more severe significant environmental impacts beyond what was evaluated in the THSP SEIR would occur and Project implementation would not trigger any of the criteria identified in Section 15162(a) of the CEQA Guidelines. No major revisions to the Tracy Hills Specific Plan SEIR are required.

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

As documented herein, no circumstances associated with the location, type, setting, or operations of the proposed Project have substantively changed beyond what was evaluated in the THSP SEIR; and none of the proposed Project elements would result in new or substantially more severe significant environmental impacts than previously identified. No major revisions to the Tracy Hills Specific Plan SEIR are required.

(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 or the negative declaration was adopted, shows any of the following:

(A) The project will have one or more significant environmental effects not discussed in the previous EIR or negative declaration;

No new significant environmental impacts beyond those addressed in the THSP SEIR were identified. Project implementation would not create significant environmental impacts or create a substantial increase in the severity of previously identified significant impacts.

(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 measure or alternative; or

No mitigation measures or alternatives were found infeasible in the certified THSP SEIR. Project implementation would not create significant environmental impacts or create a substantial increase in the severity of previously identified significant impacts.

(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.

No other mitigation measures or feasible alternatives have been identified that would substantially reduce significant impacts. Project implementation would not create significant environmental impacts or create a substantial increase in the severity of previously identified significant impacts.

(b) If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required under subsection (a). Otherwise, the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation.

(c) Once a project has been approved, the lead agency's role in project approval is completed, unless further discretionary approval on that project is required. Information appearing after an approval does not require reopening of that approval. If after the project is approved, any of the conditions described in subsection (a) occurs, a subsequent EIR or negative declaration shall only be prepared by the public agency which grants the next discretionary approval for the project, if any. In this situation, no other Responsible Agency shall grant an approval for the project until the subsequent EIR has been certified or subsequent negative declaration adopted.

None of the conditions listed in subsection (a) would occur as a result of the proposed Amendment. No subsequent EIR is required.

Section 15164 – Addendum to an EIR or Negative Declaration

(a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

As described above, none of the conditions described in the State CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIR have occurred.

(b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.

None of the conditions described in Section 15162 calling for preparation of a subsequent EIR or negative declaration would occur as a result of the proposed Project. Project implementation would not create significant environmental effects or create a substantial increase in the severity of previously identified significant effects. Therefore, an Addendum to the certified Final SEIR is the appropriate CEQA document for the proposed Project.

(c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.

This Addendum will be attached to the Final SEIR and maintained in the administrative record files at the City of Tracy.

(d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.

The City of Tracy will consider this Addendum with the Final SEIR prior to making a decision on the proposed Project.

(e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

This document provides substantial evidence for City of Tracy records to support the preparation of this Addendum for the proposed Project.

CONCLUSION

This Addendum has been prepared in accordance with the provisions of the State CEQA Guidelines to document the finding that none of the conditions or circumstances that would require preparation of a subsequent EIR, pursuant to Sections 15162 and 15164 of the State *CEQA Guidelines*, exist in connection with the proposed Amendment. No major revisions would be required to the THSP SEIR prepared for the City of Tracy as a result of the proposed Project. No new significant environmental impacts have been identified. Since the certification of the Final EIR, there has been no new information showing that mitigation measures or alternatives once considered infeasible are now feasible or showing that there are feasible new mitigation measures or alternatives substantially different from those analyzed in the THSP SEIR that the City declined to adopt. Project implementation would not create significant environmental effects or create a substantial increase in the severity of previously identified significant effects. Therefore, preparation of a subsequent EIR is not required and the appropriate CEQA document for the proposed Project is this Addendum to the City of Tracy THSP SEIR. No additional environmental analysis or review is required for the proposed Project. This document will be maintained in the administrative record files at City of Tracy City Hall.

APPENDIX A

TRAFFIC MEMORANDUM

Kimley»Horn

MEMORANDUM

From: Frederik Venter, P.E. and Colin Ogilvie, Kimley-Horn and Associates

To: Scott Claar**,** City of Tracy

Date: September 23, 2021

Re: **Tracy Hills Specific Plan Amendment for Phase 2 – Transportation Consistency Analysis**

The purpose of this memorandum is to evaluate the consistency of the proposed Tracy Hills Specific Plan (THSP) Amendment for Phase 2 (Project) with the traffic assumptions and supporting analysis in the previously certified Tracy Hills Subsequent Environmental Impact Report (EIR), dated January 2016.

1. Introduction

It is our understanding that the Project proposes a Specific Plan Amendment to re-designate properties within the current boundaries of the Tracy Hills Specific Plan, specifically in the area referred to as Tracy Hills Phase 2. Notably, the Project proposes to re-designate and shift the land uses/designated zoning districts within the Tracy Hills Specific Plan Area as follows:

- Residential Estate (RE): Decrease of 4.2 acres
- Low Density Residential (LDR): Decrease of 10.6 acres
- Medium Density Residential (MDR): Increase of 37.6 acres
- Mixed Use Business Park (MUBP): Decrease of 4.8 acres
- General Highway Commercial (GHC): Decrease of 0.8 acres
- Conservation Easements: Decrease of 28.9 acres

The land use plan comparison between approved and proposed from the Project application is shown in **Table 1**. Values that are struck through denote the approved land use areas and/or dwelling units and values that are underlined denote the proposed land use areas and/or dwelling units.

Not all the changes denoted are within the Phase 2 tentative map boundary. Specifically, the mixed-use business park changes are wholly located outside of the Phase 2 boundary, but Kimley-Horn was notified that these changes constituted minor map revisions and clarifications.

The zoning district maps for the approved Specific Plan and the proposed Specific Plan amendment are shown in **Figure 1** and **Figure 2**, respectively. The areas with a proposed land use change are clouded in red. The land use changes observed in Phase 1A (Village 7C), KT, and Phase 1B & 1C were previously analyzed and approved.

Table 1: Summary of Approved THSP and Proposed Amendment to THSP

Zoning District or Land Use	Approximate Gross Acres[1]	Approximate Adjusted Developable Acres[1, 2, 3]	Target Density Range or F.A.R.	Projected Dwelling Units or Square Feet[1]
Residential Estate	~~59.9~~55.7	~~50.9~~47.3	(0.5~~-~~ – 2.0 DU's/ac.)	~~76~~54 DU's
Low Density Residential	~~1,351.9~~1,341.3	~~991.9~~1,140.1	(2.1-5.8 DU's/ac.)	~~3,604~~4,112 DU's
Medium Density Residential	~~422.1[4]~~459.7	~~358.8~~390.7	(5.9-12.0 DU's/ac.)	2,~~672~~974 DU's
High Density Residential	9.3	7.9	(12.1-25.0 DU's/ac.)	125 DU's
Mixed Use Business Park	~~79.0~~74.2	~~67.2~~63.1	0.20 F.A.R.	~~585,446~~549,727 s.f.
General Highway Commercial	~~53.8~~53.0	45.0	0.20 F.A.R.	406,945 s.f.
Light Industrial	336.7	286.2	0.25 F.A.R.	-3,116,663 s.f.
Conservation Easements	~~162.2~~133.3		n/a	
Subtotal:	~~2,474.5~~2,463.2	~~1,808.2~~1,980.3		
Interstate 580 Interchange and ROW	~~137.5~~142.9			
California Aqueduct ROW	143.0			
Union Pacific Rail Road	12.2			
TOTAL:	~~2,767.3~~2,761.3	~~1,808.2~~1,980.3		~~6,477~~7,265 DU's 4.1 mil s.f.

Figure 1: Tracy Hills EIR Zoning District Map

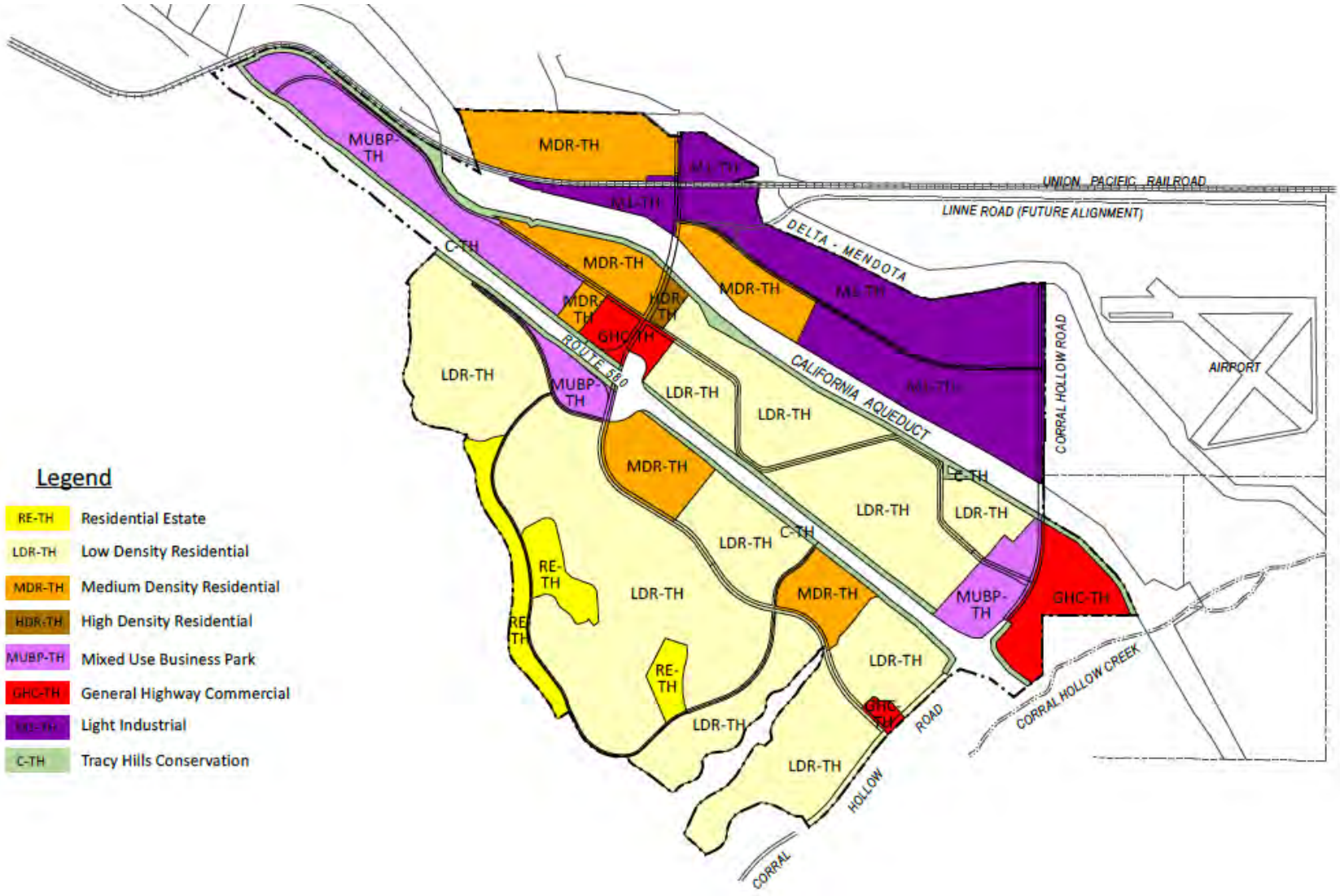
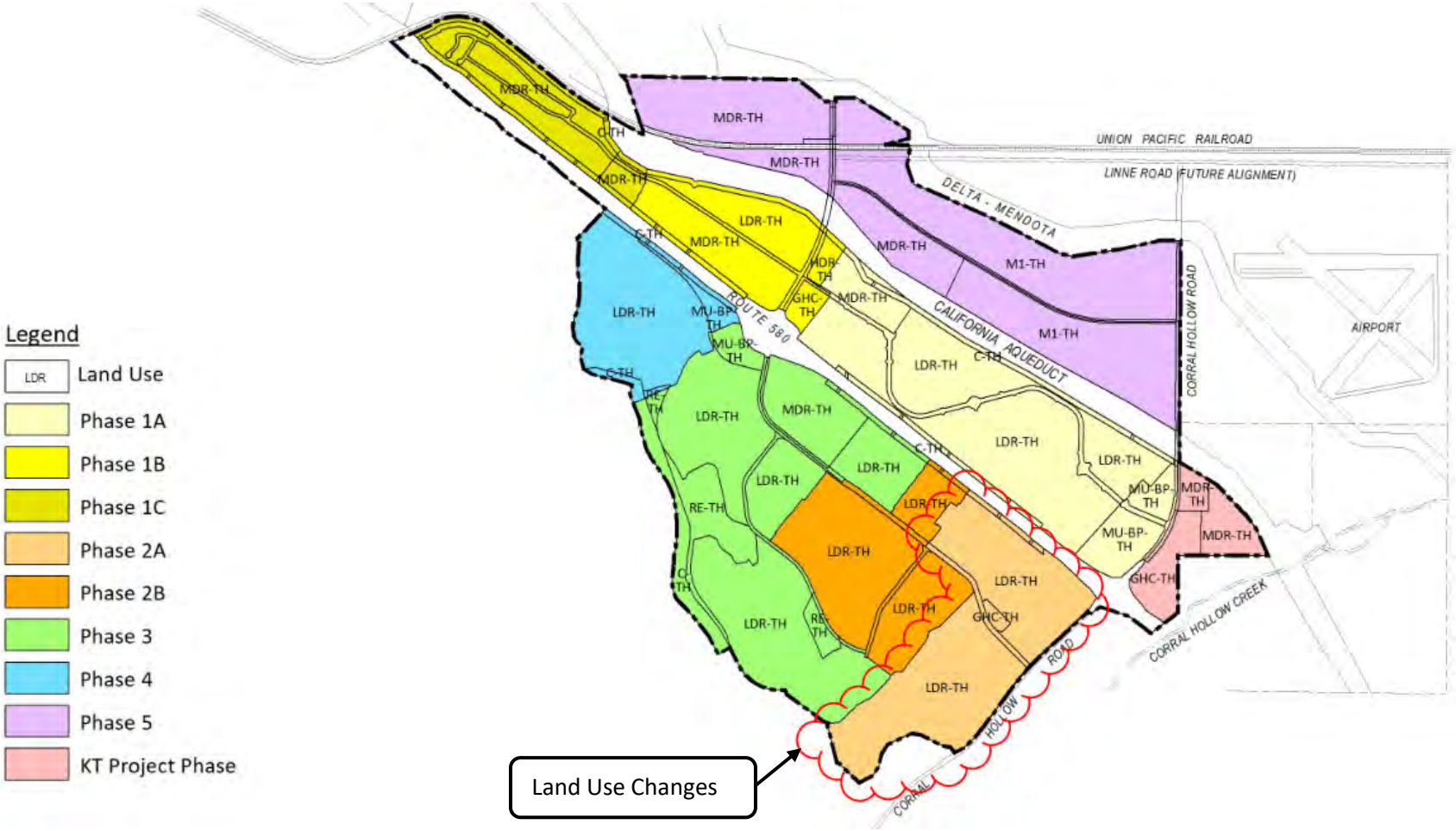


Figure 2: Proposed Amended Tracy Hills Zoning District Map



2. THSP Buildout Trip Generation Comparison

A trip generation comparison between the certified Subsequent EIR Buildout trips and the proposed THSP Amendment Buildout trips is provided below. The total trips generated for the Specific Plan EIR is 7,831 (3,947 IN / 3,884 OUT) AM peak hour trips and 14,066 (7,050 IN / 7,016 OUT) PM peak hour trips. Based on the proposed amended THSP, the Project is anticipated to generate 6,941 (2,958 IN / 3,983 OUT) AM peak hour trips and 12,501 (6,758 IN / 5,743 OUT) PM peak hour trips. The proposed amended overall AM peak hour trips decrease by 890; however, there is an increase of 99 AM out trips. The overall PM peak hour trips decrease by 1,565.

Table 2 shows the Project trip generation comparison between the Specific Plan EIR and the proposed amended Specific Plan .

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Table 2: Buildout Trip Generation

Trip Generation Rates	ITE Land Use Code/Reference	Units		Weekday AM				Weekday PM			
				Rate	IN	/	OUT	Rate	IN	/	OUT
Low/Mid Density Residential & Residential Estate	Model	No. of Dwelling Units		0.55	25%	/	75%	1.05	63%	/	37%
High Density Residential	Model	No. of Dwelling Units		0.31	20%	/	80%	0.59	65%	/	35%
Retail	Model	Employees		1.9	62%	/	38%	3.46	48%	/	52%
Office	Model	Employees		0.22	88%	/	12%	0.42	17%	/	83%
Other (Industrial/Warehousing)	Model	Employees		0.17	79%	/	21%	0.33	25%	/	75%
School[2,3]	ITE (520 & 530)	School		0.48	55%	/	45%	0.15	49%	/	51%
Specific Plan EIR											
Trip Generation Rates	Square Feet	Units		Weekday AM				Weekday PM			
				Total	IN	/	OUT	Total	IN	/	OUT
Low/Mid Density Residential & Residential Estate	-	5,374	No. of Dwelling Units	2,956	739	/	2,217	5,643	3,555	/	2,088
High Density Residential	-	125	No. of Dwelling Units	39	8	/	31	74	48	/	26
Retail	758,944	1,751	Employees	3,327	2,063	/	1,264	6,058	2,908	/	3,150
Office	1,562,933	1,872	Employees	412	363	/	49	786	134	/	652
Other (Industrial/Warehousing)	3,360,654	4,197	# of Units	713	563	/	150	1,385	346	/	1,039
School	-	800	Students	384	211	/	173	120	59	/	61
			Total Trips	**7,831**	**3,947**	**/**	**3,884**	**14,066**	**7,050**	**/**	**7,016**
Proposed Amended Specific Plan - Phase 2											
Trip Generation Rates	Square Feet	Units		Weekday AM				Weekday PM			
				Total	IN	/	OUT	Total	IN	/	OUT
Low/Mid Density Residential & Residential Estate	**-**	**7,140**	**No. of Dwelling Units**	**3,927**	**982**	**/**	**2,945**	**7,497**	**4,723**	**/**	**2,774**
High Density Residential	-	125	No. of Dwelling Units	39	8	/	31	74	48	/	26
Retail	**406,945**	**939**	**Employees**	**1,784**	**1,106**	**/**	**678**	**3,249**	**1,560**	**/**	**1,689**
Office	**549,727**	**658**	**Employees**	**145**	**128**	**/**	**17**	**277**	**47**	**/**	**230**
Other (Industrial/Warehousing)	**3,116,663**	**3,892**	**Employees**	**662**	**523**	**/**	**139**	**1,284**	**321**	**/**	**963**
School	-	800	Students	384	211	/	173	120	59	/	61
			Total Trips	**6,941**	**2,958**	**/**	**3,983**	**12,501**	**6,758**	**/**	**5,743**
			Net New Trips	**-890**	**-989**	**/**	**99**	**-1,565**	**-292**	**/**	**-1,273**

Notes

1. Trip generation rates and Specific Plan EIR Buildout trips taken from the Tracy Hills Specific Plan Recirculated Draft Subsequent Environmental Impact Report, October, 2015
2. The EIR used 0.48 for the AM peak hour school trip generation rate calculations instead of the 0.45 that was listed
3. Per the THSP SEIR, school trips have an assumed one-hundred percent internal capture rate and were not used for intersection or segment analysis.
4. The bold and underlined land uses denote proposed changes

Source: Kimley-Horn, September, 2021

3. THSP EIR Mitigation Measures

Error! Not a valid bookmark self-reference. provides the current trip generation from all approved tentative map projects (background) plus Phase 2 (Project) within the Tracy Hills Specific Plan Area. For background plus project conditions, the total number of dwelling units is 3,683 with 2,026 AM peak hour trips and 3,867 PM peak hour trips. No non-residential land uses have developed within TSHP at this time.

The current THSP trip generation was compared to the mitigation measures and any applicable trip triggers provided in Table 4.13-68 of the THSP EIR. These mitigation measures and their status are shown in **Table 5**. The project does not trigger any previously identified mitigation measures, but two previously triggered mitigation measures have not been addressed at this time. Mitigation Measure 4.13-5a identified improvements at the intersection of Corral Hollow Road and New Schulte Road with the first building permit. The mitigation responsibility is with the City of Tracy, and, according to City staff, these improvements have not started the design process. Mitigation Measure 4.13-7a identified improvements at the intersection of Linne Road and MacArthur Drive. The applicant is the responsible party for this mitigation, and, according to City staff, the design process has not begun.

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Table 3: Approved Plus Project Trip Generation

Trip Generation Rates	ITE Land Use Code/Reference	Units		Weekday AM				Weekday PM			
				Rate	IN	/	OUT	Rate	IN	/	OUT
Low/Mid Density Residential & Residential Estate	Model	No. of Dwelling Units		0.55	25%	/	75%	1.05	63%	/	37%
Approved Tentative Map Projects											
Low/Mid Density Residential & Residential Estate											
Phase 1A		1,137	DU	625	156	/	469	1,194	752	/	442
Village 6B		66	DU	36	9	/	27	69	43	/	26
KT		214	DU	118	30	/	88	225	142	/	83
Phase 1B		430	DU	237	59	/	178	452	285	/	167
Phase 1C		369	DU	203	51	/	152	387	244	/	143
Total		**2,216**	**DU**	**1,219**	**305**	**/**	**914**	**2,327**	**1,466**	**/**	**861**
High Density Residential		**0**	**DU**	**0**	**0**	**/**	**0**	**0**	**0**	**/**	**0**
Retail		**0**	**EMP**	**0**	**0**	**/**	**0**	**0**	**0**	**/**	**0**
Office		**0**	**EMP**	**0**	**0**	**/**	**0**	**0**	**0**	**/**	**0**
Other (Industrial/Warehousing)		**0**	**EMP**	**0**	**0**	**/**	**0**	**0**	**0**	**/**	**0**
Approved Tentative Map Projects Total				**1,219**	**305**	**/**	**914**	**2,327**	**1,466**	**/**	**861**
Tracy Hills Phase 2[1,2]											
Phase 2		1,467	DU	807	202	/	605	1,540	970	/	570
Approved Tentative Map Projects + Phase 2		**3,683**	**DU**	**2,026**	**507**	**/**	**1,519**	**3,867**	**2,436**	**/**	**1,431**

Notes
1. Phase 2 is classified as Low/Mid Density Residential and Residential Estate
2. Phase 2 dwelling units were provided by the applicant August 2021
Source: Kimley-Horn, September, 2021

Kimley»Horn

Table 4: THSP SEIR Mitigation Measures

Mitigation #	Mitigation[1]	Trigger	Previously Triggered/Triggered By Project/Not Triggered	Mitigation Measure Status
All Scenarios				
4.13-1a	Transit	Each tentative map approval		
4.13-1b	Transit	At issuance of each building permit		
4.13-2	Bicycle and Pedestrian	At issuance of each building permit and final map approval		
4.13-4b	TDM	TDM Action Plan: 100 Employees	Not Triggered	
		Park-and-Ride: When Lammers Interchange is constructed. Applicant may pay fund up front	Not Triggered	
Tracy - Existing Plus Project 2035				
4.13-5a	Intersection #1: Corral Hollow Road / I-580 EB Ramps	2,588 AM peak hour trips	Not Triggered	Design process started
	Intersection #2: Corral Hollow Road / I-580 WB Ramps	2,588 AM peak hour trips	Not Triggered	Design process started
	Intersection #3: Corral Hollow Road / Spine Road	First building permit	Previously Triggered	Constructed
	Intersection #4: Corral Hollow Road / Linne Road	469 AM peak hour trips	Previously Triggered	Design process started
	Intersection #5: Tracy Boulevard / Linne Road	469 PM peak hour trips	Previously Triggered	Constructed
	Intersection #7: Corral Hollow Road / Valpico Road	First building permit	Previously Triggered	Design process started
	Intersection #9: Corral Hollow Road / New Schulte Road	***First building permit***	***Previously Triggered***	***Design process not started (Mitigation responsibility is with City of Tracy)***
	Intersection #10: Lammers Road / Old Schulte Road	First building permit	Previously Triggered	Constructed
	Intersection #23: Internal Intersection on S. Tracy Hills Road	At issuance of the first building permit for VTM and development of this area of the project	Previously Triggered	Constructed
4.13-5b	Corral Hollow Road b/w S. Tracy Hills and Golden Leaf Lane and Lammers Road between I-580 and Kimball High School	2,588 AM peak hour trips	Not Triggered	
Tracy - Existing Plus Project Buildout				
4.13-6a	Intersection #1: Corral Hollow Road / I-580 EB Ramps	2,588 AM peak hour trips	Not Triggered	
	Intersection #2: Corral Hollow Road / I-580 WB Ramps	2,588 AM peak hour trips	Not Triggered	
4.13-6b	All impacted Roadways	2,588 AM peak hour trips	Not Triggered	

Table 4 (Cont.) – THSP SEIR Mitigation Measures

Mitigation #	Mitigation[1]	Trigger	Previously Triggered/Triggered By Project/Not Triggered	Mitigation Measure Status
Tracy - Cumulative Plus Project 2035				
4.13-7a	***Intersection #35: Linne Road / MacArthur Drive***	***First building permit***	***Previously Triggered***	***Design process not started***
4.13-7b	All impacted roadways	Pay all applicable fee at issuance of each building permit		
Tracy - Cumulative Plus Project Buildout				
4.13-8b	All Impacted Roadways	Pay all applicable fees at Issuance of Each Building Permit/ Final Map Approval		
4.13-8c	Caltrans Freeway	Pay all applicable fees at Issuance of Each Building Permit/ Final Map Approval		
4.13-8d	Site Specific Roadways	Pay all applicable fees at Issuance of Each Building Permit/ Final Map Approval		
Livermore - Existing Plus Project Buildout				
4.13-9a	Intersection #L1: Greenville Road / Patterson Pass Road	Pay all applicable fee at issuance of each building permit		
	Intersection #L.2: Greenville Road / Tesla Road			
	Intersection #L.3: Concannon Boulevard / Livermore Avenue			
	Intersection #L5: Isabel Avenue / Vallecitos Road			
4.13-9b	All Impacted Roadways			
4.13-9c	All Impacted Freeways			
Livermore – Cumulative 2040 Plus Project Buildout				
4.13-10a	Intersection #L1: Greenville Road / Patterson Pass Road	Pay all applicable fee at issuance of each building permit		
	Intersection #L.2: Greenville Road / Tesla Road			
	Intersection #L4: Isabel Avenue/Concannon Boulevard			
4.13-10b	All Impacted Roadways			
4.13-10c	All Impacted Freeways			
Tracy & Livermore - Existing Plus Project Phase 1A				
4.13-14a	Intersection #1: Corral Hollow Road / I-580 EB Ramps	AWSC at 196 / Signal at 832 PM peak hour trips	Previously Triggered	DEER process has been started
	Intersection #3: Corral Hollow Road / Spine Road	First occupancy permit	Previously Triggered	Constructed
	Intersection #4: Corral Hollow Road / Linne Road	396 PM peak hour trips	Previously Triggered	Design process started
	Intersection #5: Tracy Blvd / Linne Road	469 PM peak hour trips	Previously Triggered	Constructed
4.13-14b	Corral Hollow Road b/w I-580 and Linne Road	First building permit	Previously Triggered	Constructed
4.13-14d	THSP Phase 1a Roadway Surrounding School	First building permit	Previously Triggered	Constructed

Table 4 (Cont.) – THSP SEIR Mitigation Measures

Mitigation #	Mitigation[1]	Trigger	Previously Triggered/Triggered By Project/Not Triggered	Mitigation Measure Status
Existing Plus Project Phase 1A				
4.13-15a	Intersection #L.1: Greenville Road / Patterson Pass Road	Pay all applicable fee at issuance of each building permit		
	Intersection #L.2: Greenville Road / Tesla Road			
	Intersection #L5: Isabel Avenue / Vallecitos Road			
4.13-15b	All Impacted Roadways	Pay all applicable fee at issuance of each building permit		
4.13-15c	All Impacted Freeways	Pay all applicable fee at issuance of each building permit		
4.13-15e	Temporary School Off-Site (Tom Hawkins ES)	First student	Not Triggered	
4.13-15f	Temporary On-site School Building	When Phase 1a modular school opens	Not Triggered	
4.13-15g	Corral Hollow Road	2,588 AM peak hour trips	Not Triggered	

Notes:

1. Triggers and Mitigations provided in Table 4.13-68 in Section 4.13 of the THSP Final and Draft EIR
2. Impacts triggered by the Project are in ***bold italics.***

Table 5 – THSP Development Agreement Improvements

Mitigation	Trigger	Previously Triggered/Triggered By Project/Not Triggered	Mitigation Measure Status
Widen Corral Hollow Road to 4 lanes from the southern edge of the California Aqueduct to the intersection of Linne Road, as described in Tracy Hills Development Agreement	***2,600th dwelling unit***	***Triggered by Project***	***Design process started***

Notes:

1. Impacts triggered by the Project are in ***bold italics.***

RESOLUTION 2021-_____

RECOMMENDING THAT THE CITY COUNCIL APPROVE A GENERAL PLAN AMENDMENT FOR THE TRACY HILLS SPECIFIC PLAN AREA, APPLICATION NUMBER GPA21-0001

WHEREAS, The Tracy Hills Specific Plan Area consists of approximately 2,732 acres located in the vicinity of the existing Corral Hollow Road interchange and the proposed Lammers Road interchange on Interstate 580; and

WHEREAS, On April 5, 2016, City Council certified an Environmental Impact Report and approved a General Plan Amendment and a comprehensive update to the Tracy Hills Specific Plan; and

WHEREAS, On March 2, 2021, an application was submitted for a proposed General Plan Amendment regarding the Tracy Hills Specific Plan Area, Application Number GPA21-0001; and

WHEREAS, The proposed General Plan Amendment includes changes to the General Plan Land Use Designations map, Figure 2-2, for the Tracy Hills Phase 2 area, Tracy Hills Phase 1B area, and the Tracy Hills KT Project area; and

WHEREAS, Within the Tracy Hills Phase 2 area, the proposed General Plan Amendment includes changing the General Plan land use designation on approximately 42 acres from Residential Medium to Residential Low, changing approximately 8 acres from Residential Very Low to Residential Low, and relocating and reducing the size of a Commercial area from approximately 6.8 acres to 3.7 acres with the remainder being changed to Residential Low; and

WHEREAS, Within the Tracy Hills Phase 1B area, the proposed General Plan Amendment includes changing the General Plan land use designation on approximately 71 acres, known as Villages 10 and 11, from Residential Low to Residential Medium to allow this portion of Phase 1B to develop in accordance with the Tracy Hills Specific Plan's zoning setback standards of the Medium Density Residential (MDR-TH) zone, while not changing the approved Tracy Hills Phase 1B Vesting Tentative Map, which is consistent with the density range of Residential Medium for this portion of Phase 1B; and

WHEREAS, Within the Tracy Hills KT Project Area, the proposed General Plan Amendment includes changing the General Plan land use designation on approximately 10 acres from Commercial to Residential Medium for clarification purposes and to be consistent with the approved Tracy Hills KT Project Vesting Tentative Subdivision Map, which was approved in accordance with the Tracy Hills Specific Plan's Medium Density Residential Overlay Zone, as allowed by the General Plan; and

WHEREAS, An Environmental Impact Report (EIR) was certified by the City Council on April 5, 2016 for the Tracy Hills Specific Plan. An Addendum to the EIR has been prepared in accordance with the provisions of California Environmental Quality Act (CEQA) Guidelines Sections 15162 and 15164 to address the proposed General Plan Amendment for the Tracy Hills Specific Plan Area. No new significant environmental impacts were identified for the project and therefore, no further environmental review is necessary; and

WHEREAS, On October 6, 2021, the Planning Commission conducted a duly noticed

public hearing to consider the proposed General Plan Amendment for the Tracy Hills Specific Plan Area;

NOW, THEREFORE BE IT RESOLVED as follows:

Recitals. The foregoing recitals are true and correct and are incorporated herein as findings.

NOW, THEREFORE BE IT FURTHER RESOLVED that the Planning Commission recommends that the City Council approve the General Plan Amendment for the Tracy Hills Specific Plan Area, Application Number GPA21-0001, as shown in Attachment A of the Planning Commission staff report dated October 6, 2021.

* *

The foregoing Resolution 2021- _____ was passed and adopted by the Planning Commission of the City of Tracy on the 6th day of October 2021, by the following vote:

AYES: COMMISSION MEMBERS:
NOES: COMMISSION MEMBERS:
ABSENT: COMMISSION MEMBERS:
ABSTAIN: COMMISSION MEMBERS:

_____
CHAIR

ATTEST:

_____
STAFF LIAISON

RESOLUTION 2021- _____

RECOMMENDING THAT THE CITY COUNCIL INTRODUCE AND ADOPT AN ORDINANCE TO APPROVE AN AMENDMENT TO THE TRACY HILLS SPECIFIC PLAN FOR THE TRACY HILLS PHASE 2 PROJECT, APPLICATION NUMBER SPA21-0003

WHEREAS, The Tracy Hills Specific Plan Area consists of approximately 2,732 acres located in the vicinity of the existing Corral Hollow Road interchange and the proposed Lammers Road interchange on Interstate 580; and

WHEREAS, On April 5, 2016, City Council certified an Environmental Impact Report and approved a General Plan Amendment and a comprehensive update to the Tracy Hills Specific Plan; and

WHEREAS, On March 2, 2021, an application was submitted for a proposed amendment to the Tracy Hills Specific Plan for the Tracy Hills Phase 2 Project, which consists of approximately 1,143 acres located south of I-580, west of Corral Hollow Road, Application Number SPA21-0003; and

WHEREAS, The proposed Tracy Hills Specific Plan Amendment (SPA) includes rezoning land within the Tracy Hills Specific Plan Area; and

WHEREAS, Within the Tracy Hills Phase 2 Area, the proposed SPA includes rezoning approximately 42 acres from Medium Density Residential (MDR-TH) to Low Density Residential (LDR-TH), rezoning approximately 8 acres from Residential Estate (RE-TH) to Low Density Residential (LDR-TH), and relocating and reducing the size of an area zoned General Highway Commercial (GHC-TH) from approximately 6.8 acres to 3.7 acres; and

WHEREAS, Within the Tracy Hills Phase 1B Area, the proposed SPA includes rezoning approximately 71 acres from Low Density Residential (LDR-TH) to Medium Density Residential (MDR-TH) to allow this portion of Phase 1B to develop in accordance with the Tracy Hills Specific Plan's zoning setback standards for the Medium Density Residential (MDR-TH) zone, while not changing the approved Tracy Hills Phase 1B Vesting Tentative Map, which is consistent with the density range of the Medium Density Residential (MDR-TH) zone for this portion of Phase 1B; and

WHEREAS, Within the Tracy Hills KT Project Area, the proposed SPA includes rezoning approximately 10 acres from General Highway Commercial (GHC-TH) zone with a Medium Density Residential Overlay to the Medium Density Residential (MDR-TH) zone for clarification purposes and to be consistent with the approved Tracy Hills KT Project Vesting Tentative Subdivision Map, which was approved in accordance with the Tracy Hills Specific Plan's Medium Density Residential (MDR-TH) Zone; and

WHEREAS, The proposed SPA also includes minor revisions to the acreages in various zone districts to reflect more precise mapping and boundary information; and

WHEREAS, Additionally, the proposed SPA includes minor clarifications and corrections related to implementation of the project; and

WHEREAS, The proposed SPA also includes adding Appendix D, the Phase 2 Design Guidelines, which lays out the overall conceptual development plan and implementation details

for Phase 2; and

WHEREAS, The proposed SPA is consistent with the General Plan, as amended; and

WHEREAS, An Environmental Impact Report (EIR) was certified by the City Council on April 5, 2016 for the Tracy Hills Specific Plan. An Addendum to the EIR has been prepared in accordance with the provisions of California Environmental Quality Act (CEQA) Guidelines Sections 15162 and 15164 to address the proposed amendment to the Tracy Hills Specific Plan. No new significant environmental impacts were identified for the project and therefore, no further environmental review is necessary; and

WHEREAS, On October 6, 2021, the Planning Commission conducted a duly noticed public hearing to consider the proposed amendment to the Tracy Hills Specific Plan for the Tracy Hills Phase 2 Project;

NOW, THEREFORE BE IT RESOLVED as follows:

Recitals. The foregoing recitals are true and correct and are incorporated herein as findings.

NOW, THEREFORE BE IT FURTHER RESOLVED that the Planning Commission recommends that the City Council introduce and adopt an ordinance, as shown in Exhibit "1" attached, to approve an amendment to the Tracy Hills Specific Plan for the Tracy Hills Phase 2 Project (Application Number SPA21-0003), as shown in Attachment B of the Planning Commission staff report dated October 6, 2021.

* *

The foregoing Resolution 2021- _____ was passed and adopted by the Planning Commission of the City of Tracy on the 6th day of October 2021, by the following vote:

AYES: COMMISSION MEMBERS:
NOES: COMMISSION MEMBERS:
ABSENT: COMMISSION MEMBERS:
ABSTAIN: COMMISSION MEMBERS:

_____
CHAIR

ATTEST:

_____
STAFF LIAISON

ORDINANCE___

AN ORDINANCE OF THE CITY OF TRACY APPROVING AN AMENDMENT TO THE TRACY HILLS SPECIFIC PLAN FOR THE TRACY HILLS PHASE 2 PROJECT APPLICATION NUMBER SPA21-0003

WHEREAS, The Tracy Hills Specific Plan Area consists of approximately 2,732 acres located in the vicinity of the existing Corral Hollow Road interchange and the proposed Lammers Road interchange on Interstate 580; and

WHEREAS, On April 5, 2016, City Council certified an Environmental Impact Report and approved a General Plan Amendment and a comprehensive update to the Tracy Hills Specific Plan; and

WHEREAS, On March 2, 2021, an application was submitted for a proposed amendment to the Tracy Hills Specific Plan for the Tracy Hills Phase 2 Project, which consists of approximately 1,143 acres located south of I-580, west of Corral Hollow Road, Application Number SPA21-0003; and

WHEREAS, The proposed Tracy Hills Specific Plan Amendment (SPA) includes rezoning land within the Tracy Hills Specific Plan Area; and

WHEREAS, Within the Tracy Hills Phase 2 Area, the proposed SPA includes rezoning approximately 42 acres from Medium Density Residential (MDR-TH) to Low Density Residential (LDR-TH), rezoning approximately 8 acres from Residential Estate (RE-TH) to Low Density Residential (LDR-TH), and relocating and reducing the size of an area zoned General Highway Commercial (GHC-TH) from approximately 6.8 acres to 3.7 acres; and

WHEREAS, Within the Tracy Hills Phase 1B Area, the proposed SPA includes rezoning approximately 71 acres from Low Density Residential (LDR-TH) to Medium Density Residential (MDR-TH) to allow this portion of Phase 1B to develop in accordance with the Tracy Hills Specific Plan's zoning setback standards for the Medium Density Residential (MDR-TH) zone, while not changing the approved Tracy Hills Phase 1B Vesting Tentative Map, which is consistent with the density range of the Medium Density Residential (MDR-TH) zone for this portion of Phase 1B; and

WHEREAS, Within the Tracy Hills KT Project Area, the proposed SPA includes rezoning approximately 10 acres from General Highway Commercial (GHC-TH) zone with a Medium Density Residential Overlay to the Medium Density Residential (MDR-TH) zone for clarification purposes and to be consistent with the approved Tracy Hills KT Project Vesting Tentative Subdivision Map, which was approved in accordance with the Tracy Hills Specific Plan's Medium Density Residential (MDR-TH) Zone; and

WHEREAS, The proposed SPA also includes minor revisions to the acreages in various zone districts to reflect more precise mapping and boundary information; and

WHEREAS, Additionally, the proposed SPA includes minor clarifications and corrections throughout various portions of the document; and

WHEREAS, The proposed SPA also includes the addition of Appendix D, the Phase 2

Design Guidelines; and

WHEREAS, The proposed SPA is consistent with the General Plan, as amended; and

WHEREAS, An Environmental Impact Report (EIR) was certified by the City Council on April 5, 2016 for the Tracy Hills Specific Plan. An Addendum to the EIR has been prepared in accordance with the provisions of California Environmental Quality Act (CEQA) Guidelines Sections 15162 and 15164 to address the proposed amendment to the Tracy Hills Specific Plan for the Tracy Hills Phase 2 Project. No new significant environmental impacts were identified for the project and therefore, no further environmental review is necessary; and

WHEREAS, On October 6, 2021, the Planning Commission conducted a duly noticed public hearing to consider the proposed amendment to the Tracy Hills Specific Plan for the Tracy Hills Phase 2 Project; and

WHEREAS, The City Council considered this matter at a duly noticed public hearing held on _____, 2021;

The City Council of the City of Tracy does ordain as follows:

SECTION 1. The foregoing recitals are true and correct and are incorporated herein as findings.

SECTION 2. The City Council hereby approves the Tracy Hills Specific Plan Amendment for the Tracy Hills Phase 2 Project, Application Number SPA21-0003, as attached to the _____, 2021 City Council staff report as Attachment "B".

SECTION 3. This Ordinance shall take effect 30 days after its final passage and adoption.

SECTION 4. This Ordinance shall either (1) be published once in a newspaper of general circulation, within 15 days after its final adoption, or (2) be published in summary form and posted in the City Clerk's office at least five days before the ordinance is adopted and within 15 days after adoption, with the names of the Council Members voting for and against the ordinance. (Gov't. Code §36933.)

* *

This Ordinance _____ was introduced at a regular meeting of the Tracy City Council on the ___ day of _____ 2021, and finally adopted on the ___ day of _____, 2021, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

_____
MAYOR

ATTEST:

_____
CITY CLERK

RESOLUTION 2021-_____

RECOMMENDING THAT THE CITY COUNCIL APPROVE A VESTING TENTATIVE SUBDIVISION MAP FOR THE TRACY HILLS PHASE 2 PROJECT TO CREATE 1,470 SINGLE-FAMILY RESIDENTIAL LOTS AND VARIOUS OTHER PARCELS ON APPROXIMATELY 1,143 ACRES LOCATED SOUTH OF I-580, WEST OF CORRAL HOLLOW ROAD
APPLICATION NUMBER TSM20-0003

WHEREAS, The Tracy Hills Specific Plan Area consists of approximately 2,732 acres located in the vicinity of the existing Corral Hollow Road interchange and the proposed Lammers Road interchange on Interstate 580; and

WHEREAS, On April 5, 2016, City Council certified an Environmental Impact Report and approved a General Plan Amendment and a comprehensive update to the Tracy Hills Specific Plan; and

WHEREAS, On November 3, 2020, an application was submitted for a Vesting Tentative Subdivision Map for the Tracy Hills Phase 2 Project to create 1,470 single-family residential lots and various other parcels on approximately 1,143 acres located south of I-580, west of Corral Hollow Road, Application Number TSM20-0003; and

WHEREAS, The proposed Vesting Tentative Subdivision Map for the Tracy Hills Phase 2 Project is consistent with the General Plan and the Tracy Hills Specific Plan, as amended; and

WHEREAS, The proposed Vesting Tentative Subdivision Map is consistent with the Tracy Municipal Code, Title 12, Subdivisions; and

WHEREAS, The site is physically suitable for the type of development and will be developed in accordance with City standards; and

WHEREAS, The site is physically suitable for the proposed density of development. The proposed density of 3.2 dwelling units per gross acre is consistent with the General Plan Residential Low designation, which provides for a density range of 2.1 to 5.8 dwelling units per gross acre. Traffic circulation is designed in accordance with City standards for the proposed density to ensure adequate traffic service levels are met; and

WHEREAS, The design of the subdivision or the proposed improvements will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat; and

WHEREAS, The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision; and

WHEREAS, The project complies with all other applicable ordinances, regulations and guidelines of the City, including but not limited to, the local floodplain ordinance. The subject property is not located within any floodplain and the project, with conditions, will meet all applicable City design and improvement standards; and

WHEREAS, All public facilities necessary to serve the subdivision or mitigate any impacts created by the subdivision will be constructed or assured before approval of a final map or issuance of a building or grading permit; and

WHEREAS, An Environmental Impact Report (EIR) was certified by the City Council on April 5, 2016 for the Tracy Hills Specific Plan. An Addendum to the EIR has been prepared in accordance with the provisions of California Environmental Quality Act (CEQA) Guidelines Sections 15162 and 15164 to address the proposed Vesting Tentative Subdivision Map for the Tracy Hills Phase 2 Project. No new significant environmental impacts were identified for the project and therefore, no further environmental review is necessary; and

WHEREAS, The Planning Commission considered this matter at a duly noticed public hearing held on October 6, 2021;

NOW, THEREFORE BE IT RESOLVED as follows:

Recitals. The foregoing recitals are true and correct and are incorporated herein as findings.

NOW, THEREFORE BE IT FURTHER RESOLVED that the Planning Commission recommends that the City Council approve the Vesting Tentative Subdivision Map for the Tracy Hills Phase 2 Project to create 1,470 single-family residential lots and various other parcels on approximately 1,143 acres located south of I-580, west of Corral Hollow Road, Application Number TSM20-0003, subject to the conditions stated in Exhibit "1" attached and made part hereof.

The foregoing Resolution 2021-_____ was passed and adopted by the Planning Commission of the City of Tracy on the 6th day of October 2021, by the following vote:

AYES: COMMISSION MEMBERS:
NOES: COMMISSION MEMBERS:
ABSENT: COMMISSION MEMBERS:
ABSTAIN: COMMISSION MEMBERS:

_____
CHAIR

ATTEST:

_____
STAFF LIAISON

Conditions of Approval for Tracy Hills Phase 2
Vesting Tentative Subdivision Map
Application Number TSM20-0003
October 6, 2021

Project: These Conditions of Approval shall apply to the Vesting Tentative Subdivision Map for Tracy Hills Phase 2, Application Number TSM20-0003, including approximately 1,470 single-family residential lots and various other parcels.

Property: The property consists of approximately 1,143 acres located in the Tracy Hills Specific Plan Area, south of I-580, west of Corral Hollow Road, Application Number TSM20-0003.

Community Facilities Districts: Certain conditions of approval herein involve the establishment of one or more Community Facilities Districts (CFDs) to implement the Project. The imposition of conditions requiring or involving the establishment of CFDs on the Property shall not limit the City from establishing additional CFDs over the Property, subject to an affirmative vote of the Property owner(s).

A. Definitions; Abbreviations.

The definitions in the City's zoning regulations (Tracy Municipal Code, Title 10, Chapter 10.08) and subdivision ordinance (Tracy Municipal Code, Title 12, Chapter 12.08) apply, and in addition:

1. "Applicant" means any person, or other legal entity, defined as a "Subdivider" by Section 12.08.010 of the City of Tracy Municipal Code.

2. "Development Services Director" means the Development Services Director of the City of Tracy, or any other person designated by the City Manager or the Development Services Director, to perform the duties set forth here. (The Development Services Director is also referred to in the Tracy Municipal Code as the Development and Engineering Services Director.)

3. "City Regulations" means all written laws, rules, and policies established by the City, including those set forth in the City of Tracy General Plan, the Tracy Hills Specific Plan, the Tracy Municipal Code, ordinances, resolutions, written policies, written procedures, and the City's Design Documents (including the Standard Plans, Standard Specifications, Design Standards, and relevant Public Facility Master Plans).

4. "Conditions of Approval" or "Conditions" means these conditions of approval.

5. "Property" means the approximately 1,143 acres located in the Tracy Hills Specific Plan Area that is the subject of the Vesting Tentative Subdivision Map for Tracy Hills Phase 2, Application Number TSM20-0003.

The following abbreviations may be used in these Conditions:

EIR	Environmental Impact Report	PI&RA	Park Improvement and Reimbursement Agreement
DIA	Deferred Improvement Agreement	PUE	Public Utility Easement
OIA	Offsite Improvement Agreement	TMC	Tracy Municipal Code

B. Planning Division Conditions of Approval

1. Compliance with laws. The Subdivider shall comply with all laws (federal, state, and local) related to the development of real property within the Project boundaries, including, but not limited to: the Planning and Zoning Law (Government Code sections 65000, et seq.), the Subdivision Map Act (Government Code sections 66410, et seq.), the California Environmental Quality Act (Public Resources Code sections 21000, et seq., "CEQA"), and the Guidelines for the California Environmental Quality Act (California Administrative Code, title 14, sections 15000, et seq., "CEQA Guidelines").

2. City Regulations. Unless specifically modified by these Conditions of Approval, the Subdivider shall comply with all City Regulations.

3. Mitigation Measures. The Subdivider shall comply with all applicable mitigation measures in the Final Subsequent Environmental Impact Report (EIR) for the Tracy Hills Specific Plan Project (State Clearinghouse No. 2013102053), which was certified by the City Council on April 5, 2016, as it may be amended or modified pursuant to CEQA and the CEQA Guidelines.

4. Notice of protest period. Pursuant to Government Code Section 66020, including Section 66020 (d)(1), the City HEREBY NOTIFIES the Subdivider that the 90-day approval period (in which the Subdivider may protest the imposition of any fees, dedications, reservations, or other exactions that are within the purview of the Mitigation Fee Act [Government Code section 66000 et seq.] ("Exactions") and imposed on this Project by these Conditions of Approval) shall begin on the date of the conditional approval of this Project. If the Subdivider fails to file a protest of the Exactions complying with all of the requirements of Government Code Section 66020 within this 90-day period, the Subdivider will be legally barred from later challenging any of the Exactions. The terms of this paragraph shall not affect any other deadlines or statutes of limitations set forth in the Mitigation Fee Act or other applicable law, or constitute a waiver of any affirmative defenses available to the City.

5. Final Maps for Financing Purposes. For the purpose of these Conditions of Approval, if any Final Map or Parcel Map is filed within the boundaries of the Project solely for financing purposes only, and no permits will be requested pursuant to such map, then the requirements listed in these Conditions of Approval shall not apply to the final map or parcel map for financing purposes only.

6. Conformance with Vesting Tentative Subdivision Map. All Final Maps shall be in substantial conformance with the approved Vesting Tentative Subdivision Map (Application Number TSM20-0003), which was received by the Development Services Department on September 29, 2021, unless modified by these Conditions.

7. Streets, Streetlights and Sidewalks

Before approval of the first Final Map or issuance of any building permit for the Property (except for up to fifteen (15) model homes), Subdivider shall provide for perpetual funding of the on-going costs of operation, maintenance and replacement for the traffic signals, streetlights, and street sweeping on the Property (including all costs required by PG&E), by doing one or more of the following, subject to the approval of the City's Finance Director:

a. Community Facilities District. Subdivider shall enter into an agreement with the City, to be signed by the Finance Director, which shall be recorded against the Property, which requires that prior to the issuance of a certificate of occupancy for a residential dwelling unit, Subdivider shall complete the annexation of the Property to City of Tracy Community Facilities District in compliance with the requirements of the Mello – Roos Community Facilities Act of 1982 (Gov. Code § 53311 et seq.) including, without limitation, affirmative votes, and the recordation of a Notice of Special Tax Lien. Subdivider shall be responsible for all costs associated with the CFD proceedings.

Or

b. HOA and dormant CFD. If the HOA is the chosen funding mechanism, the Subdivider must do the following:

(1) Form a Homeowner's Association (HOA) or other maintenance association, with CC&Rs reasonably acceptable to the City, to assume the obligation for the on-going costs of operation, maintenance and replacement for the traffic signals, streetlights, and street sweeping on the Property (including all costs required by PG&E);

(2) Cause the HOA to enter into an agreement with the City, in a form to be approved by the City and to be recorded against the Property prior to the final inspection or occupancy of the first dwelling (except for up to fifteen model homes), setting forth, among other things, the

required maintenance obligations, the standards of maintenance, and all other associated obligation(s) to ensure the long-term operation, maintenance and replacement by the HOA for the traffic signals, streetlights, and street sweeping on the Property;

(3) Before final inspection or occupancy of the first dwelling (except for up to fifteen model homes), annex into a CFD in a "dormant" capacity, to be triggered if the HOA fails (as determined by the City in its sole and exclusive discretion) to perform the required level of operation, maintenance and replacement for the traffic signals, streetlights, and street sweeping on the Property. The dormant tax or assessment shall be disclosed to all homebuyers and non-residential property owners, even during the dormant period.

Or

c. Direct funding. Subdivider shall enter into an agreement with the City, which shall be recorded against the Property, which requires that prior to issuance of a certificate of occupancy for a residential dwelling unit, Subdivider shall deposit with the City an amount necessary, as reasonably determined by the City, to fund in perpetuity the on-going costs of operation, maintenance and replacement for the streets, streetlights, and sidewalks on the Property (including all costs required by PG&E).

If the provisions for adequate funding of the on-going costs of operation, maintenance and replacement for the traffic signals, streetlights, and street sweeping on the Property (including all costs required PG&E) are met prior to issuance of the first building permit for the Property, subject to the Finance Director's review and approval, the terms of this condition shall be considered to have been met and this condition shall become null and void.

8. Police/Public Safety & Public Works

Before approval of the first Final Map or issuance of any building permit for the Property (except for up to fifteen (15) model homes), Subdivider shall provide for perpetual funding of the on-going costs of providing Police and public safety and Public Works services for the Property, by doing one of the following, subject to the approval of the City's Finance Director:

a. Community Facilities District. Subdivider shall enter into an agreement with the City, to be signed by the Finance Director, which shall be recorded against the Property, which requires that prior to the issuance of a certificate of occupancy for a residential dwelling unit, Subdivider shall complete the annexation of the Property to City of Tracy Community Facilities District in compliance with the requirements of the Mello – Roos Community Facilities Act of 1982 (Gov. Code § 53311 et seq.) including, without limitation, affirmative votes, and the recordation of a Notice of

Special Tax Lien. Subdivider shall be responsible for all costs associated with the CFD proceedings.

Or

b. Direct funding. Subdivider shall enter into an agreement with the City, which shall be recorded against the Property, which requires that prior to issuance of a certificate of occupancy for a residential dwelling unit, Subdivider shall deposit with the City an amount necessary, as reasonably determined by the City, to fund in perpetuity the on-going costs of providing Police and public safety and Public Works services for the Property.

If the provisions for adequate funding of the on-going costs of providing Police and public safety and Public Works services for the Property are met prior to issuance of the first building permit for the Property, subject to the Finance Director's review and approval, the terms of this condition shall be considered to have been met and this condition shall become null and void.

9. Landscaping Maintenance

Before approval of the first Final Map or issuance of any building permit for the Property (except for up to fifteen (15) model homes), Subdivider shall provide for perpetual funding of the on-going costs of maintenance and replacement for public landscaping for the Property (but shall exclude the community park), by doing one or more of the following, subject to the approval of the City's Finance Director:

a. CFD or other funding mechanism. The Subdivider shall enter into an agreement with the City, which shall be recorded against the Property, which stipulates the following: (1) prior to issuance of a building permit, the Subdivider shall form a Community Facilities District (CFD) for funding the on-going maintenance costs related to maintenance, operation, repair and replacement of public landscaping, public walls and any public amenities included in the Project, and ongoing public landscaping maintenance costs associated with major program roadways identified in the Citywide Roadway and Transportation Master Plan; (2) the items to be maintained include but are not limited to the following: ground cover, turf, shrubs, trees, irrigation systems, drainage and electrical systems; masonry walls or other fencing, entryway monuments. or other ornamental structures, furniture, recreation equipment, hardscape and any associated appurtenances within medians, parkways, dedicated easements, channel-ways, public parks and public open space areas; (3) formation of the CFD shall include, but not be limited to, affirmative votes and the recordation of a Notice of Special Tax Lien; (4) upon successful formation, the parcels will be subject to the maximum special tax rates as outlined in the Rate and Method of Apportionment; (5) prior to issuance of a building permit, the Subdivider shall deposit an amount equal to the first year's taxes; and (6) the Subdivider shall be responsible for all costs

associated with formation of the CFD.

Or

b. HOA and dormant CFD. If the HOA is the chosen funding mechanism, the Subdivider must do the following:

(1) Form a Homeowner's Association (HOA) or other maintenance association, with CC&Rs reasonably acceptable to the City, to assume the obligation for the on-going maintenance of all public landscaping areas within the entire tentative subdivision map area;

(2) Cause the HOA to enter into an agreement with the City, in a form to be approved by the City and to be recorded against the Property prior to the final inspection or occupancy of the first dwelling (except for up to fifteen model homes), setting forth, among other things, the required maintenance obligations, the standards of maintenance, and all other associated obligation(s) to ensure the long-term maintenance by the HOA of all public landscape areas within the entire tentative subdivision map area;

(3) For each Final Map, make and submit to the City, in a form reasonably acceptable to the City, an irrevocable offer of dedication of all public landscape areas within the Final Map area;

(4) Before final inspection or occupancy of the first dwelling (except for up to fifteen model homes), annex into a CFD in a "dormant" capacity, to be triggered if the HOA fails (as determined by the City in its sole and exclusive discretion) to perform the required level of public landscape maintenance. The dormant tax or assessment shall be disclosed to all homebuyers and non-residential property owners, even during the dormant period.

Or

c. Direct funding. The Subdivider shall enter into an agreement with the City, which shall be recorded against the Property, which stipulates that prior to issuance of a building permit, the Subdivider shall deposit with the City an amount necessary, as reasonably determined by the City, to fund in perpetuity the full on-going maintenance costs related to maintenance, operation, repair and replacement of public landscaping, public walls and any public amenities included in the Project, and ongoing public landscaping maintenance costs associated with major program roadways identified in the Citywide Roadway and Transportation Master Plan. The items to be maintained include but are not limited to the following: ground cover, turf, shrubs, trees, irrigation systems, drainage and electrical systems, masonry walls or other fencing, entryway monuments or other ornamental structures, furniture, recreation equipment, hardscape and

any associated appurtenances within medians, parkways, dedicated easements, channel-ways, public parks and public open space areas.

10. Neighborhood Parks. Before approval of the first Final Map, the Subdivider shall enter into an agreement with the City, which shall be recorded against the property, which stipulates the following:

    a. Prior to the issuance of the 125th building permit that allows construction of a dwelling, not including plumbing only permits, the developer shall commence construction of the first neighborhood park. If the construction of the first neighborhood park has not commenced by the issuance of 125th building permit, no further building permits shall be issued until the first neighborhood park construction is commenced;

    b. Prior to the issuance of the 500th building permit that allows construction of a dwelling, not including plumbing only permits, the developer shall commence construction of the second neighborhood park. If the construction of the second neighborhood park has not commenced by the issuance of 500th building permit, no further building permits shall be issued until the second neighborhood park construction is commenced;

    c. Prior to the issuance of the 976th building permit that allows construction of a dwelling, not including plumbing only permits, the developer shall commence construction of the third neighborhood park. If the construction of the third neighborhood park has not commenced by the issuance of 976th building permit, no further building permits shall be issued until the third neighborhood park construction is commenced; and

    d. Prior to the issuance of the 1,226th building permit that allows construction of a dwelling, not including plumbing only permits, the developer shall commence construction of the fourth neighborhood park. If the construction of the fourth neighborhood park has not commenced by the issuance of 1,226th building permit, no further building permits shall be issued until the fourth neighborhood park construction is commenced.

C. **Engineering Division Conditions of Approval**

1. General Conditions

C.1.1 Subdivider shall comply with the applicable requirements of the approved documents, technical analyses/reports prepared for the Project listed as follows:

a) *Tracy Hills Specific Plan* approved by City Council by Resolution No. 2016-063, dated April 5, 2016, and any amendments thereto.

b) *Amendment to the Tracy Hills Specific Plan for Phase 2*, approved by the City Council by Resolution No. 2021-_____ on _____, 2021, including the *Transportation Consistency Analysis* prepared for the Amendment by Kimley-Horn and Associates, dated

September 23, 2021, and any updates or amendments thereto ("Specific Plan Amendment" or "SPA").

c) *Tracy Hills Specific Plan Final Subsequent Environmental Impact Report*, dated January 2016, certified by City Council by Resolution No. 2016-062 on April 5, 2016, and the *Addendum to the Tracy Hills Specific Plan EIR*, prepared by Kimley-Horn and Associates, dated September 2021, including all mitigation measures incorporated therein (hereinafter referred to together as "EIR").

d) *Tracy Hills Phase 2 Traffic Study,* prepared by Kimley-Horn and Associates, dated September 30, 2021, and any updates or amendments thereto ("Traffic Study").

e) *City of Tracy Citywide Roadway and Transportation Master Plan*, prepared by RBF Consulting, dated November 2012 ("TMP")

f) *Tracy Hills Phase 2 VTM Drainage Analysis* prepared by Ruggeri-Jensen-Azar, dated December 17, 2020, and the review of said analysis contained in the *Technical Memorandum* prepared by Wood Rodgers, dated April 26, 2021 (draft), and any updates or amendments to either document ("Storm Drainage Study").

g) *Tracy Hills Storm Drainage Master Plan* prepared by Ruggeri-Jensen-Azar, dated November 2013 ("*Storm Drainage Master Plan*"), as reviewed by Storm Water Consulting, Inc and Stantec Consulting Services, Inc.

h) *Tracy Hills Phase 2 Sanitary Sewer Study Technical Memorandum* prepared by Black Water Consulting Engineers, dated XXXX, 2021, and any updates or amendments thereto ("Sanitary Sewer Study").

i) *Peer Review and Hydraulic Evaluation for Tracy Hills Phase 2, 3, and 4* prepared by West Yost, dated July 13, 2021, and any updates or amendments thereto ("Water Study").

j) *Pipeline Safety Hazard Assessment, Tracy Hills Specific Plan* prepared by Place Works, dated September 2014.

k) Any *Finance Implementation Plan* ("*FIP*"), as described in Section 10.20.060(b)(3)(B) of the Tracy Municipal Code, that is approved by the City Council for the property described in the Tracy Hills Phase 2 Vesting Tentative Subdivision Map, Application No. TSM20-0003.

l) Development Agreement, executed between the City of Tracy and the developers of the Tracy Hills Project, approved by the City Council on April 5, 2016, by Ordinance No. 1213, and the First Amendment to the Development Agreement, approved by the City

Council on November 10, 2020, by Ordinance No. 1300 ("Development Agreement").

m) Settlement Agreement, executed between the City of Tracy and the developers of the Tracy Hills Project, having an effective date of December 17, 2019 ("Settlement Agreement").

n) *Agreement to Defer Payment of Development Impact Fees on New Residential Development,* executed between the City of Tracy and the developers of the Tracy Hills Project, dated November 15, 2016 ("Fee Deferral Agreement").

C.1.2 Timing of Compliance: The Applicant shall satisfy each of the following conditions prior to filing the first Final Map unless a different time for compliance is specifically stated in these Conditions of Approval. Any condition requiring an improvement that has already been designed and completed under a City-approved improvement agreement may be considered satisfied at the discretion of the City Engineer.

For the purpose of these Conditions of Approval, if any Final Map or Parcel Map is filed within the boundaries of the Project solely for financing purposes only, and no permits will be requested pursuant to such map, then the requirements listed in these Conditions of Approval shall not apply to the final map or parcel map for financing purposes only.

C.1.3 Revisions to the Vesting Tentative Subdivision Map ("VTSM"): The Subdivider shall incorporate revisions to comply with the recommendations and comments in the Traffic Study prior to signature by the City Engineer on the VTSM.

C.2 Improvement Plans

C.2.1 General

The Subdivider shall complete the Improvement Plans to comply with all applicable laws, including the City Regulations (defined above) and these Conditions of Approval. Improvement Plans shall contain the design, construction details and specifications of improvements that is/are required to serve the Project. The Improvement Plans shall be drawn on a 24" x 36" size 4-mil thick polyester film (mylar) and shall be prepared under the supervision of, and stamped and signed by a Registered Civil, Traffic, Electrical, Mechanical Engineer, and Registered Landscape Architect for the relevant work.

C.2.1 Signed and stamped Engineer's Estimate that summarizes the cost of constructing all the public improvements shown on the Improvement Plans.

C.2.2 Site Grading

C.2.2.1 Grading and Drainage Plans

Submit a Grading and Drainage Plan prepared by a Registered Civil Engineer and accompanied by the Project's Geotechnical /Soils Engineering report. The report shall provide recommendations regarding adequacy of the site relative to the stability of soils such as soil types and classification, percolation rate, soil bearing capacity, highest observed ground water elevation, and others.

C.2.2.2 When the grade differential between the Project site and the adjacent property(s) exceeds 12 inches, a reinforced or masonry block wall, engineered slope, or engineered retaining wall is required for retaining soil. The Subdivider shall submit Retaining Wall Plans that includes the construction detail(s) and structural calculations of the retaining wall or masonry wall for City's review and approval.

C.2.2.3 If an engineered slope is used to retain soil subject to approval by the City Engineer, a slope easement will be necessary from the adjacent property. The Subdivider shall obtain a slope easement from owner(s) of the adjacent and affected property(s) and show the slope easement on the Final Map.

C.2.2.4 Erosion Control

Improvement Plans shall specify the method of erosion control to be employed and materials to be used.

C.2.2.5 If applicable, show all existing irrigation structure(s), channel(s) and pipe(s) that are to remain or relocated or to be removed, if any, after coordinating with the irrigation district or owner of the irrigation facilities. If there are irrigation facilities including tile drains, that are required to remain to serve existing adjacent agricultural uses, the Subdivider shall design, coordinate and construct required modifications to the facilities to the reasonable satisfaction of the owner of the irrigation facilities and the City.

C.2.3 Grading Permit

The City will not accept a grading permit application for the Project as complete until the Subdivider has provided all relevant documents related to the grading permit required by the City Regulations and these Conditions of Approval, to the satisfaction of the City Engineer.

C.2.4 Storm Drainage

C.2.4.1 Site grading shall be designed such that the Project's storm drainage overland release point will be directed to a storm drainage easement or to public streets with a functional storm drainage system and that the storm drainage system within the public streets has adequate capacity to drain storm water from the Property.

C.2.4.2 All permanent underground storm drainage lines, structures and facilities to be maintained by the City shall be located within right-of-way to be dedicated to the City or within an easement. If applicable, interim facilities and storm drain lines and collection basins shall be maintained by the Subdivider.

C.2.4.3 Storm drainage plans are to be submitted with the required hydrologic and hydraulic calculations for the sizing of storm drainage pipe(s) and shall comply with the Storm Drainage Master Plan, Storm Drainage Study and City Regulations.

C.2.4.4 Prior to acceptance of maintenance of any public facilities by the City, the Subdivider shall prepare and obtain approval from the Public Works Department of a maintenance plan for all temporary and permanent storm drainage facilities to be maintained by the Subdivider or the HOA. The maintenance plan shall show the phasing of roadway construction, mass grading, drainage facilities, including collection channels, erosion control and protection of the Crimson crude oil pipeline during construction. A SWPPP may be used as the maintenance plan with approval by the City Engineer.

C.2.4.5 Storm water designs shall show facilities needed for the collection and channeling of surface water runoff and off-site flow-thru surface water runoff to underground storm drainage facilities, such as drainage collection channels, appropriately designed inlet structures and sedimentation/detention ponds. These improvements shall be shown on the Grading Plans and be approved by the City Engineer before the issuance of a Grading Permit.

C.2.4.6 Since the Project will construct terminal retention basins, it has been determined that the Project will be exempt from the Post Construction Stormwater Quality Standards. However, should new Federal or State regulations come into effect during the buildout of the Project that would require future compliance, then the Project may not be exempted from those new requirements.

SWPPP's shall be implemented during project construction. In addition, the Project may implement stormwater control measures such as disconnected roof leaders, non-contiguous street sidewalks (providing landscape strips/parkways), tree planting in parkways and use of drought tolerant landscape with drip irrigation systems and "intelligent" controllers. Similarly, public education measures regarding the damaging effects of pollutants to water quality may also be implemented.

C.2.4.7 All storm water structural and construction details that are not part of the City Standard Plans or City Design Standards shall be provided by the Subdivider and submitted to the City for approval as part of the improvement plans.

C.2.4.8 Storm drainage retention basins shall be contained within a parcel suitable for dedication to the City of Tracy. The basins shall be provided with appropriate fencing with warning signs, access roadways to and from public roadways and access roadways into the basins for maintenance purposes as approved by the City Engineer. All storm drainage inlets into the basins shall have inlet structures with design acceptable to the City Engineer.

C.2.4.9 Fixed vertical sediment depth markers shall be installed near discharge points into the Retention Basin to assist with measurements of sediment deposition over time and future assessments of the need for maintenance activities.

C.2.4.10 Prior to or concurrently with the City's approval of the first Final Map within Project, the Subdivider shall dedicate to the City utility maintenance easements necessary for all storm drainage facilities. All requirements relating to the access and maintenance by the Utilities Department and Public Works Department shall be incorporated into the improvement plans.

C.2.5 Sanitary Sewer

C.2.5.1 All sanitary sewer lines and associated improvements shall be designed and installed in accordance with the Sanitary Sewer Study and City Regulations. Before approval of Final Map(s) for the Project, Subdivider shall submit improvement plans and obtain approval of plans for all on-site and off-site sewer improvements required to serve the Project.

C.2.5.2 As indicated in the Sewer Study, based on the projected sewer demand from approved projects within the Coral Hollow sewer contributory area, the Phase 2 of the Choke Points Improvements for Corral Hollow Road Sewer as

identified in the Wastewater Master Plan (“ Phase 2 Choke Points Improvements”) will be required to serve the Project. The City has commenced the design of Phase 2 Choke Point Improvements. In the event the City does not have adequate funding for Phase 2 Choke Points Improvements the Subdivider will contribute funding as determined by the City Engineer to cover shortfall in funding, so the City can proceed with the construction of the improvement. Building permits will only be issued up to available capacity in the Corral Hollow Sewer system as determined by the City Engineer. Subdivider will be eligible for fee credits and/or reimbursements in accordance with Tracy Municipal Code.

C.2.5.3 Based on the analysis of the capacity of Wastewater Treatment Plant (WWTP) and the projected growth over the next five years, it is estimated that Phase 2C of the WWTP improvements as identified in the Wastewater Master Plan will be required to be constructed and operational in 2023. City has identified a funding shortfall of approximately $33.5 Million for the WWTP Phase 2 improvements. In order for the City to undertake design and construction of the WWTP Phase 2C improvements to provide adequate treatment capacity of the Project, City has identified the need to collect upfront fees from developments within the City.

On or prior to December 31, 2022, the Developer shall pay the City half the amount of the wastewater treatment development impact fees (estimated at approximately $6 Million) for lots within the boundary of Tracy Hills Phase 2 Tentative Map and shall provide a Letter of Credit (or other guarantee) to the satisfaction of the City Engineer for the other half of the wastewater treatment development impact fees. On or prior to December 31, 2023, the Developer shall pay to the City the remaining half the amount of the wastewater treatment development impact fees. After the second payment, the City Engineer may release the Letter of Credit (or other guarantee). For building permits issued prior to December 31, 2022, the Developer shall pay wastewater development impact fees per lot consistent with its agreement with the City and Title 13 of the Tracy Municipal Code. The City Engineer will determine the amount due on December 22, 2022 based on the available wastewater development impact fees collected and the funding shortfall for WWTP Phase 2C improvements. The Developer shall be required to pay wastewater development impact fee up to the amounts as outlined above (for all lots for which building permits have not been issued on December 31, 2022). Building permits will

only be issued up to available capacity in the WWTP, as determined by the City Engineer.

In the event City collects adequate funding from other development projects within the City by December 31, 2022, Developer will not be required to pay the upfront fees as outlined above.

C.2.5.4 The Subdivider shall extend the sanitary sewer facilities within Lammers Road that are intended to serve future phases of the Tracy Hills Project northerly under I-580 and continuing north of I-580 within the Lammers Road right-of-way to connect to the sanitary sewer main stub to be installed with the Tracy Hills Drive improvements for Tracy Hills Phase 1B. Subdivider shall obtain an encroachment permit from Caltrans for the sewer improvements to be installed within the Caltrans right-of-way.

C.2.5.5 No final inspection of any residential building will be performed or certificate of occupancy for commercial building will be issued, with the exception of Model Homes, until all improvements required per the Sanitary Sewer Study and City Regulations are completed and functional, as determined by the City Engineer.

C.2.5.6 Subdivider shall pay impact fees at the time of issuance of building permit or in accordance with the Fee Deferral Agreement.

C.2.5.7 Prior to the City's approval of the first Final Map within Project, the Subdivider shall dedicate to the City utility maintenance easements necessary for all sanitary sewer lines. All requirements relating to the access and maintenance by the Utilities Department and Public Works Department shall be incorporated into the improvement plans.

C.2.6 Water Distribution System

C.2.6.1 All potable and recycled water lines and associated improvements shall be designed and installed in accordance with the Water Study and City Regulations. Before approval of Final Map(s) for the Project, Subdivider shall submit improvement plans and obtain approval of plans for all potable and recycled water lines and associated improvements.

C.2.6.2 During the construction phases (vertical construction) of the Project, the Subdivider shall be responsible for providing water infrastructure (temporary or permanent) capable of

delivering adequate fire flows and pressure appropriate to the various stages of construction and as approved by the Fire Marshall.

C.2.6.3 Prior to approval of each Final Map, the Subdivider shall submit calculations and improvement plans as required by the Fire Marshall and the City Engineer, and obtain a letter from the Fire Marshall that the fire flow parameters per Tracy Design Standards Section 6.02 are met for the phased construction of water lines to the satisfaction of the Fire Marshal.

C.2.6.4 The Subdivider shall complete design and construction of one Zone 5/6 at-grade water storage tank with a holding capacity of at least 2.57 MG and water transition mains as necessary to serve the Project and in accordance the Water Study and City Regulations. These improvements are required to be complete and operational before the final inspection of the first residential building within the Project, unless an earlier time of completion is required to comply with Condition C.2.6.2. above.

All costs related to the design and construction of the water tanks and associated improvement are the responsibility of the Subdivider. Before approval of first Final Map within the Project, the Subdivider shall execute a Deferred Improvement Agreement (DIA) to address timing, scope of work and funding responsibilities. Subdivider may request formation of Benefit District for the water tanks and associated improvements per Condition C.10.4.

C.2.6.5 Subdivider shall install 12-inch and 16-inch recycled water mains in Lammers Road as required to serve the Project and as shown on Figures 9-2 and G-D1 in the draft (2020) Water System Master Plan Update. An approximately 1,150-foot segment of 16-inch recycled water main in Lammers Road under I-580 between the portions of Lammers Road north and south of the freeway will not be constructed with the interim two-lane Lammers Road undercrossing. Timing of the future installation of the above approximately 1,150-foot segment 16-inch recycled water main is to be determined by the City Engineer.

Initially, the recycled water main will be connected to a potable water supply (with a stub in place to future recycled water) as approved by the City until the program backbone recycled water facilities are in place. Once the recycled water system network is online the recycled water distribution main in Lammers Road will be disconnected from the potable water

system and connected to the recycled water system.

C.2.6.6 Domestic and Irrigation Water Services – The HOA will be responsible for the repair and maintenance of all valves, fittings on services related to landscaping on all parcels to be owned by HOA and within HOA easements.

C.2.6.7 Where pressures at individual water services will be 80 psi or more, the Subdivider shall provide pressure reducing valves at the location approved by the City Engineer. The design operation of the individual pressure reducing valves for services shall be subject to approval by the Building Official.

C.2.6.8 Fire Service Line – The Subdivider shall design and install fire hydrants at the locations approved by the Fire Marshall. Before the approval of the Improvement Plans, the Subdivider shall obtain written approval from the Fire Marshall for the design, location and construction details of the fire service connections to the Project, and for the location and spacing of fire hydrants that are to be installed to serve the Project.

C.2.7 Roadway Improvements

C.2.7.1 Subdivider is required to design and construct all applicable on-site, frontage and off-site roadway improvements to serve the Project as identified in the Traffic Study, EIR and these Conditions of Approval. All improvements shall comply with City Regulations, and Tracy Hills Design Standards and Specific Plan Amendments. Such improvements shall include, but are not limited to, roadways, water distribution system, sewer system, storm drainage systems, curb and gutter, sidewalks, street lighting system, traffic signals, ITS systems, pavement and crosswalk striping, bicycle lanes and trails, roadway signage and street signs, fire hydrants, median islands, turn lanes, landscaping, and all necessary related improvements as required by the City. Timing of completion of roadway improvements shall comply with these Conditions of Approval and as outlined in the Mitigation Measures listed in the EIR.

In the case of a discrepancy between the information shown on the Vesting Tentative Subdivision Map ("VTSM") and/or Specific Plan Amendment and the right-of-way and street improvement requirements in the Traffic Study, the Traffic Study shall govern unless determined otherwise by the City Engineer.

C.2.7.2 Lammers Road and Other In-tract Streets – Right-of-Way

The Subdivider shall dedicate all rights-of-way that are necessary to construct Lammers Road, between Tracy Hills Drive and Corral Hollow Road, and all the in-tract streets, based on their respective cross sections shown on the VTSM and in accordance the Traffic Study, with the Final Map for the respective phase. The width of travel lanes, turn lanes, street median, landscaping strips and sidewalks shall be in accordance with the VTSM and the Traffic Study.

C.2.7.3 Lammers Road and Other In-tract Streets – Improvements

Design and construction details for Lammers Road, between Tracy Hills Drive and Corral Hollow Road, and the in-tract streets such as asphalt concrete pavement, curb, gutter, median curb, sidewalks, street lights, fire hydrants, landscaping with automatic irrigation system, storm drains, catch basin and drop inlets, sanitary sewer mains and laterals, water mains, individual water services and meters, pavement marking and striping, traffic signs, driveways, curb ramps and all other street improvements shall comply with VTSM, Traffic Study and City Regulations, and shall be shown on the Improvement Plans. Interim improvements under I-580 include 5’ wide sidewalk on east side only.

Improvements along Lammers Road and certain in-tract streets shall also include Class I bikeways or Class II bike lanes in accordance with the VTSM and Traffic Study. Interim improvements under I-580 do not include Class 1 bikeway or Class II bike lanes.

Lammers Road and Street B improvements adjacent to the school site on Lot H shall be constructed in accordance with the VTSM and Traffic Study and are subject to the review and approval of the Jefferson School District.

C.2.7.4 Corral Hollow Road - Right of Way

Per the TMP and SPA, Corral Hollow Road will be a 4-lane major arterial roadway with 11’ wide raised median, sidewalk/Class I bikeway on west side and landscaping between I-580 and Lammers Road and 2-lane arterial with sidewalk/Class I bikeway on west side and landscaping south of Lammers Road to the Project boundary. The Subdivider shall dedicate all rights-of-way along the Project frontage necessary for the widening of Corral Hollow Road per TMP and including any additional right-of-way required for the construction of roundabout improvements, turn lanes and transitions at the intersection of Corral Hollow Road and

Lammers Road in accordance with the VTSM and Traffic Study.

The width of travel lanes, turn lanes, street median, landscaping strips and sidewalks shall be in accordance with the VTSM and the Traffic Study.

The Subdivider may be eligible for fee Credits and/or reimbursements for right-of-way dedication beyond Project's frontage obligation per the TMP requirements. Temporary or interim improvements are not eligible for fee credits or reimbursements.

C.2.7.5 Corral Hollow Road - Improvements

Design and construction details for Corral Hollow Road such as asphalt concrete pavement, curb, gutter, median curb, sidewalks, street lights, fire hydrants, landscaping with automatic irrigation system, storm drains, catch basin and drop inlets, pavement marking and striping, traffic signs, curb ramps and all other street improvements shall comply with VTSM, SPA, Traffic Study and City Regulations, and shall be shown on the Improvement Plans.

Improvements along Corral Hollow Road shall also include Class I bikeway in accordance with the VTSM and Traffic Study.

C.2.7.6 Subdivider shall prepare improvement plans for Lammers Road and Corral Hollow Road Improvements and obtain approval by the City Engineer before approval of the first Final Map within the Project.

In order to guarantee completion of the Lammers Road and Corral Hollow Road Improvements, the Subdivider shall enter into an improvement agreement (SIA or OIA) and post an improvement security in the amounts and form in accordance with section 12.36.080 of the TMC and as required by these Conditions of Approval. The Subdivider shall submit the signed and notarized SIA or OIA with the necessary improvement security before approval of the first Final Map within the Project.

C.2.7.7 For any Corral Hollow Road Improvements considered frontage improvements (such as Subdivider's Frontage Obligation per the TMP and landscape improvements behind the curb) and improvements within Caltrans right-of-way at I-580/Corral Hollow Road interchange that are not constructed or security posted with OIA at the time of

approval of the first Final Map, the Subdivider shall enter into a DIA with the City.

The Subdivider shall submit the signed and notarized DIA before approval of the first Final Map within the Project. The Subdivider shall post improvement security in the amounts and form in accordance with TMC section 12.36.080 at the times specified in the DIA.

C.2.7.8 Roadway Improvement Obligations per Traffic Study

The following roadway, intersection and interchange improvements are to be constructed by the Project:

a. I-580 & CORRAL HOLLOW ROAD RAMP TERMINALS.

Subdivider shall construct the I-580/Corral Hollow Road interchange improvements in accordance with the TMP, EIR and Traffic Study. Per the Traffic Study, interchange improvements are required to be completed prior to occupancy of the first residential unit within the Project because the interchange is already operating at a deficient level of service. Subdivider shall, in collaboration with the City Engineer and Caltrans, commence with the engineering design for the interchange improvements and initiate the Caltrans review, approval and permitting process no later than ninety (90) calendar days following approval of the Vesting Tentative Subdivision Map ("VSTM") for the Project.

If the Subdivider is unable to complete construction of the interchange prior to occupancy of the first residential unit, primarily as a consequence of the Caltrans approval and permitting process, City may issue occupancy permits including and beyond the first residential unit provided that the Subdivider has, to the reasonable satisfaction of the City Engineer, diligently pursued its efforts to obtain the required Caltrans permits and complete construction of the interchange improvements and has collaborated closely with City staff in this effort.

Funding of these improvements are the primary responsibility of the developer per the Tracy Municipal Code, the EIR, and the City's TMP. However, some funding may be provided in accordance with the Settlement Agreement and Development Agreement. Funding sources may also include other regional transportation funds and/or grants that may become available, subject to eligibility and approval by the City and

other approving agencies. Developer will be eligible for fee credits in accordance with Tracy Municipal Code provisions and Development Agreement.

b. LAMMERS ROAD - BETWEEN TRACY HILLS DRIVE AND CORRAL HOLLOW ROAD.

Subdivider shall construct Lammers Road between Tracy Hills Drive and Corral Hollow Road in accordance with the TMP, Traffic Study and per Conditions C.2.7.2 and C.2.7.3.

c. CORRAL HOLLOW ROAD/LAMMERS ROAD INTERSECTION.

Concurrent with the construction of Lammers Road between Tracy Hills Drive and Corral Hollow Road as described above and in Condition C.2.7.3, the Subdivider shall construct the Corral Hollow Road and Lammers Road intersection improvements, consisting of a two-lane roundabout and all associated improvements.

d. CORRAL HOLLOW ROAD WIDENING - FROM LINNE ROAD INTERSECTION TO THE AQUEDUCT.

Subdivider shall widen Corral Hollow Road to provide two lanes in each direction, including pedestrian and bicycle facilities, from the southern terminus of bridge crossing the California Aqueduct to the Linne Road intersection, including canal crossings, in accordance with the adopted Corral Hollow Road Precise Plan, the TMP, and the Traffic Study.

Construction of the above Corral Hollow Road Widening improvements shall commence upon or prior to the final inspection of the two thousand six hundredth (2,600th) dwelling unit within the project boundary (as defined in the Development Agreement).

e. CORRAL HOLLOW ROAD - I-580 TO LAMMERS ROAD.

Subdivider shall widen Corral Hollow Road to provide two lanes in each direction, including pedestrian and bicycle facilities, between I-580 and Lammers Road in accordance with the TMP, SPA, Traffic Study and Conditions C.2.7.4 and C.2.7.5.

C.2.7.9 The Subdivider shall construct an all-whether, emergency vehicle access across Lot CC as shown on the VTSM and in

accordance with South San Joaquin County Fire Authority requirements.

C.2.7.10 Bus shelters on Lammers Road

The bus shelters (and turnouts if deemed necessary by the City) shall be constructed as part of the Lammers Road Improvements. Up to three bus shelters shall be placed on each side of Lammers Road between Corral Hollow Road and I-580 at the locations to be determined by the City Engineer. Timing of construction of bus shelters will be determined in the future based on the extension of TRACER's Fixed Route to serve the Project. In order to assure completion of construction of the bus shelters, the Subdivider may either enter into a DIA with security, or pay to the City the estimated cost for up to six bus shelters at the time of approval of the first Final Map within the Project.

C.2.7.11 Traffic Control Plan

Before starting any work within the project, the Subdivider shall submit a Traffic Control Plan for each phase of work, to show the method and type of construction signs to be used for regulating traffic at the work areas and within existing streets accessing the work areas. The Traffic Control Plan shall be prepared by a Civil Engineer or Traffic Engineer licensed to practice in the State of California.

C.2.7.12 Encroachment Permit

Before starting any work to be performed and improvements to be constructed within City's right-of-way, the Subdivider shall obtain an Encroachment Permit from the City. The Subdivider or its authorized representative shall submit all documents that are required to process the Encroachment Permit including but not limited to, approved Improvement Plans, Traffic Control Plan, payment of engineering review fees, copy of the Contractor's license, Contractor's Tracy business license, and certificate of insurance naming the City of Tracy as additional insured or as a certificate holder.

C.2.7.13 Dead-End Streets

A standard barricade and guardrail with appropriate traffic sign will be required at street ends. Alternatively, turnarounds/ hammerheads meeting the requirements of Fire Marshall shall be provided at the dead-end streets.

C.2.7.14 All intersections shall be designed to accommodate fire truck movements as required by the Fire Department.

C.2.7.15 Subdivider must provide and verify sight distances, where applicable, with regard to intersections, reverse lots and fence placements as required by the City Engineer.

C.2.8 EIR Mitigation Measures

The EIR identifies Project impacts that are to be mitigated by the Subdivider. The mitigation measures are summarized in the Mitigation, Monitoring and Reporting Matrix contained in the EIR as referenced under Item C.1.1.c above. Subdivider shall comply with all applicable mitigation measures as outlined in the EIR.

C.2.9 Neighborhood and Community Parks

C.2.9.1 The Subdivider shall offer for dedication Parcels “G”, “M”, “P” and “Q” for neighborhood park purposes and Parcel “N” for community park purposes on the Final Map that corresponds to the timing of completion of respective parks as identified in the Planning Department’s Conditions of Approval.

The Subdivider shall design and construct the park improvements consistent with the Tracy Hills Specific Plan, Specific Plan Amendment, Development Agreement and City Regulations. The Subdivider shall be eligible for park fee credits in accordance with the Title 13 of the TMC and the Park Improvement and Reimbursement Agreement (“PI&RA”) and Development Agreement.

C.2.9.2 The Subdivider shall submit park improvement plans, signed and notarized PI&RA, and Improvement Security in the amount and type specified in the City Regulations at the time of approval of the Final Map that corresponds to the timing of completion of the park improvements specified in Planning Division’s Conditions of Approval or at such time as may be specified in the Deferred Improvement Agreement.

C.2.10 Public Utility Easements

C.2.10.1 Undergrounding of Overhead Utilities. Any existing overhead lines and poles within the Project boundaries shall be removed or undergrounded.

C.2.10.2 All private utility services to serve the Project such as electric, telephone and cable TV to the building must be

installed underground, within right-of-way or a dedicated Public Utility Easement (PUE) and at the location approved by the City and the respective owner(s) of the utilities.

The Subdivider shall submit improvement plans for the installation of electric, gas, telephone and TV cable lines that are to be installed under the sidewalk or within the PUE. Underground utility conduits may be installed under the sidewalks, and underground boxes and structures may be located in the landscaped parkway next to the curb. All above-ground boxes and facilities shall be behind the sidewalk and within the PUE. Pop-outs to provide additional width of PUE where required to accommodate larger above-ground structures will be permitted subject to review and approval by Public Works Director and the City Engineer. Before approval of the first Final Map, the Subdivider shall complete the necessary coordination work with the respective owner(s) of the utilities for approval.

C.2.10.3 Public Utility Easements on side yard lots shall be adjusted in final neighborhood designs based on actual joint trench design requirements.

C.2.11 Crimson (formerly Shell) Crude Oil Pipeline Easement and Facilities

C.2.11.1 A minimum of 72-hours prior to the beginning of grading operations that may impact the existing Crimson underground facilities within the Project, the Subdivider shall notify the appropriate person at Crimson of the impending work. Grading and improvements affecting Crimson facilities shall comply with applicable Crimson pipeline encroachment permit and construction specifications.

C.2.11.2 The Subdivider shall notify in writing the future buyers of lots about the existing Crimson crude oil pipeline and any requirements or restrictions relating to the existence of the pipeline as required by Crimson, State or Federal regulations .The Disclosure Statement(s) shall be made part of the Sale Deeds and recorded in compliance with the applicable law.

C.3 Final Map

The City will not approve any Final Map until the Subdivider demonstrates, to the satisfaction of the City Engineer, that all the requirements set forth in these Conditions of Approval are completed, including, but not limited to the following:

C.3.1 Subdivider has submitted one reproducible (mylar) copy of the approved tentative subdivision map for the Project after Subdivider's receipt of a notification of approval of the Tentative Subdivision Map. The signature of the owner of the Property on the Tentative Subdivision Map shall indicate the owner's consent to the preparation of the Tentative Subdivision Map and the proposed subdivision of the Property.

C.3.2 Each Final Map is prepared in accordance with the applicable requirements of the Tracy Municipal Code, these Conditions of Approval, all other applicable City Regulations, and in substantial conformance with the Tentative Subdivision Map.

C.3.3 Each Final Map includes and shows offer(s) of dedication of all right(s)-of-way and/or temporary or permanent easement(s) required by the Improvement Plans and Final Map, in accordance with City Regulations and these Conditions. If construction easement(s) is/are shown, it/they shall indicate the termination date of the construction easement(s).

C.3.4 Horizontal and vertical control for the Project shall be based upon the City of Tracy coordinate system and at least three 2nd order Class 1 control points establishing the "Basis of Bearings" and shown as such on the Final Map. The Final Map shall also identify surveyed ties from two of the horizontal control points to a minimum of two separate points adjacent to or within the Property described by the Final Map.

C.3.5 Subdivider has submitted a signed and stamped Engineer's Estimate that show construction cost of subdivision improvements that are described in Conditions C.2 above plus 10% for construction contingencies.

C.3.6 Subdivision Improvement Agreement.

Before the City's approval of any Final Map, the Subdivider shall execute a Subdivision Improvement Agreement (for the public facilities required to serve the real property described by the Final Map) and post all required improvement security in accordance with City Regulations.

C.3.7 Final Map Phasing Plan

Prior to Subdivider's submittal to the City of the first Final Map for City approval, Subdivider shall submit for the City Engineer's review and reasonable approval a phasing plan for the submittal of all Final Maps to be filed for this Vesting Tentative Subdivision Map. The phasing plan may be subject to subsequent modifications based on market conditions, the rate of development, and Subdivider's disposition of the parcels created by the Final Maps.

C.3.8 Deferred Improvement Agreement

Prior to the City's approval of the first Final Map within the Project, the Subdivider shall execute a Deferred Improvement Agreement, in substantial conformance with the City's standard form agreement, by which (among other things) the Subdivider agrees to complete construction of all remaining public facilities (to the extent the public facilities are not included in the Subdivision Improvement Agreement) which are required by these Conditions of Approval. The Deferred Improvement Agreement shall identify timing requirements for construction of all remaining public facilities, in conformance with the phasing plan submitted by the Subdivider and approved by the City Engineer. The form and amount of Improvement Security shall be in accordance with the DIA and Section 12.36.080 of the TMC.

C.3.9 Off-Site Improvement Agreement

Prior to the City's approval of the first Final Map within the Project, or as otherwise provided for in a Deferred Improvement Agreement, the Subdivider shall execute an Off-Site Improvement Agreement, in substantial conformance with the City's standard form agreement, to guarantee completion of the identified public improvements that are necessary to serve the Project as required by these Conditions of Approval. The form and amount of Improvement Security shall be in accordance with the OIA and Section 12.36.080 of the TMC.

C.3.10 Improvement Security.

The Subdivider shall provide improvement security for all public facilities as required by Subdivision Improvement Agreement, Offsite Improvement Agreement or Deferred Improvement Agreement. The form of the improvement security may be a surety bond, letter of credit or other form in accordance with City Regulations. The amount of the improvement security shall be as follows:

C.3.10.1 Faithful Performance (100% of the estimated cost of constructing the public facilities),

C.3.10.2 Labor & Material (100% of the estimated cost of constructing the public facilities), and

C.3.10.3 Warranty (10% of the estimated cost of constructing the public facilities)

C.3.10.4 Monumentation ($750 multiplied by the total number of street centerline monuments that are shown on the Final Map)

C.3.11 Subdivider has paid engineering review fees including improvement plan checking, final map review, agreement processing, and all other fees required by these Conditions of Approval and City Regulations.

C.3.12 Subdivider has submitted technical or materials specifications, cost estimate, and technical reports related to the design of improvements that are shown on the Improvement Plans and as required by these Conditions.

C.3.13 Subdivider has submitted hydrologic and storm drainage calculations for the design and sizing of in-tract storm drainage pipes located within the Project.

C.3.14 Subdivider has submitted signed and stamped Improvement Plans as required in Condition C.2 above.

C.4 Grading and Encroachment Permits

No applications for grading and encroachment permits will be accepted by the City as complete until the Subdivider has provided all documents required by these Conditions and City Regulations, to the reasonable satisfaction of the City Engineer, including, but not limited to, the following:

C.4.1 Grading and Drainage Plans prepared on a 24” x 36” size polyester film (mylar). Grading and Drainage Plans shall be prepared under the supervision of, and stamped and signed by a Registered Civil Engineer.

C.4.2 Payment of the applicable Grading Permit fees which include grading plan checking and inspection fees, and other applicable fees as required by these Conditions of Approval.

C.4.3 Three sets of the Storm Water Pollution Prevention Plan (SWPPP) identical to the reports submitted to the State Water Quality Control Board (SWQCB) and any documentation or written approvals from the SWQCB including a copy of the Notice of Intent (NOI) with the state-issued Wastewater Discharge Identification number (WDID). After the completion of the Project, the Subdivider is responsible for filing the Notice of Termination (NOT) required by SWQCB, and shall provide the City, a copy of the completed Notice of Termination.

C.4.4 Cost of preparing the SWPPP, NOI and NOT including the annual storm drainage fees and the filing fees of the NOI and NOT shall be paid by the Subdivider. The Subdivider shall comply with all the requirements of the SWPPP and applicable Best Management Practices (BMPs) and the Storm Water Regulations adopted by the City in 2008 and any subsequent amendment(s), and the City Regulations.

C.4.5 Two sets of the Project’s Geotechnical Report signed and stamped by a licensed Geotechnical Engineer licensed to practice in the State of California. The technical report must include relevant information related to soil types and characteristics, soil bearing capacity,

percolation rate, roadway section construction recommendations and elevation of the highest observed groundwater level.

C.4.6 A copy of the Approved Fugitive Dust and Emissions Control Plan that meets San Joaquin Valley Air Pollution Control District (SJVAPCD) as required in Mitigation Monitoring and Reporting Program of the Tracy Hills Specific Plan Final Environmental Impact Report (TH-EIR).

C.4.7 Two sets of Hydrologic and Storm Drainage Calculations for the design of the on-site storm drainage system shall be provided with the submittal of the Improvement Plans. Partial submittal of Hydrologic and Storm Drainage Calculations may be required for Grading Plan review at the discretion of the City Engineer.

C.4.8 Reasonable written permission from irrigation district or affected owner(s), if applicable. The cost of relocating and/or removing irrigation facilities and/or tile drains is the sole responsibility of the Subdivider.

C.4.9 Written approval(s) or permit(s) obtained from San Joaquin County regarding the removal and abandonment of any existing well(s), if applicable. All existing on-site wells, if any, shall be abandoned or removed in accordance with the City and San Joaquin County requirements. The Subdivider shall be responsible for all costs associated with the abandonment or removal of the existing well(s) including the cost of permit(s) and inspection.

C.4.10 Improvement Plans prepared on a 24” x 36” size 4-mil thick polyester film (mylar) that incorporate all the requirements described in these Conditions of Approval. Improvement Plans shall be prepared under the supervision of, and stamped and signed by a Registered Civil, Traffic, Electrical, Mechanical Engineer, and Registered Landscape Architect for the relevant work.

C.4.11 Two sets of structural calculations for drainage structures and retaining walls within street right-of-way and retention basins signed and stamped by a Structural Engineer licensed in the State of California shall be submitted to the Building Safety Division at the time of building permit application for said structures.

C.4.12 Check payment for the applicable engineering review fees which include plan checking, permit and agreement processing, testing, construction inspection, and other applicable fees as required by these Conditions of Approval. The engineering review fees will be calculated based on the current fee rate adopted by the City Council.

C.4.13 Traffic Control Plan for each phase signed and stamped by a Registered Civil Engineer or Traffic Engineer licensed in the State of California.

C.4.14 As required per Mitigation Measure 4.8-2a of the EIR, the Subdivider shall submit, prior to issuance of grading permits, a Phase II ESA focused on soil sampling conducted near the location of the underground crude oil pipelines, as determined by a qualified Phase II/Site Characterization specialist.

C.4.15 As required per Mitigation Measure 4.8-2b of the EIR, prior to issuance of grading permits, the Subdivider shall work with Crimson to implement and observe a site damage prevention plan to the satisfaction of the City of Tracy Engineering Division.

C.4.16 Grading Permit Security to guarantee completion of the grading improvements that are necessary to serve the Project as required by these Conditions of Approval. The form and amount of Grading Permit Security shall be in accordance with Section 12.36.080 of the Tracy Municipal Code (TMC).

C.5 Building Permit

The City will not approve any building permit within the Project boundaries, (except for up to ten model homes and except for a plumbing permit issued for the purpose of perfecting a RGA) until a Final Map is approved by the City Council and it is recorded at the San Joaquin County Recorder's Office, and the Subdivider demonstrates, to the reasonable satisfaction of the City Engineer, compliance with all the required Conditions of Approval and payment of fees in accordance with the Fee Deferral Agreement including but not limited to the following:

C.5.1 Payment of the applicable current City-Wide Roadway and Traffic, Water, Recycled Water, Wastewater, Storm Drainage, Public Safety, Public Facilities, and Park Development Impact Fees as these relate to the Project and as required by these Conditions of Approval.

C.5.2 Payment of applicable Regional Transportation Impact Fees (RTIF) as required in the Mitigation, Monitoring and Reporting Program of the EIR, these Conditions of Approval, and the Settlement Agreement.

C.5.3 Payment of any applicable Agricultural Mitigation Fee as required in Chapter 13.28 of the Tracy Municipal Code and Mitigation Measure AG 4.2.1 of the EIR and these Conditions of Approval.

C.5.4 Payment of the San Joaquin County Facilities Fees as required in Chapter 13.24 of the TMC.

C.6 Final Building Inspection

The City will not perform final building inspection (except for model homes) until after the Subdivider provides documentation which demonstrates, to the reasonable satisfaction of the City Engineer, that:

C.6.1 The Subdivider has completed construction of all public facilities required to serve the building for which a certificate of occupancy is requested, or a final building inspection has to be performed unless otherwise defined herein. Unless specifically provided in these Conditions, or the City Regulations, the Subdivider shall take all actions necessary to construct all public facilities required to serve the Project, and the Subdivider shall bear all costs related to construction of the public facilities (including all costs of design, construction, construction management, plan check, inspection, land acquisition, program implementation, and contingency).

C.7 Temporary or Final Building Certificate of Occupancy

No Final Building Inspection shall be performed or a Temporary or Final Building Certificate of Occupancy will be issued by the City (except for model homes) until after the Subdivider provides reasonable documentation which demonstrates, to the satisfaction of the City Engineer, that:

C.7.1. The Subdivider has satisfied all the requirements set forth in these Conditions of Approval.

C.7.2 The Subdivider has completed construction of all required public facilities for the building for which a certificate of occupancy is requested, unless otherwise defined herein. Unless specifically provided in these Conditions of Approval, or some other applicable City Regulations, the Subdivider shall use diligent and good faith efforts in taking all actions necessary to construct all public facilities required to serve the Project, and the Subdivider shall bear all costs related to construction of the public facilities (including all costs of design, construction, construction management, plan check, inspection, land acquisition, program implementation, and contingency).

C.8 Acceptance of Public Improvements

Public improvements will not be considered for City Council's acceptance until after the Subdivider demonstrates to the reasonable satisfaction of the City Engineer, completion of the following:

C.8.1 All the public improvements shown on the Improvement Plans are completed and all the deficiencies listed in the deficiency report prepared by the assigned Engineering Inspector are all corrected.

C.8.2 Subdivider has completed the 90-day public landscaping maintenance period.

C.8.3 Subdivider has submitted Certified "As-Built" Improvement Plans (or Record Drawings). Upon completion of the construction by the Subdivider, the City shall temporarily release the originals of the Improvement Plans to the Subdivider so that the Subdivider will be able

to document revisions to show the "As Built" configuration of all improvements.

C.8.4 Where applicable, signed and notarized Grant Deed(s) with legal description(s) and plat maps for the offer of dedication of right-of-way, and Grant of Easements as required per these Conditions of Approval and City Regulations, or dedications shown on the Final Map.

C.9 Release of Improvement Security

City will release Improvement Security(s) to the Subdivider after City Council's acceptance of public improvements, both on-site and off-site, in accordance with TMC section 12.36.080, upon written request and submittal of the recorded Notice of Completion.

C.10 Special Conditions

C.10.1 All streets and utilities improvements within City's right-of-way shall be designed and constructed in accordance with City Regulations, except as otherwise specifically approved in the Tracy Hills Specific Plan.

C.10.2 When street cuts are made for installation of utilities, the Subdivider is required to install 2 inches thick asphalt concrete overlay with reinforcing fabric at least 25-feet from all sides and for the entire length of the utility trench. A 2-inch deep grind on the existing asphalt concrete pavement will be required where the asphalt concrete overlay will be applied and shall be uniform thickness in order to maintain current pavement grades, cross and longitudinal slopes. If the utility trench extends beyond the median island, the limit of asphalt concrete overlay shall be up to the lip of existing gutter located along that side of the street.

C.10.3 All improvement plans shall contain a note stating that the Subdivider (or Contractor) will be responsible to preserve and protect all existing survey monuments and other survey markers. Any damaged, displaced, obliterated or lost monuments or survey markers shall be re-established or replaced by a licensed Land Surveyor at the Subdivider's (or Contractor's) sole expense. A corner record must be filed in accordance with the State law for any reset monuments (California Business and Professions Code Section 8871).

C.10.4 Benefit District

The Subdivider may make a written request to the City for the formation of a Benefit District before the approval of the final map and improvement plans for the public facility(s) considered to be oversized that benefits other property(s) or development(s). Reimbursement request(s) will be processed in accordance with TMC Chapter 12.60.

C.10.5 The CFD or HOA shall include future costs of maintenance including PG&E charges for all new streetlights to be installed by the Project.

C.10.6 Nothing contained in these Conditions shall be construed to permit any violation of City Regulations. Subject, however, to City Regulations, this Condition does not preclude the City from requiring pertinent revisions and additional requirements to the final map, improvement agreements, and improvement plans, before the City Engineer's signature on the final map and improvement plans, if the City Engineer finds it necessary due to public health and safety reasons. (Government Code section 66498.6.) The Subdivider shall bear all the cost for the inclusion, design, and implementations of such additions and requirements, without reimbursement or any payment from the City.