

NOTICE OF A REGULAR MEETING

Pursuant to Section 54954.2 of the Government Code of the State of California, a Regular meeting of the City of Tracy Planning Commission is hereby called for:

Date/Time: Wednesday, February 26, 2020
7:00 P.M. (or as soon thereafter as possible)

Location: City of Tracy Council Chambers and Room 109
333 Civic Center Plaza

Government Code Section 54954.3 states that every public meeting shall provide an opportunity for the public to address the Planning Commission on any item, before or during consideration of the item, however no action shall be taken on any item not on the agenda.

REGULAR MEETING AGENDA

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

MINUTES – 2/12/20

DIRECTOR'S REPORT REGARDING THIS AGENDA

ITEMS FROM THE AUDIENCE - *In accordance with Procedures for Preparation, Posting and Distribution of Agendas and the Conduct of Public Meetings, adopted by Resolution 2015-052 any item not on the agenda brought up by the public at a meeting, shall be automatically referred to staff. If staff is not able to resolve the matter satisfactorily, the member of the public may request a Commission Member to sponsor the item for discussion at a future meeting.*

1. NEW BUSINESS

- A. CONSIDERATION OF A CONDITIONAL USE PERMIT AND A DEVELOPMENT REVIEW PERMIT FOR THE EXPANSION OF THE COSTCO GASOLINE SERVICE STATION AT 3250 W. GRANT LINE ROAD - APPLICANT AND PROPERTY OWNER ARE COSTCO WHOLESALE CORPORATION - APPLICATION NUMBERS CUP19-0011 & D19-0033
- B. RECEIVE A REPORT FROM DENOVO PLANNING GROUP REGARDING THE DOWNTOWN TRANSIT-ORIENTED DEVELOPMENT (TOD) STUDY AND PROVIDE INPUT TO STAFF
- C. PUBLIC HEARING TO CONSIDER RECOMMENDATIONS TO THE CITY COUNCIL REGARDING THE TRACY HILLS KT PROJECT, WHICH INCLUDES APPROVAL OF A GENERAL PLAN AMENDMENT, APPROVAL OF A TRACY HILLS SPECIFIC PLAN AMENDMENT, AND APPROVAL OF A VESTING TENTATIVE SUBDIVISION MAP TO CREATE APPROXIMATELY 185 SINGLE-FAMILY RESIDENTIAL LOTS, TWO COMMERCIAL PARCELS, AND VARIOUS OTHER PARCELS, INCLUDING A LINEAR PARK AND AN HOA RECREATION AREA, CONSISTING OF APPROXIMATELY 45 ACRES LOCATED EAST OF CORRAL HOLLOW ROAD IN THE VICINITY OF TRACY HILLS DRIVE.
THE APPLICANT IS JOHN PALMER. APPLICATION NUMBERS GPA19-0003, SPA19-0004, AND TSM19-0005

2. DIRECTOR'S REPORT
3. ITEMS FROM THE COMMISSION
4. ADJOURNMENT

Posted: February 21, 2020

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 in the Development Services Department located at 333 Civic Center Plaza during normal business hours.

MINUTES
TRACY CITY PLANNING COMMISSION
February 12, 2020, 7:00 P.M.
CITY OF TRACY COUNCIL CHAMBERS
333 CIVIC CENTER PLAZA

CALL TO ORDER

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

PLEDGE OF ALLEGIANCE

Chair Orcutt led the pledge of allegiance.

ROLL CALL

Roll Call found Commissioner Atwal, Commissioner Francis, Commissioner Wood, Vice Chair Hudson, and Chair Orcutt present. Also present were: Bianca Rodriguez, Deputy City Attorney; Bill Dean, Assistant Development Services Director; Robert Armijo, City Engineer; and Paula Venegas, Recording Secretary.

MINUTES

Chair Orcutt introduced the Minutes from the January 22, 2020 meeting.

ACTION: It was moved by Vice Chair Hudson and seconded by Chair Orcutt to approve the Planning Commission meeting minutes of January 22, 2020. Voice vote found all in favor, 5-0-0-0.

DIRECTOR'S REPORT REGARDING THIS AGENDA

None.

ITEMS FROM THE AUDIENCE

None.

1. NEW BUSINESS

1. OVERVIEW OF CITY PLANNING PROCESSES RELATED TO DEVELOPMENT AND DISCUSSION OF ROADWAY MASTER PLAN IMPLEMENTATION.

(VERBAL DISCUSSION. NO STAFF REPORT.)

Bill Dean led the discussion on Planning Development.

Commission questions and comments followed.

Robert Armijo led the discussion on Roadway Master Plan implementation.

Commission questions and comments followed.

ACTION: No Action Required.

2. ITEMS FROM THE AUDIENCE

None.

3. DIRECTOR'S REPORT

Bianca Rodriguez, Deputy City Attorney, stated that City Council adopted a new Code of Conduct. In the near future, the City Manager's Office and the City Attorney's Office will be going over the Code of Conduct protocols with the Planning Commission.

4. ITEMS FROM THE COMMISSION

Commissioner Atwal thanked staff for all the helpful information.

5. ADJOURNMENT

It was moved by Chair Orcutt and seconded by Vice Chair Hudson to adjourn.

ACTION: Voice vote found all in favor; passed and so ordered.

Time: 8:55 p.m.

CHAIR

STAFF LIAISON

AGENDA ITEM 1.A

REQUEST

CONSIDERATION OF A CONDITIONAL USE PERMIT AND A DEVELOPMENT REVIEW PERMIT FOR THE EXPANSION OF THE COSTCO GASOLINE SERVICE STATION AT 3250 W. GRANT LINE ROAD - APPLICANT AND PROPERTY OWNER ARE COSTCO WHOLESALE CORPORATION - APPLICATION NUMBERS CUP19-0011 & D19-0033

DISCUSSION

Background

On December 18, 2001, City Council approved a Preliminary and Final Development Plan and a conditional use permit for the Costco retail warehouse, tire facility, and sixteen-pump gasoline service station in the Tracy Marketplace shopping center. Costco constructed twelve (six double-sided dispensers) of the sixteen approved pumps. Costco is now proposing to install twelve new pumps (six double-sided dispensers) and expand the canopy to accommodate the additional pumps, as well as construct a new control enclosure, relocation of related equipment, and modifications to the landscaping and parking area.

The subject site is designated Commercial by the General Plan, zoned Planned Unit Development (PUD), and is designated General Commercial (GC) in the I-205 Corridor Specific Plan. Gasoline service stations are conditionally permitted, and because the proposal includes a net addition of eight pumps above the number approved by the conditional use permit in 2001, a conditional use permit is required for the proposed expansion. A development review permit is also required, and because the project is paired with an application subject to the Planning Commission and is located on a site within 500 feet of the I-205 freeway, the project is a Tier 2 application subject to Planning Commission review in accordance with Tracy Municipal Code (TMC) Section 10.08.3950.

Project Description and Analysis

The project was received to ensure that the onsite circulation would continue to function properly and that landscaping and parking would still meet city standards. Six dispensers, consisting of two pumps each for a total of twelve new pumps, are proposed to be added to the fueling area, extending northerly into the queue lanes and westerly into the adjacent landscape planer. The overhead canopy will be expanded by approximately 4,400 square feet and designed to match. New enhanced vapor recovery equipment and a new control enclosure building will be constructed in the existing landscape planter to the east of the fuel lanes, nine parking spaces will be removed and replaced with a new landscape planter and new transformer.

The site has more parking and landscaping than required by City standards, and the conversion of landscape area to fueling area and the modification of nine parking spaces to a landscape planter will not cause the site to be out of compliance with its minimum

off-street parking or landscaping requirements. New plantings will be planted to make up for the loss of existing plants resulting from the construction of the project.

The fueling station is extensively used and queuing lanes frequently become very long. The expansion of the fueling station will serve twelve additional vehicles and alleviate long queue lines that exist today. According to the applicant, wait times have decreased for patrons at other Costco fueling stations where similar expansions were constructed.

The design of the canopy modification, additional dispensers, and associated improvements and equipment are consistent with the existing improvements and complies with the City's Design Goals and Standards for commercial architecture.

Environmental Document

The proposed project is categorically exempt from the California Environmental Quality Act pursuant to CEQA Guidelines Section 15301, pertaining to additions less 10,000 square feet in size to existing structures in an area where all public services and facilities are available and which is not environmentally sensitive. In accordance with CEQA Guidelines, no further environmental assessment is required.

RECOMMENDATION

Staff recommends the Planning Commission approve a conditional use permit and a development review permit for the expansion of the Costco gasoline service station, based on the findings contained in the Planning Commission Resolution dated February 26, 2020.

MOTION

Move that the Planning Commission approve a conditional use permit and a development review permit for the expansion of the Costco gasoline service station, based on the findings contained in the Planning Commission Resolution dated February 26, 2020.

Prepared by: Kimberly Matlock, Associate Planner

Approved by: Bill Dean, Assistant Development Services Director

ATTACHMENTS

Attachment A – Vicinity Map, Site Plans, Civil Plans, Landscape Plan, Elevation Plan, and Colored Rendering dated received on February 13, 2020
Attachment B – Planning Commission Resolution for CUP19-0011 and D19-0033

ATTACHMENT A

Vicinity Map, Site Plans, Civil Plans,
Landscape Plan, Elevation Plan, and
Colored Rendering

Provided under separate cover

RESOLUTION 2020 - 002

APPROVAL OF A CONDITONAL USE PERMIT AND A DEVELOPMENT REVIEW PERMIT
FOR THE EXPANSION OF THE COSTCO GASOLINE SERVICE STATION AT 3250 W.
GRANT LINE ROAD - APPLICANT AND PROPERTY OWNER ARE COSTCO WHOLESALE
CORPORATION. APPLICATION NUMBERS CUP19-0011 AND D19-0033

WHEREAS, City Council approved a conditional use permit and a Preliminary and Final Development Plan for the Costco retail warehouse and gasoline service station with sixteen fuel pumps on December 18, 2001, and

WHEREAS, Costco has only constructed twelve of the sixteen approved fuel pumps,
and

WHEREAS, The applicant submitted an application on behalf of Costco to construct twelve additional fuel pumps, expand the service station canopy, and install associated control enclosure, vapor recovery equipment, transformer, and new landscaping, and

WHEREAS, The proposed expansion requires a conditional use permit because it enlarges the use permitted by the existing conditional use permit, and

WHEREAS, The project is categorically exempt from the California Environmental Quality Act pursuant to CEQA Guidelines Section 15301, pertaining to additions less 10,000 square feet in size to existing structures in an area where all public services and facilities are available and which is not environmentally sensitive, and

WHEREAS, The Planning Commission conducted a public hearing to review and consider the application on February 26, 2020;

NOW, THEREFORE BE IT RESOLVED, The Planning Commission does hereby approve a conditional use permit and a development review permit for the expansion of the Costco gasoline service station, Application Numbers CUP19-0011 AND D19-0033, subject to the conditions contained in Exhibit 1 to this Resolution and based on the findings below.

1. There are circumstances applicable to the use which make the granting of a use permit necessary for the preservation and enjoyment of substantial property right, because the site contains an existing service station that is widely used, and granting of the use permit to expand the service station will allow the use to serve more customers at once, thereby reducing the wait times and vehicular congestion for vehicles in queue.
2. The proposed location of the use and the conditions under which it would be operated or maintained is in accordance with the objectives of the Tracy Municipal Code and the I-205 Corridor Specific Plan and the purposes of the GC land use designation in which the site is located, because the proposed project is an expansion of the existing service station and will be designed to match the existing improvements. The proposed expansion will be constructed within the existing service station area and not affect the operations of the retail warehouse or other nearby businesses.

3. The project will not, under the circumstances of the particular case or as conditioned, be injurious or detrimental to the health, safety, or general welfare of persons or property in the vicinity of the proposed use, or to the general welfare of the City because the project, as conditioned, is consistent with the land use, design, and other elements of the I-205 Corridor Specific Plan, the Tracy Municipal Code the City of Tracy General Plan, the Design Goals and Standards, City Standards, California Building Codes, California Fire Codes, and California air quality regulations.
4. The proposal increases the quality of the project site and enhances the property in a manner that therefore improves the property in relation to the surrounding area and the citizens of Tracy, because the proposed project is an expansion of the existing service station and the canopy expansion and the control enclosure building will be designed to match the existing canopy and retail building. New vapor recovery equipment will be screened with a solid masonry enclosure colored to match the service station improvements, and as conditioned, the new transformer will be screened by landscaping. Furthermore, new landscaping will be planted to balance the loss of existing landscaping resulting from construction of the project.
5. The proposal, as conditioned, conforms to the I-205 Corridor Specific Plan, the Tracy Municipal Code, the City of Tracy General Plan, the Citywide Design Goals and Standards, applicable City Standards, California Building Codes, and California Fire Codes, including land use (with granting of a conditional use permit), building design, off-street parking and circulation, and landscaping design.

* * * * *

The foregoing Resolution 2020 - 002 was adopted by the Planning Commission on the 26TH day of February, 2020, by the following vote:

AYES:	COMMISSION MEMBERS:
NOES:	COMMISSION MEMBERS:
ABSENT:	COMMISSION MEMBERS:
ABSTAIN:	COMMISSION MEMBERS:

CHAIR

ATTEST:

STAFF LIAISON

Conditions of Approval

Costco Gasoline Service Station Expansion at 3250 W. Grant Line Road
Application Numbers CUP19-0011 and D19-0033

February 26, 2020

A. General Provisions and Definitions.

A.1. General. These Conditions of Approval apply to:

The Project: Costco Gasoline Service Station Expansion, Application Numbers
CUP19-0011 and D19-0033

The Property: 3250 W. Grant Line Road, Assessor's Parcel Number 238-600-06

A.2. Definitions.

- a. "Applicant" means any person, or other legal entity, defined as a "Developer."
- b. "City Engineer" means the City Engineer of the City of Tracy, or any other duly licensed Engineer designated by the City Manager, or the Development Services Director, or the City Engineer to perform the duties set forth herein.
- c. "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 I-205 Corridor Specific Plan, the Tracy Municipal Code, ordinances, resolutions, policies, procedures, and the City's Design Documents (including the Standard Plans, Standard Specifications, Design Standards, and relevant Public Facility Master Plans).
- d. "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 herein.
- e. "Conditions of Approval" shall mean the conditions of approval applicable to the Project located at 3250 W. Grant Line Road, Application Numbers CUP19-0011 and D19-0033. The Conditions of Approval shall specifically include all conditions set forth herein.
- f. "Developer" means any person, or other legal entity, who applies to the City to divide or cause to be divided real property within the Project boundaries, or who applies to the City to develop or improve any portion of the real property within the Project boundaries. The term "Developer" shall include all successors in interest.

A.3. Compliance with submitted plans. Except as otherwise modified herein, the project shall be constructed in substantial compliance with the plans received by the Development Services Department on February 13, 2020.

A.4. Payment of applicable fees. The applicant shall pay all applicable fees for the project, including, but not limited to, development impact fees, building permit fees, plan check fees, grading permit fees, encroachment permit fees, inspection fees, school fees, or any other City or other agency fees or deposits that may be applicable to the project.

- A.5. Compliance with laws. The Developer shall comply with all laws (federal, state, and local) related to the development of real property within the Project, including, but not limited to:
- the Planning and Zoning Law (Government Code sections 65000, et seq.)
 - the California Environmental Quality Act (Public Resources Code sections 21000, et seq., "CEQA"), and
 - the Guidelines for California Environmental Quality Act (California Administrative Code, title 14, sections 1500, et seq., "CEQA Guidelines").
- A.6. Compliance with applicable regulations. Unless specifically modified by these Conditions of Approval, the Developer shall comply with all City and State regulations.

B. City of Tracy Conditions

- B.1. Above-ground equipment screening. All unenclosed above-ground equipment, such as the transformer, shall be screened with dense evergreen landscaping equal to or taller than the height of the equipment to the satisfaction of the Development Services Director. Details for such plant screens shall be demonstrated on the building permit application prior to permit approval.
- B.2. Vapor Recovery Equipment. Before final inspection, the applicant shall paint the vent riser a color that blends into the landscaping and paint the enclosure doors to match the color of the enclosure walls to the satisfaction of the Development Services Director
- B.3. Signs. No signs are approved as a part of this application. Prior to the installation of signage, the applicant shall obtain applicable sign and building permits. Signs shall be designed and located in substantial compliance to the architectural renderings received on February 13, 2020, and in accordance with I-205 Corridor Specific Plan and Tracy Municipal Code (TMC) sign standards to the satisfaction of the Development Services Director.
- B.4. Bollards and guard posts. Before final inspection, the applicant shall paint all new bollards, guard posts, and similar improvements that are visible to the general public a color that blends into the landscaping to the satisfaction of the Development Services Director. Reflective safety tape may be used if desired.
- B.5. Landscape curbs. Before final inspection, the applicant shall provide twelve-inch wide concrete curbs along the perimeter of newly constructed or renovated landscape planters where such planters are parallel and adjacent to vehicular parking spaces to provide access to vehicles without stepping into the landscape planters.
- B.6. Restoration of landscaping. Before final inspection, the applicant shall replenish parking area landscape planters in accordance with the landscape plans received on March 13, 2018 and on April 1, 2002, to the satisfaction of the Development Services Director.

B.7. Building Permits. Prior to the construction of the project, applicant shall submit construction documents, plans, specifications and/or calculations to the Building Safety Division, which meet all requirements of Title 24 California Code of Regulations and City of Tracy Municipal Codes, as applicable.

B.7.1. At time of building permit application submittal, applicant must submit an Accessibility Budget Calculation (ABC) form to demonstrate that a minimum 20% of the cost of the project is allocated for accessibility upgrades to the facility per CBC 11B-202.4. In choosing which accessible elements to provide, priority should be given to those elements that will provide the greatest access in the following order:

1. An accessible entrance;
2. An accessible route to the altered area;
3. At least one accessible restroom for each sex or one accessible unisex (single-user or family) restroom;
4. Accessible telephones;
5. Accessible drinking fountains;
6. When possible, additional accessible elements such as parking, signs, storage and alarms.

B.8. Compliance with Codes. Before the approval of a grading or building permit, the applicant shall demonstrate compliance with Tracy Municipal Code Chapter 11.34 Stormwater Management and Discharge Control and Chapter 11.28 Water Management and with the California Green Building Standards Code Chapter 4 for Residential occupancies. A Stormwater Pollution Prevention Plan (SWPPP) and WDID number will be required prior to a grading permit issuance.

B.9. Landscape plans. Before the approval of a building permit, the applicant shall submit detailed landscape and irrigation plans that demonstrate compliance with the Water Efficient Landscape Ordinance to the satisfaction of the Utilities Director by submitting electronically for approval a partial landscape document package that includes all but the soils management report and Certificate of Completion. The plans shall include a preliminary landscape and irrigation design as well as state, "I agree to comply with the requirements of the Water Efficient Landscape Ordinance and shall submit a complete Landscape Documentation Package with construction documents" on said page. The applicant shall also submit an owner signed Project Information Sheet to the Utilities Department. Prior to final inspection for occupancy, the applicant shall electronically submit a complete Landscape Document Package for final approval.

C. South San Joaquin County Fire Authority Conditions

C.1. Prior to construction, Applicant shall submit construction documents which meets the requirements of the California Fire Code and the Tracy Municipal Code to the South San Joaquin County Fire Authority for review, approval and inspections.

AGENDA ITEM 1.B

REQUEST

RECEIVE A REPORT FROM DENOVO PLANNING GROUP REGARDING THE DOWNTOWN TRANSIT-ORIENTED DEVELOPMENT (TOD) STUDY AND PROVIDE INPUT TO STAFF

DISCUSSION

The Tri Valley – San Joaquin Valley Regional Rail Authority is working on plans for a commuter rail service, known as Valley Link, which would connect passengers from Lathrop to the Dublin BART station. The Valley Link plans include a potential station in Downtown Tracy in the vicinity of the Transit Station. According to Valley Link, the project could potentially begin passenger service as soon as 2027/2028. However, project timing is completely dependent on securing needed funds.

In anticipation of Valley Link, the City Council approved a Professional Services Agreement (PSA) with DeNovo Planning Group to conduct a Downtown Transit-Oriented Development (TOD) study. The purpose of this long-range TOD planning and urban design study is to evaluate how the introduction of commuter rail service, via Valley Link, could impact development opportunities in and around the greater Downtown and surrounding areas. The potential transit-oriented development opportunities include the prospect of additional jobs and housing within walking and biking distance of the transit station. In turn, the presence of additional employees and residents could increase the demand for shopping, restaurants, and services, making Downtown an even more vibrant destination within the city and the region.

The purpose of this agenda item is for the Planning Commission to receive a report from DeNovo Planning Group and provide input to staff regarding the Downtown TOD Study (Attachment A – Downtown TOD Study). DeNovo Planning Group will give a presentation during the Planning Commission meeting that summarizes the report, including community outreach, preliminary planning concepts, key opportunity sites, and potential next steps. This same report will be presented to the City Council next month.

Future Planning Commission involvement will occur once the City initiates the action steps anticipated, pending direction from the City Council. This will likely include General Plan Amendments, zoning changes, and other formal action. Tonight's meeting does not involve making final planning decisions; rather it is an opportunity to participate in what will become the principal guiding document for future actions. Future General Plan and zoning work will likely be initiated this summer.

RECOMMENDATION

Staff recommends that the Planning Commission receive a report from DeNovo Planning Group regarding the Downtown Transit-Oriented Development (TOD) Study and provide input to staff.

Prepared by: Scott Claar, Senior Planner

Approved by: Bill Dean, Assistant Development Services Department Director

ATTACHMENTS

Attachment A – Downtown TOD Study



CITY OF TRACY

DOWNTOWN TOD STUDY



ACKNOWLEDGMENTS

City Council

Robert Rickman, Mayor

Nancy Young, Mayor Pro Tem

Dan Arriola

Rhodesia Ransom

Veronica Vargas

Planning Commission

Joseph Orcutt, Chair

Albert Hudson, Vice Chair

Curtej Atwal

Maurice Francis

Chad Wood

City Staff

Jenny Haruyama, City Manager

Andrew Malik, Assistant City Manager/
Development Services Director

Bill Dean, Assistant Development Services
Director

Scott Claar, Senior Planner

Robert Armijo, Assistant Development Services
Director/ City Engineer

Barb Harb, Economic Development Management
Analyst

Richard Joaquin, Parks Planning & Development
Manager

Ed Lovell, Management Analyst II

Consultant Team

De Novo Planning Group

Ben Ritchie

Martti Eckert

Megan Thorne

Beth Thompson

Jeff Setterlund

Jen DeMartino

Kittleson & Associates

Laurence Lewis

Quinn Wallace

SWA

Andrew Watkins

Daniel Dobson

Hayden White

TABLE OF CONTENTS

1. Introduction.....	1-1
1.1 Purpose.....	1-2
1.2 Background.....	1-2
1.3 Setting.....	1-2
1.4 Community Planning Process.....	1-4
2. Existing Conditions	2-1
2.1 General Plan Land Use.....	2-2
2.2 Circulation and Access.....	2-2
2.3 Neighborhoods and Districts.....	2-6
2.4 Opportunity Sites	2-10
3. Preliminary Planning Concept.....	3-1
2.1 Preliminary Vision Statement and Principles.....	3-2
2.2 Land Use Designations.....	3-3
2.3 Preliminary Planning Concept.....	3-5
2.4 Circulation Improvements.....	3-9
2.4 Parking Improvements.....	3-23
2.6 Conceptual Site Designs for Key Opportunity Sites.....	3-25
2.7 Preliminary Growth Projections	3-36
4. Implementation Recommendations	4-1
4.1 Planning Tool Recommendations.....	4-2
4.2 Grant Funding Recommendations.....	4-4



CHAPTER 1:

INTRODUCTION

With the proposed introduction of Valley Link commuter rail service into Downtown, the City of Tracy is committed to assessing, and potentially planning for, how this transformative project can impact development opportunities in Downtown and the surrounding areas. This Downtown Transit-Oriented Development (TOD) Study marks the first step in the City's efforts to plan for transit-oriented and supporting development in its core area, encouraging revitalization efforts, significant new residential development, business and job growth, quality design that creates a sense of place, and improved connectivity.

The chapter introduces the Downtown TOD Project and Study, describes the project and the study's purpose and City's rationale for undertaking the effort, describes the City and the project area's setting, and provides an overview of the project's community planning process.

The chapter is organized into the following sections:

- » 1.1 Purpose
- » 1.2 Background
- » 1.3 Setting
- » 1.4 Community Planning Process

1.1 Purpose

The Downtown TOD Study comprises the first phase of the Downtown TOD Project, an effort that will plan for the introduction of Valley Link commuter rail service in Downtown Tracy and the surrounding areas. The study identifies a transit-oriented and supporting planning concept, comprising land use and access/circulation components, that, upon implementation, can create a vibrant, pedestrian-oriented, mixed-use station area; support the project area's broader revitalization efforts; spur the development of new, well-planned residential neighborhoods and other synergistic uses; and provide the necessary circulation facilities to support all users' convenient access to the rail station and throughout the project area. The study also provides recommendations for planning tools that the City can prepare and adopt to implement the concept, along with possible grant funding sources to help fund the preparation of the planning tools, catalyze development, and pay for infrastructure improvements. Taken together, the study's components will assist the City with deciding how to proceed with planning for the introduction of commuter rail service through the project's future phases.

1.2 Background

The Downtown TOD Project is primarily born of the City's desire to plan for the introduction of commuter rail service in the Downtown and throughout the city. The service, known as Valley Link, is proposed by the Tri-Valley San Joaquin-Valley Regional Rail Authority (Authority) to provide a rail connection between Bay Area Rapid Transit (BART) and Altamont Commuter Express (ACE). Valley Link replaces previous efforts by the Altamont Regional Rail working group to create the connection and BART to extend service to Livermore. The Authority has adopted a project concept and preferred alternative for Valley Link's route and station locations, including Downtown Tracy, along with policies for transit-oriented and sustainable development within each station area, defined by the ½ mile radius that encircles the station. Currently, the Authority is ushering the project through the environmental review process and seeking the necessary funding to construct the system's initial spur, slated to extend from Lathrop to the Dublin/Pleasanton BART station. Because Valley Link service is scheduled to begin by the mid 2020's, it is imperative that the City begin planning for service in the Downtown.

The project is also building upon aspects of the City's previous long range planning efforts that apply focus to the Downtown, namely the General Plan and the Draft Downtown Specific Plan. Either or both documents identify a vision, policies, density and intensity parameters, development standards, and design criteria for the project area. The project, beginning with this study, is testing the relevance and community's commitment to the documents' vision and direction.

1.3 Setting

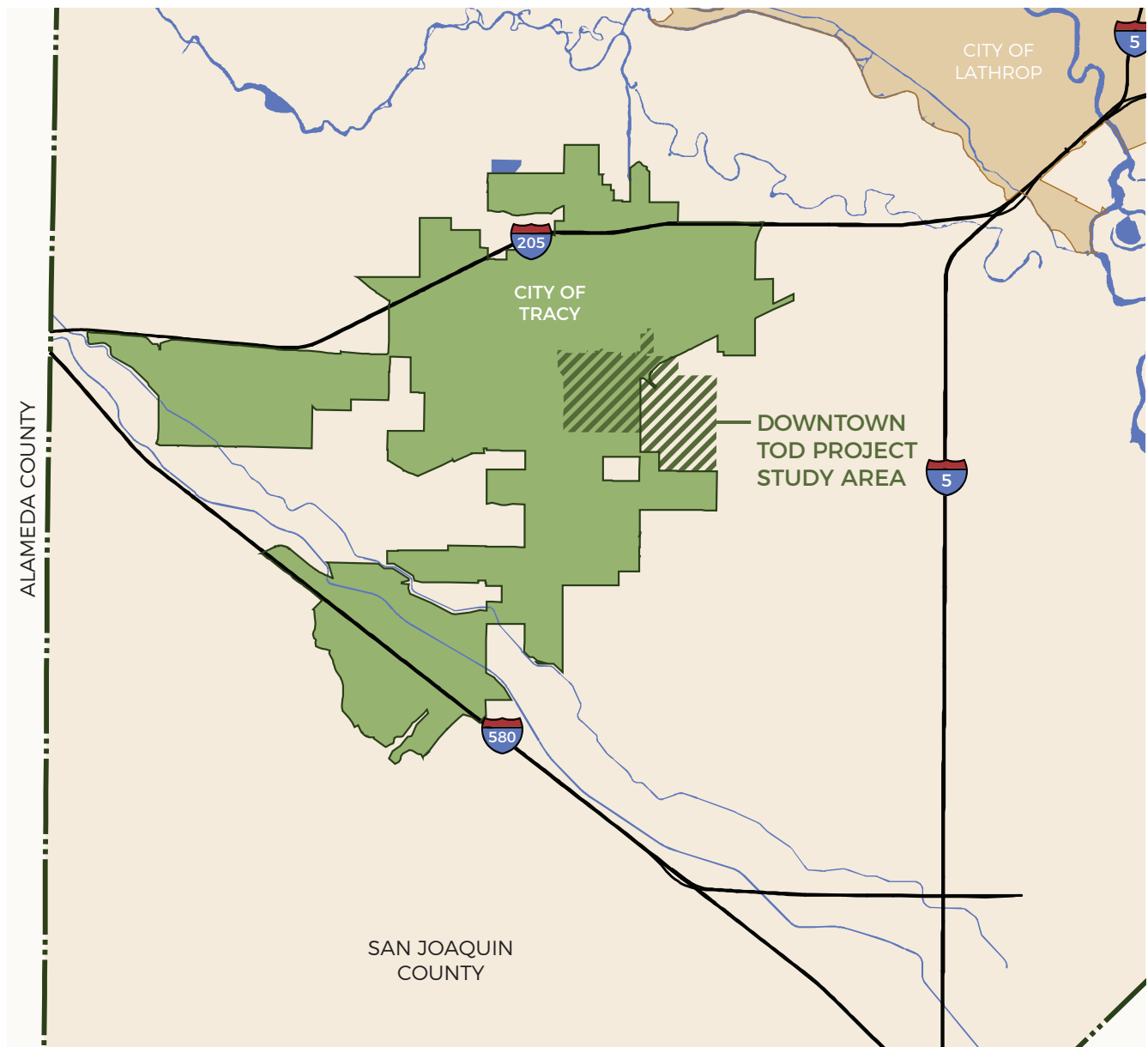
Regional Setting

Tracy is an approximately 22 square-mile city located in the southwestern portion of San Joaquin County. The City is situated near the western edge of the San Joaquin Valley, at the eastern base of the Southern Coastal Mountain Range and the Altamont Pass, and just south of Old River, the southernmost waterway within the San Francisco Bay Delta.

Tracy is located just southwest of Cities of Lathrop and Manteca and southeast of Mountain House, an unincorporated community in San Joaquin County. From a regional perspective, the city is located approximately 20 miles east of Livermore, 20 miles southwest of Stockton, 30 miles east of Dublin, 55 miles northeast of San Jose, 63 miles southeast of San Francisco, and 68 miles south of Sacramento. Figure 1.1 shows Tracy's location within the region.

Regional highway access to Tracy is provided by three highways that form a triangle around the city. Interstate 5 extends along north-south route just east of the city, providing access to communities

Figure 1-1: Regional Context



throughout the Central Valley and beyond. Interstate 580 originates just southeast of the city at a junction with Interstate 5, extending in a northeasterly direction towards the Altamont Pass, and veers west, providing access to the Cities of Livermore, Dublin, Pleasanton, and the greater Bay Area beyond. Interstate 205 extends along an east-west route through the northern portion of the city, connecting Interstates 5 and 580.

Tracy has experienced rapid growth during the past 40 years. During this time, many people who work in the Bay Area have moved to the city in search of more affordable housing. Given the relative lack of employment opportunities in Tracy and elsewhere in San Joaquin County, this trend has perpetuated significant congestion along Interstate 580 during commuting hours. Additionally, in recent years the city, based upon its centralized location, straddling the Central Valley and Bay Area regions, and access to the aforementioned freeways, has also emerged as a distribution and shipping hub within Central and Northern California.

Local Setting

The project area is approximately 1,560 acres in size and centrally located within the city. Approximately 270 acres of the project area consist of public right-of-ways, public facilities, and parks. An additional 38 acres, consisting of railroad right-of-ways and related facilities, are owed by Union Pacific Railroad. The remaining area, approximately 1,365 acres, is privately owned. The project area is generally bound by the 11th Street corridor, existing residential neighborhoods, and Tracy High School to the north; Chrisman Road to the east; Schulte Road and existing residential neighborhoods to the south; and Tracy Boulevard to the west. The project area, roughly divided by MacArthur Drive, includes a western incorporated portion and an eastern unincorporated area.

The incorporated portion forms the city's core area, including the Central Business District, the Civic Center campus, the Transit Center, the Bowtie site, and historic residential neighborhoods; a cluster of employment uses at the intersection of 11th Street and MacArthur Drive; and newer residential neighborhoods in the eastern, southern, and western portions of the project area. This portion of the project area is mostly developed, so future development will largely rely upon infill development on vacant or underutilized parcels and sites.

The unincorporated portion of the project area comprises Urban Reserve (UR)-1, an area that the General Plan prioritizes for future development. With the exception of an industrial use, located on a single parcel in UR-1's northeastern corner along MacArthur Drive, the area comprises large "greenfield" sites that are undeveloped, vacant, and/or occupied by agricultural or rural residential uses. Upon incorporation, the greenfield sites hold the project area's greatest development potential.

1.4 Community Planning Process

To prepare the study, the City utilized a community-based planning process. The City hired a multidisciplinary consultant team of land use and transportation planners, urban designers, and architects to lead the process and prepare the interim deliverables that inform various aspects of the study and planning process. The consultant team was augmented and led by City Planning Division staff members. Throughout the planning process, the City and the consultant team sought input from elected and appointed officials, Valley Link representatives, community groups, business and property owners, residents, and other members of the public regarding key aspects of the study.

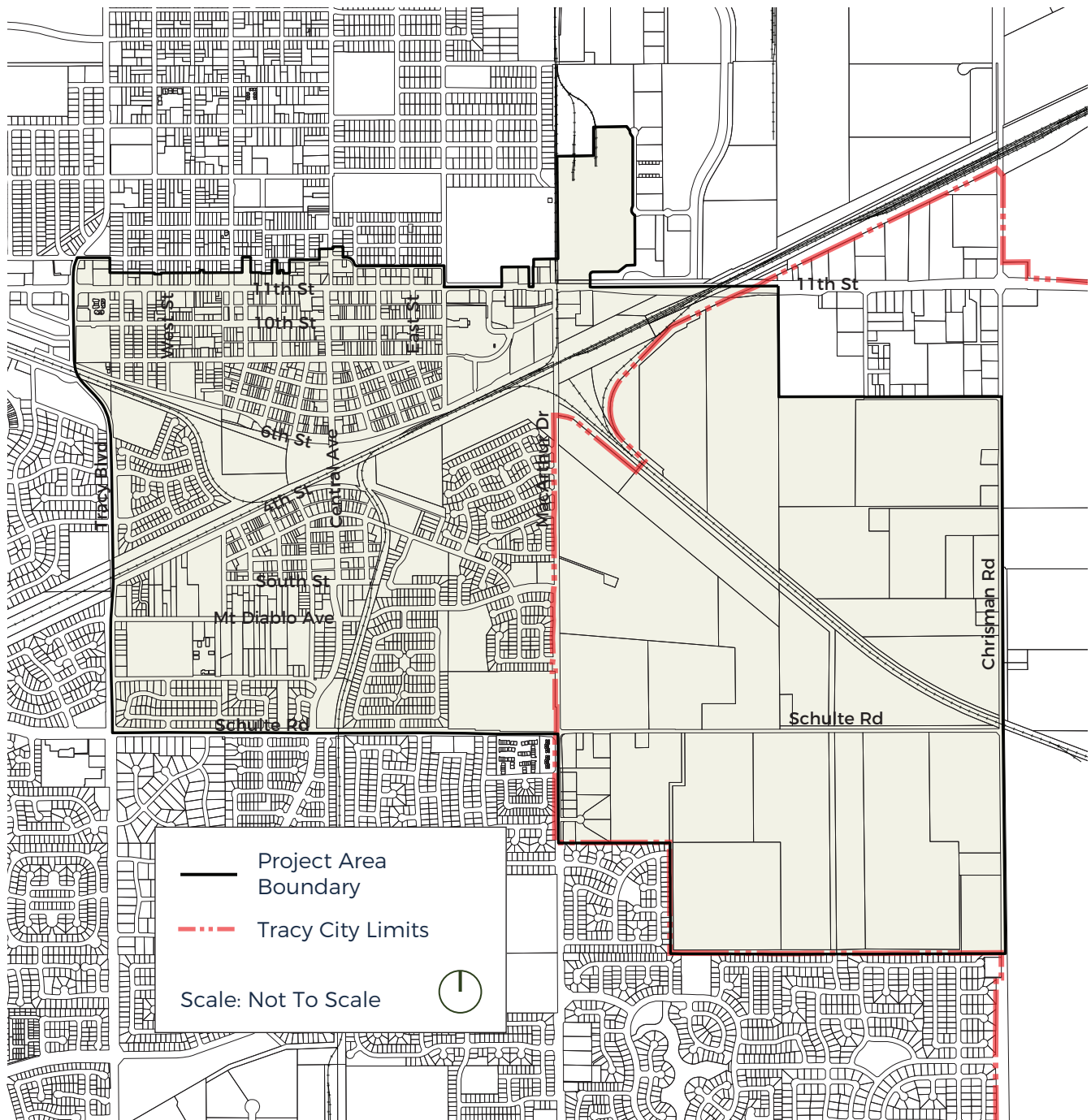
To reach as many people as possible, this outreach effort assumed a broad approach. This included a community workshop, an online survey, stakeholder interviews and meetings, and a working session with the City Council and Planning Commission. In an effort to keep these individuals and all City residents informed and interested in the planning process, the project team maintained a project-specific website, notified the community about participation opportunities, and provided the City Council and Planning Commission with frequent updates.

The following list provides a basic introduction to the project's website, the community workshop and online survey, interactions with stakeholders, public meetings. Each item includes a brief summary of the topics that were covered.

Project Website

The consultant team maintained a project website throughout the duration of the study's planning process. The website was unveiled at the project's outset and was frequently updated to include information about upcoming meetings and public events and project deliverables. The website also hosted the online surveys (for a description of the surveys, refer to Community Workshop and Online Survey) and facilitated community members contacting the project team and signing up for the project's email list.

Figure 1-2: Local Context



Stakeholder Discussions

The project team met and spoke with Valley Link representatives, the City of Tracy Transportation Advisory Commission, the Tracy City Center Association (TCCA), project area residents, and property owners to discuss the location of the commuter rail station and associated parking facilities, and the stakeholders' preferences regarding the project area's extents and vision for development and access/circulation facilities in the project area.

Community Workshop and Online Survey

To gather input from the community, the project team facilitated one community workshop and online survey as part of the study's outreach process.

On November 14, 2019, the project team hosted the workshop to receive the community's input on key topics related to the development of study. Approximately 30 members of the public attended the workshop. Following a presentation from the consultant team, which provided an overview of the project's purpose and process and key issues to address, workshop participants were asked to provide input on the following topics:

- » The community's vision for the project area;
- » The most important opportunity sites for development and/or change;
- » The desired character of future development and access, circulation, and other public realm improvements in the project area;
- » Assets and needs for the project area's six subareas: The Central Business District (CBD) Core, the 11th Street Corridor, the former Heinz site and environs (Employment Area), the Bowtie site, the Residential Neighborhoods, and the UR-1 site;
- » Preference/Support for key development and improvement opportunities associated with TOD, densification/intensification, the further mixing of uses, changes to support better access to the future Valley Link station, including improved mobility; and
- » Preference/Support for one of two or three options/alternatives that represent possible trade-offs associated with TOD development.

Following the community workshop, the project team hosted the online survey, a virtual version of the workshop, on the project's website from November 18 to December 2, 2019. 84 individuals participated in the survey.

The survey began with a brief description of the project, the survey's purpose, and the outreach process. The introductory section also provided a link to the project's website; participants were encouraged to review the sheet to learn more about the project prior to taking the survey. The remainder of the survey comprised an extensive series of questions that replicated all of the questions posed through the workshop's interactive activities.

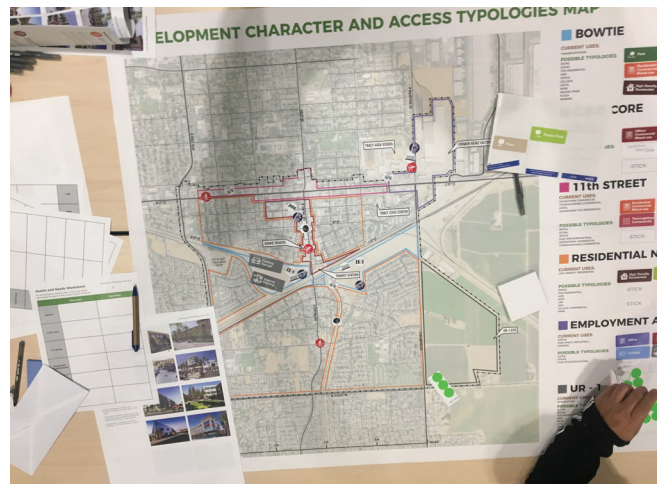
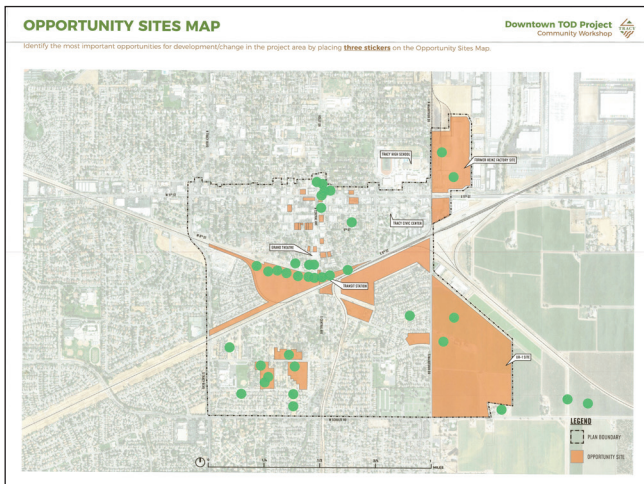
The project team used the workshop and the survey's results to initially develop the project's planning concept alternatives and eventually prepare the study's Preliminary Planning Concept.

Planning Commission Working Session

A description of the Planning Commission Working Session will be prepared following the February 26, 2020, Planning Commission Meeting.

City Council Working Session

A description of the City Council Working Session will be prepared following the March 17, 2020, City Council Meeting.



Community Workshop Opening Presentation, Downtown, Activities, and Results



CHAPTER 2:

EXISTING CONDITIONS

This chapter includes an overview of the project area's existing conditions by land use, districts and neighborhoods, and circulation facilities. The chapter also describes the location and characteristics of the project area's opportunity sites.

The information presented in this chapter underpinned the development of the Preliminary Planning Concept. With the possibility of some additional analysis for select topics, the information can also be used as a foundation for future phases of the Downtown Transit-Oriented Development (TOD) Project.

The chapter is organized into the following sections:

- » 2.1 General Plan Land Use
- » 2.2 Circulation and Access
- » 2.3 Neighborhoods and Districts
- » 2.4 Opportunity Sites

2.1 General Plan Land Use

The Tracy General Plan is the guiding document for development in the City and project area. The General Plan identifies land use classifications and sets the direction for the development standards that apply within the project area.

As illustrated in Figure 2.1: General Plan Land Use, the General Plan applies ten land use designations to the project area's parcels: Low Density Residential, Medium Density Residential, High Density Residential, Commercial, Office, Industrial, Downtown, Public Facility, Park Urban Reserve (UR)-1.

Table 2.1: General Plan Land Use summarizes the General Plan land uses by acreage, dwelling unit count, and nonresidential area within the project area and the 1/2 mile station area radius.

Table 2-1: General Plan Land Use

Land Use Designation	Project Area			1/2 Mile Station Area		
	Acreage	Dwelling Units	Nonres. Area (sf)	Acreage	Dwelling Units	Nonres. Area (sf)
Downtown	113.86	125	339,282	113.18	123	336,426
High Density Residential	7.78	133	-	7.78	133	-
Medium Density Residential	225.51	1,712	-	193.36	1,453	-
Low Density Residential	32.14	170	-	12.63	50	-
Office	0.94	-	16,974	0.94	-	16,974
Industrial	58.22	22	685,104	3.12	-	43,128
Commercial	24.03	19	115,282	6.07	11	15,890
Public Facility	65.58	-	5,527	37.99	-	-
Park	10.95	-	-	10.95	-	-
Urban Reserve-1	781.76	30	30,204	-	-	-
Total	1,367.82	2,211	1,231,744	412.82	1,770	451,789

2.2 Circulation and Access

This section provides an overview of the motor vehicle, pedestrian, and bicycle, and transit networks, and parking facilities that exist in the project area.

Street Network

The project area is primarily served by the following roadways:

- » 11th Street, a major arterial street, extends from east-to-west. The street or parcels adjacent to the street form most of the project area's northern boundary.
- » Chrisman Road, a major arterial street, extends from north-to-south and forms the project area's eastern boundary.
- » Schulte Road, a major arterial street, extends from east-to-west and forms a portion of the project area's southern boundary.

Figure 2-1: General Plan Land Use

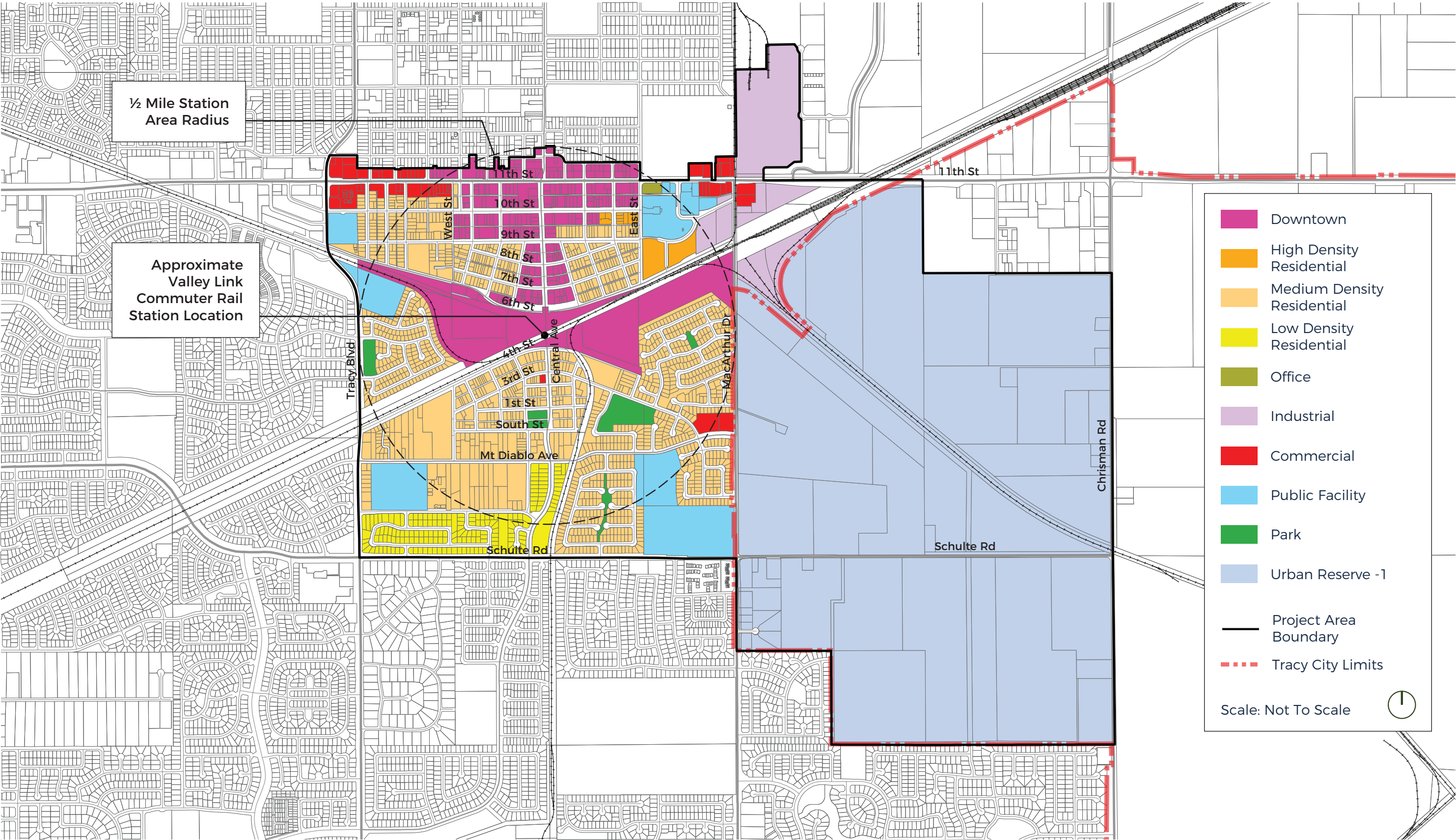
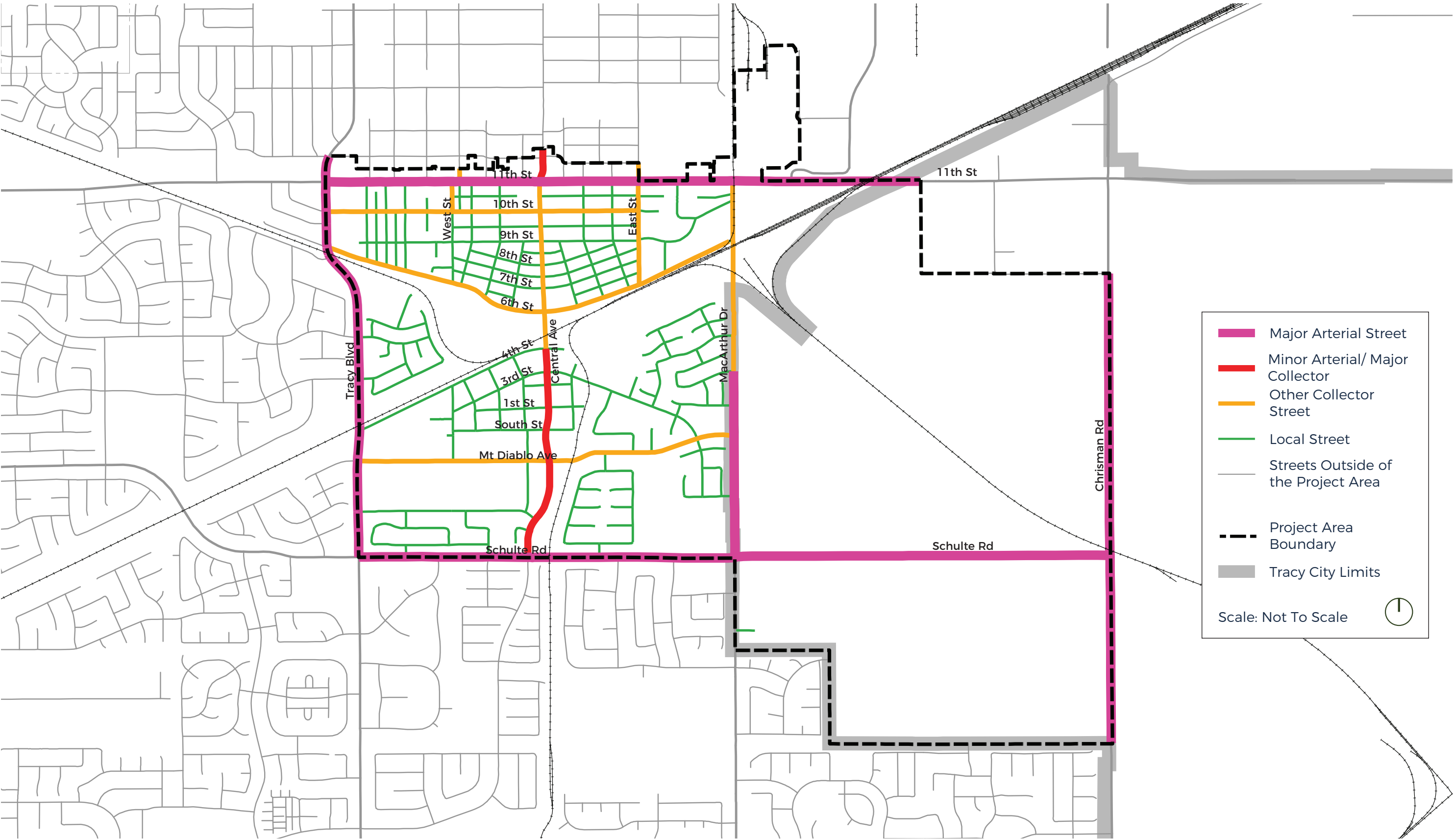


Figure 2-2: General Plan Circulation



- » Tracy Boulevard, a major arterial street, extends from north-to-south and forms the project area's western boundary.
- » MacArthur Drive, a major arterial street, extends from north-to-south and bisects the project area. The street defines much of the boundary between the project area's incorporated western half and unincorporated eastern portion.
- » Central Avenue, a minor arterial or collector street, depending upon location, extends from north-to-south and serves as a central spine that extends through the center of the project area's incorporated portion.
- » 10th Street, a collector street, extends from east-to-west through the northern part of the project area's incorporated portion.
- » 6th Street, a collector street, extends from east-to-west through the central part of the project area's incorporated portion.
- » Mt Diablo Avenue, a collector street, extends from east-to-west through southern part of the project area's incorporated portion.
- » East Street, a collector street, extends from north-to-south through several blocks of the northern part of the project area's incorporate portion.
- » West Street, a collector street, extends from north-to-south through several blocks of the northern part of the project area's incorporate portion.

These routes generally provide access from the surrounding residential neighborhoods, employment areas, and commercial centers within the city and the adjoining portions of unincorporated San Joaquin County. The incorporated portion of the project area also contains an extensive local street network that serves the neighborhoods and districts, described in Section 2.3, within the project area. By contrast, the unincorporated, largely undeveloped portion of the project area currently lacks internal and/or local streets.

Pedestrian and Bicycle Network

Pedestrian and bicycle movement within the and through the project area is generally accommodated by existing streets and sidewalks. Within the incorporated portion of the project area, mobility is generally adequate, especially within the immediate vicinity, but somewhat constrained by the existing street network's lack of continuous and adequate pedestrian facilities in certain locations, and the lack of north-to-south connections across the Bowtie site. Within the project area's unincorporated portion, mobility is entirely constrained by the absence of roadways that extend into area's interior.

Transit Service

The Tracy Transit Center is served by bus transit services operated by the City of Tracy and the San Joaquin Regional Transit District (RTD).

The City of Tracy operates TRACER fixed-route and on-demand service in the downtown area. Seven TRACER fixed routes serve the Transit Center. While two routes operate at 30-minute headways, the other routes operate at 60-minute headways or during peak periods only. Within the downtown core, bus routes operate along Central Ave. and East St. for north-south travel and 7th St., 10th St. and 11th St. for east-west travel.

The San Joaquin Regional Transit District (RTD) provides Tracy with intercity and regional transit service. RTD commuter routes stop at the Tracy Transit Center as part of travel between Downtown Stockton and Dublin/Pleasanton BART. RTD Hopper services connect the Tracy Transit Center with Stockton and Mountain House.

Parking

Parking in Downtown Tracy is provided through a combination of on-street parking and off-street surface parking lots.

Almost all streets in the downtown area have on-street parking on both sides. While on-street parking is free throughout downtown, several streets have 2-hour time restrictions for parking during weekday business hours.

Additional parking is provided through parking lots generally located in the interior of blocks and accessed via alleys. These parking lots are a combination of publicly and privately-owned facilities. Similar to on-street parking, all off-street parking areas are free.

Taxi and Ridesharing Service

Taxi service in the project area is provided by private operators that serve the greater San Joaquin County area and beyond. Additional ridesharing services, such as Uber and Lyft, are also available in the project area.

2.3 Neighborhoods and Districts

This section provides an overview of the project area's existing and potential neighborhoods and districts. Development within each of these areas shares a common identity, providing a localized sense of place within the larger project area. Because the neighborhoods and districts are largely developed, the Downtown TOD Study focuses on how future development can emulate, preserve, and enhance the characteristics of each area's and the adjacent areas' existing development.

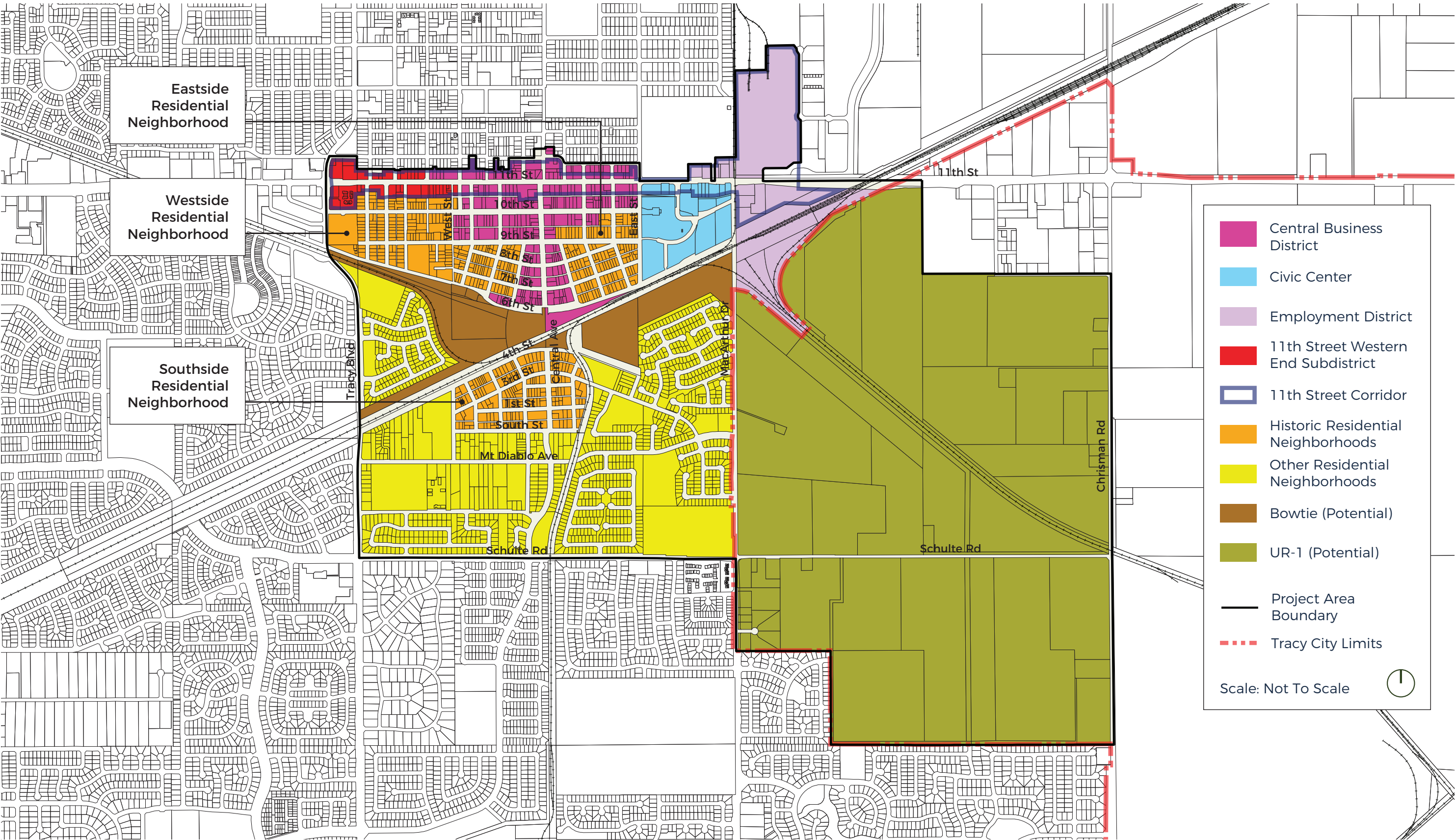
Central Business District

Tracy's Central Business District is focused along its four established commercial streets: Central Avenue, 6th and 10th Streets, and a portion of 11th Street. The district is primarily defined by low scale, commercial and mixed-use development in the form of one- and two-story commercial buildings that include ground floor retail, restaurant, and entertainment uses, and upper floor offices. The district also includes one three-story building, housing Notre Dame de Namur's satellite campus. Three landmark buildings, all located along Central Avenue, anchor the district: Tracy Inn to north at the 11th Street intersection, and Grand Theatre and the Transit Station at or near the southern end of the district. The Central Business District generally presents a pedestrian-oriented, small scale urban form. Buildings maintain sufficient frontage along streets and are located adjacent to the adjoining sidewalk(s); off-street parking is located behind or beside buildings; and the area's blocks are compact. The presence of parking lots and vacant parcels along the district's aforementioned commercial streets does create the presence of "missing teeth" or gaps in the urban form, detracting somewhat from the presence of a continuous building street wall and resulting pedestrian-scaled urban form.

11th Street Corridor

11th Street serves as primary entry corridor into the project area, and major corridor for east-west traffic through the city between Interstate 5 to the east and Interstate 205 to the west. The corridor encompasses three unique sub districts. Around the MacArthur Drive intersection, this includes a mixture of civic uses, including the edges of the Civic Center and Tracy High School, both commanding a strong presence along

Figure 2-3: Neighborhoods and Districts



Existing Development Conditions



Commercial Storefronts Along 10th Street



Historic Commercial Buildings along Central Avenue



Commercial Storefronts Along Central Avenue



Commercial/Mixed-Use Buildings and Grand Theatre Along Central Avenue



Commercial/Mixed-Use Buildings and Streetscape Along 6th Street



Transit Center and 6th Street/Central Avenue Roundabout



6th Street Plaza



Looking East on 10th Street Towards Civic Center



Single-Family Homes and Streetscape in Eastside Residential Neighborhood



Small-Scale Multi-Family Residential Development in Eastside Neighborhood



Commercial Development Along 11th Street



The Former Heinz Factory Site



Bowtie Site with Outlying Residential Neighborhood Development Beyond



Home and Pathway in Outlying Residential Neighborhood



Homes and in Outlying Residential Neighborhood

the street, and a variety of industrial and automobile/highway and heavy commercial uses. The corridor's central blocks, generally also included in the Central Business District, comprise a mixture of low-scale, mostly automobile-oriented commercial uses, encompassing smaller retail and office buildings typically separated from the street by parking lots. The westernmost portion of the corridor includes a mixture of commercial and residential uses.

Civic Center

Tracy's Civic Center sits as a mega-block within the northeastern portion of the project area. With circuitous through-access, the site disrupts the modified grid that occurs elsewhere in Downtown Tracy, establishing a unique identity and spatial character within the Project Area. The central plaza within the Civic Center campus has a park-like feel, while its edges contain a combination of public, city-operated and private light industrial uses, and large parking lots.

Historic Residential Neighborhoods

Westside Residential Neighborhood

A historic residential neighborhood occupies the western side of Downtown Tracy. The neighborhood incorporates a modified grid that transitions/shifts on either side of A Street. Streets are generally alley-loaded, allowing homes to have significant street presence, while supporting a walkable and well-treed street scene. The edges of this residential area are composed of commercial and cultural uses, most notably the Stein Continuation High School and the IPFES Tracy Portugese Hall.

Eastside Residential Neighborhood

A second historic residential neighborhood occupies a portion of the eastern side of Downtown, sandwiched between the CBD and the Civic Center. Though smaller than the Westside Residential area, it mirrors the Westside Residential Neighborhood's framework, including alley-loaded streets, prominently placed smaller single-family homes, and prominent street trees, thus presenting an appealing street scene.

Southside Residential Neighborhood

A third historic residential neighborhood occupies the southernmost portion of Downtown, south of the Bowtie site. The neighborhood lacks the visual cohesion of its two more northerly counterparts, but does incorporate a modified grid, anchored by Central Avenue and a neighborhood park.

Other Residential Neighborhoods

Beyond the three aforementioned historic neighborhoods, the project area includes several other newer neighborhoods that are generally located at the periphery of the project area's incorporated portion. The neighborhoods feature a range of property and house sizes, generally newer development, and a less well-connected loop and cul-de-sac street system. Multi-use paths, generally connected or leading to open spaces, helps mitigate this condition and potentially provide a foundation for additional separated bike/pedestrian facilities to improve connectivity elsewhere in the project area.

Potential Neighborhoods and Districts

The project area includes two large undeveloped areas: the Bowtie site and UR-1. While the areas' lack of development preclude them from being identified as one or more districts and/or neighborhoods, both sites exist at a sufficient scale to support their future identities as such.

2.4 Opportunity Sites

Based upon the project area's existing developed conditions, the following four kinds of opportunity sites could support transit-oriented and/or supportive development.

Bowtie Site

The Bowtie site, occupying a central location within Downtown and the proposed location for the commuter rail station, represents a key opportunity site. The site will require extensive environmental remediation and is constrained by the presence of the various railroad lines, but it represents a unique opportunity within the project area to accommodate an influx of higher density multi-family residential units. Future development may also be able to provide improved connectivity across the site, potentially connecting the northern portions of Downtown to the Southside Neighborhood and Central Avenue to MacArthur Drive and UR-1 beyond.

Urban Reserve-1

UR-1 is the project area's largest opportunity site. While the entire site is located outside of the ½ mile station area radius, its development into a mixture of medium and high density residential neighborhoods, combined with the appropriate connections and local transit service, can support transit ridership. To accommodate the large growth area, UR-1 will also benefit from commercial development that serves the needs of its residents and employees.

Central Business District Infill and Redevelopment Sites

As previously mentioned, the Central Business District, even along its established commercial streets, includes gaps in its urban form that are either vacant or utilized for parking. Such sites could occupy one to four story mixed-use buildings. Because the district prominently exhibits a mixture of historic architectural styles and design characteristics and generally exists at a smaller scale, future infill development should be designed to compliment existing architectural and design motifs and respect the established sense of scale through upper story building setbacks, the inclusions of small open spaces, and similar approaches.

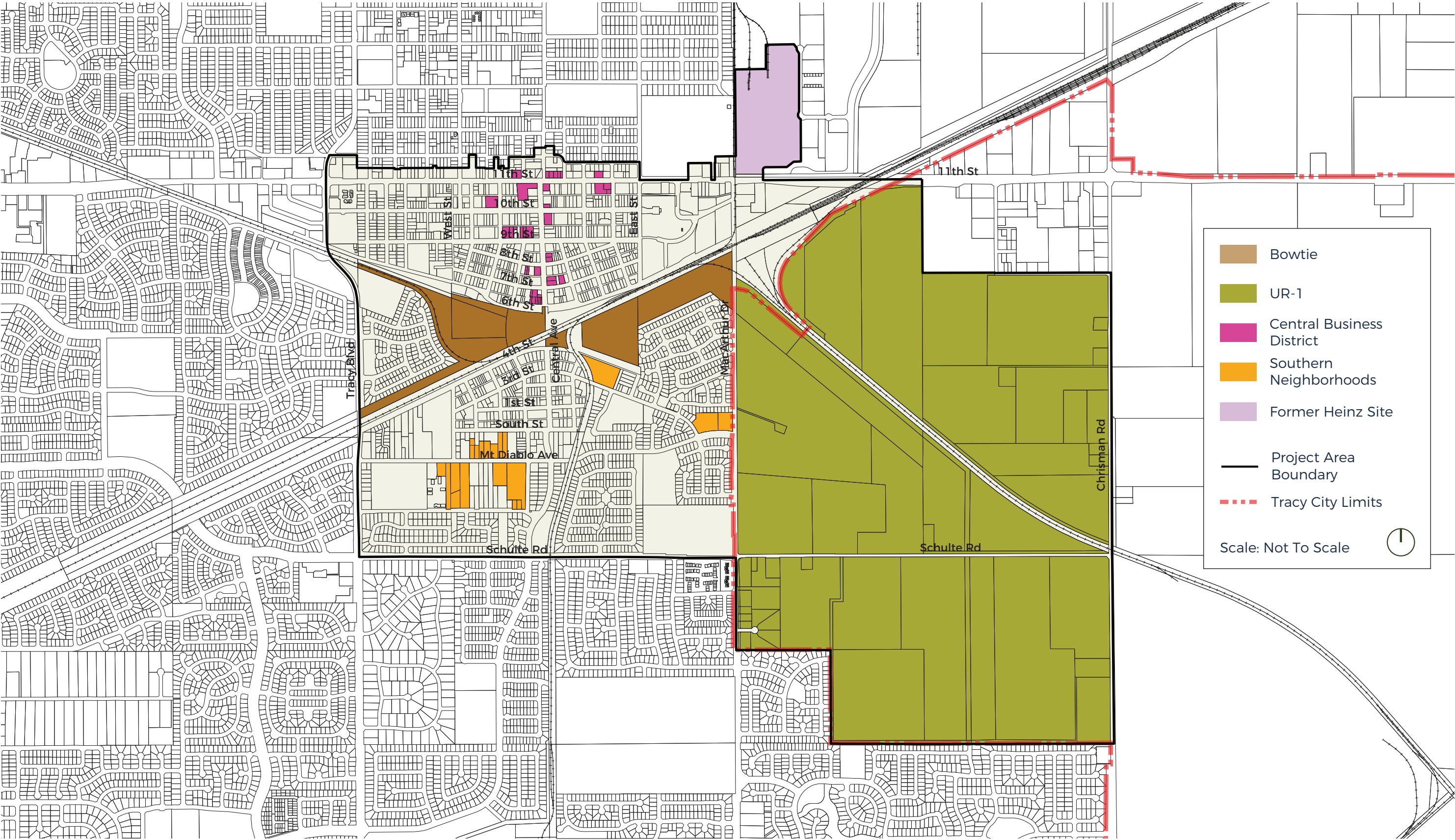
Southern Neighborhoods Infill Sites

Several of the neighborhoods located in the southern half of the project area south of the Bowtie site include sizable vacant or underutilized sites. Because the sites are located within the ½ mile station area radius, they provide an excellent opportunity within the otherwise built out neighborhoods to support residential development at densities that more ideal support transit ridership, while providing residents with a broader range of housing opportunities. The surrounding residential development generally comprises small lot single family homes and lower density multi-family residential development, so future development on the sites should be designed to reflect the characteristics of the surrounding lower scale and density development and incorporate scaled back massing at the sites' peripheries.

Former Heinz Factory Site

The former Heinz factory site, located at the northeastern corner of 11th Street and MacArthur Drive, represents the greatest opportunity to bring one or more larger employment uses into the project area. The existing factory building, reflective of mid Twentieth Century industrial architectural motifs, could, depending upon the building's condition, accommodate one large employer or the incubation of a combination of light industrial, research and development, professional office, and/or commercial uses. The site is located just outside 1/2 mile station area radius, also making the site a potentially attractive option for Bay Area business who are attempting to grow their operations in the Central Valley.

Figure 2-4: Opportunity Sites



This page is intentionally left blank.

CHAPTER 3:

PRELIMINARY PLANNING CONCEPT

This chapter describes the Downtown Transit-Oriented Development (TOD) Study's Preliminary Planning Concept, the City's potential framework for supporting TOD within the ½ mile Valley Link commuter rail station area radius and transit-supporting development beyond, encouraging revitalization within Downtown, and enabling new development within Urban Reserve (UR)-1. The chapter also provides several components that support and/or inform the concept, including the study's preliminary vision statement principles, the concept's land use designations, preliminary recommendations for circulation and parking improvements, conceptual site designs for several of the project area's opportunity sites, and the concept's buildout projections for the project area.

This chapter is organized into the following sections:

- » 2.1 Preliminary Vision Statement and Principles
- » 2.2 Land Use Designations
- » 2.3 Preliminary Planning Concept
- » 2.4 Circulation Improvements
- » 2.5 Parking Improvements
- » 2.6 Concept Site Designs for Key Opportunity Sites
- » 2.7 Growth Projections

3.1 Preliminary Vision

This section presents the preliminary vision for the Downtown TOD Project Area. The preliminary vision comprises a preliminary vision statement and eight preliminary vision principles. The preliminary vision statement is an aspirational description of how the project area should look and function when the Downtown TOD Study is further implemented through the project's future phases and the project area's eventual development. The preliminary vision principles support and implement the preliminary vision statement by providing the framework for the Preliminary Planning Concept. The statement and principles were derived from the community's input during the project's community workshop and online survey, stakeholder interviews and meetings, the Planning Commission's input and recommendations, direction from City Council, and implementation of the General Plan's direction for the project area.

Preliminary Vision Statement

The Tracy Downtown TOD project area is the vibrant, well-connected, mixed-use, transit-oriented and supportive heart of the city. The area includes ample housing options affordable to a wide range of incomes; a central business district that serves as the community's central shopping, dining, and entertainment destination; outlying neighborhood-serving retail centers; a broad mixture of employment uses; the city's civic center campus; public amenities; and a variety of open spaces. The area is served by a transportation network that provides pedestrians, bicyclists, automobiles, rideshare, transit, and other emerging transportation modes with safe and efficient access to the station and other destinations within the project area, the city at large, and the region beyond.

Preliminary Vision Principles

- » Principle 1: Accommodate a significant concentration of new residential development within ½ mile of the planned Valley Link commuter rail station (the station area) to support Valley Link's requirement for the station area to accommodate, at minimum, an average of 2,200 residential units.
- » Principle 2: Enable the development of new mixed-density neighborhoods on the Urban Reserve (UR)-1 site in a manner that supports Valley Link ridership.
- » Principle 3: Encourage additional commercial development, including unique, high quality shopping and dining, open space and ample outdoor seating, and proper ambiance, along Central Avenue and 10th and 11th Streets that strengthens the CBD's identity as city's core commercial area.
- » Principle 4: Accommodate the development of new commercial centers in UR-1 that meets the convenience shopping needs of people who live and/or work in the adjacent areas.
- » Principle 5: Selectively accommodate additional employment-generating development, including professional office, light industrial, research and development, and incubator uses in the Central Business District and UR-1, and along the 11th Street corridor.
- » Principle 6: Provide a range of open spaces to support the surrounding uses and enhance the project area's aesthetics and quality of life.
- » Principle 7: Maintain the project area's small town feel and character by preserving its historic and iconic buildings and open spaces and requiring new development to compliment the characteristics of the area's existing urban form.
- » Principle 8: Provide safe, comfortable, and convenient access to the transit station and to destinations within and beyond the project area for all users and modes of transportation.

2.2 Land Use Designations

This section establishes the twelve land use designations that appear on the Preliminary Planning Concept. The designations implement the Downtown TOD Study's preliminary vision for the project area. If the City proceeds with adopting one or more planning tools to implement the planning concept, as described in Chapter 3, General Plan and Zoning Ordinance amendments will likely be required to establish consistency between the project's finalized planning concept; the General Plan's vision, policies, and land use designations and map; and zoning districts and the zoning map. See figure 2.1, Preliminary Planning Concept, for specific parcel designations within the project area.

Densities specified in this study are expressed in units per gross acre. Gross acreage shall include land dedicated for any public use (including but not limited to streets, schools, parks, fire stations and detention basins). Land set aside for public facilities and for which reimbursement will be received is not to be included in density calculations (i.e. schools and detention basins). The extent to which facilities are provided will help determine the actual number of units per acre that will be allowed.

Downtown

- » 2.5 Max FAR
- » 15 – 50 du/acre

The Downtown designation provides for an integrated mix of high-intensity uses to support and reinforce the Central Business District's roles as the heart of the city and its central shopping, dining, and entertainment district. The designation encourages a pedestrian-oriented environment, vertical mixed-use development, a diverse mix of public and private uses, streets on a grid or modified grid, multi-modal design, and direct pedestrian and bicycle connections to residential neighborhoods. The designation requires active retail ground floor uses, such as shops and restaurants, along Central Avenue and 10th and 11th Streets, and strongly encourages upper floor residential and office uses. Allowed uses include retail, office, multi-family residential, cultural and public-serving uses.

TOD Office/Residential

- » 2.5 Max FAR
- » 15-50 du/acre

The TOD Residential designation supports intense residential and/or office development within walking distance of the commuter rail station on outlying portions of the Central Business District that are separated from district's established commercial corridors of Central Avenue and 10th and 11th Streets. The designation is primarily intended to accommodate multiple story apartment, condominium, and/or office buildings, but also allows attached and detached townhouses, triplexes, fourplexes, and garden apartments.

TOD Residential

- » 15.0 – 50.0 du/acre

The TOD Residential designation supports intense residential development within walking distance of the commuter rail station and that is compatible with the Central Business District. The designation is primarily intended to accommodate multiple story apartment and/or condominium buildings, but also allows attached and detached townhouses, triplexes, fourplexes, garden apartments, and parks and plazas.

High Density Residential (HDR)

- » 12.0 – 25.0 du/acre

The High Density Residential designation supports relatively intense single-family housing typologies, including attached and detached townhouses; and a wide range of multi-family residential typologies, including triplexes, fourplexes, garden apartments, and multiple story apartment and condominium buildings; along with related uses, such as parks and schools.

Medium Density Residential (MDR)

- » 5.9 – 12.0 du/acre

The Medium Density Residential designation supports a wide range of single-family and less intense multi-family residential typologies, including zero lot line, small lot, and cluster single-family housing, duplexes, triplexes, fourplexes, attached and detached townhouses, and garden apartments, along with related uses, such as parks and schools.

Low Density Residential (LDR)

- » 2.0 – 5.8 dwelling units per acre (du/acre)

The Low Density Residential designation supports a wide range of single-family residential typologies, ranging from zero lot line, small lot, and clustered housing to conventional large lot housing, and related uses, such as parks and schools.

Office/Industrial Mixed Use

- » 1.0 Max FAR

The Office/Industrial Mixed Use designation supports a wide range of office and light industrial development. The designation is intended for the seamless integration of office and light industrial uses with supporting retail and service uses. Offices may be developed in an office park setting, but most office and light industrial development stands alone. Commercial and other support services may be integrated vertically and/or horizontally, but the predominant use of integrated developments is office and/or light industrial.

Office

- » 1.0 Max FAR

The Office designation is primarily intended to accommodate professional office and related uses. Other allowed uses include high-tech, medical/hospital, legal, insurance, government, and similar uses.

Industrial

- » 0.5 Max FAR

The Industrial designation accommodates industrial parks, warehouses, distribution centers, light manufacturing, flex/office space, research and development, public and quasi-public uses and similar and compatible uses.

Commercial

» 1.0 Max Floor-to-Area Ratio (FAR)

The Commercial designation accommodates retail and consumer service uses that serve the needs of the surrounding neighborhoods and employment centers and districts. The designation requires centralized locations, adequate access by all modes of transportation, compatibility with other surrounding uses, and consistent design with the community. Allowed uses include grocery and convenience stores, salons, professional offices, restaurants, auto service stations, drug stores, dry cleaners, day care centers, and banks.

Public Facility (PF)

The Public Facility designation provides for government owned facilities, public and private schools, institutions, civic uses and public utilities, and quasi-public uses such as hospitals and churches.

Park (P)

The Park designation provides for neighborhood, community and regional parks, golf courses, and other outdoor recreational facilities within urban development. Specific uses include public recreation sites, including ball fields, tot lots and play apparatus, adult softball and soccer playing fields, swimming pools, community center buildings, meeting facilities, libraries, art centers, after school care facilities, art in public places, facilities for night-time recreation, trails benches, interpretive markers, picnic areas, barbecue facilities, landscaping, irrigation, city wells, trees and natural habitat areas.

2.3 Preliminary Planning Concept

The Preliminary Planning Concept, shown in figure 2.1, illustrates the study's initial recommendation for how to plan for TOD within the station area and transit-supporting development beyond, encourage revitalization within Downtown, and enable the development of UR-1. The concept is based upon and implements the preliminary vision statement and principles, included in Section 2.1, and incorporates the land use designations, included in Section 2.2. The concept comprises the land use and access/circulation components described in the following subsections.

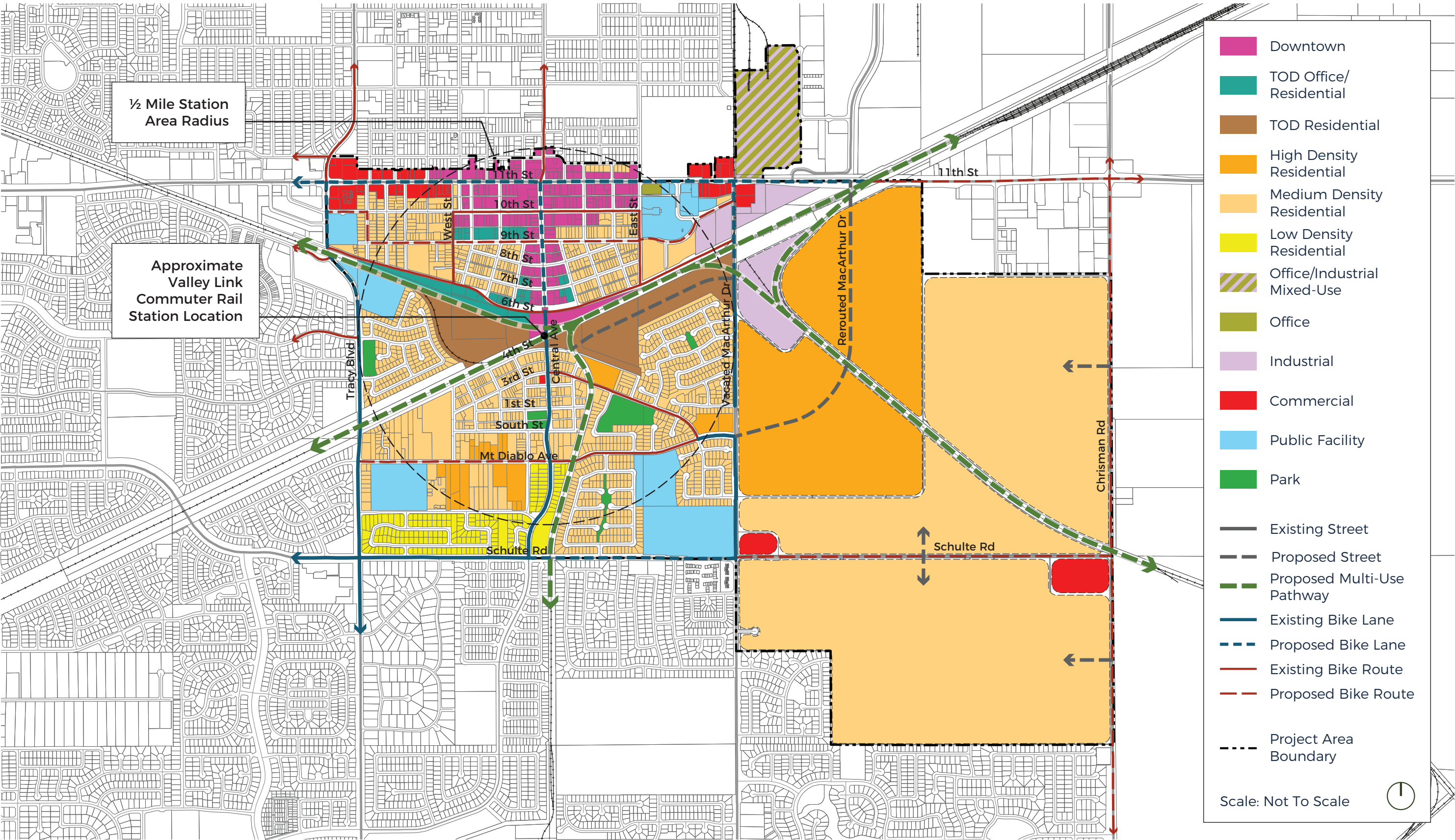
Land Use Components

- » On developed properties within the ½ mile station area and the remaining incorporated portions of the project area, the concept generally applies designations that are consistent with the General Plan Land Use Map and the Zoning Map. This includes the application of Low Density Residential (LDR) and Medium Density Residential (MDR) within established residential neighborhoods; Public Facility (PF) to the Civic Center campus, the Public Works Facility along Tracy Boulevard, Stein Continuation High School and South/West Park Elementary School, and the Tracy Public Cemetery; and Commercial (C), Industrial (I), and Office (O) along the 11th Street corridor east of East Street. This component is intended to preserve and enhance the characteristics of these existing neighborhoods, employment-generating districts, and public/quasi-public uses that form much of the City's core area.
- » Also consistent with the General Plan Land Use Map and the Zoning Map, the concept applies the Downtown (D) designation to most of the Central Business District. While the designation allows the same mixture of commercial, office, and residential uses, and at the same density range of 15 to 50 dwelling units per acre (du/acre), it differs from the current General Plan land use designation and zoning district by requiring ground floor commercial uses along Central Avenue and 10th and 11th Streets and allowing a maximum floor-to-area ratio (FAR) of 2.5, rather than the current maximum FAR of 1.0. This component is intended to encourage active ground floor commercial uses, such as shops and restaurants, along Downtown's established commercial corridors, and

support relatively intense vertical mixed-use development at a scale that compliments the district's existing urban form and maximizes TOD opportunities associated with the wood frame over concrete base construction.

- » The concept also applies the Downtown (D) designation to the Transit Station and the portions of both halves of the Bowtie site immediately adjacent to Central Avenue. This component is intended to extend the Central Avenue commercial corridor through the Bowtie, providing a connection to the project area's southside neighborhoods and gateway to commuter rail riders visiting Downtown.
- » The concept applies the TOD Residential designation to most of the remainder of the Bowtie site. The new designation allows multi-family residential development at 15 to 50 du/acre. This component is intended support residential development at a density that is consistent with TOD best practices and the Central Business District's development intensity.
- » The concept applies the TOD Office/Residential designation to the remainder of the Central Business District, around the district's periphery along 6th, 7th, and 9th Streets, and the remainder of the Bowtie site, on the western half of site adjacent to 6th Street. This new designation allows multi-family residential development at 15 to 50 du/acre, and office development at a maximum of FAR of 2.5 This component is intended support office, residential, or office/residential mixed use development on those Downtown sites located away from the established commercial corridors, and at densities and intensities that compliments the district's existing urban form and maximizes TOD opportunities consistent with the wood frame over concrete base construction.
- » The concept applies the High Density Residential (HDR) designation to five infill opportunity sites within the project area's southside neighborhoods. One of the sites is located just south of the eastern half of the Bowtie site along 3rd Street. The remaining four sites are located along Mt Diablo Avenue, an important circulation route through the southside neighborhoods. On all but one site, this change represents an up designation/zone from the existing Medium Density Residential designation, thus increasing the density range from 6 to 12 du/acre to 12 to 25 du/acre. On the remaining site, the HDR designation replaces a Commercial (C) designation. This component is intended to support residential development on station area infill sites within a modestly higher density range that will increase the number of people residing within the station areas and provide additional housing choices.
- » Within UR-1, the concept generally applies designations that support the development of mixed densities neighborhoods. The site's northwestern quadrant, located just beyond the station area, is occupied by High Density Residential (HDR). With the exception of two neighborhood-serving commercial centers, located at the northeastern intersection of MacArthur Drive and Schulte Road and the southwestern intersection of Chrisman and Schulte Roads, the remainder of the site is designated Medium Density Residential (MDR). This component will support the development of significant new residential units, over time as allowed by the City's growth management ordinance, and at densities that support commuter rail ridership, along with commercial centers that satisfy the residential neighborhoods' convenience needs within walking and/or biking distance.
- » A single UR-1 parcel, located in the northwestern portion of the site, east of MacArthur Drive and just south of the more southerly railroad tracks that bisect the site, is designated Industrial (I). This component is intended to preserve the site's existing industrial development, which serves as the southern terminus of the employment-generating uses that extend southward along MacArthur Drive from 11th Street.
- » While not illustrated, the concept assumes that new development, especially on sites designated for increased development intensity, will be designed to avoid conflicts with surrounding existing development. This consideration can be addressed through the adoption of design protocols

Figure 3-1: Preliminary Planning Concept



This page is intentionally left blank.

that require new development to be designed in a manner that compliments the architectural/aesthetic characteristics, scale, and configuration of the surrounding existing development.

Access and Circulation Components

- » The concept includes a multi-use bicycle and pedestrian pathway along the south side of the rail corridor. This will provide a direct connection to the downtown core and the Valley Link station from the UR-1 parcel to the east.
- » A new east-west street will connect the station area to MacArthur Drive. The roadway will connect to E. 4th Street immediately to the east of the Valley Link parking area and the rail spur. Near the station, the new street be aligned to form a continuous east-west route from E. 4th Street into the Bowtie site. The north-south portion of 4th Street will then “tee” into this east-west route. At the eastern edge of the Bowtie site, the new street will turn south to connect with the existing MacArthur Drive.
- » The concept identifies the conceptual realignment of MacArthur Drive through UR-1. The street will play a critical role in providing access to and shaping how development occurs on the site. The MacArthur Drive realignment will include a grade-separated rail crossing and improve north-south through circulation as an alternative to Central Avenue.
- » Supporting trail access through bike facilities and pedestrian infrastructure will be important to promoting the use of multi-use trails in Tracy, particularly for trips that are outside of reasonable walking distances. On-street and off-street bike facilities are already included in this strategy as a leading factor in density and development opportunities within the area bounded by 11th Street, MacArthur Drive, Schulte Road, and Tracy Boulevard. In the UR-1 opportunity site, internal bike/ped infrastructure will need to be constructed and connected with existing and planned facilities.
- » The concept assumes that new connections to existing streets will be established as part of the development of the Bowtie site parcels. New connections may be restricted to bicyclists and pedestrians only as a way to protect existing neighborhoods while providing improved access to the Valley Link station. In particular, bike/ped connections should be explored between the Bowtie parcel and Evans St. and Falcon Ct. to the southeast. These connections in conjunction with an internal street network serving Bowtie development will provide more direct access to the Valley Link station, both for existing residents and for future residents of the UR-1 parcel to the east.
- » Additional pedestrian circulation improvements will focus on improving safety and comfort within the study area. Improvements include filling in missing or incomplete sidewalks along neighborhood streets, streetscape improvements in conjunction with mixed use development, and improvements at intersections to shorten crossing distances for pedestrians and improve visibility.
- » While not illustrated, the concept also assumes that a large parking lot or structure will be constructed to accommodate commuter rail riders who drive to the station area from project area’s outlying areas or elsewhere in the city. This will likely be located in the Bowtie site, near Central Avenue.

2.4 Circulation Improvements

Transit-oriented and supporting development provides an opportunity to improve existing streets within the project area to maximize walking, biking, and transit connections to and from the commuter rail station. To achieve this, design improvements should:

- » Decrease crossing distances for pedestrians,
- » Improve safety for bicyclists, and
- » Increase the visibility of both pedestrians and bicyclists.

Using existing envisioned streets that will play an important role in providing connections to the commuter rail station and through the project area, the following pages describe and illustrate preliminary recommendations for how the streets can be modified or constructed to support safe and mobility. The improvements are considered “moderate” because street widths do not change. This approach is intended to balance the need to accommodate significant volumes of vehicular traffic and more readily achieve implementation.

11th Street

11th Street (State Route 205) is a 70-foot-wide 4-lane major arterial that runs east-west north of the station, connecting outside of Tracy to Interstate 205 and to Interstate 5. In the study area, 11th Street's adjacent land uses are predominantly commercial. Most destinations on Eleventh Street in the study area are located within about a 20-minute walk of the station. Near the intersection with Central Avenue, walking distances to and from the station are reduced to about 10 minutes.

As shown in Figure 3-2, a 9-foot center turn lane separates two vehicle travel lanes in two directions. The 8 and 9-foot sidewalks are sufficiently wide for people walking on a commercial corridor. There is opportunity to improve safety for bicyclists, pedestrians, and drivers by replacing the center turn lane with a median and dedicated left-turn pocket at major intersections. This improvement aims to decrease conflict between vehicles and bicyclists or pedestrians and provides an opportunity for a median refuge to shorten crossing distances for pedestrians. Figure 3-3 and Figure 3-4 show these improvements at Eleventh Street mid-block and at major intersections, respectively.

Figure 3-2: 11th Street Section Showing Existing Conditions

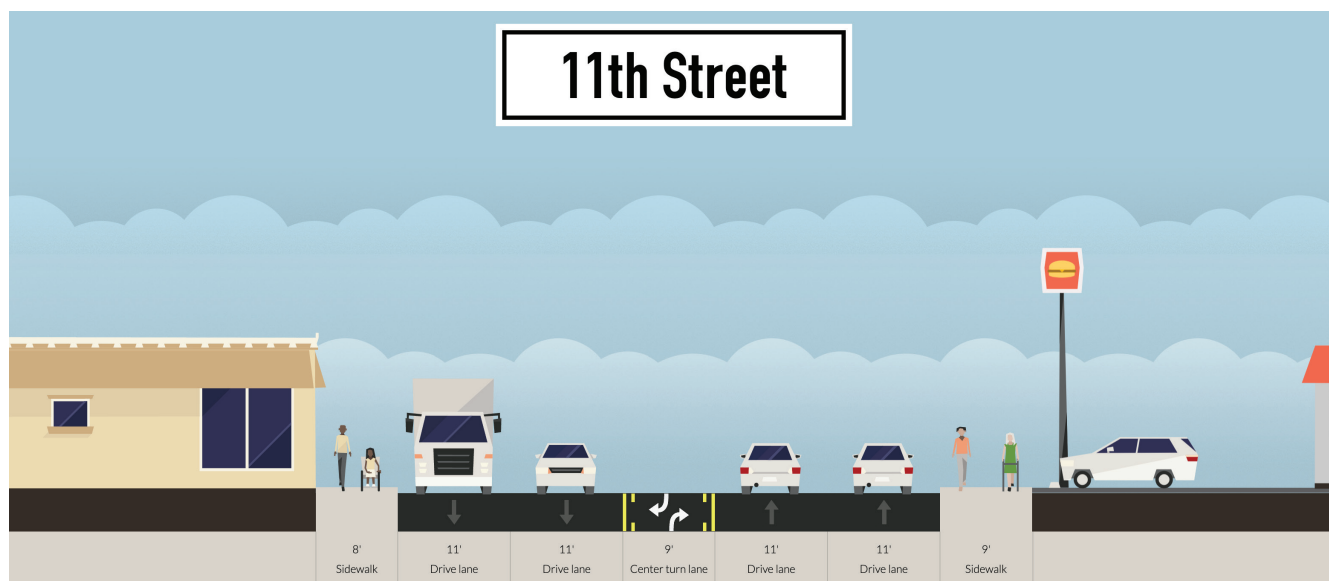
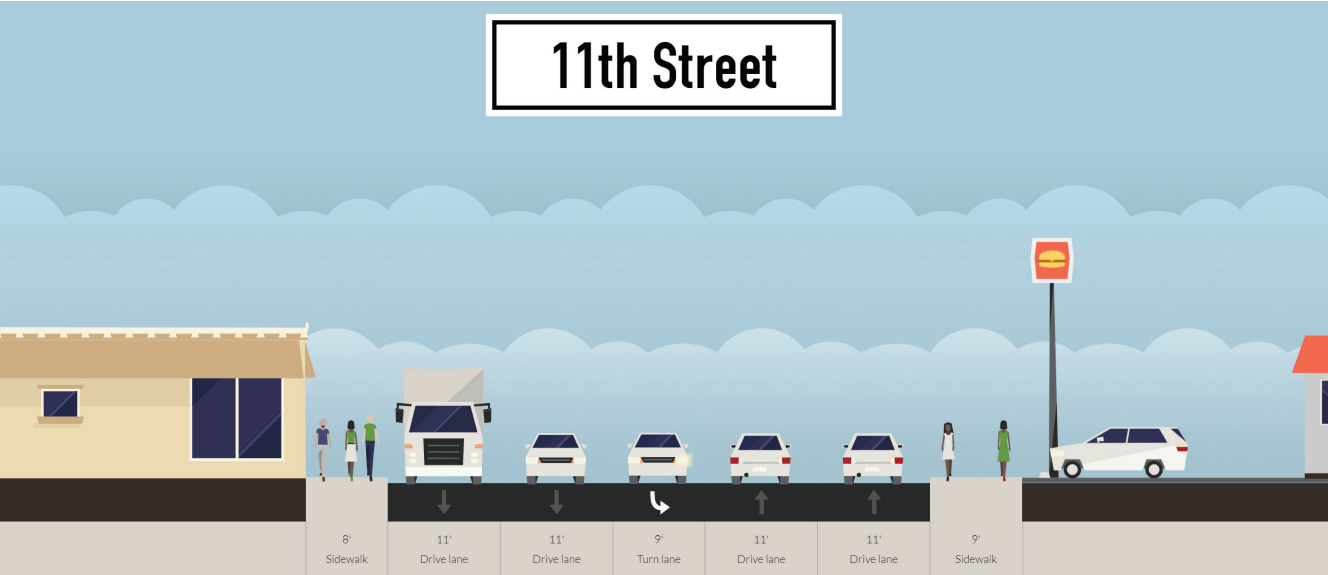


Figure 3-3: 11th Street Section Showing Mid-Block Improvements



Figure 3-4: 11th Street Section Showing Improvements at Major Intersection



Central Avenue – Downtown

Extending between the future commuter rail station and 11th Street, Central Avenue is an 80-foot collector street that runs north-south, connecting destinations and local streets within Downtown. From the station to 11th Street, Central Avenue's adjacent land uses are commercial. Destinations on Central Avenue between the station and Ninth Street are within a 5-minute walk of the station. Between 9th Street and 11th Street, walking distances to and from the station increase to 10 minutes.

As shown in Figure 3-5, a 12-foot center turn lane separates two vehicle travel lanes in two directions. The 6-foot sidewalks are sufficiently wide for people walking in this area. In this segment of Central Avenue, there is also opportunity to increase the visibility of and decrease crossing distances for pedestrians by expanding the curb. Figure 3-6 describes these improvements with a callout box, and an example of a curb extension, or "bulb-out", is shown in Figure 3-7.

Figure 3-5: Downtown Section of Central Avenue Showing Existing Conditions

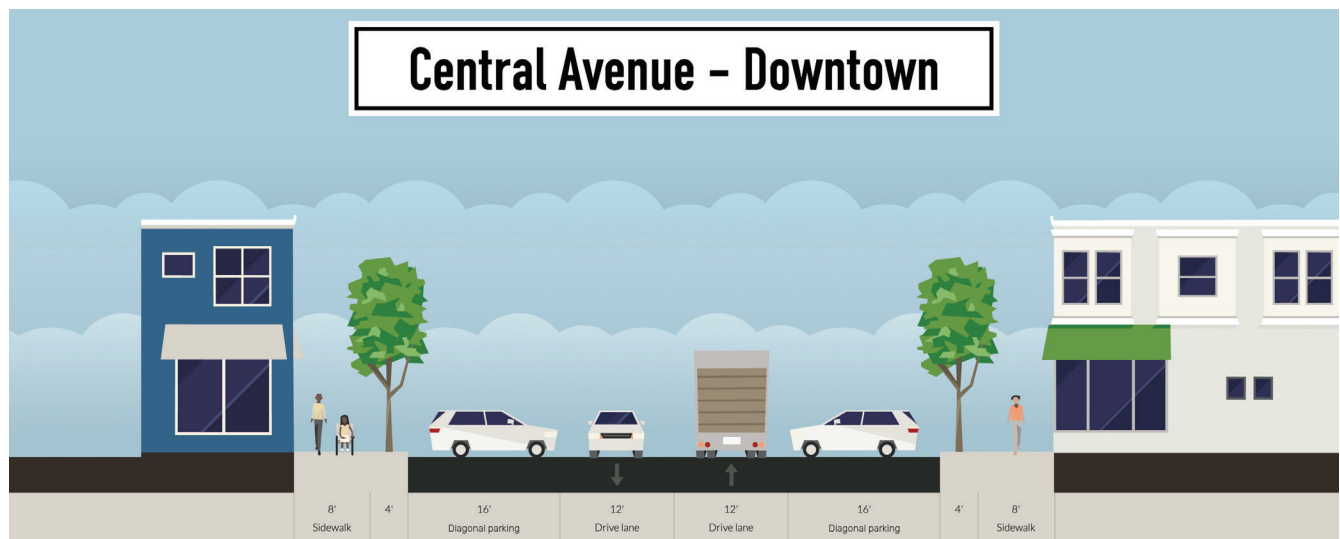


Figure 3-6: Downtown Section of 11th Street Showing Improvements

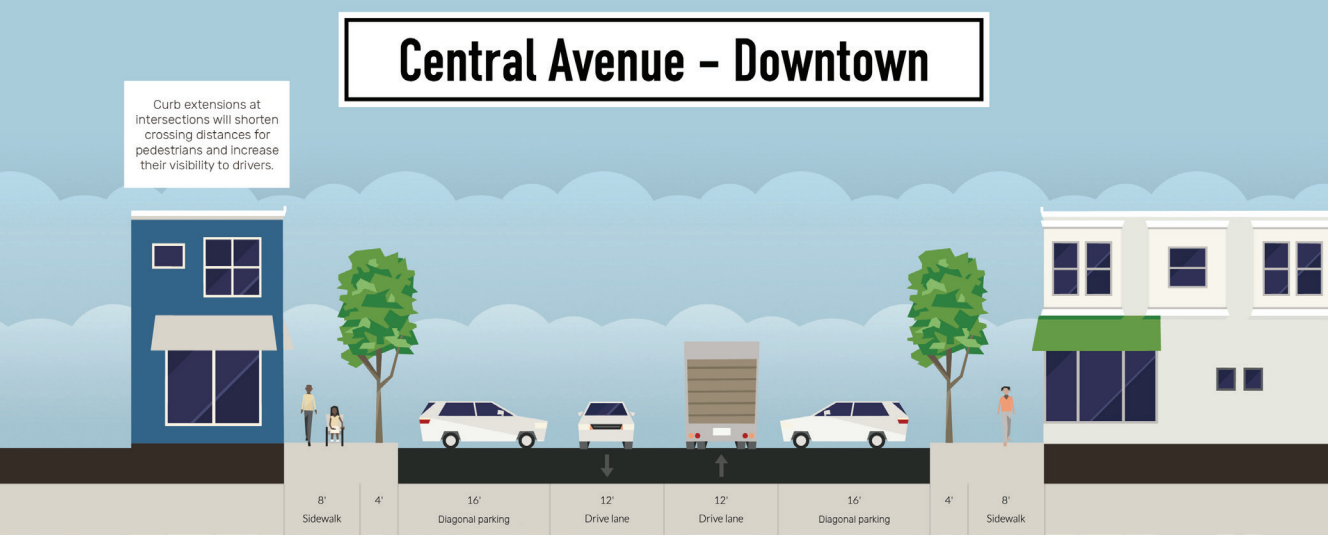


Figure 3-6: Example Curb Extension or "Bulb-Out"



3rd Street

3rd Street is a 50-foot local street that runs east-west south of the commuter rail station, terminating at West Street and Hotchkiss Street. Third Street's adjacent land uses are predominantly residential and connect to Hoyt Park. Third Street between Central Avenue and Mt Diablo Avenue is a bike route. Between approximately West Street and Dale Odell Drive, homes on 3rd Street are within a 5-minute walking distance of the station. Between Dale Odell Drive and Mt Diablo Avenue, homes on 3rd Street are within a 10-minute walking distance of the station.

As shown in Figure 3-8, parking is currently available on both sides of 3rd Street. The 12-foot vehicle lane widths provide ample room for drivers. The 6-foot sidewalks are sufficiently wide for people walking in a residential neighborhood. There is opportunity to improve conditions for people bicycling by reallocating roadway space on 3rd Street, expanding and enhancing Tracy's bicycling network. Figure 3-9 shows a buffered bicycle lane on the south side of the street, which also serves Hoyt Park.

Figure 3-8: 3rd Street Section Showing Existing Conditions

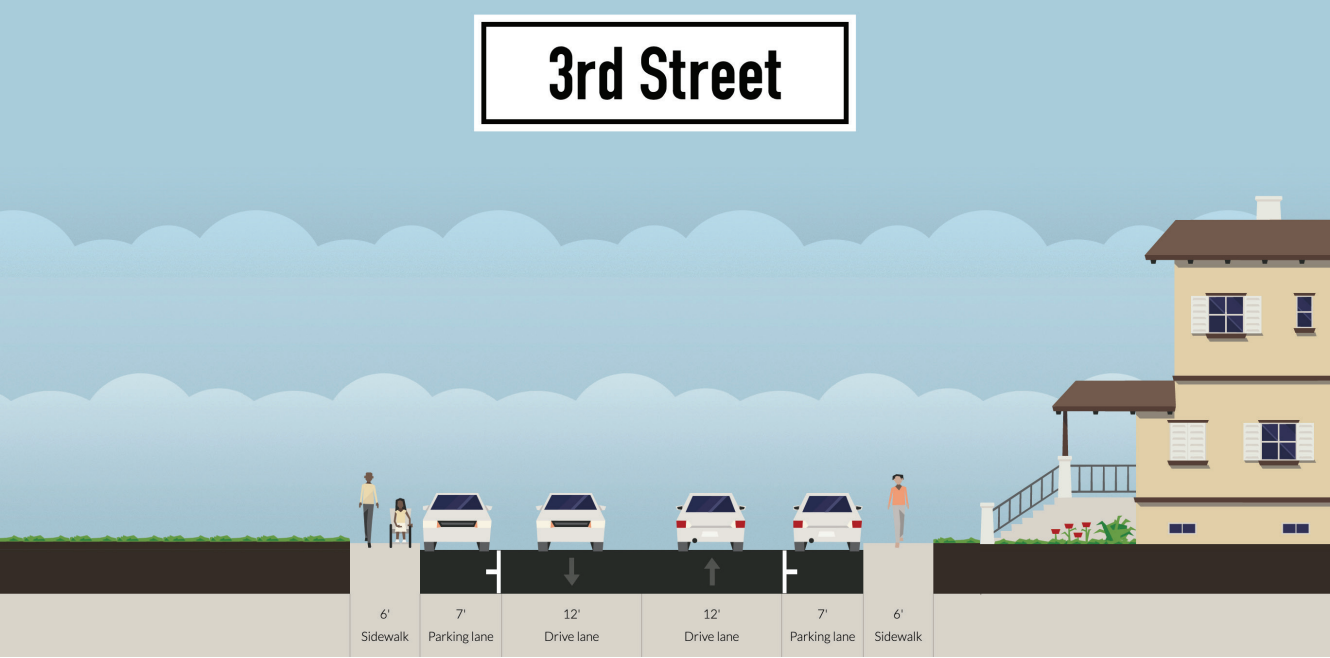
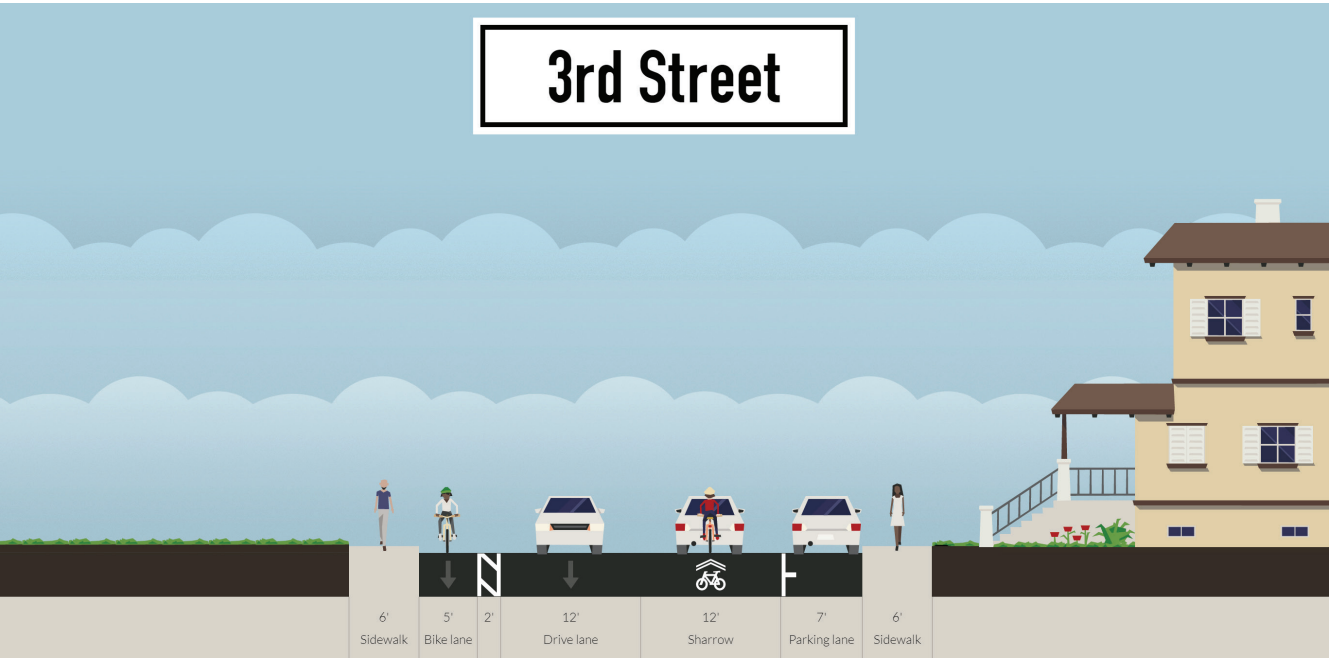


Figure 3-9: 3rd Street Section Showing Improvements



Central Avenue – Residential

South of the future Valley Link station, Central Avenue is a 80-foot minor arterial/major collector that runs north-south, providing key access to Downtown Tracy and residences south of Downtown. From the station to Schulte Road, Central Avenue's adjacent land uses are residential and commercial. Destinations on Central Avenue between the station and South Road are within a 5-minute walk of the station. Walking distances to and from the station are within 10 minutes on Central Avenue between South Road and Schulte Road.

As shown in Figure 3-10, a 12-foot center turn lane separates two vehicle travel lanes in two directions. The 6-foot sidewalks are sufficiently wide for people walking in this area. In this segment of Central Avenue, there is also opportunity to improve safety for bicyclists, pedestrians, and drivers by replacing the center turn lane with a median and dedicated left-turn pocket at intersections. This improvement aims to decrease conflict between vehicles and bicyclists or pedestrians and provides an opportunity for a median refuge to shorten crossing distances for pedestrians. Figure 3-11 shows these improvements.

Figure 3-10: Residential Section of Central Avenue Showing Existing Conditions

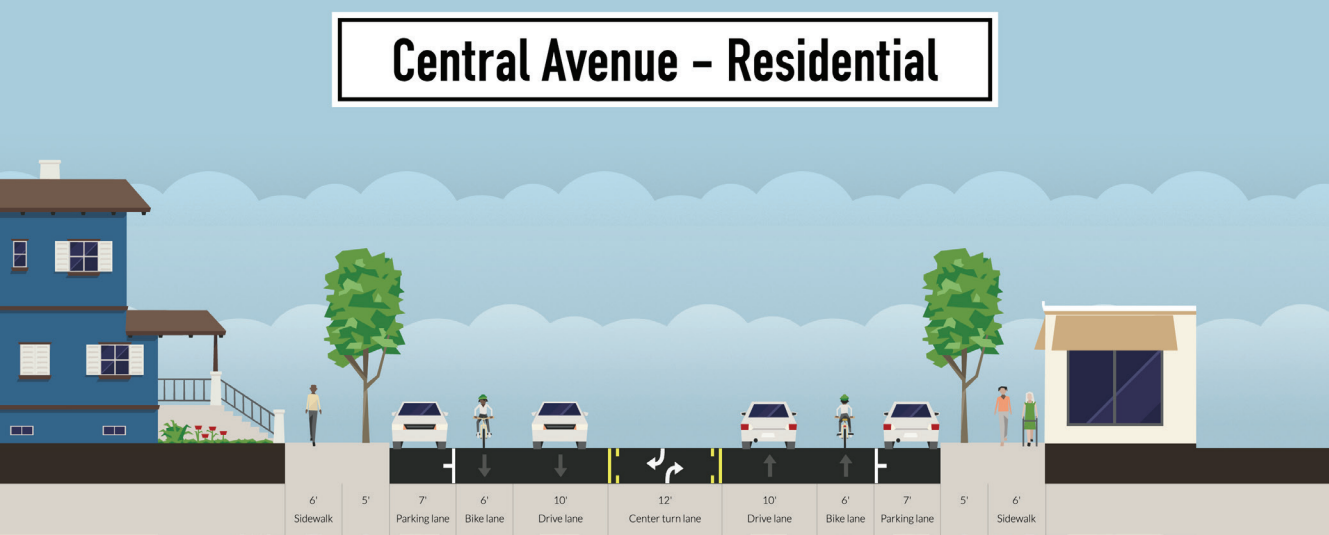
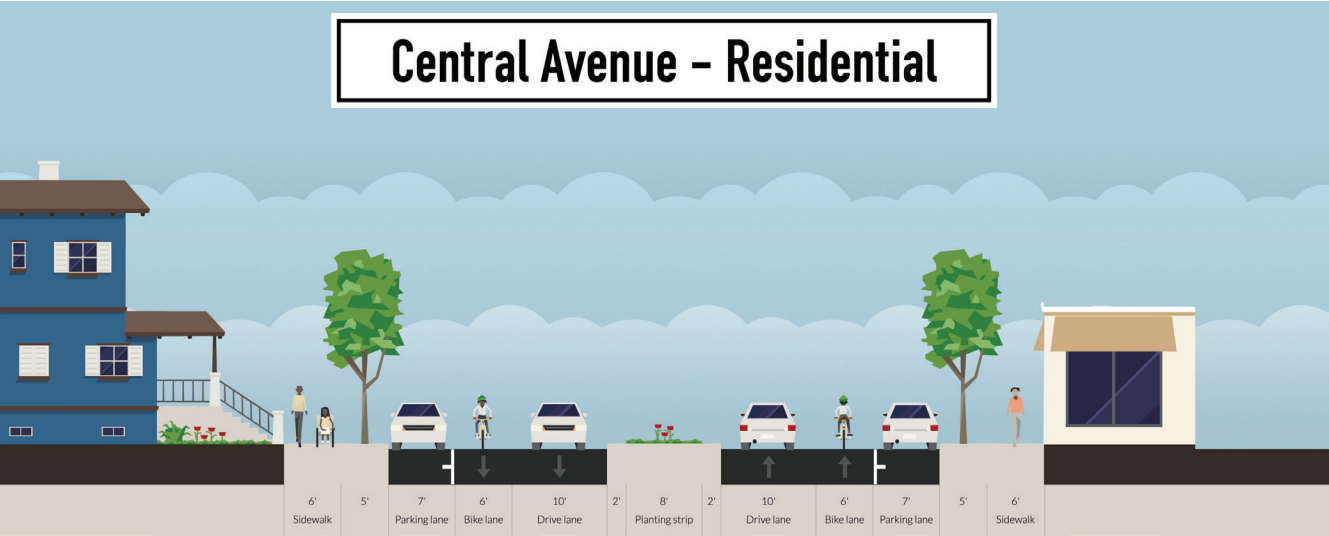


Figure 3-11: Residential Section of Central Avenue Showing Improvements



Mt Diablo Avenue

Mt Diablo Avenue is a 50-foot local street that runs east-west south of the station between Tracy Boulevard and MacArthur Drive. Mt Diablo Avenue's adjacent land uses are predominantly residential; notably, Mt Diablo Avenue provides access to two elementary schools. Mt Diablo Avenue between Central Avenue and 3rd Street is a bike route. A bike lane begins on Mt Diablo Avenue west of 3rd Street, continuing north on to MacArthur Drive. A bike route is planned on Mt Diablo Avenue between Tracy Boulevard and Central Avenue. Between approximately West Street and Corliss Drive, destinations and homes on Mt Diablo Avenue are within a 10-minute walking distance of the station. Outside of this segment in the study area, destinations and homes on Mt Diablo Avenue are within a 20-minute walking distance of the station.

As shown in Figure 3-12, parking is currently available on both sides of Mt Diablo Avenue. The 7-foot sidewalks are sufficiently wide for people walking in a residential neighborhood. Recent aerial imagery shows that sidewalk gaps have been filled on Mt Diablo Avenue. Painted crosswalks at unsignalized intersections on Mt Diablo Avenue would further benefit people walking, particularly adjacent to the elementary schools. An example of a faded crosswalk on Mt Diablo Avenue that provides access to South/West Elementary School is shown in Figure 3-13.

Figure 3-12: Mt Diablo Avenue Section Showing All Sidewalk Gaps Filled

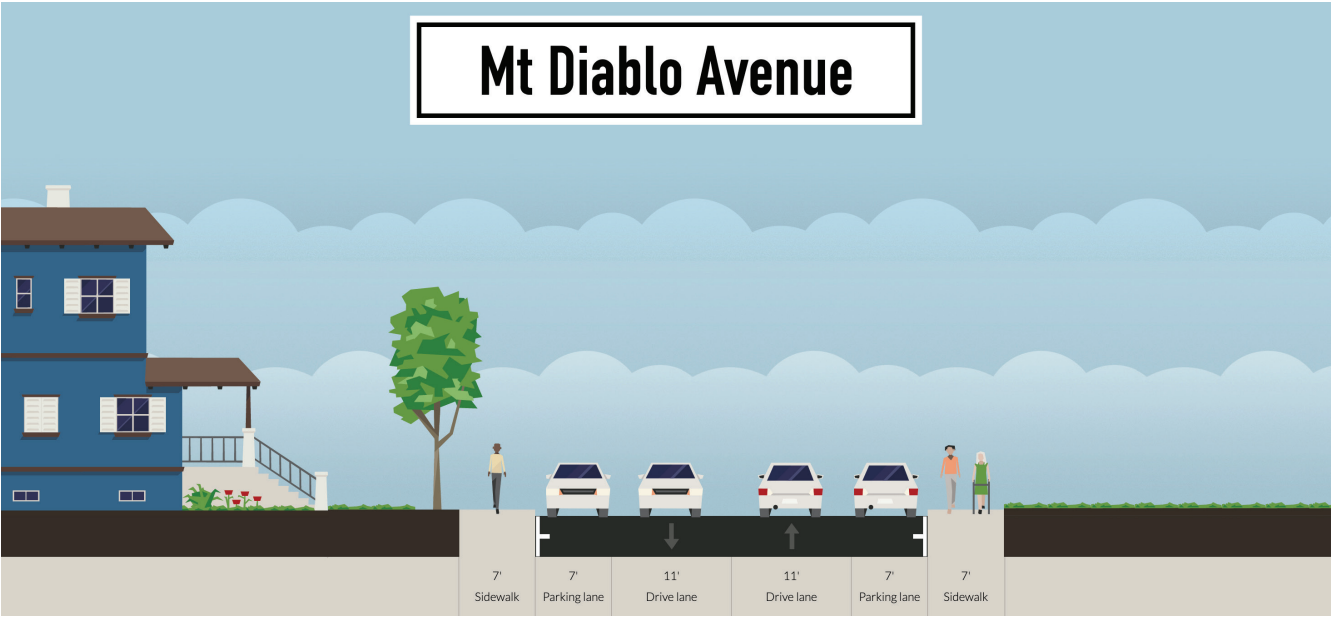
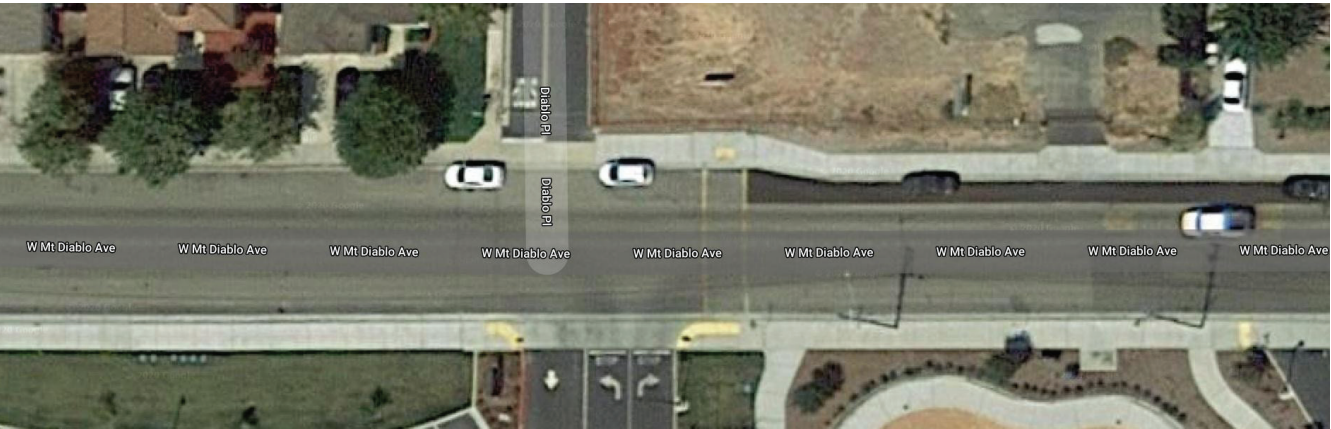


Figure 3-13: Faded Crosswalk on Mt Diablo Avenue



New Street in the Bowtie Site

A new street is proposed to provide access to new development in the eastern portion of the Bowtie site and improved circulation to the station. Located east of the station, it will run northeast-southwest, connecting either Fourth Street or Evans Street with MacArthur Drive. As shown in Figure 3-14, the new street would match the capacity and character of Fourth Street. Destinations on this street will be located within a 5-minute walking distance to the station.

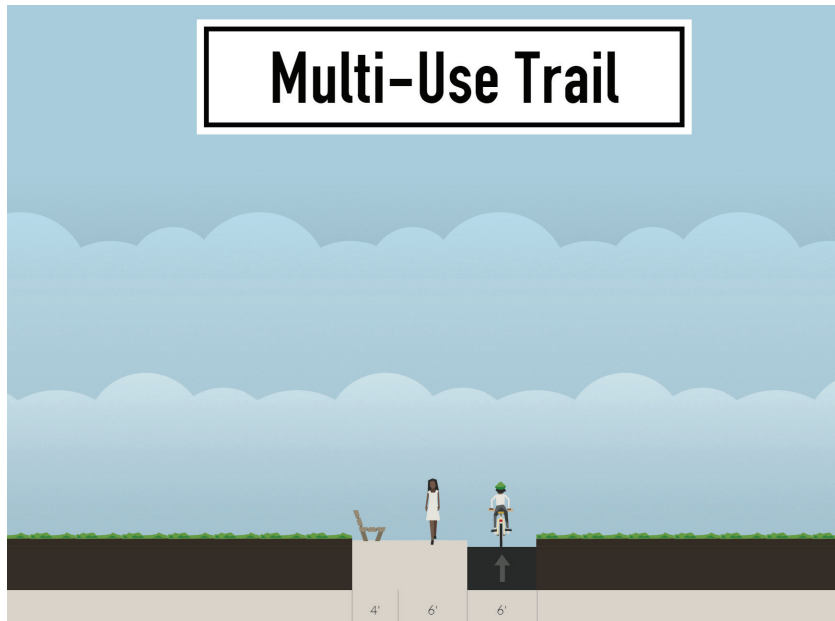
Figure 3-14: Proposed Configuration of New Street Through the Eastern Portion of the Bowtie



New Multi-Use Trail

A new multi-use trail, or Class I path, is proposed to run along the Union Pacific Railroad right-of-way. It will run diagonally northwest-southeast through the UR-1 parcel and is intended to be used for recreation, exercise, and commuting, particularly for people biking to the station or Downtown Tracy. A proposed configuration of the trail is shown in Figure 3-15.

Figure 3-15: Proposed Configuration of Multi-Use Trail



Additional Transportation Concepts

In addition to the transportation improvements included in the recommended concept, the following improvements should be considered for future implementation. These additional concepts represent improvements that might require a longer time-frame for completion due to needed coordination with other agencies or partners.

Grade-separated pedestrian rail crossing

For long-term conditions, a pedestrian bridge across the Union Pacific Railroad corridor is recommended. Currently, all the rail crossings in the downtown core are at grade. The proposed Valley Link plans include safety improvements to the existing Central Avenue rail crossing but not include any new grade-separated pedestrian crossings. A pedestrian bridge will allow for unimpeded connectivity to the rail station that will not be affected by stopped trains or heavy rail activity.

West of Central Avenue, a pedestrian bridge would serve to connect the redevelopment areas within the northwestern Bowtie site parcels with the existing residential neighborhoods to the south. East of Central Avenue, a pedestrian bridge would serve a similar purpose, connecting the southeast Bowtie parcel with the existing residential neighborhoods to the north. A pedestrian bridge east of Central Avenue could be incorporated into the Valley Link station and also provide rail passengers safer access between parking areas and the rail platform.

Shared mobility services

To support access to the station, services such as rideshare (Lyft/Uber), shared e-bikes, and transit shuttles should be introduced or expanded. These services would provide mobility options to residents who live beyond a 10-minute walking distance from the station in the UR-1 and 11th Street/Heinz parcels. These services would also enhance access to the station from residential and commercial areas within the downtown core by providing options for persons with limited mobility.

2.5 Off-Street Parking Requirements

Based upon initial analysis, there is an opportunity to promote more efficient parking management by sharing the existing parking supply in Downtown and throughout the study area. Current parking requirements in Tracy could produce an oversupply of vehicle parking spaces, which could compete with the TOD vision and elements currently planned in the study area.

Table 3-1 below summarizes the recommended parking rates for the project area's core, generally comprising the Central Business District, the Bowtie site, and the immediately adjacent blocks of the surrounding residential neighborhoods. The table is followed by a menu of parking management measures that may facilitate the further reduction of parking requirements. A parking study should be undertaken to confirm and calibrate the Downtown TOD Study's initial analysis, preliminary recommended parking rates, and parking management measures.

Table 3-1: Recommended Parking Rates for Central Business District and Bowtie Site

Land Use	Minimum Parking Requirement
Multi-Family Residential	
Studio or one bedroom	0.75 spaces per unit
Two or more bedrooms	1 space per unit
Commercial	
Retail	2.5 spaces per 1,000 sf
Professional Office	3 spaces per 1,000 sf
Bank	3 spaces per 1,000 sf

Parking Management Measures

The number of parking spaces provided for project area development may be reduced with the application of one or more parking management measures provided herein. Parking management measures may promote the use of transportation services, programs and incentives to reduce the parking demand for office, residential, and retail uses in the Study Area.

- » Shared Parking for Mixed Use Developments – Incentive development to share parking, particularly developments with different peak parking periods. An example would be an office building adjacent to a hotel, where hotel patrons could use the office parking during evening hours when demand is highest. Shared parking between different land uses may apply to minimum parking requirements.
- » Use of Public Parking – Off-street parking requirements in the downtown may be further reduced to account for the availability of shared public parking facilities. Within the downtown core there are numerous smaller public surface parking lots. The Valley Link station parking represents a significant additional opportunity to reduce off-street parking needs for downtown development, as the station parking will be underutilized during evening and weekend periods when there is no train service. Parking for the Valley Link station is forecast as 774 spaces for opening year conditions and 1,436 spaces for long-term conditions.

- » Bicycle Parking – Incentivize bicycle parking spaces as part of new development within the project area. Bicycle parking may be provided through secure facilities such as bike lockers or indoor bike storage rooms, or through bike racks available for public use and located along the street.
- » Unbundled Parking – Residential parking within the project area may be unbundled, i.e., the cost for a parking space is separated from the cost of renting or purchasing a unit. This provides a financial incentive for those who choose not to own a car.
- » On-Street Spaces – On-Street parking spaces adjacent to a development (i.e., along property frontage) should be considered towards meeting minimum parking requirements for retail uses.
- » Bicycle Parking – Incentivize bicycle parking spaces as part of new development within the project area. Bicycle parking may be provided through secure facilities such as bike lockers or indoor bike storage rooms, or through bike racks available for public use and located along the street.

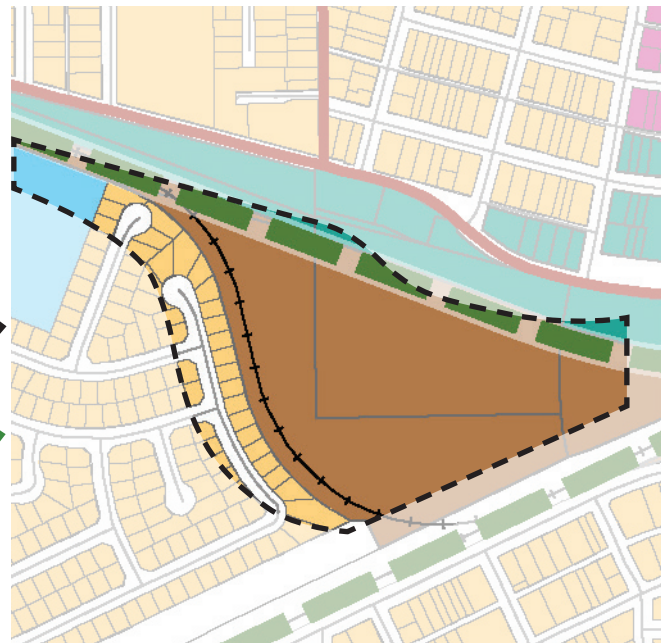
2.6 Conceptual Site Designs

This section provides conceptual site design for five of the project area's opportunity sites. The sites were selected based upon their potential to accommodate transit-oriented and/or supporting development and to illustrate how development can occur on a broad range of site types. The designs do not represent the only approach to accommodating transit-oriented and/or supporting development on the associated site. Instead, they the designs are intended to illustrate one approach to implementing appropriate site and building design. Each site's design is described and illustrated through a series of sketches, diagrams, and photographs.

Bowtie West

Bowtie West, the western portion of the Bowtie site, is one of two large brownfield sites within the core area of Downtown. It has a prime location near the transit station and can flexibly accommodate a range of development typologies. This site provides an important opportunity for capitalizing on TOD with increased density compared to other parts of downtown Tracy. It sits along a planned trail connection and should take advantage of easy access to both the transit station and Downtown's commercial corridors.

The site is designated as three different mixed land uses, Downtown (encouraging more retail), TOD Office/Residential, and TOD Residential. All allow for residential uses between 15-50 du/ac but differ in the type of commercial uses encouraged with both Downtown and TOD Office/Residential allowing up to 2.5 FAR of commercial uses. This site could form a new mixed use neighborhood development, with office and commercial uses fronting the existing downtown of Tracy and the transit station with residential flats filling in behind. The site is large enough for a strong public realm and should take advantage of the trail connection in addition to creating walkable, tree-lined blocks and small public parks. A particular opportunity exists at the northeast corner to reimagine the existing parking lot within the street right-of-way as a counterpart to the successful pedestrian plaza in front of the transit station to the east.

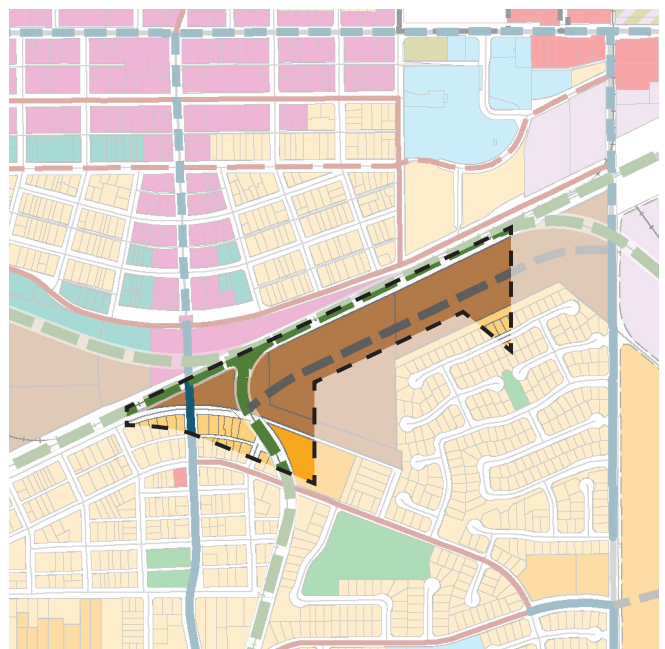
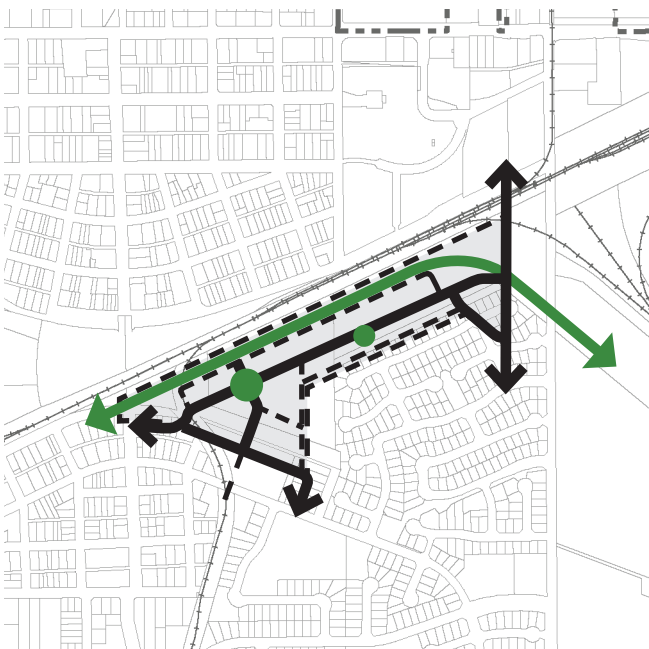


Bowtie West
Conceptual Site Design
Forthcoming

Bowtie East

Bowtie East, the eastern portion of the Bowtie site, is one of two large brownfield sites within the core area of Downtown. Like its western counterpart, the site has a prime location near the transit station and a lot of flexibility for different development typologies. This site provides an important opportunity for capitalizing on transit-oriented development with increased density compared to other parts of Downtown. It sits along a planned trail connection and should take advantage of easy access to both the transit station and the commercial areas of downtown Tracy.

The site is designated as two different mixed land uses, Downtown (encouraging more retail) and TOD Residential. Both allow for residential uses between 15-50 du/ac but differ in the type of commercial uses encouraged with only Downtown allowing up to 2.5 FAR of commercial uses. This site could form a new residential neighborhood development, residential flats and townhouses transitioning to the existing single family residential to the south. The site is large enough for a strong public realm and should take advantage of the trail connection in addition to creating walkable, tree-lined blocks and small public parks.

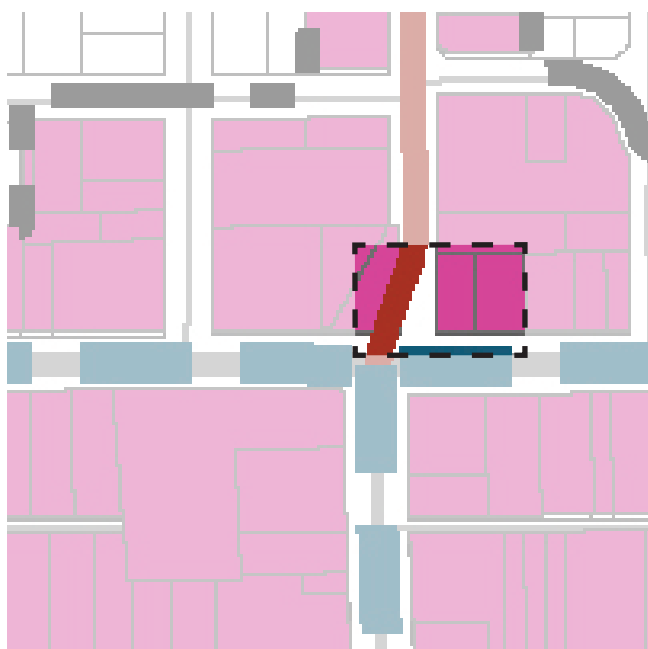
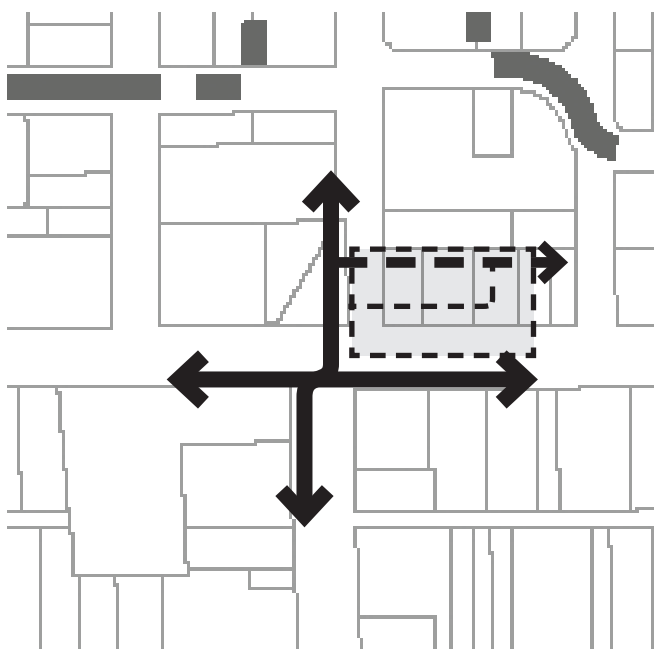


Bowtie East
Conceptual Site Design
Forthcoming

11th Street and Central Avenue

The intersection of 11th St and Central Ave marks the main entrance to the historic core of Downtown from regional connections. The intersection currently has little distinction from other intersections along 11th and thus poorly marks such an important junction point. Additionally, while the southwest corner of the site is occupied by the historic Tracy Inn, the other corners have little development presence, especially the surface parking lot to the southeast and the vacant lot to the northeast. The northeast parcel in particular is an opportunity for development that should help mark this important entry point.

The parcel is designated as a Downtown Land Use. This use category currently allows 15-50 du/ac and a non-residential FAR of 1.0. The Preliminary Planning Concept increases the non-residential FAR to 2.5, while maintaining the residential unit range to provide greater opportunity for a mix of uses. This site in particular may lend itself to a commercial use as it is located at a busy corner, has high visibility and is already surrounded by other commercial uses. This project should create primary frontages on 11th St and Holly Dr (which is the extension of Central as it crosses 11th), with special attention paid to its corner condition in order to mark the intersection as an important entry point. With the development, public realm improvements should be considered including improving and pedestrianizing the intersection of 11th and Central and adding street trees.

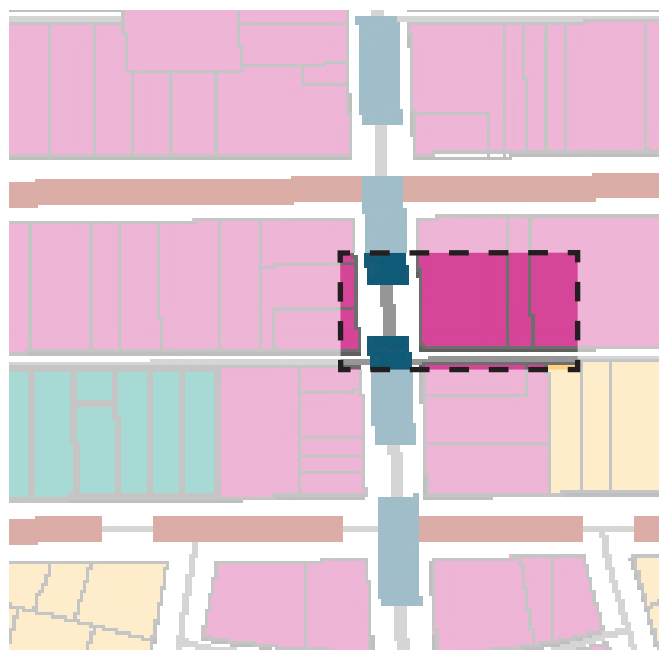
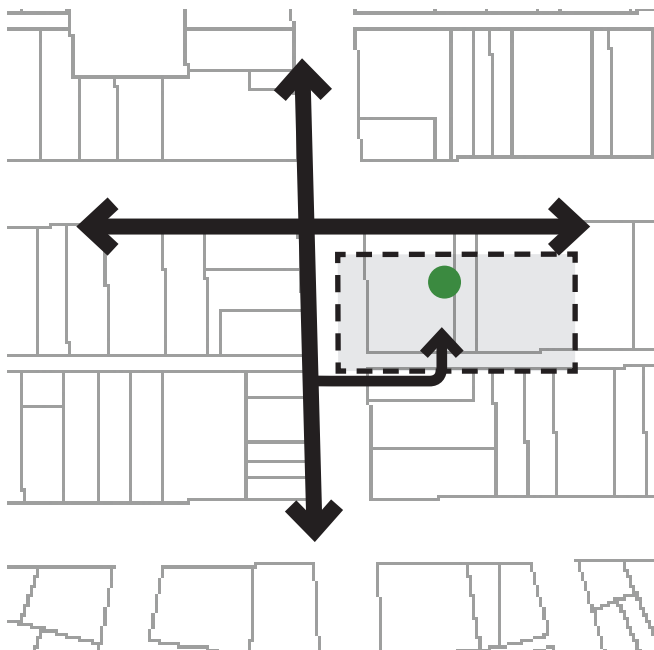


11th Street and Central Avenue
Conceptual Site Design
Forthcoming

Central Avenue and 10th Street

Central Ave and 10th St mark the core commercial intersection of the downtown area with each street having vibrant retail, restaurant and entertainment activity. The two development parcels on the western side of the intersection have uses that help activate the street, however the eastern development parcels have a vacant lot to the north and an auto repair shop to the south. In fact, about half of the block to the southeast contain auto related uses that do not support vibrant street life. This is a prime opportunity for encouraging a higher and better use.

These parcels are designated as Downtown. This use category currently allows 15-50 du/ac and a non-residential FAR of 1.0. The Preliminary Planning Concept increases the non-residential FAR to 2.5 while maintaining the residential unit range to provide greater opportunity for a mix of uses. This site could be configured with a mix of commercial and residential uses, positioning the commercial uses towards the prime intersection of Central and 10th and transitioning to more residential uses as the site engages with other residential uses further from Central. Public realm improvements could include new street trees along Central and a small pocket park along 10th.



Central Avenue and 10th Street
Conceptual Site Design
Forthcoming

North Central Avenue and 10th Street

Urban Reserve 1 (UR-1) is a large site just outside the City boundary to the east of MacArthur Drive. With the realignment of MacArthur through this site, it has the potential to be developed into a new neighborhood at downtown Tracy's eastern edge. A trail is being planned that will connect the site to the transit station and downtown Tracy. As demand for housing increases with the transit station, this site can help meet the housing supply needs with a mix of housing densities and typologies that may not be appropriate within the downtown core.

The site is designated with several different land uses but primarily with medium and high density residential, with the higher density residential being proposed closer to the transit station. This site could form a new residential neighborhood development, with townhouses, clustered housing and small lot detached homes. The site is large enough for a strong public realm and should take advantage of the trail connection in addition to creating walkable, tree-lined blocks and a mix of small and large public parks.



North Central Avenue and 10th Street
Site Diagram
Forthcoming

North Central Avenue and 10th Street
Conceptual Site Design
Forthcoming

North Central Avenue and 10th Street
Conceptual Site Design
Forthcoming

2.7 Preliminary Growth Projections

This section provides preliminary growth projections for the Preliminary Planning Concept on a project-wide and 1/2 mile station area radius basis. The projections are based upon data and the review of on-ground conditions via site visits and aerial photos. Because developed portions of the project area are largely built out, the projections focus on the future development of the project area's opportunity sites as identified in Chapter 2. The projections generally utilize midrange density and intensity values for the respective Preliminary Planning Concept land use designation, and also calculate the minimum density supported within the 1/2 mile station area. As the planning concept is refined through future phases of the Downtown TOD Project, the preliminary growth projections should also be calibrated to reflect density and intensity changes and additional development opportunities on developed sites.

The Preliminary Planning Concept anticipates a total of approximately 8,200 new dwelling units within the project area, including approximately 1,735 dwelling units within the station area and the remaining approximately 6,465 dwelling units within UR-1. Upon build out, this will amount to approximately 10,400 dwelling units in the project area and 3,500 dwelling units in the station area. Based upon minimum density, the station area can accommodate at least 2,683 dwelling units, exceeding Valley Link's requirement of an average of 2,200 dwelling units per commuter rail station area.

The Preliminary Planning Concept also anticipates a total of approximately 360,000 square feet of new nonresidential area within the project area, including approximately 143,00 square feet of new nonresidential area within the station area and the remaining approximately 217,000 square feet of new nonresidential area within UR-1. Upon build out, this will amount to approximately 1,593,000 square feet across the project area and 595,000 square feet within the station area.

Table 3-2: Project Area Preliminary Growth Projections

Land Use Designation	Acreage	Dwelling Units	Nonresidential Area (sf)
Opportunity Sites			
Downtown	7.9	158	143,385
TOD Residential	57.9	1,308	-
High Density Residential	229.4	3,097	-
Medium Density Residential	538.9	3,638	-
Commercial	13.36	-	218,236
Total Opportunity Sites' Future Development Potential	847.5	8,201	361,621
Total Existing Development		2,211	1,231,744
Full Preliminary Buildout Potential		10,412	1,593,365

Table 3-3: 1/2 Mile Station Area Preliminary Growth Projections

Land Use Designation	Acreage	Dwelling Units (Minimum Density)	Dwelling Units (Projected)	Nonresidential Area (sf)
Opportunity Sites				
Downtown	7.9	79	158	143,385
TOD Residential	57.9	654	1,308	-
High Density Residential	20.0	180	270	-
Total Opportunity Sites' Future Development Potential	85.8	913	1,736	143,385
Total Existing Development		1,770	1,770	451,789
Minimum Dwelling Units Supported by the Preliminary Planning Concept		2,683		
Full Preliminary Buildout Potential			3,506	595,174



CHAPTER 4:

IMPLEMENTATION

RECOMMENDATIONS

This chapter provides recommendations for planning tools that the City of Tracy can choose to implement to fully plan for future development in the project area and grant funding sources that the City can pursue to fund the preparation of the planning tool(s) and the project area's development and infrastructure improvements. The recommendations assume that the project's first phase, culminating with the creation of the Preliminary Planning Concept and this study, will serve as the foundation for the project's future phases and efforts.

The chapter is organized into the following sections:

- » 4.1 Planning Tool Recommendations
- » 4.2 Grant Funding Recommendations

4.1 Planning Tool Recommendations

Station Area Planning Requirements

As an overarching consideration, these recommendations reflect Valley Link's Transit-Oriented Development (TOD) Policy requirements for long range planning efforts within the ½ mile radius of the future commuter rail station (station area).

At minimum, the policy requires:

- » The preparation of a station area plan that includes the following components:
 - » Current and proposed land use by type of use and density within the half-mile radius, with a clear identification of the number of existing and planned housing units and jobs.
 - » Station access and circulation plans for motorized, non-motorized and transit access. The station area plan should clearly identify any barriers for pedestrian, bicycle and wheelchair access to the station from surrounding neighborhoods (e.g., freeways, railroad tracks, arterials with inadequate pedestrian crossings), and should propose strategies that will remove these barriers and maximize the number of residents and employees that can access the station by these means. The station area and transit village public spaces shall be made accessible to persons with disabilities.
 - » Estimates of transit riders walking from the half mile station area to the transit station to use transit.
 - » Transit village design policies and standards, including mixed use developments and pedestrian-scaled block size, to promote the livability and walkability of the station area.
 - » TOD parking demand and parking requirements for station area land uses, including consideration of pricing and provisions for shared parking.
 - » Implementation plan for the station area plan, including local policies required for development per the plan, market demand for the proposed development, potential phasing of development and demand analysis for proposed development.
- » The establishment of a threshold to quantify the appropriate minimum level of residential development around commuter rail station.
 - » Per the policy, the station area is required to accommodate at least 2,200 dwelling units, the average minimum number of units for commuter rail station areas.
 - » To be counted toward the threshold, planned land uses must be adopted through general plans, and the appropriate implementation processes must be put in place, such as zoning codes prior to completion of station final design. Ideally, planned land uses will be formally adopted through a specific plan (or equivalent), zoning codes and general plan amendments along with an accompanying programmatic Environmental Impact Report (EIR) as part of the overall station area planning process. Minimum densities will be used in the calculations to assess achievement of the thresholds.
 - » New below-market housing units will receive a 50 percent bonus toward meeting the corridor threshold (i.e. one planned below-market housing unit counts for 1.5 housing units for the purposes of meeting the corridor threshold. Below market for the purposes of this policy is affordable to 60% of area median income for rental units and 100% of area median income for owner-occupied units).

Planning Tool Options

Option 1 – Project Area Specific Plan

Based upon the community's possible desire to plan for the development of Urban Reserve (UR)-1 in coordination with the station area planning effort and the Valley Link TOD policy's preference for the adoption of the station area's planned land uses through a specific plan, the City can adopt a single specific plan for the project area. To account for the TOD policy requirements and the development of the greenfield UR-1 site, the specific plan should include the following components:

- » A vision statement and policies or principles;
- » Land Use analysis, policies, and map, including TOD concepts within the station area and transit-supporting concepts beyond, based on perpetuating the characteristics of the project area's established neighborhoods and districts;
- » Circulation analysis, policies, and map(s), including station access and circulation plans for motorized, non-motorized, and transit access within the station area, and estimates of transit riders walking from the ½ mile station area to the transit station to use transit;
- » Parking analysis, policies, standards and map, including TOD parking demand and parking requirements for the station area;
- » Private and Public Realm development standards and design policies and protocol (standards and optional guidelines), including transit village concepts within the station area;
- » Infrastructure analysis, policies, and map(s);
- » Economic development analysis (market study) and policies;
- » Phasing plan;
- » Funding strategy; and
- » Implementation plan.

In addition to the adoption of the specific plan, the preferred option will require the City to prepare and adopt the following associated planning tools:

- » General Plan amendments, including policies and Land Use Map changes, that account for the adoption of the specific plan and the annexation of UR-1;
- » Zoning Ordinance amendments, including the creation of a specific plan zoning district for the project area and the rezoning of the project area to the new district;
- » The certification of a programmatic EIR; and
- » The annexation of Urban Reserve-1 following the adoption of the specific plan, the General Plan amendments, and the EIR.

In addition to fulfilling Valley Link's preferred method of regulating station area land use, the project area specific plan option consolidates planning policies, development standards, design protocols, and infrastructure requirements into a single resource. This will help ensure that the project area's development reflects transit-oriented or supporting principles and occur in a coordinated, consistent manner. The option will also allow the City to plan for commuter rail and Central Business District access and parking needs on a broader basis, including the residential neighborhoods in UR-1 that are located just outside the station area. And finally, the project area specific plan will allow the City to study the entire project area's market conditions in consolidated fashion, confirming that the entire project area's land uses reflect market conditions and prevailing economic development opportunities.

Option 2 – Separate Planning Tools

The City can also prepare separate planning tools for the station area and other portions of the project area, such as UR-1. This option may include the following tools:

- » To fulfill the TOD policy's requirements, the City should, at minimum, prepare a station area plan that includes the components described in the Station Area Planning Requirement section. The station area plan can be adopted as:
 - » An area plan, accompanied by:
 - General Plan amendments, including policies and Land Use Map changes, that account for the adoption of the station area plan;
 - Zoning Ordinance amendments, including the creation of zoning and/or overlay districts to implement the station area plan, the creation of development standards for districts associated with the station area plan, and the rezoning of some or all of the project area into the new districts;
 - The adoption of design protocol to regulate the aesthetics and function of development; and
 - The adoption of the required environmental review requirement under CEQA, likely a programmatic Environmental Impact Report.
 - » A specific plan that generally includes the components and associated planning tools that appear in the Option "A" section.
- » To more fully account for the development opportunities and the access and circulation needs that will accompany the introduction of commuter rail service, the City may consider expanding the station area planning boundary to include, at minimum, all of the project area's incorporated areas.
- » If the development of UR-1 is a priority, the City may also consider preparing a long-range plan for the area. Based upon the City's previous adoption of specific plans for growth areas, this appears to be the appropriate tool for UR-1. Any future specific plan for UR-1 should generally include the components and associated planning tools that appear in the Option "A" section, but focus on transit-supporting development concepts that apply outside of the 1/2 mile station area radius, rather than transit-oriented development concepts, and emphasize access to the commuter rail station and the Central Business District.

4.2 Grant Funding Recommendations

To help pay for costs associated with preparing the planning tools, developing projects, and constructing infrastructure in the project area, the City can apply for grant funding from the following active programs. Many of the programs operate on an ongoing basis, while others have near term application deadlines and/or limited funds that will limit the length of distribution.

In addition to applying for funding from the active programs included in this section, the City should also regularly monitor the federal, state, and regional/local entities that operate and/or administer the programs for future grant funding opportunities.

Transportation and Air Quality Programs

San Joaquin County Measure K

www.sjcog.org/300/Measure-K

Approved by San Joaquin County voters and administered by San Joaquin County Council of Governments (SJCOC), Measure K provides funding for various kinds of transportation projects while promoting air quality. Eligible projects include:

- » Local street repairs and roadway safety
- » Congestion relief
- » Railroad crossing safety
- » Transit
- » Pedestrian and bicycle facilities and safe routes to school programs

The Measure was last renewed in 2006 for a term of 30 years. Applications are accepted on a rolling basis.

State of California Transportation Development Act (TDA)

www.sjcog.org/109/Transportation-Development-Act-TDA

SJCOC also administers TDA funds on the State of California's behalf to fund the following kinds of transportation projects:

- » Transit operations
- » Bus and rail projects
- » Special transit services for disabled riders
- » Pedestrian and bicycle facilities
- » Transportation planning

TDA is currently operating on a continuous basis with no application deadline.

San Joaquin Valley Air Pollution Control District Grant Programs

valleyair.org/grants/

The San Joaquin Valley Air Pollution Control District administers the following three programs that provide funding for transit, bike facilities, electric vehicle infrastructure, park and ride lots, and enhanced transportation strategies.

- » The Public Benefit Grant Program provides funding for enhanced transportation strategies, alternative fuel infrastructure, and electric vehicle infrastructure.
- » The Public Transportation Subsidy and Parks and Ride Lots program has funding for commuter rail services and park and ride lots.
- » The Bike Paths program has funds for Class I, II, and III bicycle facilities.

The grants are currently operating on a continuous basis with no application deadline.

Federal Transit Administration (FTA) Section 5339 Bus and Bus Facilities

dot.ca.gov/programs/rail-and-mass-transportation/fta-section-5339-bus-and-bus-facilities

The California Department of Transportation (Caltrans) administers FTA Section 5339 to fund the replacements, rehabilitation, and purchase of buses, vans, and related equipment, and to construct bus-related facilities in small urban communities of 50,000-200,000 residents. FTA Section 5339 is currently operating on a continuous basis with no application deadline.

Housing Programs

Local Early Action Planning (LEAP) Grants

www.hcd.ca.gov/grants-funding/active-funding/leap.shtml

The California Department of Housing & Community Development (HCD) administers LEAP grants to provide local governments with financial and technical assistance with preparing and adopting planning documents and process improvements that:

- » Accelerate housing production, and
- » Facilitate compliance to implement the sixth-cycle Regional Housing Needs Assessment.

HCD is accepting over-the-counter LEAP applications through July 1, 2020, and encourages jurisdictions to submit their applications as soon as possible.

Infill Infrastructure Grant Program

www.hcd.ca.gov/grants-funding/active-funding/iigp.shtml

HCD also administers the Infill Infrastructure Grant Program to fund capital improvement projects for infill development. To be eligible for funding, a capital improvement project must be an integral part of, or necessary for the development of either a Qualifying Infill Project or housing designated within a Qualifying Infill Area. Eligible costs include the construction, rehabilitation, demolition, relocation, preservation, and acquisition of infrastructure.

Local governments that have jurisdiction over qualifying infill areas may apply for funding on an individual basis or jointly with developers of qualifying infill projects. Small jurisdictions may apply for funding on an over-the-counter basis until the program's funds are exhausted.

California Senate Bill (SB) 2 Planning Grants Program

www.hcd.ca.gov/grants-funding/active-funding/planning-grants.shtml

HCD also administers the SB2 Planning Grants Program to provide local governments with funding and technical assistance related to the preparation, adoption, and implementation of plans and process improvements that streamline housing approvals and accelerate housing production. Eligible projects include:

- » Updates to general plans, community plans, specific plans, and local planning related to implementation of sustainable communities strategies;
- » Updates to zoning ordinances;
- » Environmental analyses that eliminate the need for project-specific review; and
- » Local process improvements that expedite local planning and permitting.

The program provides grants through a noncompetitive, over-the-counter process to local governments who have an HCD-compliant housing element, have submitted a recent Annual Progress report, and demonstrate a nexus to accelerate housing production and the application is consistent with state or other planning priorities. The program's first round of funding is now closed, but additional funding will be provided in the near future.

San Joaquin County Entitlement Programs

www.sjgov.org/commdev/cgi-bin/cdyn.exe?grp=neighpresv&htm=grantsmanage

San Joaquin County Neighborhood Preservation Division administers the following three federal grant programs that provide assistance to low-income and homeless residents of the County.

Community Development Block Grant (CDBG) Program

CDBG is a flexible funding source that helps address local housing and community development needs. Activities must meet one of the following objectives:

- » Address the needs of low-income persons
- » Eliminate a slum or blighted condition
- » Resolve an urgent need

CDBG funds may cover the following and other similar activities:

- » Acquisition of Real Property
- » Acquisition, Construction, Rehabilitation, or Installation of Public Facilities, Including Infrastructure
- » Public Services
- » Removal of Architectural Barriers
- » Housing Rehabilitation
- » Historic Preservation
- » Commercial or Industrial Rehabilitation

- » Special Economic Delivery

Home Investment Partnership (HOME) Program

The HOME Program is intended to:

- » Provide decent affordable housing to low-income households,
- » Expand the capacity of nonprofit housing developers,
- » Strengthen the ability of state and local governments to provide housing, and
- » Leverage private-sector participation.

Home Program Funding may cover the following activities:

- » Homeowner Housing Rehabilitation
- » Homebuyer Activities
- » Acquisition, Rehabilitation, or Construction of Rental Housing
- » Tenant-based Rental Assistance
- » Other Activities Conducted in Conjunction with the Above Activities,
- » Including Acquisition of Vacant Land, Site Improvements, and Refinancing

A minimum of 15% of the annual HOME allocation must be set aside for use by Community Housing Development Organizations (CHDO). A CHDO is a private, nonprofit community-based service organization that provides affordable housing to the community that it serves.

Emergency Solutions Grant (ESG) Program

The Emergency Solutions Grant program assists emergency shelters for the homeless by providing funds that may be used for the following activities:

- » Renovation or rehabilitation of buildings used as emergency shelters
- » Provision of essential services to the homeless including street outreach
- » Payment of maintenance and operational expenses for emergency shelters
- » Developing and implementing homeless prevention and rapid re-housing activities
- » Maintaining a Homeless Management and Information System (HMIS)

In December of each year, a notice of funding availability is distributed to individuals and organizations that have expressed an interest in applying for funds. The funding requests that are received are first reviewed to determine eligibility and then to determine if they meet one of HUD's national objectives and one of the County's local community development objectives. The San Joaquin County Board of Supervisors considers eligible applications at a public hearing that is typically held in March. Funding for the selected projects is available in July.

AGENDA ITEM 1.C

REQUEST

PUBLIC HEARING TO CONSIDER RECOMMENDATIONS TO THE CITY COUNCIL REGARDING THE TRACY HILLS KT PROJECT, WHICH INCLUDES APPROVAL OF A GENERAL PLAN AMENDMENT, APPROVAL OF A TRACY HILLS SPECIFIC PLAN AMENDMENT, AND APPROVAL OF A VESTING TENTATIVE SUBDIVISION MAP TO CREATE APPROXIMATELY 185 SINGLE-FAMILY RESIDENTIAL LOTS, TWO COMMERCIAL PARCELS, AND VARIOUS OTHER PARCELS, INCLUDING A LINEAR PARK AND AN HOA RECREATION AREA, CONSISTING OF APPROXIMATELY 45 ACRES LOCATED EAST OF CORRAL HOLLOW ROAD IN THE VICINITY OF TRACY HILLS DRIVE. THE APPLICANT IS JOHN PALMER. APPLICATION NUMBERS GPA19-0003, SPA19-0004, AND TSM19-0005

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 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. On April 5, 2016, City Council also approved a Vesting Tentative Subdivision Map for approximately 1,160 single-family residential lots in Phase 1A. The Phase 1A area is currently under construction by Integral Communities, Lennar Homes, Shea Homes, and Meritage Homes. Similar to other master-planned developments, implementation often involves evaluating changes to development standards, land uses and phasing.

DISCUSSION

This agenda item involves a Planning Commission public hearing to make recommendations to the City Council regarding the Tracy Hills KT Project. The Tracy Hills KT Project consists of approximately 45 acres located east of Corral Hollow Road in the vicinity of Tracy Hills Drive. 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 GPA19-0003)
- Approval of a Tracy Hills Specific Plan Amendment (Application Number SPA19-0004)
- Approval of a Vesting Tentative Subdivision Map (TSM19-0005)

Overview of the General Plan Amendment

The proposed General Plan Amendment includes changing the General Plan land use designation on approximately 27 acres within the KT Project area from Commercial to Residential Medium. This is a proposed change to the General Plan Land Use Designations Map, Figure 2-2. The Residential Medium designation has a density range of 5.9 to 12.0 dwelling units per gross acre. The proposed General Plan Amendment

also includes updating descriptive text for the Tracy Hills Specific Plan to now include the KT Project. The updated text would state that the estimated number of residential units in Tracy Hills would be approximately 5,700, which is a revision from the currently stated maximum of 5,499 residential units (Attachment A – General Plan Amendment).

The proposed General Plan Amendment also includes adding language to the Tracy Hills section under Areas of Special Consideration. The proposed language states that a portion of the Tracy Hills Specific Plan area with a General Plan land use designation of Commercial may be developed as Medium or High Density Residential, if permitted by the Tracy Hills Specific Plan. The need for this proposed language relates to a Medium Density Residential Overlay Zone that is described in the section below regarding the proposed Tracy Hills Specific Plan Amendment. This proposed language is consistent with language in the Commercial designation of the General Plan, which states that appropriately scaled and designed residential development in the density ranges permitted in Residential High (RH) may be allowed, and other residential densities may be allowed in Commercial districts in Areas of Special Consideration.

Overview of the Tracy Hills Specific Plan Amendment

The proposed Tracy Hills Specific Plan Amendment (SPA) includes rezoning approximately 21.3 acres within the KT Project area from General Highway Commercial (GHC-TH) to Medium Density Residential (MDR-TH) and approximately 5.6 acres of GHC-TH to Tracy Hills Conservation (C-TH). The C-TH designation is for the 100-foot wide conservation easement corridor adjacent to the California Aqueduct. The proposed SPA also includes a series of updates to the development standards for the MDR-TH zoning district to allow for small-lot residential development, such as proposed for the KT project (Attachment B: Tracy Hills Specific Plan Amendment).

Additionally, the proposed SPA includes establishing a Medium Density Residential (MDR-TH) Overlay Zone, which would be applied to approximately 8.9 acres in the KT project area. The Medium Density Residential Overlay Zone would allow the subject property to develop in accordance with the permitted uses and development standards of either the MDR-TH zoning district or the underlying zoning district of GHC-TH. This overlay zone is being proposed to address a request from the current property owner, who may want to develop or sell the property as commercial if the proponents of the KT project do not move forward with the land purchase.

The proposed SPA also includes the addition of Appendix A, KT Project Landscape Design Guidelines. The landscape design guidelines contained in Section 3.4 of the Tracy Hills Specific Plan apply Specific Plan-wide; however, implementation details are only shown for Phase 1A. The purpose of Appendix A is to provide landscape design guidelines and implementation details for the KT Project Phase.

Appendix A includes the following components for KT landscape design guidelines:

- Community Monumentation
- Circulation
- Streetscape and Trails
- Edge Conditions/Easements
- Conceptual Overall Illustrative Parks and Landscape Plan

- Lighting
- Walls and Fences
- Landscape Master Tree Plan

The proposed SPA also includes the addition of Appendix B, Community Gateway Icon, which is unrelated to the KT site. The purpose of Appendix B is to expand the number of Community Gateway Icons in the Tracy Hills Specific Plan area from one to two. The existing Community Gateway Icon is located near the eastern edge of the Specific Plan boundary, adjacent to the I-580 Interchange with Corral Hollow Road, and was approved by City Council through a Development Review Permit on July 17, 2018. The existing icon has a height of 40 feet. The proposed second Community Gateway Icon would match the height and design of the first icon and be located along the western edge of the Specific Plan boundary, adjacent to I-580. The distance between the two icons would be approximately three miles. This amendment would provide sufficient detail in terms of location and design of the icon, such that the second icon could be erected, foregoing the Development Review process, as stated in the proposed SPA. Location and design details for the Community Gateway Icons are shown in Appendix B.

Overview of the Vesting Tentative Subdivision Map

The proposed Vesting Tentative Subdivision Map for the Tracy Hills KT Project consists of approximately 185 single-family residential lots, two commercial parcels, and various other parcels, such as a linear park and an HOA recreation area, consisting of approximately 45 acres located east of Corral Hollow Road in the vicinity of Tracy Hills Drive (Attachment C: Vesting Tentative Subdivision Map).

As stated above, the KT Project features residential neighborhoods with small-lot design. Typical lot sizes range from 2,700 square feet to 3,300 square feet. According to the applicant, this small-lot design is intended to expand the diversity of lot sizes and house types in the Tracy Hills area.

A linear park is proposed along the eastern edge of the KT Project, adjacent to a 100-foot wide conservation easement corridor that runs along the California Aqueduct. The linear park would include a trail that connects to a comprehensive Class 1 bikeway and pedestrian system within Tracy Hills. This linear park would be a public park dedicated to the City. The proposed KT Project also includes a private HOA park and recreation facility, which may include a swimming pool and other amenities.

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 for the Tracy Hills KT Project consistent with the requirements 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 KT Project (Attachment D: Addendum to the EIR). No new significant environmental impacts were identified for the Tracy Hills KT Project. No further environmental review is necessary.

RECOMMENDATION

Staff recommends that the Planning Commission recommend that the City Council take the following actions, as stated in the Planning Commission Resolutions, dated February 26, 2020 (Attachments E and F: Planning Commission Resolutions):

- Approve a General Plan Amendment (Application Number GPA19-0003)
- Approve a Tracy Hills Specific Plan Amendment (Application Number SPA19-0004)
- Approve a Vesting Tentative Subdivision Map for the Tracy Hills KT Project (Application Number TSM19-0005)

MOTION

Move that Planning Commission recommend that the City Council take the following actions, as stated in the Planning Commission Resolutions, dated February 26, 2020:

- Approve a General Plan Amendment (Application Number GPA19-0003)
- Approve a Tracy Hills Specific Plan Amendment (Application Number SPA19-0004)
- Approve a Vesting Tentative Subdivision Map for the Tracy Hills KT Project (Application Number TSM19-0005)

Prepared by: Scott Claar, Senior Planner

Approved by: Bill Dean, Assistant 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 and Tracy Hills Specific Plan Amendment
- F: Planning Commission Resolution regarding the Vesting Tentative Subdivision Map

- 7b. The other approximately 900 acres are designated as Agriculture with provisions to allow for the land application of treated effluent, effluent cooling, and public facilities uses.
- 7c. The portion of the site with existing structures may be used for public facilities uses such as service yards.
- 7d. The City shall consider using part of this site as a publicly-accessible open space area, or as a City park, as long as public access does not negatively affect adjacent properties, such as levees that support farming operations.
- 7e. This site shall not be developed with commercial or residential uses.

8. Tracy Hills Specific Plan Area

As described in section A.3 above, the Tracy Hills Specific Plan area, located on the southwest side of the City, covers 6,175 acres with approximately 2,700 acres falling within the City limits, which are planned with residential, commercial, office, and industrial and recreational land uses. Approximately 3,550 acres located outside the City limits and within the Sphere of Influence planned as permanent open space for habitat conservation and managed grazing.

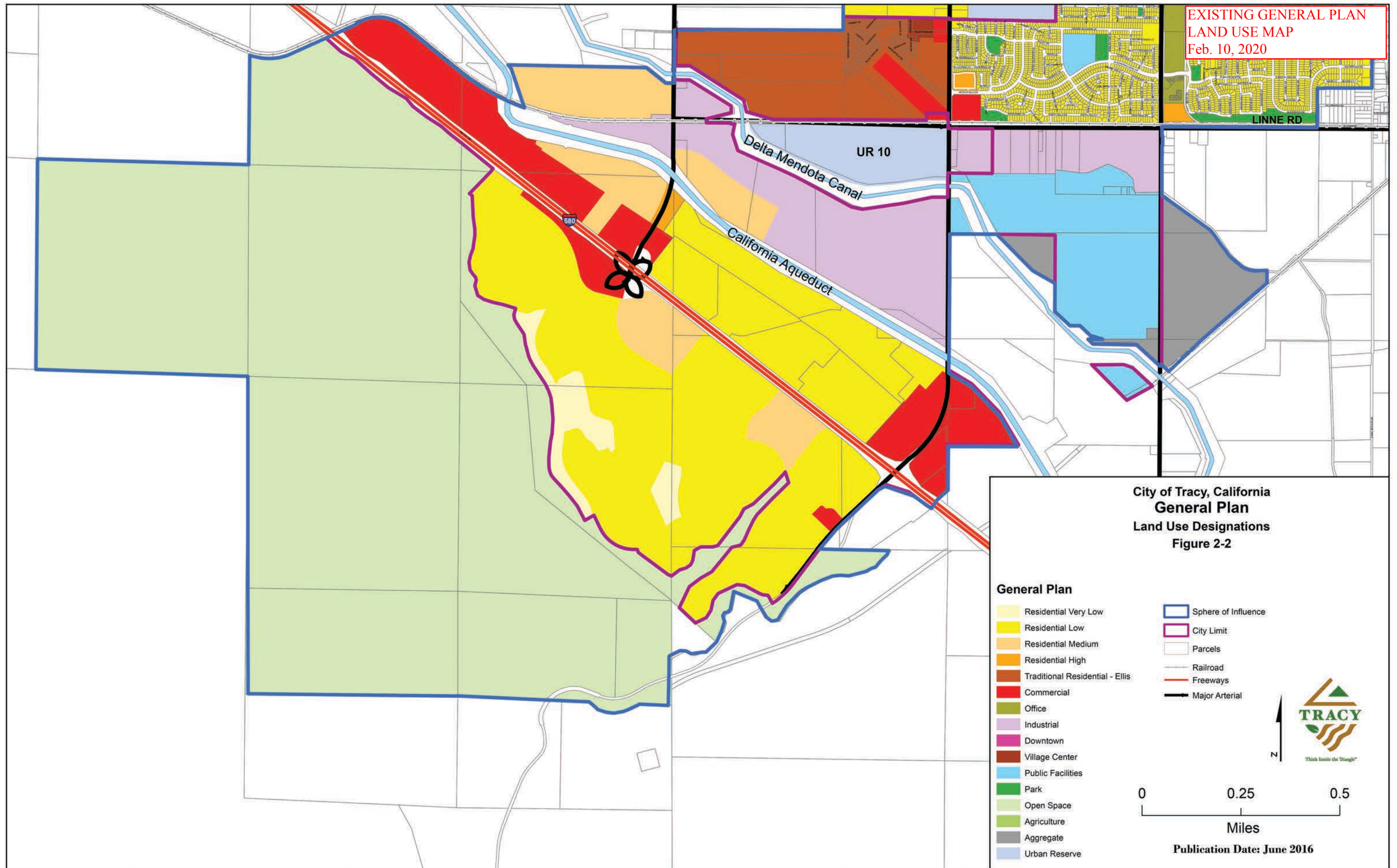
- 8a. Of the 2,700 acres falling within the City limits, the Tracy Hills development shall include approximately 185 acres of land for open space.
- 8b. The land use designations shown on Figure 2-2 represent the current land use designations within the Tracy Hills Specific Plan area. At the time of updating the Tracy Hills Specific Plan, the exact location of General Plan land use designations within the Specific Plan area shall be established in such a way as to achieve the goals, objectives, and policies of
- 8c. A portion of the Tracy Hills Specific Plan area with a General Plan land use designation of Commercial may be developed as Medium or High Density Residential, if permitted by the Tracy Hills Specific Plan

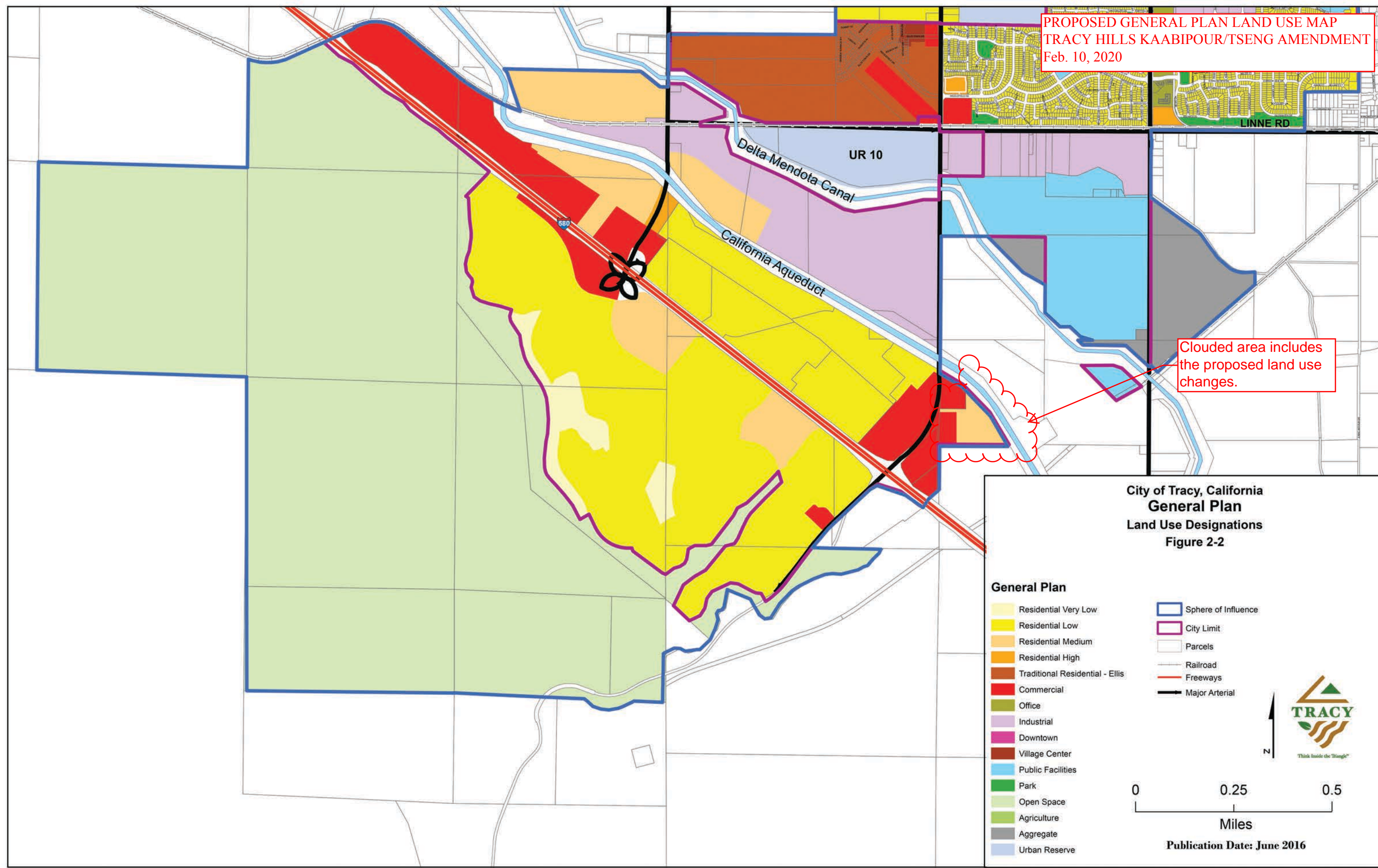
- 7b. The other approximately 900 acres are designated as Agriculture with provisions to allow for the land application of treated effluent, effluent cooling, and public facilities uses.
- 7c. The portion of the site with existing structures may be used for public facilities uses such as service yards.
- 7d. The City shall consider using part of this site as a publicly-accessible open space area, or as a City park, as long as public access does not negatively affect adjacent properties, such as levees that support farming operations.
- 7e. This site shall not be developed with commercial or residential uses.

8. Tracy Hills Specific Plan Area

As described in section A.3 above, the Tracy Hills Specific Plan area, located on the southwest side of the City, covers 6,175 acres with approximately 2,700 acres falling within the City limits, which are planned with residential, commercial, office, and industrial and recreational land uses. Approximately 3,550 acres located outside the City limits and within the Sphere of Influence planned as permanent open space for habitat conservation and managed grazing.

- 8a. Of the 2,700 acres falling within the City limits, the Tracy Hills development shall include approximately 185 acres of land for open space.
- 8b. The land use designations shown on Figure 2-2 represent the current land use designations within the Tracy Hills Specific Plan area. At the time of updating the Tracy Hills Specific Plan, the exact location of General Plan land use designations within the Specific Plan area shall be established in such a way as to achieve the goals, objectives, and policies of
- 8c. A portion of the Tracy Hills Specific Plan area with a General Plan land use designation of Commercial may be developed as Medium or High Density Residential, if permitted by the Tracy Hills Specific Plan





- ◆ **Tracy Hills Specific Plan.** The Tracy Hills Specific Plan area, located on the southwest side of the City, covers 6,175 acres, approximately 2,700 acres of which falls within the City limits and is planned with residential, commercial, office, industrial and recreational land uses, and approximately 3,550 acres located outside the City limits and within the Sphere of Influence planned as permanent open space for habitat conservation and managed grazing. Of the 2,700 acres within the City limits, proposed land uses include approximately 1,300 acres at a mixture of densities with approximately 5,700 residential units based on estimated average densities which may differ from the built out densities. ~~a maximum of 5,499 residential units.~~ Approximately 600 acres with up to 6 million square feet of space are planned for commercial, office and industrial uses. Roughly half of the re-maining 800 acres of the Specific Plan area within the City limits is designated to accommodate neighborhood parks, schools, recreational uses and other open space, while the other half is devoted to roads and canals.
- ◆ **Ellis Specific Plan.** The Ellis Specific Plan, located at the northwest corner of Corral Hollow and Linne Roads, consists of 321 acres of Traditional Residential and Commercial land uses, allowing for up to 2,250 residential units and a Village Center commercial site. The proposed project also includes parks and a family-oriented swim center.

4. Sustainability Action Plan

The City of Tracy adopted a Sustainability Action Plan in 2011 as part of the City's on-going efforts to transform Tracy into a leader for environmental, economic, and social sustainability. The Sustainability Action Plan is a detailed, long-range strategy to achieve sustainability in the sectors of greenhouse gas (GHG) emissions, energy, transportation and land use, solid waste, water, agriculture and open space, biological resources, air quality, public health, and economic

- 7b. The other approximately 900 acres are designated as Agriculture with provisions to allow for the land application of treated effluent, effluent cooling, and public facilities uses.
- 7c. The portion of the site with existing structures may be used for public facilities uses such as service yards.
- 7d. The City shall consider using part of this site as a publicly-accessible open space area, or as a City park, as long as public access does not negatively affect adjacent properties, such as levees that support farming operations.
- 7e. This site shall not be developed with commercial or residential uses.

8. Tracy Hills Specific Plan Area

As described in section A.3 above, the Tracy Hills Specific Plan area, located on the southwest side of the City, covers 6,175 acres with approximately 2,700 acres falling within the City limits, which are planned with residential, commercial, office, and industrial and recreational land uses. Approximately 3,550 acres located outside the City limits and within the Sphere of Influence planned as permanent open space for habitat conservation and managed grazing.

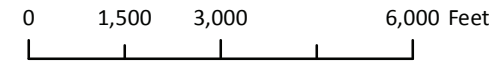
- 8a. Of the 2,700 acres falling within the City limits, the Tracy Hills development shall include approximately 185 acres of land for open space.
- 8b. The land use designations shown on Figure 2-2 represent the current land use designations within the Tracy Hills Specific Plan area. At the time of updating the Tracy Hills Specific Plan, the exact location of General Plan land use designations within the Specific Plan area shall be established in such a way as to achieve the goals, objectives, and policies of
- 8c. A portion of the Tracy Hills Specific Plan area with a General Plan land use designation of Commercial may be developed as Medium or High Density Residential, if permitted by the Tracy Hills Specific Plan



Tracy Hills Specific Plan

Approved April 5, 2016 (Tracy Resolution 2016-063)
Amended June 18, 2019, incorporated herein (Tracy Ordinance 1270)
Draft Amendment February 10, 2020





Legend

- Specific Plan Boundary
- Single Family Homes: Large Lot
- Single Family Homes: Medium Lot
- Single Family Homes: Small Lot
- Multi-Family Homes
- Mixed Use
- Commercial
- Light Industrial
- Neighborhood Park
- Community Park
- Recreation Open Space
- Conservation Easements/Open Space
- Roads
- Elementary School
- Retention Basin
- Pipeline Easement Multi-Use Trail

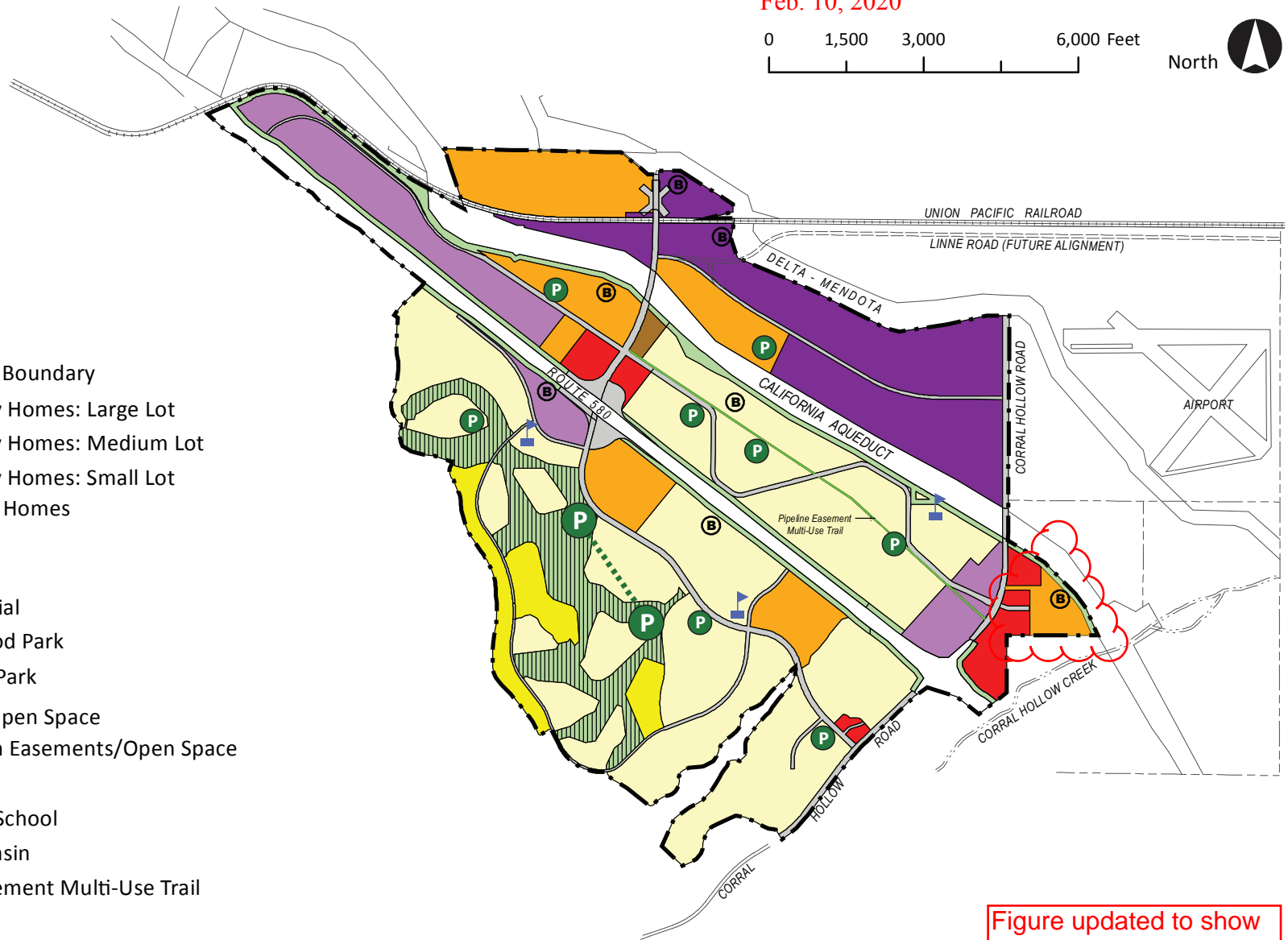


Figure updated to show Small Lot land use at KT Project Area.

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.





Tracy Hills Specific Plan

1. INTRODUCTION

**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	95.6	81.3	(0.5-2.0 DU's/ac.)	122 DU's
Low Density Residential	1,216.0	876.3	(2.1-5.8 DU's/ac.)	3,238 DU's
Medium Density Residential	318.1 348.1 ⁴	270.4 295.9	(5.9-12.0 DU's/ac.)	2,014 2,204 DU's
High Density Residential	9.2	7.8	(12.1-25.0 DU's/ac.)	125 DU's
Mixed Use Business Park	211.1	179.4	0.20 F.A.R.	1,562,933 s.f.
General Highway Commercial	402.4 472.4 ⁴	87.0 61.5	0.20 F.A.R.	758,944 535,788 s.f.
Light Industrial	363.1	308.6	0.25 F.A.R.	3,360,654 s.f.
Conservation Easements	123.3		n/a	
Subtotal:	2,438.8	1,810.8		
Interstate 580 Interchange and ROW	137.5			
California Aqueduct ROW	143.1			
Union Pacific Rail Road	12.2			
TOTAL:	2,731.6	1,810.8		5,499 5,689 DU's 5.7 5.5 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 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.



2. ZONING AND DEVELOPMENT STANDARDS



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 5,689~~ ~~a maximum of 5,499~~ dwelling units and an estimated population of approximately ~~17,650~~ ~~18,260~~ (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. ZONING AND DEVELOPMENT STANDARDS

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

2.1.3

TABLE 2-3
DEVELOPMENT STANDARDS - RESIDENTIAL ZONING DISTRICTS

Development Standard	RE-TH	LDR-TH	MDR-TH ^(1,2)	HDR-TH
Allowable Density Range	0.5 to 2.0 DU/AC	2.1 to 5.8 DU/AC	5.9 to 12.0 DU/AC	12.1 to 25.0 DU/AC
Maximum Lot Coverage ⁽⁸⁾	45%	45% ⁽⁸⁾	45-70%	45%
Minimum Lot Size	15,000 s.f.	3,900 s.f.	⁽¹⁾ 2,500 s.f.	⁽¹⁾
Minimum Lot Width	45' minimum at street frontage	45' minimum at street frontage	⁽¹⁾ 45' minimum at street frontage	⁽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⁾	20-18 feet ⁽¹⁰⁾	
Minimum Side Yard Setback ⁽²⁾⁽³⁾⁽⁶⁾⁽⁹⁾	10 feet	5 feet	5-3 feet	15 feet, street side; 10 feet interior side
Minimum Rear Yard Setback ⁽²⁾⁽³⁾	30 feet	10 feet	10-7 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 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.

Formatted: th_L3 1.1.1, Keep lines together

Formatted: Font: 10 pt

Formatted: Font: 10 pt, Superscript

Formatted: Font: 10 pt

Formatted Table

Formatted: Font: 10 pt

Formatted: Font: 10 pt

Formatted: Font: 10 pt

Formatted: Font: 10 pt

Formatted: Font: 10 pt

Formatted: Font: 10 pt

Formatted: Font: 10 pt

Formatted: Font: 10 pt

Formatted: Font: 10 pt

Formatted: Font: 10 pt

Formatted: Font: 10 pt

Formatted: Font: 10 pt

Formatted: Font: 10 pt

Formatted: Font: 9 pt

Formatted: th_table heading

Formatted: th_table heading, Keep with next

2. ZONING AND DEVELOPMENT STANDARDS



2.2 GENERAL HIGHWAY COMMERCIAL ZONING DISTRICT

2.2.1 Purpose

The purpose of the General Highway Commercial (GHC-TH) Zone is to provide a mix of retail and services for local residents and travelers.

2.2.2 Permitted and Conditionally Permitted Uses Within GHC-TH

Table 2-1, Permitted and Conditionally Permitted Uses, indicates uses permitted within the General Highway Commercial 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.

2.2.3 Development Standards for GHC-TH

Development Standards shall be in accordance with the Tracy Municipal Code Chapter 10.08, Zoning Regulations, Article 19, General Highway Commercial Zone (GHC), except as modified within this Specific Plan.

[Site design for commercial development shall ensure vehicular and pedestrian connectivity between adjacent commercial parcels and a reciprocal parking and access agreement shall be recorded at the County Recorder's Office prior to issuance of a building permit.](#)

TABLE 2-4
DEVELOPMENT STANDARDS – GENERAL HIGHWAY COMMERCIAL ZONING DISTRICT

Development Standard	General Highway Commercial Zoning District
Maximum Lot Coverage	No Requirement
Minimum Lot Size	(1)
Minimum Lot Width	(1)
Minimum Front Yard Setback ⁽²⁾	No Requirement
Minimum Interior Side Yard Setback ⁽²⁾⁽³⁾	No Requirement
Minimum Street Side Yard Setback ⁽²⁾	No Requirement
Minimum Rear Yard Setback ⁽²⁾⁽³⁾	No Requirement
Maximum Building Height	45 feet

(1) No subdivision or lot line adjustment shall be approved or lots otherwise created with size or dimensions rendering it incapable of meeting the land use, public utilities, or 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) No Requirement, except when adjacent to a residential zoning district, in which case 15 feet shall be required. Such yards shall be increased by 4 feet for every story above the ground floor or 10 feet in height above 25 feet, whichever is less.



2. ZONING AND 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

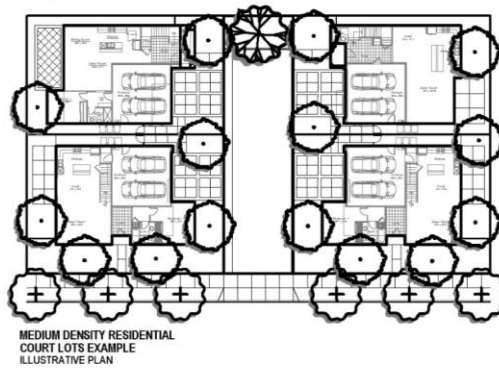
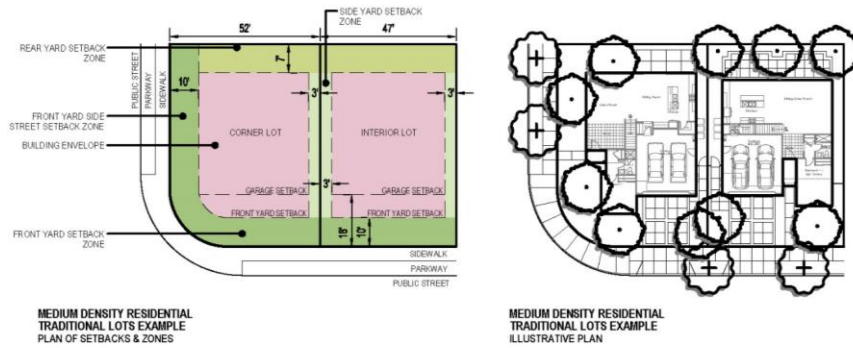
The Tracy Municipal Airport is located to the east of the Specific Plan area. A portion of the Specific Plan area is located within the Tracy Municipal Airport's Area of Influence (AIA). Land uses within certain zones in the vicinity of the airport are regulated by the San Joaquin County Airport Land 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



Tracy Hills Specific Plan

3. DESIGN GUIDELINES



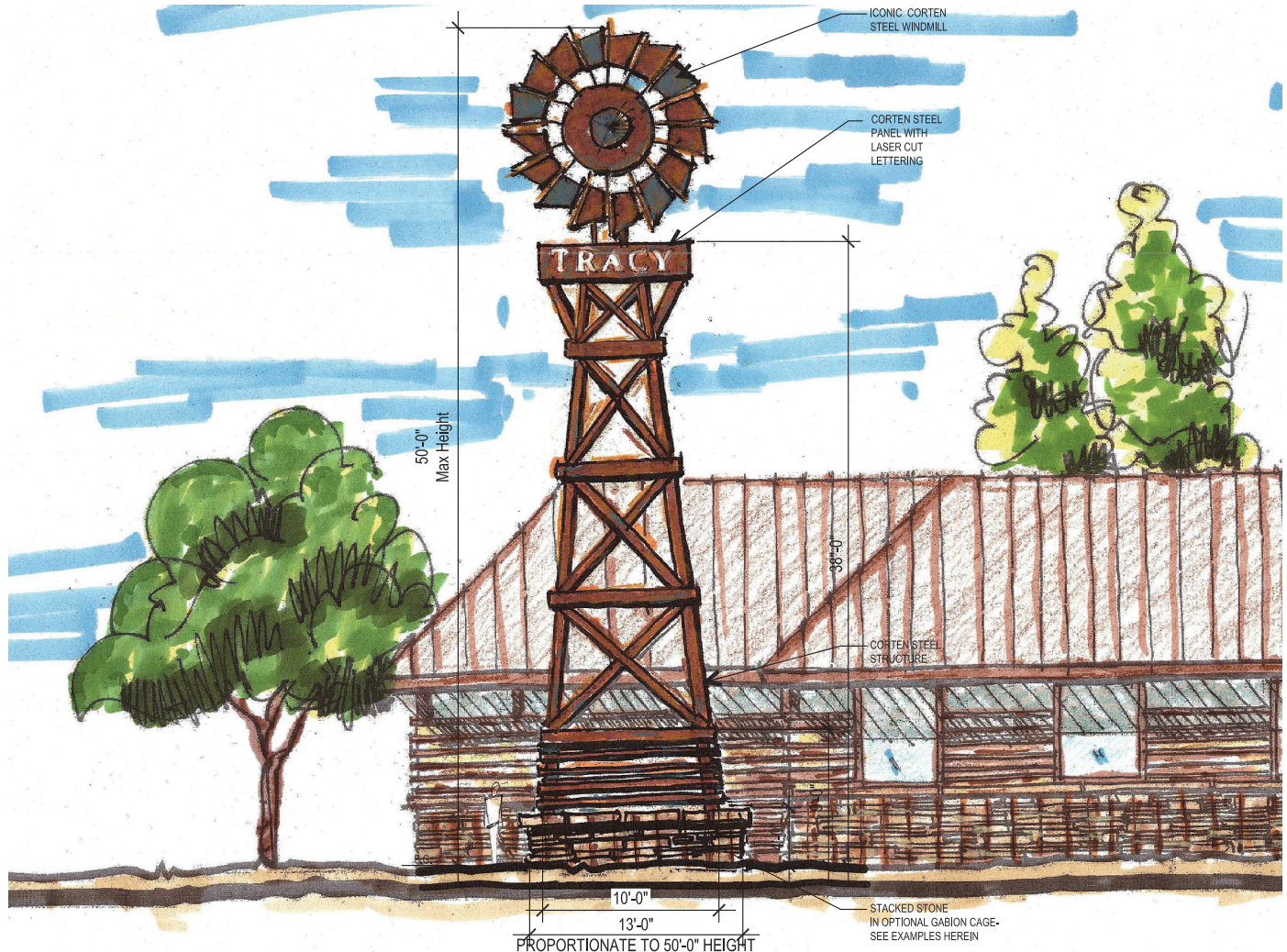
3.4.5 Community Monumentation

1. Community Gateway Icon

The Community Gateway Icon will be the landmark of the new community and establish a unifying community identity while providing a strong statement of community, commitment, and quality. A potential idea is proposed for a modern barn-like building coupled with an updated windmill sculpture that will comprise the Community Gateway Icon, conveying the agricultural heritage of the project site and serve as a “Welcome Home” center. Following use by the developer for marketing purposes, this building can serve as a potential neighborhood market and mail center for the community, or be used for any other community use that is permitted by this Specific Plan. The Community Gateway Icon shall be privately maintained. The Community Gateway Icon shall be subject to Development Review approval by City Council, as specified in Section 5.1.2 of this Tracy Hills Specific Plan. *The design and location of the Community Gateway Icon or second Community Gateway Icon may be approved as part of this Specific Plan, without requiring a Development Review permit, if the proposal matches design and location details shown in the Specific Plan or Appendix to the Specific Plan.*

All public right-of-way landscaping and other improvements, such as monumentation, walls and fences, furniture and accessories, and lighting, shall be reviewed by the City through the Improvement Plans.

All landscaping and other improvements which are located on private property shall be subject to Development Review, as specified in the Tracy Municipal Code.



**Conceptual sign design provided for thematic purposes. Dimensions provided for proportion scale only.*



Tracy Hills Specific Plan 5. ADMINISTRATION

5 ADMINISTRATION

5.1 THE PERMIT PROCESS

The permit process described below applies to all development proposed within the Specific Plan area. **Figure 5-1, Specific Plan Permit Process**, is a graphic illustration of this process. Each element of the permit process is described in greater detail in State law, the Tracy Municipal Code, and applicable City standards. The review process for each type of development application shall be as specified in the Tracy Municipal Code, except as modified herein.

5.1.1 Tracy Hills Design Guidelines

The purpose of the Tracy Hills Design Guidelines is to ensure that all development achieves and maintains a high standard of aesthetic quality, appearance, and sustainability throughout the development lifetime of Tracy Hills. The Design Guidelines will establish the overall aesthetic standards for community design, landscape design, and architectural design, and will apply to all projects within the Specific Plan area (refer to Chapter 3, Design Guidelines) that are subject to Development Review.

5.1.2 Development Review

The Development Review processing procedures are set forth in the Tracy Municipal Code, Chapter 10.08, except as modified herein. The regulations contained in this Specific Plan shall apply to all development. If the Specific Plan development regulations conflict with the Tracy Municipal Code, the regulations set forth herein shall prevail.

Construction of any new single-family or two-family dwelling is subject to Development Review. Additions, improvements or repairs to a single-family or two-family dwelling are not subject to Development Review. Development Review shall be required for any other improvements as specified by the Tracy Municipal Code.

For Development Review of a residential subdivision, or a portion of a residential subdivision, an exhibit showing the distribution of house types (i.e., floor plan type and elevation type) throughout the subdivision is required as part of the Development Review process.

The Community Gateway Icon, which is conceptually described and depicted in Section 3.4.5, Community Monumentation, shall be subject to Development Review approval by City Council, with a recommendation by Planning Commission.

[The design and location of the Community Gateway Icon or second Community Gateway Icon may be approved as part of this Specific Plan, without requiring a Development Review permit, if the proposal matches design and location details shown in the Specific Plan or Appendix to the Specific Plan.](#)

Formatted: Font: 11 pt

Formatted: TH Body Text 11 pt

Formatted: Font: 12 pt

5.1.3 Conditional Use Permits

Land uses and densities permissible for each parcel within the Specific Plan area zoning districts are identified in Chapter 2, Zoning and Development Standards, Sections 2.1 through 2.5. Specified conditional uses shall be permitted subject to the approval of a Conditional Use Permit. Because these uses have potentially incompatible characteristics, conditional uses require special consideration and may necessitate imposition of certain conditions on the development.

The process for applications is described in the City of Tracy Municipal Code, Section 10.08.42.50, et seq.

5.1.4 Tentative Maps

Tentative Subdivision Maps shall be submitted to the Development Services Department in accordance with State law, the Tracy Municipal Code, applicable City standards, and Subdivision Map Act.

The submittal requirement of conceptual architectural elevations for Vesting Tentative Subdivision Maps has been satisfied by the Tracy Hills Specific Plan, and Section 3.2, Residential Design Guidelines. Review of the architectural elevations for specific development proposals will be addressed through the Development Review process.

The form and content of the Final Map shall conform to the requirements of the Tracy Municipal Code and State law.



APPENDIX A

KT LANDSCAPE DESIGN GUIDELINES

1. PURPOSE AND SCOPE

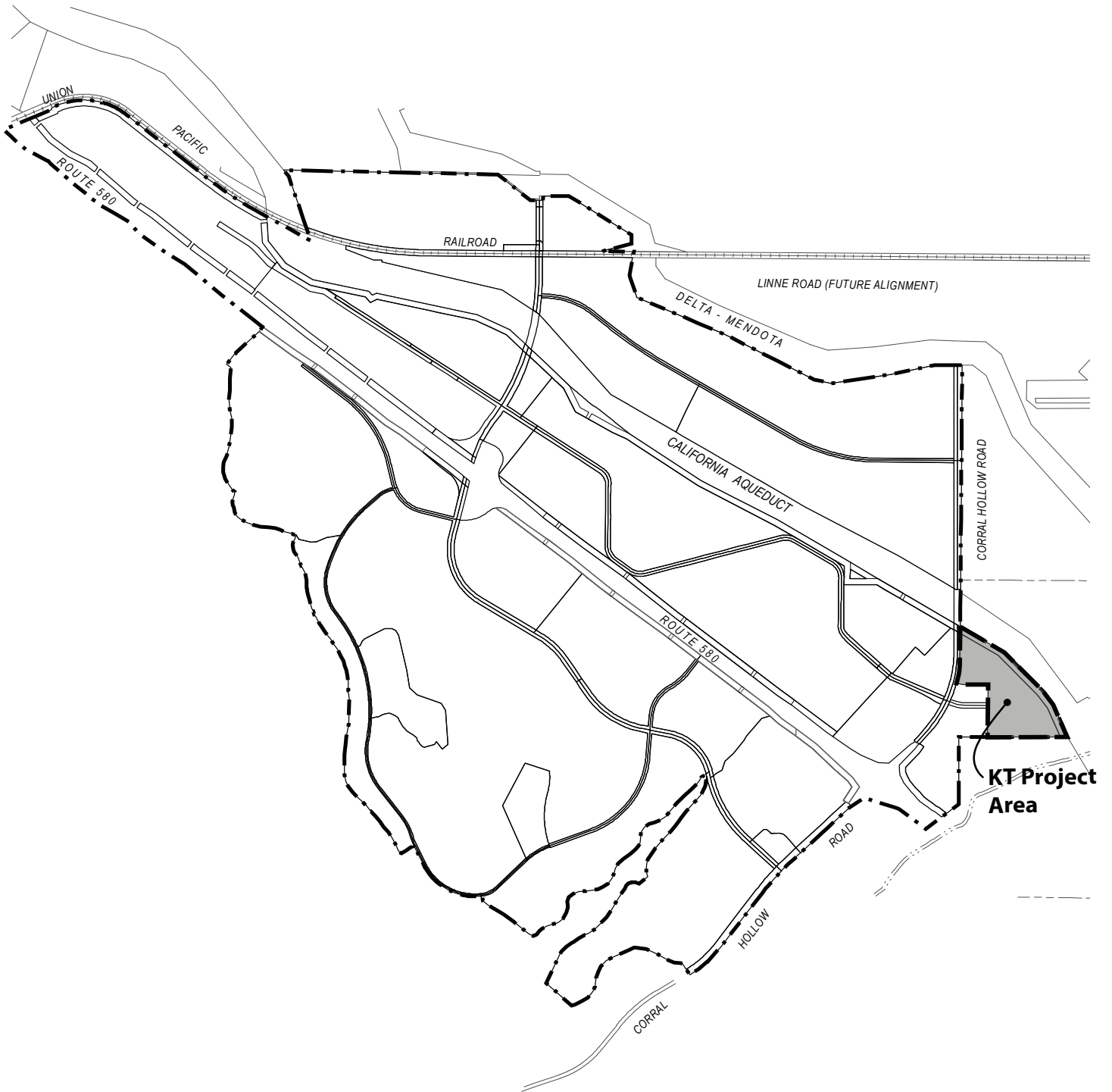
The landscape design guidelines contained in Section 3.4 of the Tracy Hills Specific Plan apply Specific Plan-wide; however, implementation details are only shown for Phase 1A. The purpose of Appendix A is to provide landscape design guidelines and implementation details for the KT Project Phase. The KT landscape design guidelines include the following components:

- Community Monumentation
- Circulation
- Streetscape and Trails
- Edge conditions/ Easements
- Conceptual Overall Illustrative Parks and Landscape Plan
- Lighting
- Walls and Fences
- Landscape Master Tree Plan

2. LOCATION

The KT Project phase of the Specific Plan Area encompasses approximately 36 acres located east of Corral Hollow Road, southwest of the California Aqueduct and north of Interstate 580. Refer to Figure A-1, Location Map - KT Project for additional information.

0 1,500 3,000 6,000 Feet





Appendix A. KT Project Landscape Design Guidelines

3. COMMUNITY MONUMENTATION

The KT Project shall continue the Tracy Hills themes established in Phase 1A through the consistent application and use of monument signage. Monumentation will be consistent with the character of the project, but flexible enough to respond to individual project context. Logos, type styles, color schemes, and architectural features should be consistent throughout the area being identified. Monumentation may vary in size and detail in a manner that reflects their relative importance within the signage hierarchy, but will incorporate a consistent material palette. Refer to Figure A-2 Community Identity Signage/Monumentation Key Map - KT Project for preliminary signage locations.

3.1. Community Monumentation Detail Reference

Community monumentation utilized in the KT Project were originally used and detailed in Phase 1A. Monumentation shall reference the details used in Phase 1A to ensure consistency throughout the Tracy Hills Specific Plan area. Refer to the list below for detail references to the monumentation shown in Figure A-2 Community Identity Signage/Monumentation Key Map - KT Project.



Primary Community Monumentation - Refer to Figure 3-2a



Primary Neighborhood Entry Signage - Refer to Figure 3-3



Park Signage - Refer to Figure 3-4



Trailhead Marker - Refer to Figure 3-5

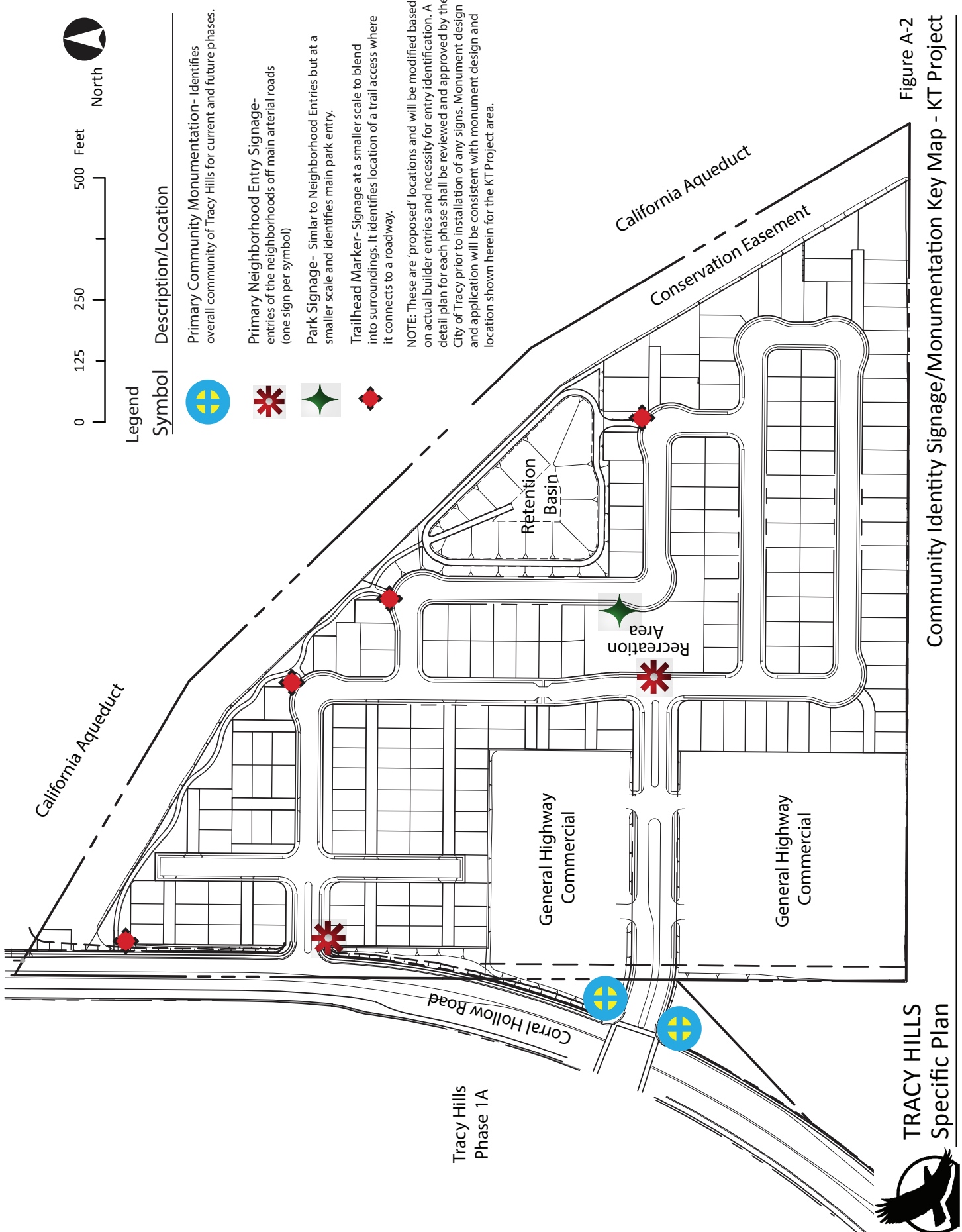


Figure A-2
Community Identity Signage/Monumentation Key Map - KT Project



Appendix A. KT Project Landscape Design Guidelines

4. CIRCULATION

A hierarchy of streets and trails are proposed within the KT Project which provide separate facilities for vehicles and pedestrians. Primary access is provided from Corral Hollow Road at an intersection with the spine road from Phase 1A. The spine road is extended to the KT Project boundary where it transitions to a residential street. Refer to Figure A-4 for a typical section of the spine road extension through the commercial area. Secondary access from Corral Hollow Road is provided north of the aforementioned intersection with a right-in/right-out only connection. The remainder of the public vehicular circulation throughout the KT Project is provided through residential streets. Refer to Figure A-5 for a typical section of the public residential street. In addition to the public streets, certain homes front on private lanes with a 24' roadway section which serves both vehicles and pedestrians. Refer to Figure A-6 for a typical section of the private lane.

Pedestrian circulation is provided with separated sidewalks along public streets and walkways located within open space and park areas. A multi-use trail located within a linear park feature provides access between the park and Corral Hollow Road along the Conservation Easement. A multi-use trail is also located around the retention basin which provides for passive recreation opportunities.

Refer to Figure A-3 Circulation Map - KT Project for additional information on the proposed circulation for this phase of Tracy Hills.

4.1. Streetscape and Trails

The following figures illustrate a hierarchy of streetscapes and circulation which provide distinctive landscape treatments for each planned roadway and trail. Landscape and hardscape treatments include elements such as landscaped medians, sidewalks, enhanced paving at pedestrian crossings and primary/secondary entries, trails and parkway trees. Consistent with Phase 1A, enhanced paving used is defined as any paving other than natural gray concrete or asphaltic concrete and the use of enhanced paving is strongly encouraged. Streetscapes and trails are shown in Figures A-4 to A-7 depict conceptual landscape application. Street trees shall be consistent with those shown in Figure A-14. Shrub and groundcover plant material shall be consistent with the species in the Landscape Plant Matrix in Section 3.4.15 of the Specific Plan.



Figure A-3
Circulation Map - KT Project



Tracy Hills Specific Plan

Appendix A. KT Project Landscape Design Guidelines

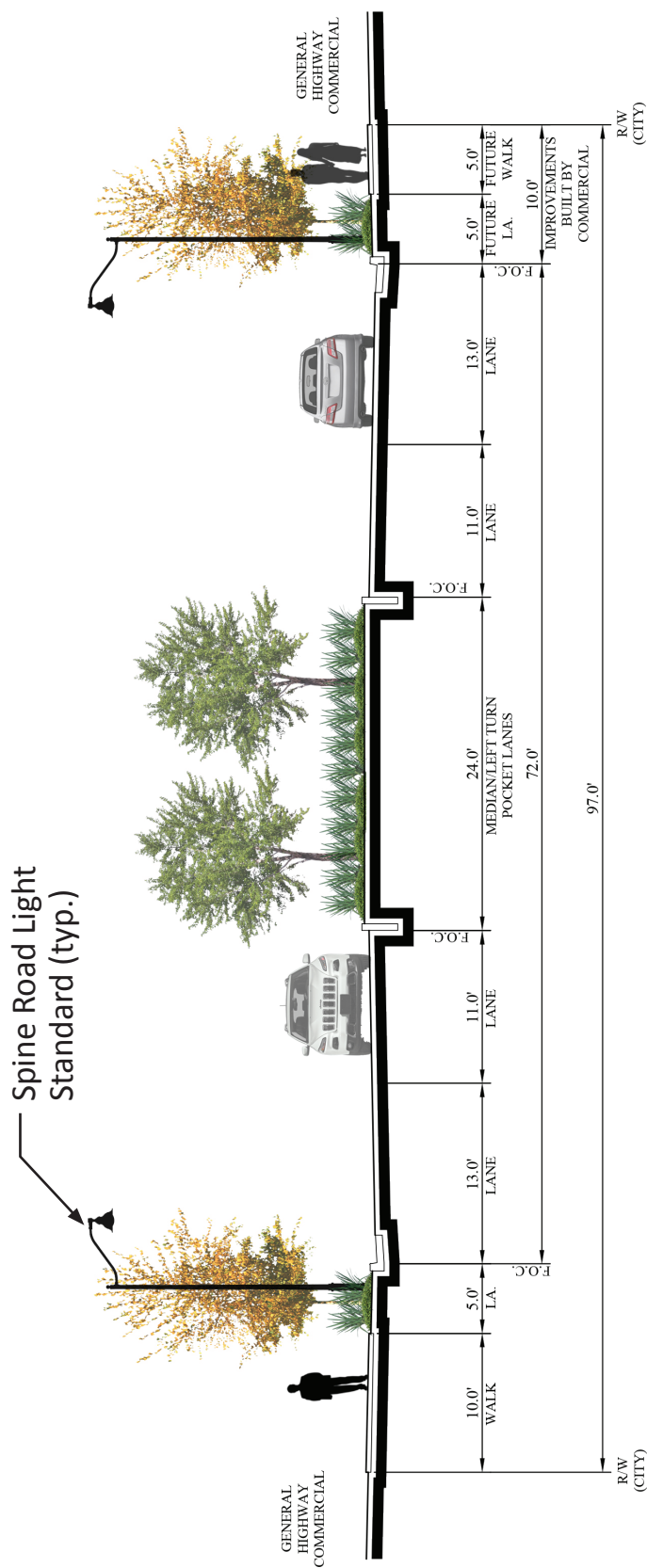


Figure A-4
Section A, Spine Road

Notes:

- Landscape shown for illustrative purposes only. Refer to Figure A-14 for specified street trees.
- Rolled curbs may be utilized along public streets within the KT Project phase.

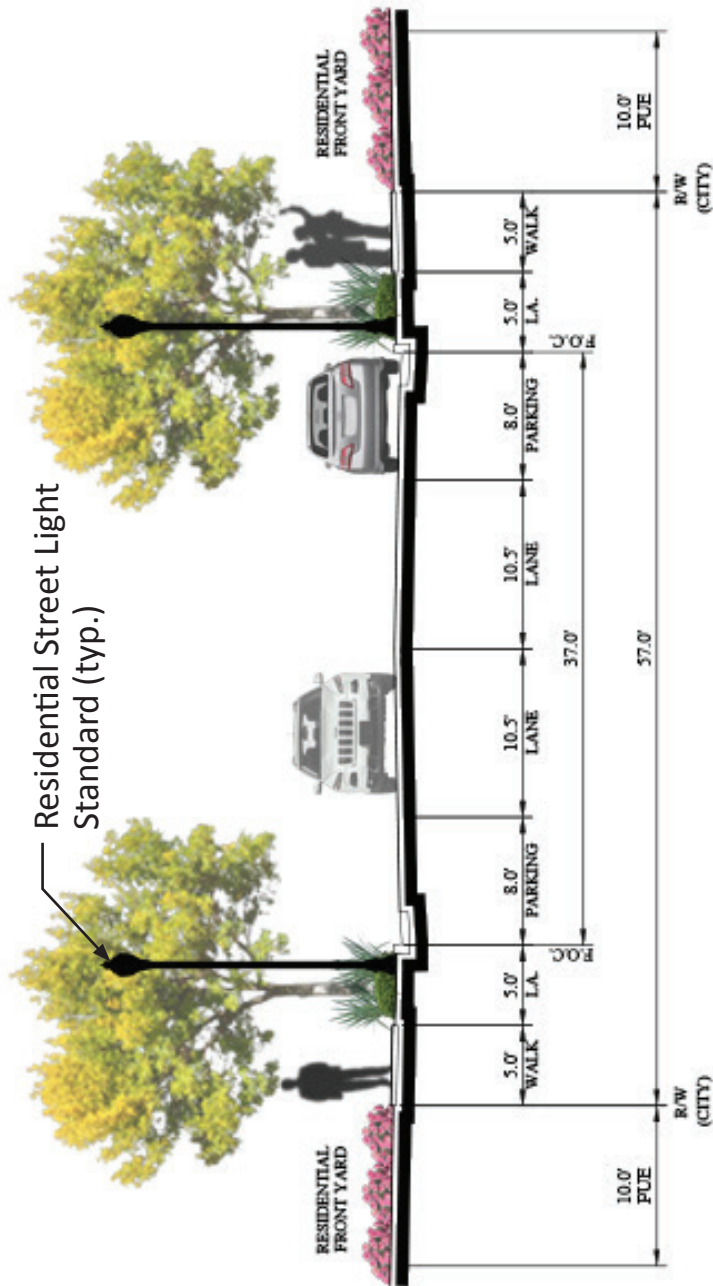


Figure A-5
Section B, Residential Street

Notes:

- Landscape shown for illustrative purposes only. Refer to Figure A-14 for specified street trees.
- Rolled curbs may be utilized along public streets within the KT Project phase.

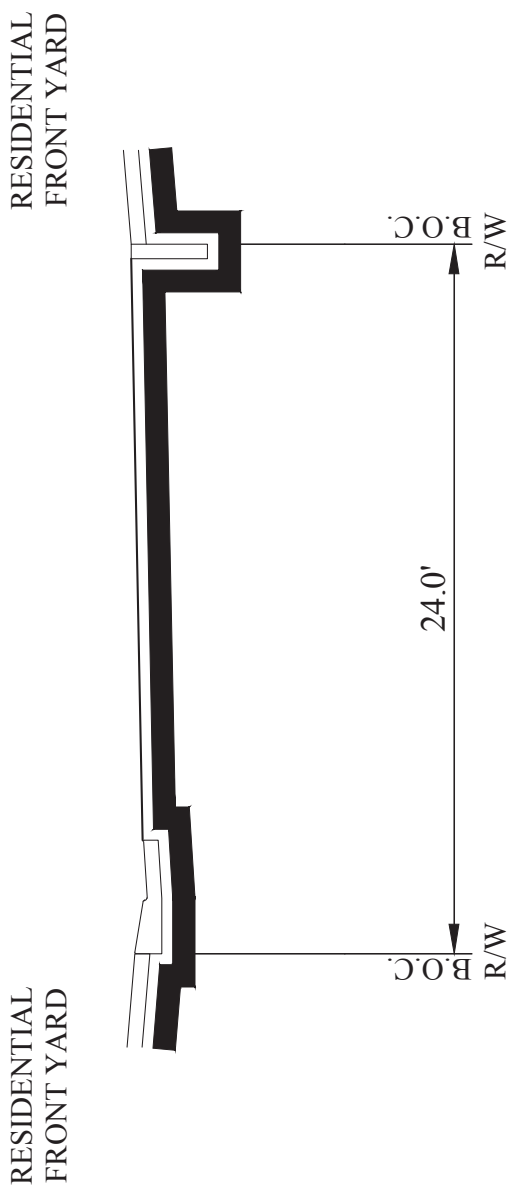


Figure A-6
Section C, Private Lane

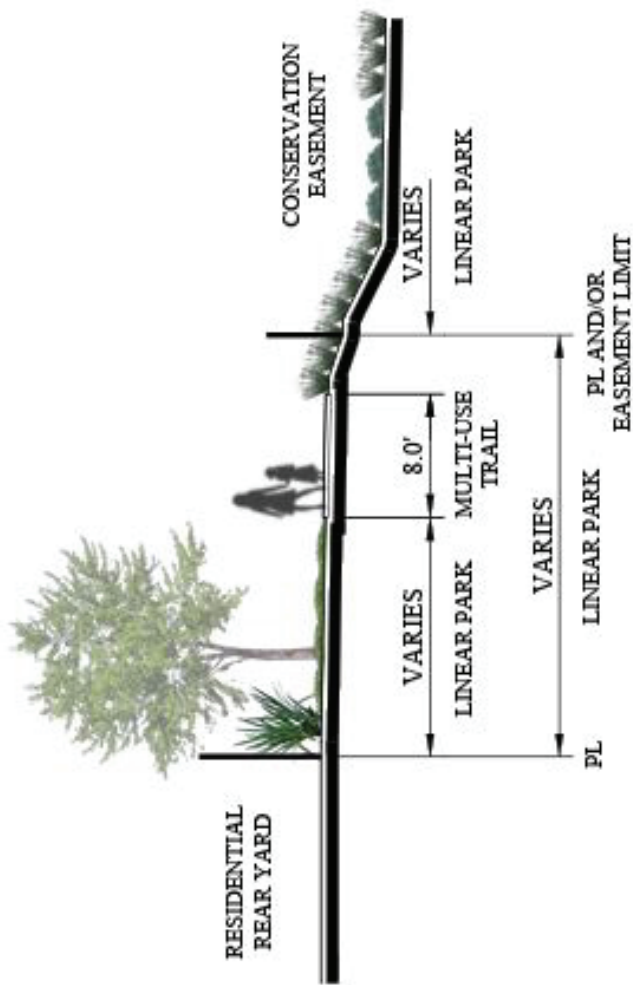


Figure A-7
Section D, 8' Multi-Use Trail & Linear Park



Tracy Hills Specific Plan Appendix A. KT Project Landscape Design Guidelines

5. EDGE CONDITIONS/EASEMENTS

A one hundred foot wide conservation easement will be recorded within the KT Project along east boundary adjacent to the California Aqueduct. The easement will include approximately 5.5 acres of area. The purpose of the conservation easement is to provide permanent wildlife habitat. The conservation easement will be owned and maintained by the project's HOA and zoned Tracy Hills Conservation (C-TH). No development within this area will be allowed except for installation of protective fencing. Signs will be attached to the fencing advising the public to "stay out of the conservation easement areas."

The Conservation Easement within the KT Project will have the existing native landscape "protected-in-place" and no additional landscape or irrigation improvements are proposed.

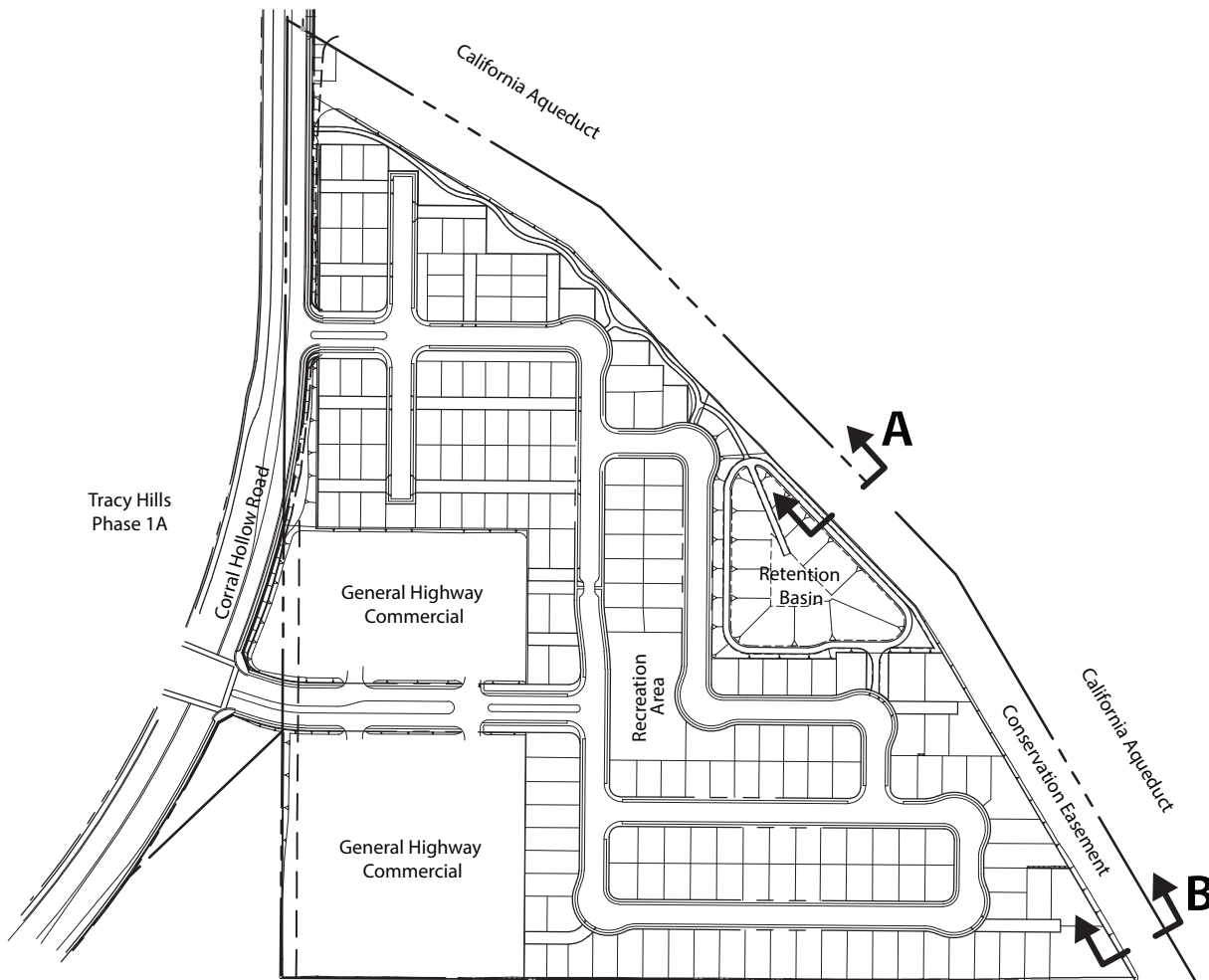


Figure A-8
Edge Conditions/Easements Key Map

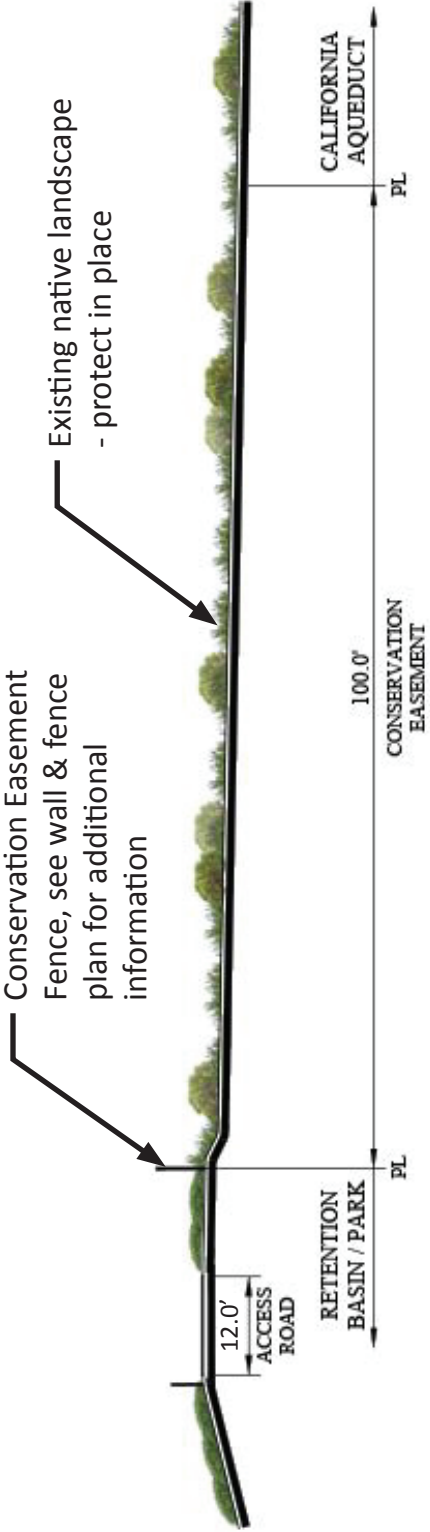


Figure A-9
Section A



Tracy Hills Specific Plan

Appendix A. KT Project Landscape Design Guidelines

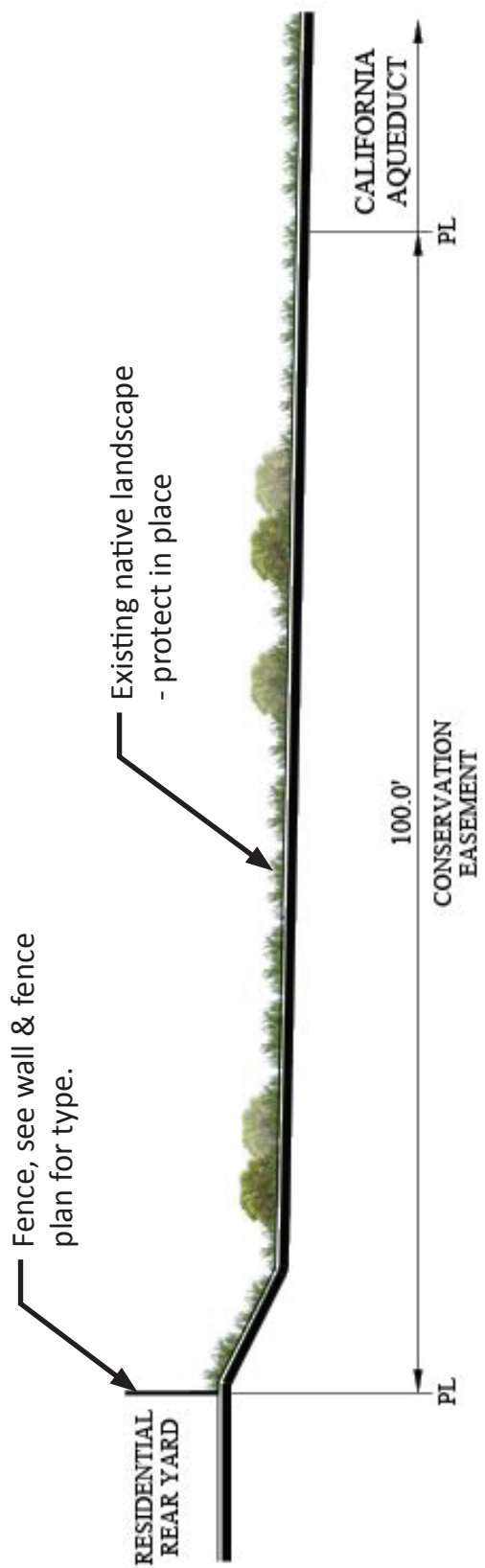


Figure A-10
Section B



6. CONCEPTUAL OVERALL ILLUSTRATIVE PARKS AND LANDSCAPE PLAN

The KT Project implements a linear park concept that provides an off-road trail corridor including pedestrian and bike pathways. These pathways connect to a comprehensive Class I bikeway and pedestrian system within Tracy Hills. The Tracy Hills Class I bikeway and pedestrian system, as built and planned in future phases, provides connectivity to neighborhood parks, HOA parks and recreational facilities, schools, retail and services, open space features and trail system, and a future community park. The KT Project linear park is part of a vision to provide a diversity of recreational opportunities in Tracy Hills comprised of an integrated and connected park and trail system. The park and trail system network not only promotes connectivity within the development, but also to the entire City.

As described in the 2013 Parks Master Plan (New Developments), the City may consider partial credits (up to 30% of the park acreage requirement) for linear parks in lieu of neighborhood park requirements. The proposed linear park is eligible to satisfy the park land requirement for the KT Project as it is part of the overall park system network for Tracy Hills. Once completed, the park will be dedicated to the City. Linear parks within the development that are dedicated to the City, and available for public use, may be maintained by the HOA. The design of the linear park, including amenity components, will be finalized through the preparation of improvement plans that will be reviewed and approved by the City Engineer.

The KT Project also include a private HOA park and recreational facility that may include but not limited to active and passive recreational features such as playground equipment, pool including deck/lounge area, BBQ area, open turf, restroom and shower facilities, and shade structure. The HOA park and recreational facilities will be sized appropriately to serve the KT Project.

The parks within the community shall incorporate the following design elements:

- Landscaping should consider the use of drought tolerate species and be planted to conserve water and reduce irrigation needs. Use of reclaimed water or other water conserving strategies is encouraged.
- Use appropriate lighting in high use areas for safety purposes.
- The use of drought-tolerant landscaping and hydrozoning irrigation systems should be designed effectively.



Tracy Hills Specific Plan Appendix A. KT Project Landscape Design Guidelines



Figure A-11
Conceptual Overall Illustrative, Parks and Landscape Plan - KT Project

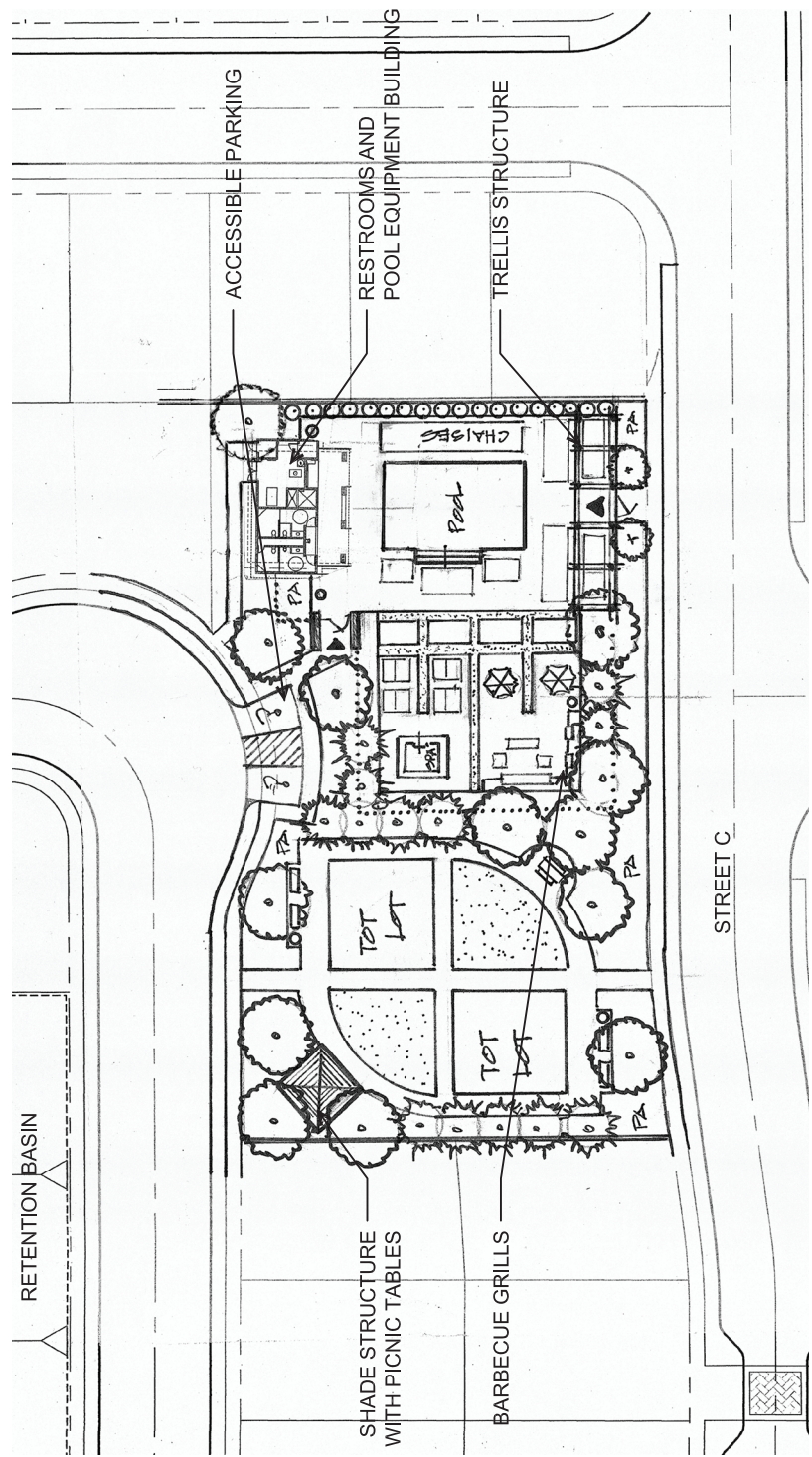


Figure A-12
Conceptual Recreation Area
(Figure above is a conceptual illustrative and subject to change and design refinement)



Appendix A. KT Project Landscape Design Guidelines

7. LIGHTING

The site furnishings and lighting design for the residential villages located within the KT Project shall be consistent with the themes and standards established in Phase 1A of Tracy Hills. Refer to section 3.4.9 the Specific Plan for the site furnishings and lighting standards which shall be applied to this phase of the Specific Plan.

8. WALLS AND FENCES

Consistent with Phase 1A, walls and fences within this phase of the Specific Plan are intended to maintain the quality and character of the public realm. Wall and fence materials shall provide variety, privacy, and consistency within the community.







The following types of walls and view fences were selected for use within different areas of the project site, consistent with their application in Phase 1A. All wall and fence heights are measured from the higher grade elevation on either side of the wall or fence. Refer to Figure A-13 Master Wall and Fence Plan KT Project for general wall and fence locations. Wall and fence policies below as established in Phase 1A shall be applicable to the KT Project.

- Decorative walls and/or screen walls shall be integrated with the community design intent, as well as the overall landscape design.
- All community theme walls and fences shall be consistent in design as outlined herein.
- View fencing of full height tubular steel may be used and pilasters incorporated into steel fencing.
- Shrubs are encouraged to be planted along community walls to soften the visual character.
- Continuous fencing or walls shall have pilasters located at corners, at change in wall/fencing materials and significant redirections in the fence line.

*All Wall and Fencing materials and colors specified are for design intent. Should materials and/or colors not be available at time of installation, alternative materials and/or colors shall be substituted as specified "or equal" and shall be approved by City staff. Design intent is for Walls and Fences to be consistent community-wide.

8.1. Wall and Fence Detail References

Majority of the wall and fence types utilized in the KT Project were originally used and detailed in Phase 1A. Such fencing shall reference the details used in Phase 1A to ensure consistency throughout the Tracy Hills Specific Plan area. Please refer to the list below for detail references to the fencing shown in Figure A-13 Master Wall and Fence Plan - KT Project.

-  6'-0" Min. Proto II Block Decorative Wall- Split Face Block w/Cap - Refer to Figure 3-34
-  6'-0" Min. Builder Determined Wall/Fencing. Fencing may be Split Face Block, Tubular Steel or Wood.
-  6'-0" or 8'-0" Sound Wall- Split Face Block w/Cap - Refer to Figure 3-35
-  4'-7" Conservation Easement Fence - No Finish- allow to rust naturally - Refer to Figure 3-31
-  3'-3" Concrete Split Rail Fence - Refer to Figure 3-33
-  6'-6" Min. Pilaster - Split Face Block w/ Cap -Refer to Figures 3-34 & 3-35

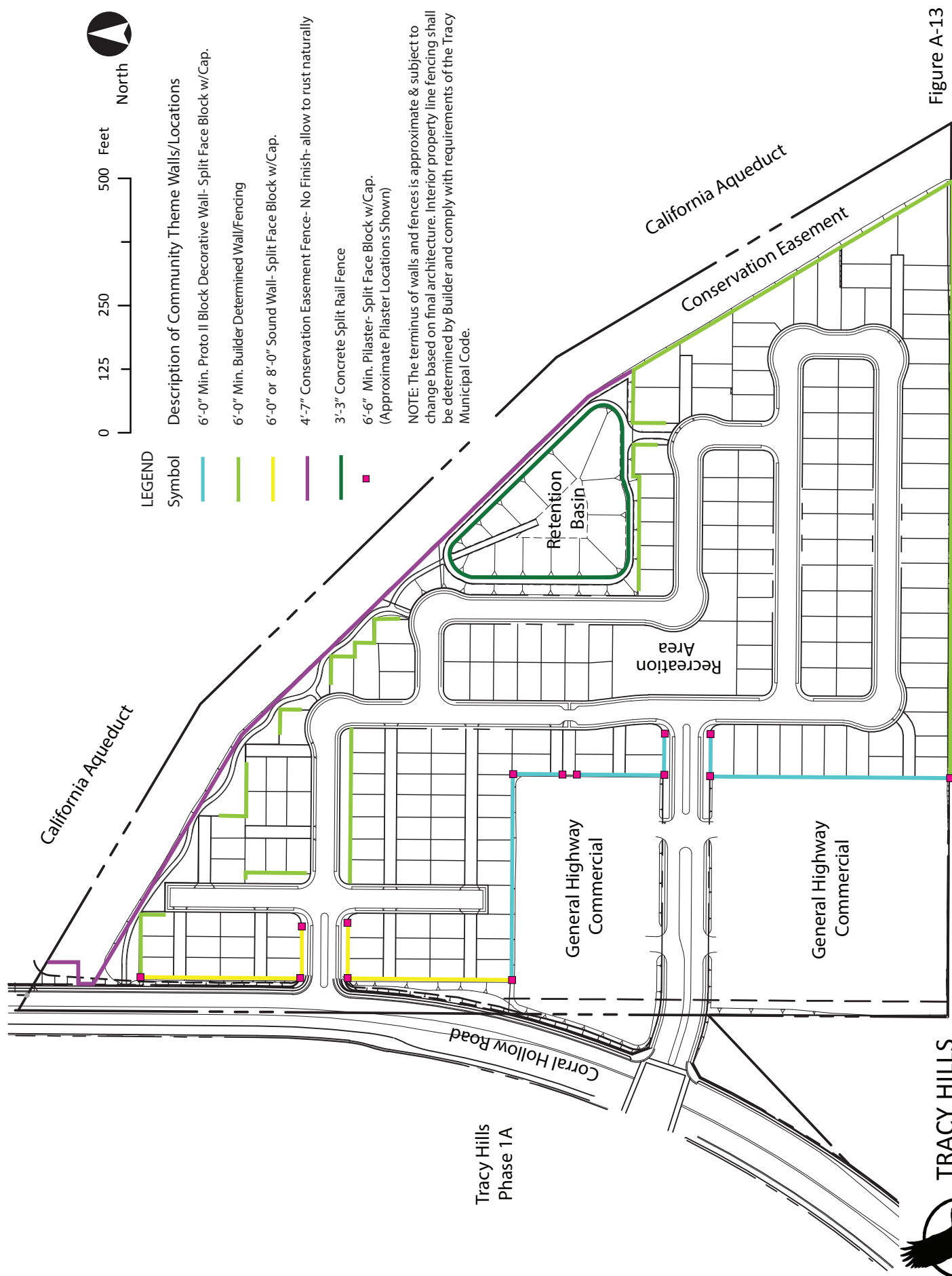


Figure A-13
Master Wall and Fence Plan - KT Project



9. LANDSCAPE MASTER TREE PLAN

The plant list for this project was developed to reinforce the community theme and to create some seasonal change with a mixture of deciduous and evergreen plants while maintaining a well-balanced landscape. Many plants on this list are considered low water and drought tolerant species and were chosen based on their specific growth characteristics, including flowering and foliage color, texture and form. Refer to Figure A-14 Master Tree Plan - KT Project for the street tree plan for this Phase of Tracy Hills.

The following items should be considered in the community landscape design process:

- Consistent street tree themes should be related to the hierarchy of the street system.
- Extensive use of trees, vines and shrubs to soften community theme wall and fencing.
- Recognition of existing natural conditions and situations.
- Use of both “formal” and “informal” planting arrangements, depending upon the particular condition.
- “Layering” or the shrub understory to create depth, variety and interest.
- Refer to local codes for spacing distance from utilities, light poles, etc.

9.1. Landscape Irrigation

All landscaped areas will be permanently irrigated using an automatic, underground irrigation system or bubbler low-flow systems. Please refer to Section 3.4.13 of the Specific Plan for additional information.

9.2. Utility and Equipment Screening

All utilities above/below ground providing service to the residential villages and commercial areas shall be screened to prevent unsightly conditions that detract from the overall aesthetics. Refer to Section 3.4.14. of the Specific Plan for utility screening guidelines.

9.3. Landscape Plant Matrix

Refer to Section 3.4.15 of the Specific Plan for the Landscape Plant Matrix.

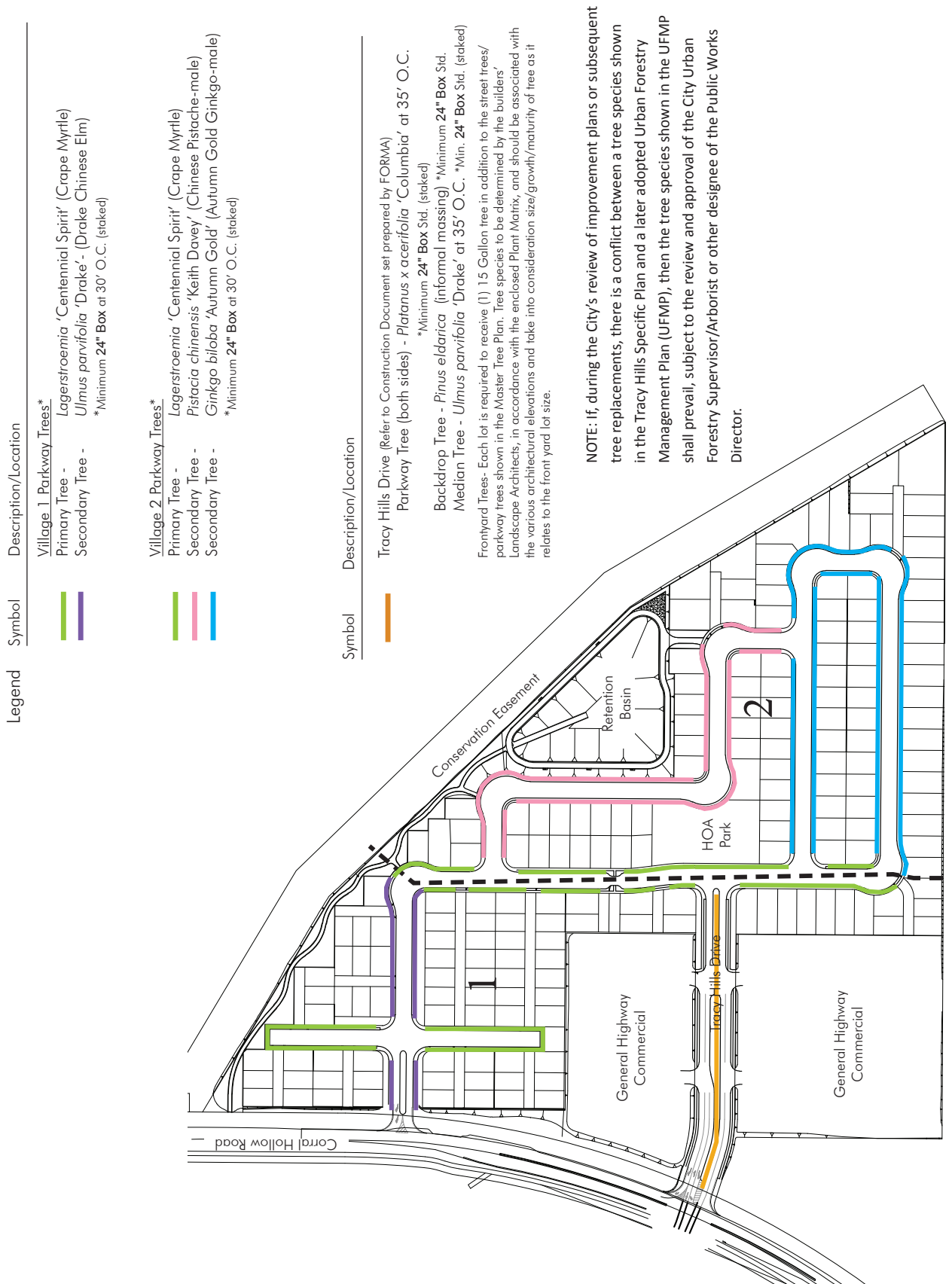


Figure A-14
Master Tree Plan - KT Project



Appendix B. Community Gateway Icon Design Guidelines

APPENDIX B

COMMUNITY GATEWAY ICON DESIGN GUIDELINES

1. PURPOSE AND SCOPE

The Community Gateway Icon will be the landmark of the Tracy Hills community and establish a unifying community identity while providing a strong statement of community, commitment, and quality. At time of initial Specific Plan preparation, design details had not been developed for the Community Gateway Icon. This Appendix incorporates the Community Gateway Icon design and locations into the Specific Plan. The design and location of the Community Gateway Icon or second Community Gateway Icon may be approved as part of this Specific Plan or Appendix to the Specific Plan, without requiring a Development Review permit, if the proposal matches the design and location details shown in this Appendix.

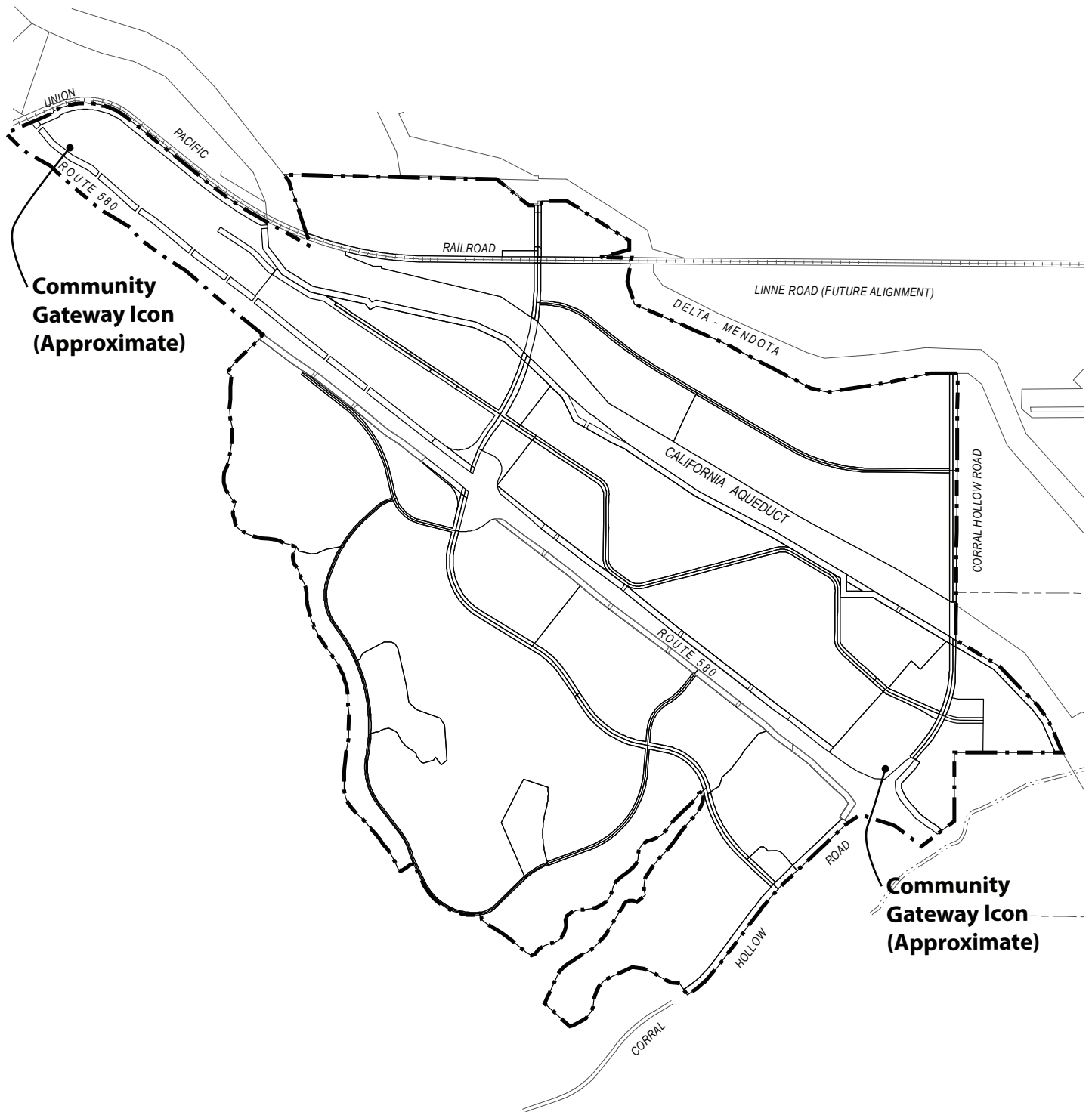
2. LOCATION

The Tracy Hills Specific Plan Area includes two Community Gateway Icons. A Community Gateway Icon is located adjacent to the Corral Hollow Road and Interstate 580 interchange within Phase 1A. The second Community Gateway Icon is located at the western end of the Specific Plan Area along Interstate 580. Refer to Figure B-1, Location Map - Community Gateway Icon for additional information.

3. COMMUNITY GATEWAY ICON DETAIL

The Community Gateway Icon will incorporate materials and elements consistent with the other community monuments established in Section 3.4.5 of the Specific Plan. The Community Gateway Icon is approximately 40-feet high and has an approximate base dimension of 13-feet by 5-feet. The Icon's base shall have a stacked stone veneer consistent with that used on the other community monuments. The sign portion of the Icon will be a large vertical corten steel or similar material laser-cut/water-cut panel which will identify the Tracy Hills community and include the community's logo. Refer to Figure B-2 for an illustrative of the Community Gateway Icon and Figure B-3 for a detail of the Community Gateway Icon.

0 1,500 3,000 6,000 Feet



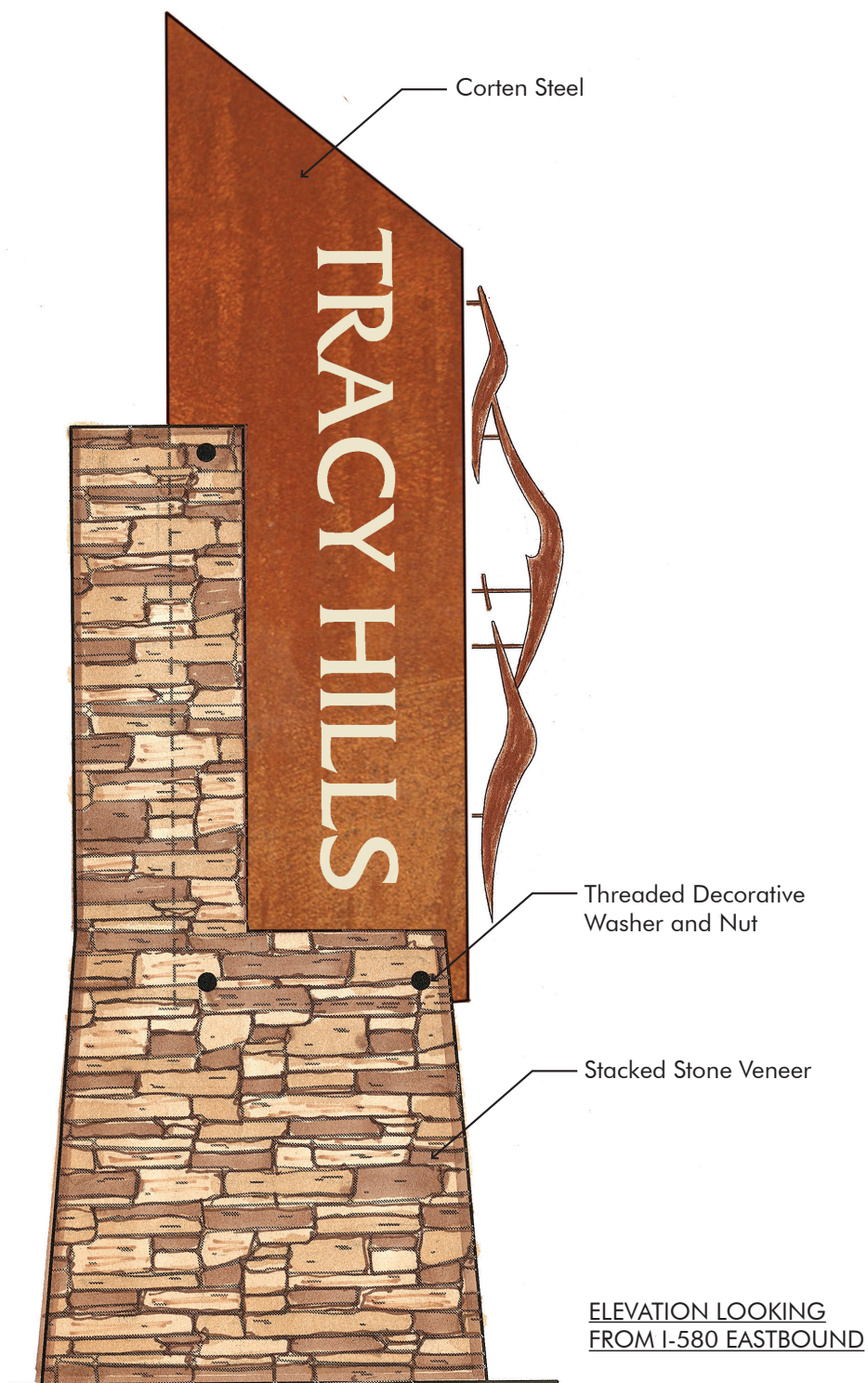
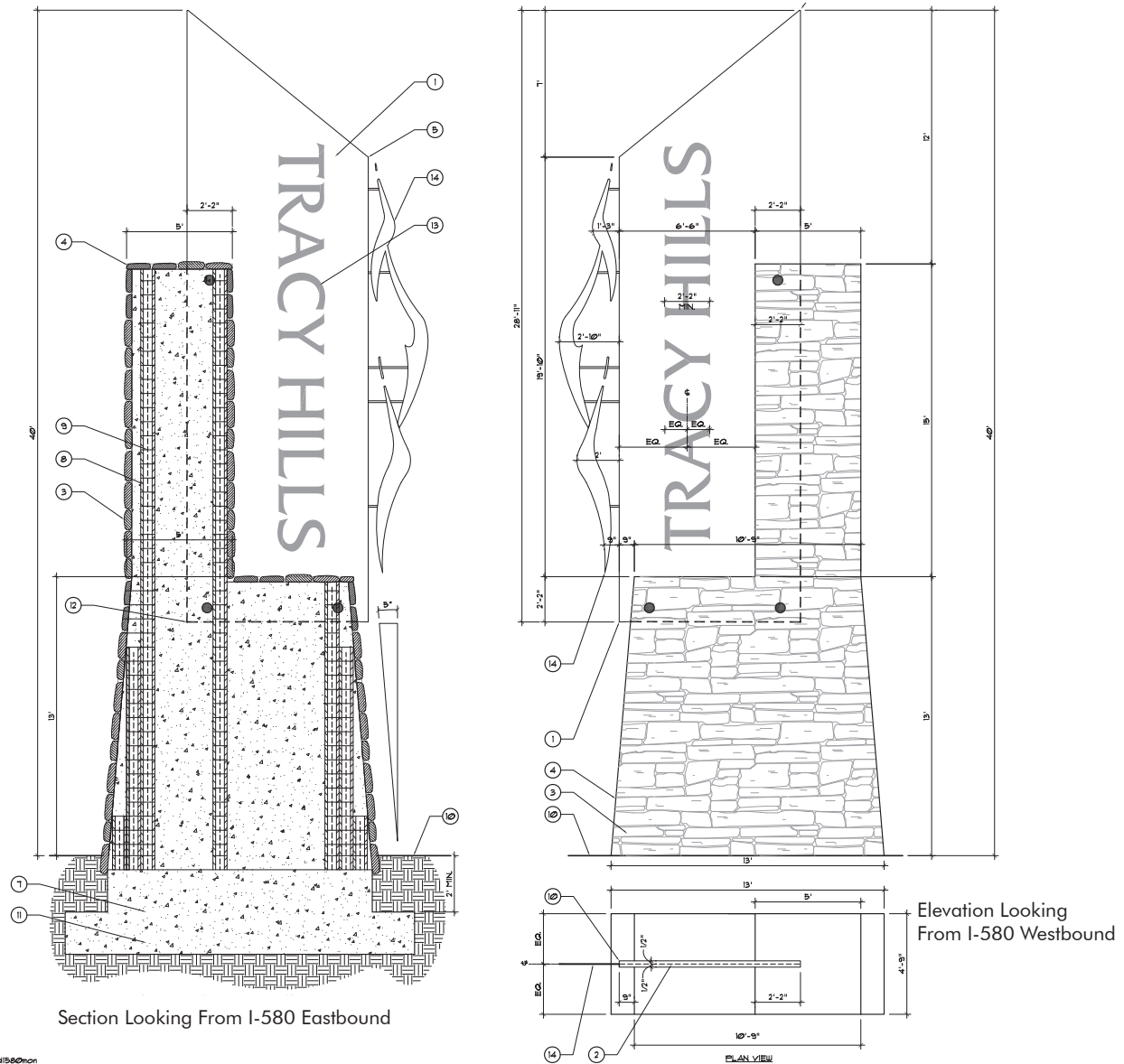


Figure B-2
Community Gateway Icon - Illustrative Elevation



- ① TWO (2) 1/2" THICK 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 1/16" THICK ALUMINUM SKIN PANEL EXTEND TO ALL EDGES-POUNDERCOAT BOTH SIDES, 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 COLOR.
- ③ STACKED STONE VENEER, MORTAR INTO PLACE. EXTEND 6" BELOW FINISH GRADE.
- ④ MITER CORNERS OR STAGGER AND ALTERNATE STONE AT CORNERS FOR NATURAL LOOK.
- ⑤ 1/8" RADIUS AT CORTEN PANEL CORNERS
- ⑥ NOT USED
- ⑦ CONCRETE FOOTING AND REINFORCING PER STRUCTURAL ENGINEER'S DETAILS AND CALC'S.
- ⑧ CMU BLOCK. GROUT SOLID ALL CELLS.
- ⑨ REINFORCING PER STRUCTURAL DETAILS AND CALC'S.
- ⑩ FINISH GRADE
- ⑪ COMPACTED SUBGRADE PER GEOTECHNICAL REPORT.
- ⑫ EPOXY BED
- ⑬ COMMUNITY LOGO BY CLIENT'S MARKETING/BRANDING CONSULTANT. TYPEFACE/ FONT STYLE SHALL BE DESIGNED BY MARKETING/BRANDING CONSULTANT AND SUBMITTED VIA SHOP DRAWING FOR APPROVAL PRIOR TO CONSTRUCTION. BASED ON BRANDING CONSULTANT'S LOGO DESIGN, MONUMENTATION CONFIGURATION MAY BE ALTERED TO ACCEPT LOGO.
- ⑭ TRACY HILLS LOGO GRAPHIC PER CLIENT'S MARKETING/BRANDING CONSULTANT. ATTACH LASER CUT/ WATER CUT 1/2" THICK CORTEN PANEL OF HILLS GRAPHIC TO 'FLOAT' ABOVE CORTEN 'BLADE'. SEE NOTE 15.
- ⑮ LOGO/GRAPHIC PINS TO ATTACH CORTEN SIGNAGE. SIGNAGE CONTRACTOR TO SUBMIT SHOP DRAWINGS TO LANDSCAPE ARCHITECT FOR REVIEW AND APPROVAL PRIOR TO MANUFACTURING.

CONTRACTOR TO SUBMIT SHOP DRAWINGS TO OWNER AND LANDSCAPE ARCHITECT FOR REVIEW PRIOR TO FABRICATION.

NOTES
1. REINFORCING, CONNECTION AND FOOTING DESIGN PER STRUCTURAL ENGINEER
2. REFER TO PRODUCT AND MATERIAL SCHEDULE ON SHEET LC-0 FOR ALL MATERIALS, COLORS AND FINISHES.

Figure B-3
Community Gateway Icon - Detail

ATTACHMENT C
Vesting Tentative Map

Provided under separate cover



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

February 2020

**Proposed Amendment to the Tracy Hills
Specific Plan for the KT Project**

Prepared For:

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

Prepared By:

Kimley-Horn and Associates, Inc.
100 West San Fernando Street, Suite 250
San Jose, CA 95113

TABLE OF CONTENTS

Introduction.....	1
California Environmental Quality Act.....	1
Previous Environmental Analysis of the Project Site	3
Purpose of Addendum	3
Proposed Amendment to the Approved THSP Project	3
Project Location.....	3
Specific Plan Amendment	4
THSP Environmental Impact Analysis Summary	1
Environmental Evaluation	15
I. Aesthetics.....	16
II. Agricultural and Forestry Resources.....	20
III. Air Quality	23
V. Biological Resources.....	31
VI. Cultural Resources	45
VII. Geology and Soils.....	50
VIII. Greenhouse Gas Emissions.....	54
IX. Hazards and Hazardous Materials	57
X. Hydrology and Water Quality	67
XI. Land Use and Planning.....	76
XII. Mineral Resources	80
XIII. Noise	82
XIV. Population and Housing	89
XV. Public Services, Recreation, and Utilities	92
XVI. Transportation/Traffic.....	104
XIX. Mandatory Findings of Significance	111
Determination of Appropriate CEQA Documentation	112
Section 15162 – Subsequent EIRs and Negative Declarations.....	112
Section 15164 – Addendum to an EIR or Negative Declaration.....	113
Conclusion	114
Mitigation, Monitoring, and Reporting Program.....	116

LIST OF FIGURES

Figure 1: Regional Location Map	5
Figure 2: Project Vicinity Map.....	7
Figure 3: Proposed THSP Zoning Concept	9
Figure 4: Proposed THSP Land Use Concept	11
Figure 5: Concept Site Plan.....	13

LIST OF TABLES

Table 1: Land Use Plan Buildout (2035)	1
Table 2: THSP SEIR Potentially Significant Environmental Impacts Table.....	1
Table 3: Comparison of Employee Projections	90
Table 4: Trip Generation	106

INTRODUCTION

This document provides an analysis of the proposed Amendment to the Tracy Hills Specific Plan (THSP) (proposed Project). The Amendment would change the land use designations for properties within the current boundaries of the approved THSP, specifically in the area referred to as Tracy Hills KT Project (Project site) as shown in Figure 1: Regional Location Map and Figure 2: Project Vicinity Map. Overall, the proposed Project would result in more residential and less commercial uses within the Project site, as shown in Figure 3: Proposed THSP Zoning Concept and Figure 4: Proposed THSP Land Use Concept.

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.

If none of these circumstances 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.

This Addendum includes minor text revisions to Mitigation Measures (MM) 4.4-3b, MM 4.8-2a, MM 4.12-3 in the THSP SEIR. The text revisions resulted from minor clarifications and would not result in new significant environmental impacts, would not constitute significant new information, and would not alter the impact or effect of the mitigation measures. Revisions are shown below in underline and ~~strike-out~~ in Section V, Biological Resources; Section IX, Hazards and Hazardous Materials; and Section XV, Public Services, Recreation, and Utilities.

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 Tracy Hills Specific Plan 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 has occurred. For this reason, an

Addendum is the appropriate document that will 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 EIR (Tracy Hills Specific Plan SEIR [SCH# 2013102053]) on October 2015 and certified the final subsequent EIR on April 5, 2016. This analysis incorporates by reference, where relevant and appropriate, discussion and analysis contained in the previously certified 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 2,736.1 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 including 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 previously certified 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 previously certified EIR. The decision-making body must consider the whole of the data presented in the THSP EIR, and 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 the proposed Amendment created new significant environmental effects or a substantial increase in the severity of previously identified significant effects disclosed in the Tracy Hills Specific Plan SEIR used to approve the Tracy Hills Specific Plan.

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

2,731.6 acres and surrounds the existing interchange at Corral Hollow Road and the proposed Lammers Road interchange on Interstate 580 (I-580). Refer to Figure 2, *Project Vicinity*.

Specific Plan Amendment

An application for an Amendment to the previously approved THSP (proposed Project) has been submitted to the City of Tracy for consideration. The THSP Amendment would change the land use designations for properties within the current boundaries of the THSP, specifically in the 45-acre area referred to as Tracy Hills KT Project (Project site). Refer to Figure 3: Proposed THSP Zoning Concept and Figure 4: Proposed THSP Land Use Concept. The Project proposes to re-designate and shift zoning for a 35.8-acre area within the 45-acre total Project site as follows:

- General Highway Commercial (GHC): decrease of 26.9 acres
- Medium Density Residential (MDR): increase of 21.3 acres
- Open Space/Conservation Corridor: increase of 5.6 acres

The Project also proposes to establish a Medium Density Residential (MDR) overlay on 8.9 acres of the Project site located at the southeast corner of Corral Hollow Road at the California Aqueduct. This 8.9 acres will remain as a General Plan designation of Commercial and zoned as General Highway Commercial, with an MDR overlay to support the proposed small lot concept plan. See Figure 5: Concept Site Plan. For the purposes of this analysis, the General Highway Commercial overlay with Medium Density Residential Overlay district assumes this overlay is developed with residential uses.

As shown in Table 1: Land Use Plan Buildout (2035), the proposed Project would result in less developable acres as compared to what was previously analyzed in the THSP SEIR. The proposed Project would allow up to 25.7 developable acres of medium density residential uses within the 45-acre Project site. The THSP assumed 30.4 acres of developable acres for commercial uses; therefore, the proposed Project would have a net decrease of 4.7 developable acres compared to the THSP. Under the General Highway Commercial Zoning District, there are no requirements for development standards except a maximum building height of 45 feet. Under the Medium Density Residential (MDR) Zoning District, there is a maximum building height of 35 feet. Given that the maximum allowable building height in the MDR Zoning District is less than that of the General Highway Commercial Zoning District, and the proposed Project would result in a total of 4.7 fewer developable acres than the THSP, land uses would not be more intense than those considered for the Project site in the THSP. Further, the number of people utilizing the Project site daily would be less intense than previously considered in the THSP SEIR. The vehicle trips generated by the proposed Project would be less than considered in the THSP because the land uses that would otherwise be generating jobs and commercial visitors would be replaced by residential housing units. Compared to the THSP, the proposed Project would result in an overall daily a.m. peak hour decrease of approximately 1,059 trips, and an overall daily p.m. peak hour trips decrease of approximately 1,919 trips (see Section XV, Transportation).

Table 1: Land Use Plan Buildout (2035)

Zoning District or Land Use Designation	Target Density Range or F.A.R (DU's/ac.)	THSP			Proposed Project			Difference Between THSP and Proposed Project		
		Gross Acres	Developable Acres	Dwelling Units (DU)/ Square Feet (SF)	Gross Acres	Developable Acres	Dwelling Units (DU)/ Square Feet (SF)	Gross Acres	Developable Acres	Dwelling Units (DU)/ Square Feet (SF)
Residential Estate	0.5-2.0	95.6	81.3	122 DU	N/A	N/A	N/A	No change	No change	No Change
Low Density Residential	2.1-5.8	1,216.0	876.3	3,238 DU	N/A	N/A	N/A	No change	No change	No change
Medium Density Residential	5.9-12.0	318.1	270.4	2,014 DU	339.4	288.5	2,149 DU	+21.3	+18.1	+135 DU
High Density Residential	12.1-25.0	9.2	7.8	125 DU	N/A	N/A	N/A	No change	No change	No change
Mixed-use Business Park	0.2 F.A.R	211.1	179.4	1,561,933 SF	N/A	N/A	N/A	No change	No change	No change
General Highway Commercial	0.2 F.A.R	102.4	87.0	758,944 SF	66.6	56.6	493,186 SF	-35.8	-30.4	-265,758 SF
General Highway Commercial w/ Medium Density	0.20 F.A.R or 5.9-12.0 DU's/ac.	NA	NA	NA	8.9	7.6	65,906 SF (General Highway Commercial) or	+8.9	+7.6	+65,906 SF (General Highway Commercial)

Zoning District or Land Use Designation	Target Density Range or F.A.R (DU's/ac.)	THSP			Proposed Project			Difference Between THSP and Proposed Project		
		Gross Acres	Developable Acres	Dwelling Units (DU)/ Square Feet (SF)	Gross Acres	Developable Acres	Dwelling Units (DU)/ Square Feet (SF)	Gross Acres	Developable Acres	Dwelling Units (DU)/ Square Feet (SF)
Residential Overlay ¹							56 DU (Medium Density Residential)			or +56 DU (Medium Density Residential)
Light Industrial	0.25 F.A.R	363.1	308.6	3,360,654 SF	N/A	N/A	N/A	No change	No change	No change
Conservation Corridors	N/A	123.3	N/A	N/A	128.9	N/A	N/A	+5.6	N/A	N/A
Interstate 580 Interchange and ROW	N/A	137.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
California Aqueduct ROW	N/A	143.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Union Pacific Rail Road	N/A	12.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Totals		779.2	1,810.8	5,499 DU;	No change	No change	5,690 DU's; 5.4 million SF	No Change	-4.7	+191 DU; -199,852 SF

¹ Total assumes the 8.9 acres of General Highway Commercial w/ Medium Density Residential Overlay district is developed with residential uses.

Zoning District or Land Use Designation	Target Density Range or F.A.R (DU's/ac.)	THSP			Proposed Project			Difference Between THSP and Proposed Project		
		Gross Acres	Developable Acres	Dwelling Units (DU)/ Square Feet (SF)	Gross Acres	Developable Acres	Dwelling Units (DU)/ Square Feet (SF)	Gross Acres	Developable Acres	Dwelling Units (DU)/ Square Feet (SF)
				5.6 million SF						

Source: Application For Tracy Hills Specific Plan Amendment For the KT Project, May 2019; Tracy Hill Specific Plan (amended 2019), June 2019.

THSP ENVIRONMENTAL IMPACT ANALYSIS SUMMARY

The 2016 THSP Final EIR 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	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> New sources of light and glare
Agriculture	<ul style="list-style-type: none"> Conversion of Prime Farmland and other Important Farmland (Project and Cumulative) 	<ul style="list-style-type: none"> Incompatible with adjacent agricultural activity
Air Quality	<ul style="list-style-type: none"> Inconsistency with adopted Air Quality Management Plan Cumulative construction emissions (ROG, and NO_x) (Buildout) Cumulative operational emissions (ROG, NO_x, CO, PM₁₀, PM_{2.5}) (Phase I and Buildout) Emission of ozone precursors and particulate matter 	<ul style="list-style-type: none"> Exposure of sensitive receptors to substantial pollutant concentrations
Biological Resources	N/A	<ul style="list-style-type: none"> 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

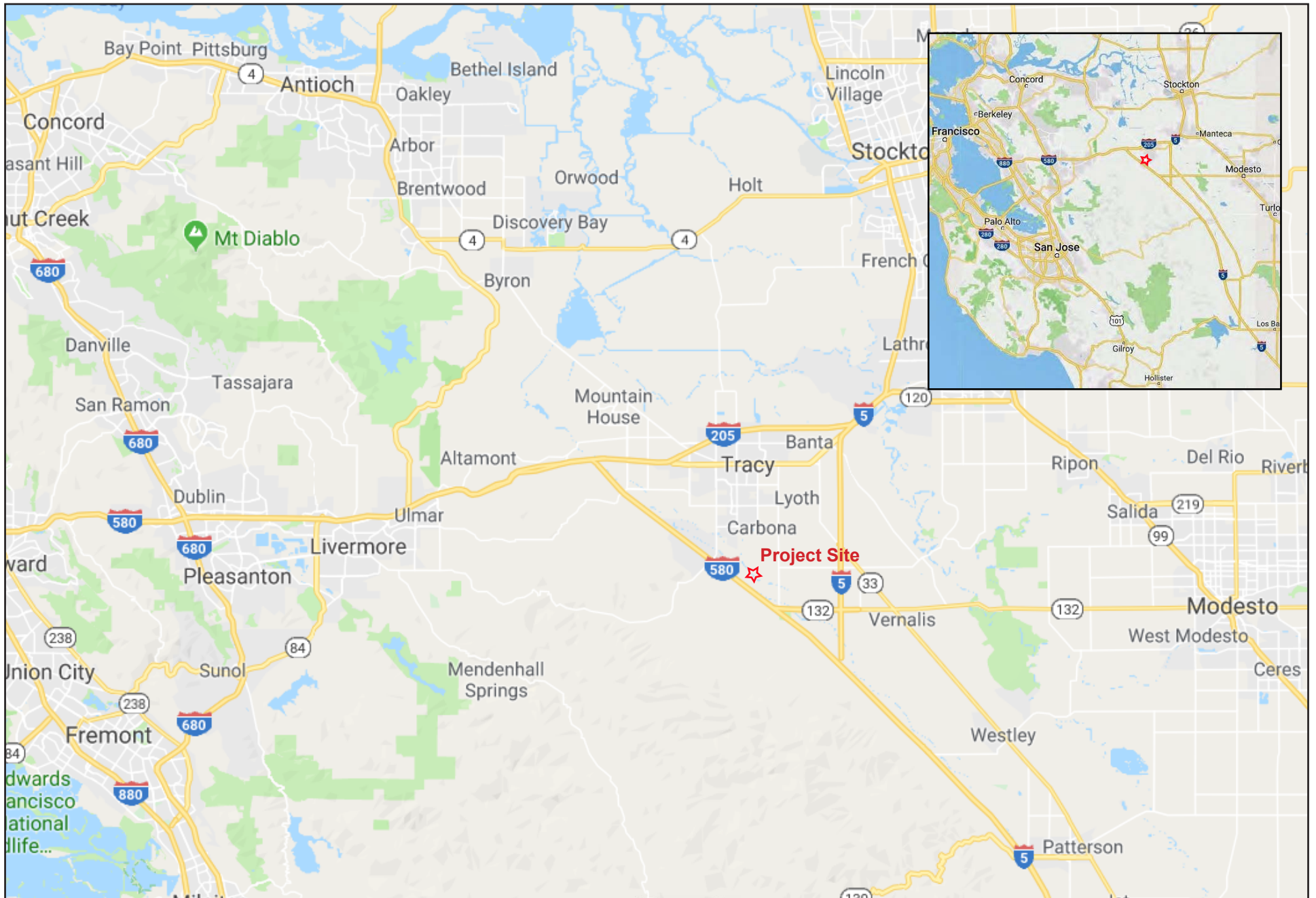
	Significant and Unavoidable Impacts	Less Than Significant with Mitigation Incorporated
		<ul style="list-style-type: none"> Conflict with tree preservation policy or ordinance Conflict with Habitat Conservation Plan/Natural Community Conservation Plan
Cultural Resources	N/A	<ul style="list-style-type: none"> Damage to cultural resources (buried archeological deposits) Damage to paleontological resources Human remains encountered during construction
Greenhouse Gas Emissions	<ul style="list-style-type: none"> Generation of GHG emissions during construction and operation (Project and Cumulative) 	<ul style="list-style-type: none"> Conflict with greenhouse gas reduction plan, policy, or regulation
Geology and Soils	N/A	<ul style="list-style-type: none"> Expansive soil
Hazards and Hazardous Materials	N/A	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Storm water discharge requirements and water quality

	Significant and Unavoidable Impacts	Less Than Significant with Mitigation Incorporated
		<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Conflict with 2009 San Joaquin Airport Land Use Compatibility Plan
Noise	<ul style="list-style-type: none"> • Exposure of persons to noise levels in excess of established standards • Traffic noise level increases (Project and Cumulative) 	<ul style="list-style-type: none"> • Expose persons or generate excessive groundborne vibration
Public Services and Utilities	N/A	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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) 	<ul style="list-style-type: none"> • 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
	<ul style="list-style-type: none"> • Level of service at intersections during construction (Phase 1) • Impact to the 2035 roadway and freeway network (Phase 1 and Cumulative) • Impact to the 2035 roadway and freeway network (Buildout) • Impact to Alamont 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 potentially significant impacts to mitigate 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, 2019

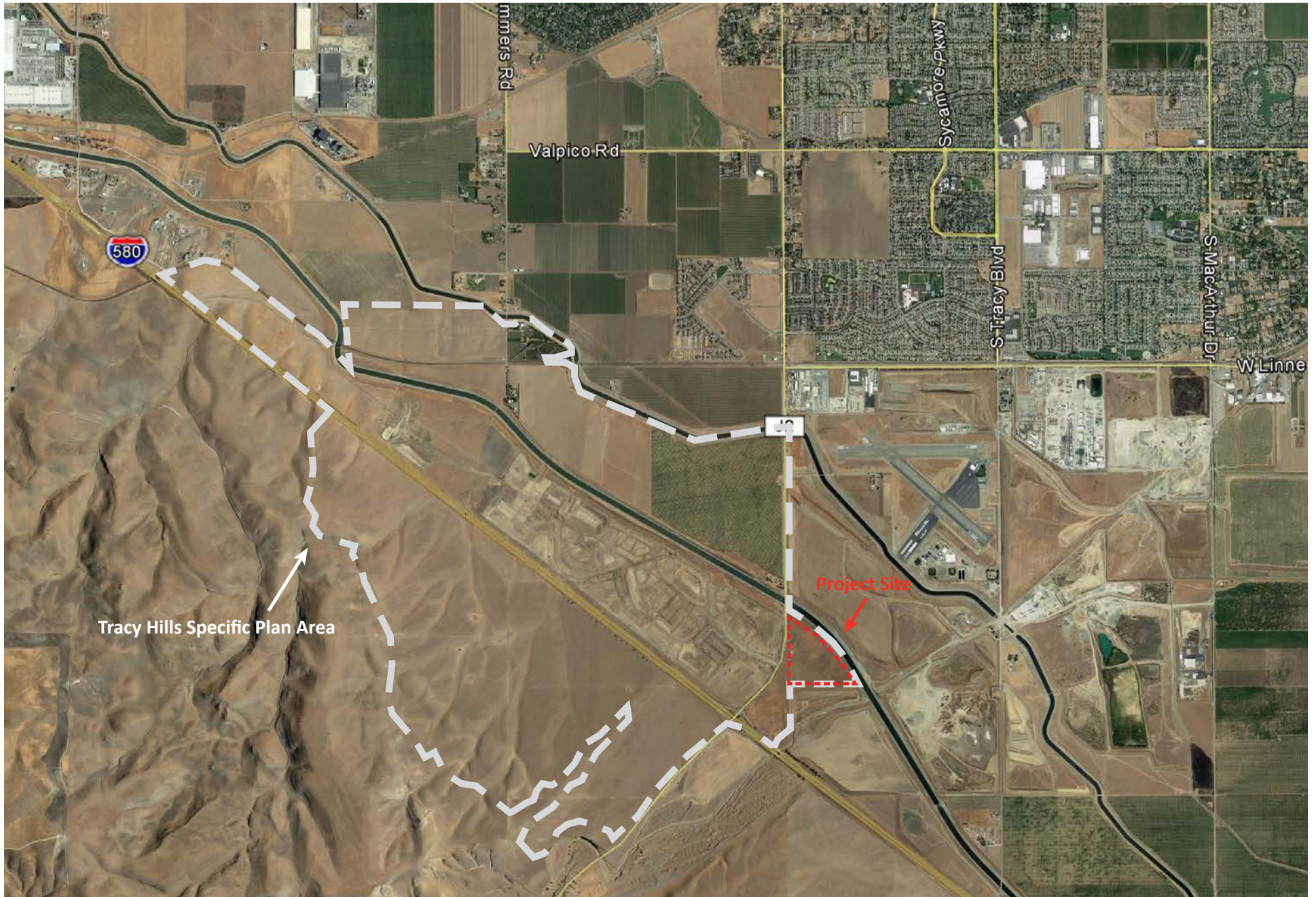
Figure 1: Regional Location Map
Addendum to the Tracy Hills Specific Plan SEIR



Not to scale

Kimley»Horn
Expect More. Experience Better.

THIS PAGE INTENTIONALLY LEFT BLANK



Source: Google Maps, 2019

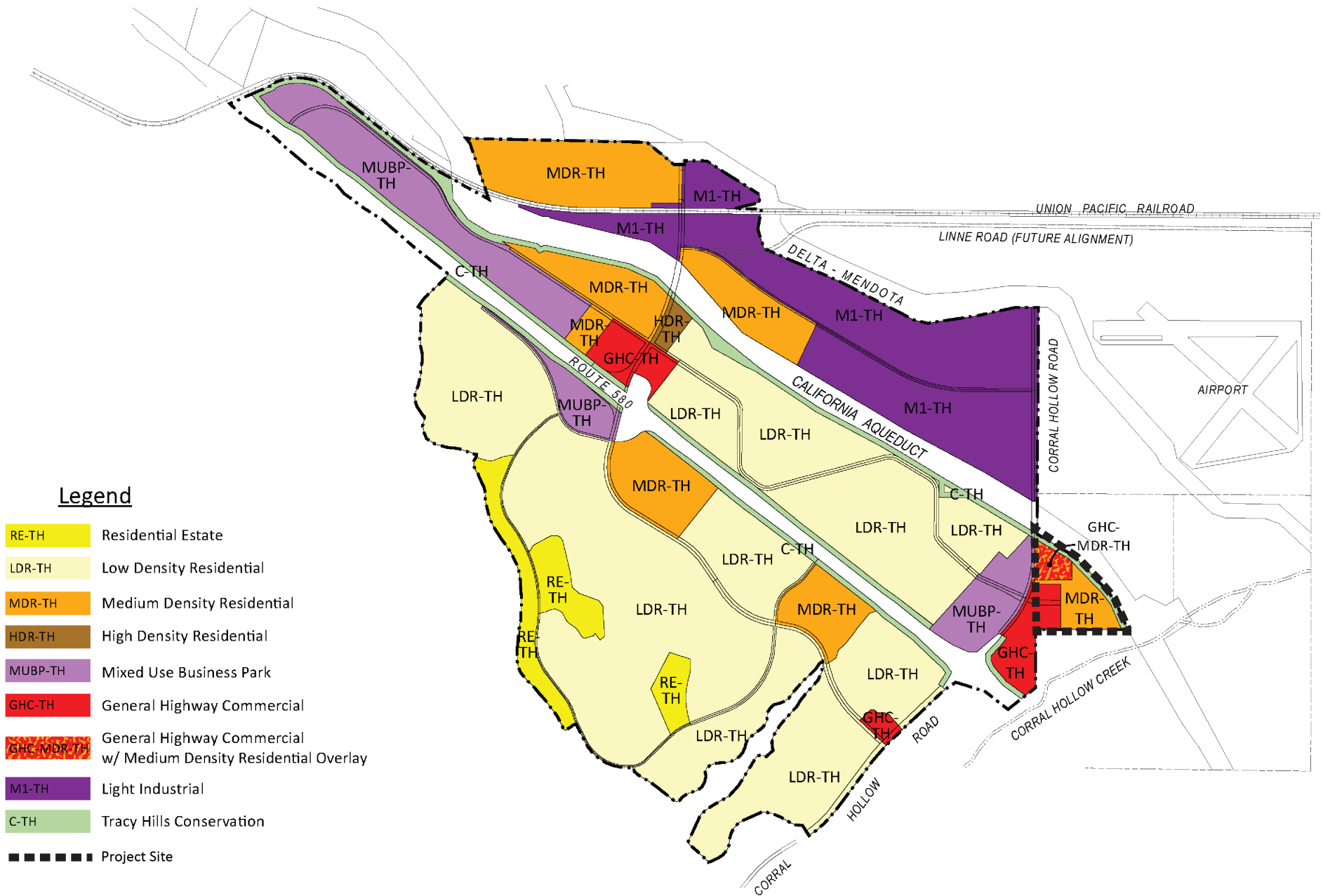
Figure 2: Project Vicinity Map
Addendum to the Tracy Hills Specific Plan SEIR



Not to scale

Kimley»Horn
Expect More. Experience Better.

THIS PAGE INTENTIONALLY LEFT BLANK



Source: City of Tracy, 2016

Figure 3: Proposed THSP Zoning Concept
Addendum to the Tracy Hills Specific Plan SEIR



Not to scale

Kimley»Horn
Expect More. Experience Better.

THIS PAGE INTENTIONALLY LEFT BLANK



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.

Source: City of Tracy, 2016

Figure 4: Proposed THSP Land Use Concept
Addendum to the Tracy Hills Specific Plan SEIR



Not to scale

Kimley»Horn
Expect More. Experience Better.

THIS PAGE INTENTIONALLY LEFT BLANK

THIS PAGE INTENTIONALLY LEFT BLANK

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” is appropriate if there is substantial evidence that an effect may be significant after the implementation of feasible mitigation measures. The impact may warrant additional analysis within a Subsequent or Supplemental EIR or the Impact would be within the scope of analysis in the THSP SEIR and require no additional analysis to identify additional mitigation measures.
- B. “Less than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measure has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” Mitigation measures from the THSP SEIR will be cross-referenced when applicable.
- C. “Less Than Significant Impact” applies where the project creates no significant impacts, only Less than Significant Impacts. These impacts are within the scope of Less Than Significant Impacts identified and evaluated within the THSP SEIR and below thresholds considered significant.
- D. “No Impact” applies where the project does not create an impact in that category.
- E. “Reviewed Under Previous Document” indicates the impact created by the proposed Project would be the same as that identified in the THSP SEIR for the corresponding threshold. Where this finding is made, both are so noted herein and the corresponding boxes are checked in the Environmental Checklist.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic building along a State-designated scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 across the approximate 2,732-acre 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]*

Within the Project site, the proposed Project would result in a net increase of medium density residential units and open spaces and a net decrease of commercial uses, as compared to the THSP (See Table 1: *Land Use Plan Buildout*). The site is currently characterized by undeveloped land. Because the proposed Project would change from 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 effects 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 Project 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]*

Implementation of the proposed Project would have the potential to impact views from the I-580. Similar to the approved THSP, the proposed Project would have the potential to create substantial damage to the identified scenic resources. Since proposed Project site is within the viewshed of Interstate 580 and Corral Hollow Road, which are considered as scenic routes, project development would have the potential to significantly impact scenic views. The proposed Project's impact would remain significant and unavoidable even with implementation of the above mitigation measure. However, the proposed Project would result in 4.7 less developable acreage compared to THSP development and would therefore have a reduced impact as compared to the THSP. 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 (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 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 approved THSP, the proposed Project would have the potential to degrade the existing visual character or quality of the Project site. Although the proposed Project would result in a net decrease of approximately 4.7 developable acres and a decrease of maximum building height for approximately 30.2 acres within the Project site, the proposed Project would still have the potential to degrade the existing visual character. 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 effects 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 in 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]*

Implementation of the proposed Project would result in the development of more single-family homes than previously analyzed in the THSP SEIR, which would be considered sources of light and glare. However, the sources of light from residential uses and open space uses would not be considered new light sources to the Project site, compared to the assumptions in the THSP SEIR. In addition, open space uses, such as neighborhood parks would have restricted hours, closed between the hours of dusk and dawn per Section 4.16.190 of the Tracy Municipal Code. Similar to the approved THSP, compared to existing conditions, the proposed Project would have the potential to create a new source of 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 effects of 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 previously certified 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, 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 not 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
<p>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:</p>					
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?

The THSP SEIR discussed that according to the California Department of Conservation Farmland Mapping and Monitoring Program, the Specific Plan Area contains approximately 25 acres of Prime Farmland as well as 2,700 acres of other farmland.² 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

² THSP SEIR, Figure 4.2-1

General Plan EIR, 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.³

The following mitigation measure incorporated herein from the previously certified THSP SEIR are 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 previously certified THSP SEIR. Implementation of the proposed Project would result in transition of primarily undeveloped land to development of medium density residential uses and open space uses within the Project site. The Project site does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The Project site is designated as “Grazing Land”, which is not recognized in CEQA thresholds of significance with respect to farmland conversion. With implementation of the above mitigation measure, the proposed Project’s impact on conversion of prime farmland to non-agricultural uses 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. 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 or under Williamson Act Contract, and 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. 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 previously certified THSP SEIR, full buildout of the THSP would result in conversion of the THSP Area to urban uses. However, 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

³ THSP SEIR, page 4.2-9

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

The following mitigation measure incorporated herein from the previously certified THSP SEIR are 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]*

The Project site does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Implementation of the proposed Project would result in transition of primarily undeveloped grazing land to development of commercial and residential uses within the Project site. However, given that no Important Farmland existing on the Project site, implementation of the proposed Project would not result in conversion of farmland to non-agricultural use. Impacts in this regard 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.

Cumulative Impacts

As discussed above, the proposed Project would cause neither a new impact to occur, nor an increase in the severity of an impact previously disclosed. Amendment-related impacts are consistent with the environmental effects previously identified in the certified THSP SEIR.

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

Mitigation Measure AG 4.2-3: 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 4.2-3 in the THSP SEIR]*

As discussed above, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 Specific Plan Area as evaluated in the previously certified THSP SEIR. The THSP SEIR found that buildout would generate a substantial increase in (both

construction and operational-related) criteria air pollutants that would exceed the SJVACPD's significance thresholds. As discussed in the THSP SEIR buildout of the THSP would result in exceedances of the SJVACPD 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.

The boundaries of the proposed Project site would not extend beyond those analyzed in the THSP. The proposed Project includes an increase of approximately 5.6 acres of open space and a decrease of approximately 4.7 developable acres compared to the THSP. The proposed Project would allow up to 25.7 developable acres of residential uses compared to the previously analyzed 30.4 developable acres of commercial uses in the THSP SEIR. Additionally, the proposed Project's increase in dwelling units would be offset by the reduction in commercial uses. The maximum allowable building height in the MDR Zoning

District is less than the General Highway Commercial Zoning District, so the project would be less intense compared to what was considered in the THSP SEIR. According to the *Tracy Hills Specific Plan Amendment for KT Project-Transportation Consistency Analysis* (2019) the Project would result in a net decrease of 1,059 vehicle trips in the a.m. peak hour and a net decrease of 1,919 vehicle trips in the p.m. peak hour, compared to what was previously analyzed in the THSP SEIR. Given that the proposed Project land uses would be operationally less intense than those previously approved for the Project site in the THSP; 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 found during construction emissions would be significant and unavoidable after implementation of Mitigation Measures AQ 4.3-1a through 4.3-1c, in the THSP SEIR.

Construction impacts from the proposed Project would be considered significant and unavoidable. The proposed Project would result in a net decrease in developable acres and a reduction in maximum building heights for much of the Project site. Additionally, the Project would result in a net decrease in 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 EIR.

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 emission in exceedance of SJVAPCD thresholds for ROG, NO_x, carbon monoxide (CO), and particulate matter with a diameter smaller than 10 microns (PM₁₀) and smaller than 2.5 microns (PM_{2.5}). The *Tracy Hills Specific Plan Amendment for KT Project- Transportation Consistency Analysis Memo* (2019) found that the proposed Project would result in a net decrease of 1,059 a.m. peak hour trips and net decrease of 1,029 p.m. peak hour trips compared to the THSP. As discussed in Threshold (a) the Project proposes land uses that are less operationally intense including additional open space and

fewer peak hour vehicle trips than those analyzed in the THSP SEIR and would therefore generate proportionally less operational emissions. As such, 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. Additional environmental review is not required since this impact was addressed and is consistent with the development density analyzed in the 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, PM₁₀, and PM_{2.5}. Buildout of the Specific Plan Area would generate emissions of ROG, PM₁₀, 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}, PM₁₀ and NO_x is considered potentially significant. This was identified as a significant and unavoidable impact within the THSP SEIR.

Similar to the THSP, the proposed Project would contribute to these overall emissions. However, the proposed Project development would result in operationally less intense land uses, including a net decrease in developable acres and fewer peak hour vehicle trips compared to the THSP. Therefore, as discussed in Threshold (a) and (b) above construction and operational air quality impacts would be less than 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 1,330 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 Specific Plan 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 Specific Plan (including the proposed Project) related to criteria pollutant emissions during construction were identified as significant and unavoidable within the THSP SEIR. The Project proposes to re-designate and shift zoning within the Project site to decrease General Highway Commercial (GHC) by 26.9 acres, increase Medium Density Residential (MDR) by 21.3 acres, and increase Open Space by 5.6 acres. The proposed Project would have approximately 25.7 acres of developable land. The Project proposes land uses that are less intense than those analyzed in the THSP SEIR. 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 Specific Plan Area under full buildout would be well below the established standard for CO. As discussed above, the proposed land uses would be less operationally intense (including additional open space and fewer peak hour vehicle trips) compared to those analyzed in the THSP SEIR. Therefore, the impact of the proposed Project 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, commercial, and open space 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 PM₁₀, PM_{2.5}, NO_x and/or ROG_s 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, PM₁₀, 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. The proposed Project is less intense compared to the THSP and 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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)

Plants

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

As determined in the THSP SEIR, no federally or state listed species have ever been documented in the THSP Area and areas adjacent to the THSP Area, including a 3,500 acre preserve. The California Red Legged Frog (CRLF) was document off of the THSP in the Corral Hollow Creek area, which is located in the adjacent 3,500 acre preserve area, and has been designated as critical habitat for the CRLF by the USFWS. It was determined that all areas of the THSP that could potentially support the CRLF are outside the THSP's footprint. The THSP SEIR also determined that the THSP could potentially support Burrowing Owl, Swainson's Hawk, Northern Harrier, Loggerhead Shrike, American Badger, San Joaquin Whipsnake, Prairie falcon, and Coast Horned Lizard. However, even though some of these species have been spotted on the THSP Area in a limited quantity, the lack of quality habitat on the THSP Area for these species was found to be less than significant. No other listed, sensitive or special status wildlife species are known to occur on the THSP, and no suitable habitat was found on the THSP 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 (Mitigation Measures BIO 4.4-1a, 4.4-1e, 4.4-1h, 4.4-1i, 4.4-1j, 4.4-1k, 4.4-1l, and 4.4-1o) in the THSP SEIR and avoidance measures were implemented.

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 initiated 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 initiated 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 initiated 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 breed 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 THSPSEIR]

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 initiated 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 conservation 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]*

Implementation of the proposed Project would result in the conversion of undeveloped land to urban uses, eliminating potential suitable habitat for numerous special status animal species. Similar to the approved THSP, the proposed Project would have the potential to create a substantial adverse effect on special-status species because the proposed Project would be located within the same footprint of the THSP Area. With implementation of the above mitigation measures, the proposed Project's impact on special-status 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 effects of implementation of the 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, no riparian habitat was observed within the THSP Area. The only potential riparian habitat near the THSP Area is the Corral Hollow Creek area, but the THSP Area was designed to

ensure that this area is not impacted by the development of the THSP, as that area is not actually within the THSP.

There is no riparian habitat within the Project site. Thus, the proposed Project would not have an adverse effect on any riparian habitat or other sensitive natural community than what was previously analyzed in the THSP SEIR. 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 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 previously certified THSP SEIR, the THSP Area contains 5.01 acres of Regional Water Quality Control Board and California Department of Fish and Wildlife (CDFW) jurisdictional wetlands. No federal waters under the jurisdiction of the United States Army Corp of Engineers (USACE) were identified in the THSP Area. However, these wetlands and waters would continue to be regulated by the RWQCB and CDFW as state jurisdictional waters. As determined in the THSP SEIR, buildout of the THSP would be designed to avoid impacts to these 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 of California 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 (CFG) 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 ~~A Jurisdictional Determination would be required from the USACE documenting isolated conditions and lack of Federal jurisdictional authority regarding the activities on the Project site.~~ [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 would result in a net increase of medium density residential units and open space uses and a net decrease of commercial uses, as compared to the THSP (See Table 1: *Land Use Plan Buildout*). According to the THSP SEIR, no jurisdictional wetlands are located within the Project site. Therefore, the proposed Project would not affect jurisdictional wetlands. 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 effects of implementation of the THSP.

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 entirely of non-native vegetation and low-grade habitat for any native wildlife species. As determined in the THSP SEIR, 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 in the previously certified THSP. Opportunities for terrestrial wildlife movement within the THSP Area are currently limited by the California Aqueduct and Delta-Mendota Canal located on the edge of the proposed Project area. Mitigation Measure BIO 4.4-4a in the THSP SEIR would ensure 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 connectivity 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. The proposed project would incorporate a 100-foot wide conservation easement along the canal. Incorporation of the 100-foot wide conservation easement would be consistent with the requirements of Mitigation Measure BIO 4.4-4a to reduce potential impacts with the movement of any native resident or migratory fish or 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 effects of implementation of the 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 4.4-1o would assure that any impacts on California species of special concern that may occur on the Project Site 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 4.4-1o above.

Implementation of the proposed Project would result in urbanized development within the Project site, which is within the same footprint previously analyzed in 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 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 (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?

The proposed Project area is located within the sphere of influence of the San Joaquin Multi Species Conservation Plan (SJMSCP). 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. 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.

As identified in Figure 4.4-1 of the THSP SEIR, the proposed Project is located within Area A of the San Joaquin Multi Species Conservation Plan (SJMSCP).⁴ As identified in the THSP SEIR, Area A is currently

⁴ THSP Draft EIR, page 4.4-5

covered by the SJMSCP. The proposed Project would still be within the same footprint of the previously analyzed THSP Area and would be within the sphere of influence of the SJMSCP. As such, the proposed Project's potential for impacts would not be different to that of THSP SEIR. With implementation of the above mitigation measures, the proposed Project's impact on the SJMSCP 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.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 in to 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 an 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 previously certified 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 (P-39-000090 California Aqueduct). 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 previously certified 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 parallel to the northern boundary of the Project site. Given the proximity of the Project site, the proposed Project could have the potential to create visual effects that might indirectly impact the resource. Development from commercial use to medium density residential use would result in structures that are generally similar in mass and density and would be within the same footprint as the THSP. The Project would result in a net decrease of approximately 4.7 developable acres within the Project site and a decrease of maximum building height for much of the Project site, which would not create visual effects that might indirectly impact the resources to a degree any 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 effects of implementation of the 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 Area 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]

Build-out of the proposed Project has the potential to impact unknown archaeological resources due to grading and construction activities. Future development that may occur under the proposed Project site would be located within the same footprint of the THSP Area. Given that the proposed Project would be located in the same footprint of the THSP, impacts to unknown archaeological resources during ground disturbance activities would be similar to what was previously analyzed in the THSP SEIR. With implementation of the above mitigation measure, implementation of 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 effects of implementation of the 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 boundaries. However, the surface sediments in most of the THSP Area have a low sensitivity for paleontological resources, but this sensitivity increases with depth (below 3-5 feet).⁵ As such, build-out of the THSP Area has the potential to impact unknown archaeological 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 resource. 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 train paleontologist. [This is Mitigation Measure 4.5-3a in the THSP SEIR]*

⁵ THSP Draft EIR, page 4.5-25

As discussed in the previously certified THSP SEIR, records search and field surveys conducted for the THSP SEIR identified no paleontological resources within or adjacent to the THSP Area. Similar to the THSP, the proposed Project development has the potential to impact unknown paleontological resources during grading and construction activities because the City of Tracy likely contains undiscovered paleontological resources, especially in undeveloped areas. Although there is the potential to disturb previously undiscovered paleontological resources, this potential was previously disclosed and mitigated for in the previously certified THSP SEIR. With Implementation of above mitigation measure, the proposed Project would not disturb paleontological resources, any greater than 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 effects of implementation of the 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 any 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 previously certified THSP SEIR, there is a potential for inadvertent discovery of human remains, particularly Native American remains, outside the boundaries of an established cemetery. 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. 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 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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 previously certified 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 (Carmegie/Corral Hollow) is located approximately eight miles southwest of the THSP Area. The THSP SEIR identified that the impact of groundshaking to 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.

Implementation of the proposed Project would result in a net increase of medium density residential uses and open spaces in the THSP area, increasing the number of residential structures compared to what was analyzed in the THSP SEIR. As shown in Table 1: Land Use Plan Buildout (2035), the proposed Project would have fewer developable acres compared to what was previously analyzed in the THSP SEIR. Given that the number of people utilizing the Project site daily would be less intense than previously considered in the THSP SEIR, the impacts on humans associated with seismic hazards would not be any greater than previously analyzed in the THSP SEIR. With implementation of the requirements of the CBC and the General Plan, the proposed Project would not expose persons or structures to seismic hazards and 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 effects of implementation of the THSP and 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, water, and air quality. The use of Best Management Practices during construction as required by the Project Stormwater Pollution Prevention Plan would reduce impacts to a less than significant level.

The construction of new buildings and structures as part of the proposed Project would also create new impervious areas, such as walkways, driveways, parking lots, and rooftops. These impervious areas often result in increased stormwater runoff which can exacerbate soil erosion. As discussed in Section IX, Hydrology and Water Quality, development of the proposed Project would have a decrease in impervious surfaces because the proposed Project would have less developable acres compared to what was previously analyzed in the THSP SEIR. A decrease in impervious surfaces would result in a lower potential for runoff from the THSP Area. Because there would be less runoff from the Project, the the proposed Project would result in less substantial soil erosion or the loss of topsoil than previously analyzed in the THSP SEIR. With implementation of the Best Management Practices during construction as required by

the Project Stormwater Pollution Prevention Plan, the proposed Project's impact on soil erosion would be less than significant, similar to those 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 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. Landslide and liquefaction potential for the THSP site is considered low as determined in the THSP SEIR. 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.

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 because the proposed Project would be located within the same development footprint analyzed in the THSP SEIR. The proposed Project would be required to comply 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. With implementation of this policy, impacts would be less than significant, similar to the previously certified 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 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 California Building Code (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]

As the land area covered by the proposed Project is within the same development footprint covered by the adopted THSP, the proposed Project would have the potential to be located in highly expansive soils. 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 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 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 not cause either 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 result in a net increase of medium density residential units and open space, and a net decrease of general highway commercial uses, as compared to the THSP (See Table 1: Land Use Plan Buildout 2030). The Project proposes land uses that are less intense (including reduction in developable acres and fewer peak hour vehicle trips) than those analyzed in the THSP SEIR and the above mitigation measure from the THSP SEIR is applicable to the proposed Project. The overall reduction in

intensity proposed by the Project, and the change in type of land uses within the Project site, would incrementally reduce emissions. However, the severity of the impact would not change.

Despite the implementation of the above mitigation measure, the impact would remain significant and unavoidable. This finding is supported by the THSP SEIR because the proposed Project is consistent with the overall land use density 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. The proposed Project is less intense compared to the land uses considered in the THSP SEIR. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 related to 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. Mitigation Measure HAZ 4.8-1 would require facilities that exceed the threshold specified by Health & Safety Code Section 25532(l) to prepare and implement a Risk Management Plan.

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]

Upon development of the Project site, hazardous materials 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 creating significant hazards to the public or the environment through 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 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) 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 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 discharge on the THSP Area. The Phase I and II ESAs completed for the THSP SEIR identified two underground crude oil pipelines (both located within the THSP Area) and 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. Mitigation Measure HAZ 4.8-2a and 4.8-2b would require a qualified Site Characterization specialist to conduct a site characterization at the Project regarding the active pipelines prior to issuance of building permits, in consultation with Conoco Phillips, Shell and the San Joaquin Environmental Hazards Division.

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. ~~The sampling shall be conducted in consultation with Conoco Phillips, Shell and the San Joaquin (EHD), with regard to potential contaminated soils from pipeline leaks.~~ 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. ~~in consultation with the appropriate pipeline operators and the San Joaquin Environmental Health Department. This recommendation from the Phase II ESA shall be implemented to the satisfaction of EHD.~~ [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 on the THSP SEIR, a PPL 16-inch pipeline crosses at the southwest corner of the Project site and the Project site would be located approximately 0.3 mile east of the proposed school site previously identified in the THSP SEIR. Because the land area covered by the proposed Project is within the same development footprint covered by the adopted THSP, 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. 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 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 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, 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 in close proximity to the Conoco pipeline and the Shell pipeline as shown in Figure 4.8-3 of the THSP SEIR. The Conoco pipeline is located approximately 680-700 feet southwest of the proposed school site boundary. The Shell pipeline is located approximately 2,250 feet southwest of the proposed school site. The THSP SEIR concluded that even though the Shell pipeline is at a significant distance from the proposed school site, the main risk issue is the surface flow of crude oil could enter existing drainage culverts. The THSP determined that in the future 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 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 a less than significant threshold and the total cumulative risk for all pipelines within the corridor was also determined to be a 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 would be located approximately 0.3 mile east of the proposed school site previously identified in the THSP SEIR. As shown in Figure 4.8-3 of the THSP EIR, the closest pipeline to the Project site is the Conoco Pipeline, which does not cross the Project site. However, in the event a full pipeline rupture from the Conoco Pipeline were to occur, the THSP EIR considered hypothetical flow paths that could result in “pools” of crude oil. If a full pipeline rupture were to occur, there is the potential crude oil could flow in a down gradient towards the Project site. As illustrated in Figure 4.8-3 of the THSP EIR, a hypothetical 600-foot diameter crude oil pool resulting from a full pipeline rupture of the Conoco Pipeline could be located within the Project site (mapped as Oil Pool ‘C’). The THSP SEIR concluded that a full breach of the Conoco pipeline up slope from the proposed school site and the Project site, or the drainages leading to Pools A, B and C, should produce no impact at the proposed school site from liquid pool fire.

Given the type of land uses proposed on the Project site, and the distance to the nearest school, the Project would not involve a significant transport, use, storage, or risk of upset of hazardous materials within one-quarter mile of any schools. With implementation of the mitigation measures described above,

the proposed Project's impact in regards 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 effects of implementation of the 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 EIR, the THSP Area is not included on a hazardous sites list compiled pursuant to California Government Code Section 65962.5. The proposed Project does not include improvements outside the 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 Area. With implementation of Mitigation Measure LU 4.10-1, potential impacts regarding compatibility with the existing land use plans and policies 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.

As identified in Figure 4.10-2 of the THSP SEIR, the Project site would be within the San Joaquin ALUCP Traffic Pattern Zone 7 and Airport Influence Area Zone 8. The THSP SEIR includes a list of conditions that are applicable to the Project because the project site is within the Traffic Pattern Zone 7. These conditions state:

- No limit on residential dwelling units per acre
- The maximum non-residential intensity should be no more than 450 persons per acre
- 10 percent of the land is required to remain in open space
- Prohibited uses include hazards to flight and outdoor stadiums
- Airspace review is required for objects greater than 100 feet tall

Given that the allowed maximum building height in the MDR Zoning District and General Highway Commercial Zoning District is 35 feet and 45 feet, respectively, future development within the Project site would not be greater than 100 feet tall. In addition, the proposed retention basins within the Project site 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 effects of implementation of the 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 site 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 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 pay the applicable impact fees, which ensure

payment of a proportionate share toward the planned facilities. Compliance with the General Plan and providing 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 effects of implementation of the 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" in the Local Responsibility Area and "Un-zoned" in the State Responsibility Area, which represent the lowest fire severity. Although the THSP Area is within a low fire severity zone, the THSP Area is adjacent to conservation easements, which are covered primarily with grass and brush, which is considered a flammable material. 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 disked 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]*

Implementation of the proposed Project would result in development of medium density residential uses and open spaces uses within the Project site, increasing the number the residential structures compared to what was analyzed in in the THSP SEIR. The increase in residential uses compared to the previously analyzed commercial uses within the Project site would expose less people for longer because residents would be residing within the Project site. However, as identified in the previously certified THSP SEIR, there is only a limited fire threat to the THSP Area. In addition, the Project site would not expand beyond the boundaries of the development beyond those considered in the THSP. With 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 effects of implementation of the 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*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 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 buildout of the THSP Area could have the potential to degrade water quality to open space along the I-580, California Aqueduct and/or 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 result in an increase of medium density residential development and open space, 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 Best Management Practices (BMP's) 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 proposed Project site would be directed to the on-site retention basins. Development of the proposed Project would have a decrease in impervious surfaces through construction of buildings, parking areas, roadways, and other improvements because the proposed Project would have less developable acres compared to what was previously analyzed in the THSP SEIR. A decrease in impervious surfaces would result in a lower potential for runoff from the THSP Area. However, the proposed Project would still be required to incorporate to the extent feasible, low impact development (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. In addition, 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 effects of implementation of the 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.

Development of the proposed Project would have a decrease in impervious surfaces through construction of buildings, parking areas, roadways, and other improvements because the proposed Project would have less developable acres compared to what was previously analyzed in the THSP SEIR. A decrease in impervious surfaces would result in a lower potential to impact groundwater recharge. 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 as part of BMPs per the City's Manual of Stormwater Quality Control Standards. Therefore, similar to the approved THSP, implementation of the proposed Project would not deplete groundwater supplies or interfere with groundwater recharge, any greater than already analyzed in the THSP SEIR 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 effects of implementation of the 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, from increased erosion and sedimentation through the removal of vegetation during construction activities. Development of the proposed Project would result in a decrease in impervious surfaces through construction of buildings, parking areas, roadways, and other improvements because the proposed Project would have less developable acres compared to what was previously analyzed in the THSP SEIR. A decrease in impervious surfaces would result in a lower potential to impact the drainage pattern. 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 effects of implementation of the 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, 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 drainage pattern through introduction of streets, buildings, parking area, and other impervious surfaces from buildout of the Project site. The proposed Project would have less developable acres compared to what was previously analyzed in the THSP SEIR. Thus, a decrease in developable acres would result in a lower potential to alter the existing drainage pattern of the Project site. With implementation of the drainage improvements as described in the SDMP and THSP SEIR, the proposed Project's impact on surface runoff which would result in flooding 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 (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 Project 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 previously certified 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 use and adhere to the City's Storm Drainage Master Plan, which has plans for improvements that accommodate development proposed under the THSP.

Implementation of the proposed Project 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. Because the proposed Project would have less developable acres compared to what was previously analyzed in the THSP SEIR, a decrease in developable acres would result in a lower potential to contribute more runoff than previously analyzed in the THSP SEIR. With implementation of 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 effects of implementation of the THSP.

Threshold (f) Would the project otherwise substantially degrade water quality?

As identified in the THSP SEIR, with mitigation, 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. The proposed Project would have less developable acres compared to what was previously analyzed in the THSP SEIR; a decrease in developable acres would result in a lower potential to degrade water quality than 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 effects of implementation of the 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 identified that the THSP Area is located in 100-year and 500-year floodplains areas 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 Project site as being partially within the 100-year and 500-year floodplain areas, FEMA has since issued a Letter of Map Amendment clarifying that the Project site is not located in an area "inundated by the flood having a 1-percent chance of being equaled or exceeded in any given year"⁶. 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 proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

⁶ FEMA Letter of Map Amendment. Case No 20-09-0208A. January 10, 2020.

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 Project site as being partially within the 100-year and 500-year floodplain areas, FEMA has since issued a Letter of Map Amendment clarifying that the Project site is located in an area “inundated by the flood having a 1-percent chance of being equaled or exceeded in any given year”⁷. 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 effects of implementation of the 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 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. Because the proposed Project would be within the same footprint as previously analyzed in the THSP, there would be no impact and no further analysis is required.

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. Because implementation of the proposed

⁷ FEMA Letter of Map Amendment. Case No 20-09-0208A. January 10, 2020.

Project would be still be located within the same footprint of the THSP Area, the proposed Project would not result in inundation by seiche, tsunami or mudflow. 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 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 not cause either 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:

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>	<i>Reviewed Under Previous Document</i>
Would the project:					
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

RESPONSES TO CHECKLIST QUESTIONS

Threshold (a) Would the project physically divide an established community?

As identified in the THSP SEIR, implementation of the THSP Area 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.

Currently the Project site has a General Plan designation of Commercial and the surrounding land uses immediate to the east of the Project site are also designated as Commercial. The Project site and surrounding areas are currently characterized by undeveloped land. The proposed Project would convert the undeveloped land to urbanized development. Because the project site is currently vacant and does not have any established communities on site, implementation of the proposed Project would not physically divide an established community. 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 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 the General Plan 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 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, Traffic Pattern Zone 7 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 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 previously approved THSP is consistent with the Tracy General Plan designation of 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 have less developable acres compared to what was previously analyzed in the THSP SEIR. The proposed Project would allow up to 25.7 developable acres of residential uses. Previously analyzed in the THSP SEIR was 30.4 developable acres of commercial uses within the Project site, therefore the proposed Project has a decrease of 4.7 developable acres compared to the THSP. Under the General Highway Commercial Zoning District, there are no requirements for development standards except a maximum building height of 45 feet. Under the Medium Density Residential (MDR) Zoning District, there is a maximum building height of 35 feet. Given that the maximum allowable building height in the MDR Zoning District is less than that of the General Highway Commercial Zoning District, and the proposed Project would result in a total of 4.7 fewer developable acres than the THSP, land uses would not be more intense than those considered for the Project site in the THSP. Further, the number of people utilizing the Project site daily would be less intense than previously considered in the THSP SEIR. The vehicle trips generated by the proposed Project would be less than considered in the THSP because the land uses that would otherwise be generating jobs and commercial visitors would be replaced by residential housing units. Compared to the THSP, the proposed Project would result in an overall daily

a.m. peak hour decrease of approximately 1,059 trips, and an overall daily p.m. peak hour trips decrease of approximately 1,919 trips (see Section XV, Transportation).

As identified in Figure 4.10-2 of the THSP SEIR, the Project site would be within the San Joaquin ALUCP Traffic Pattern Zone 7 and Airport Influence Area Zone 8. The THSP SEIR includes a list of conditions that are applicable to the Project because the project site is within the Traffic Pattern Zone 7 (See Section VIII, Hazards and Hazardous Materials). The Project would not conflict with conditions in Traffic Pattern Zone 7 because the Project would have less intense land uses than what was previously analyzed in the THSP SEIR. 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 effects of implementation of the THSP.

Threshold (c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

As identified in the THSP SEIR, implementation of the THSP Area would not conflict with any habitat conservation plan or natural community conservation plans. The THSP is located within the Southwest Zone and Central/Southwest Transition Zone designated by the SJMSCP. Specifically, Phase 1 of the THSP is located in the Central/Southwest Transition Zone and the area west of I-580 is located in the Southwest Zone. 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. With implementation of Mitigation Measure BIO 4.4-1h, 4.4-1j, 4.4-1m, and 4.4-4a 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.*

Because the Project site is within the same footprint of the THSP and within the SJMSCP, the proposed Project would have the potential to conflict with the SJMCP. With implementation of the above mitigation measures, the proposed Project's impact with the SJMCP 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.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 was determined to be less than significant in the 2011 General Plan EIR.

Within the Project site, the proposed Project would result in a net increase of medium density residential units and open space uses and a net decrease of commercial uses, as compared to the THSP (See Table 1: *Land Use Plan Buildout*). The Project site is located inside of the small aggregate area identified in the THSP SEIR; however, the Project would not expand the boundaries of development beyond those considered in the THSP. Thus, the proposed Project would not have the potential for new impacts to mineral resources and 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 effects of implementation of the 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 not cause either a new cumulative impact to occur, nor an increase in the severity of a cumulative impact previously disclosed.

XIII. NOISE

WOULD THE PROJECT:

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>	<i>Reviewed Under Previous Document</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 Project site is dominated by traffic along Interstate 580 and Corral Hollow Road.

Because the land uses included in the proposed Project are less intense than those considered for the Project site in the THSP, 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 Specific Plan Area;⁸ 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.*

⁸ 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]*

The proposed Project area consists of the majority of the area north of the I-580 and east of Corral Hollow Road in the THSP. The nearest sensitive receptor is located approximately 575 feet north of the Project site. At this distance, construction and operational noise levels would remain low. Given that the Project has proposed less intense land uses, stationary noise impacts would be less than the stationary noise impacts analyzed in the THSP SEIR. 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 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 Specific Plan 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.⁹ 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. Therefore, impacts to off-site uses from traffic noise remain significant and unavoidable. The proposed Project would include land uses that are developmentally less intense than those analyzed in the THSP SEIR. While the Tracy Hills Specific Plan Amendment for Phase KT Project

⁹ THSP Draft EIR, page 4.11-22.

- Transportation Consistency Analysis Memo (2019) found a decrease of 1,059 a.m. peak hour trips and a decrease of 1,919 p.m. peak hour trips compared to the THSP. Similar to the THSP, mitigation measures would not be feasible to apply on 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 is primarily vacant, the previously approved EIR found new noise sources would be introduced as a result of the proposed Project and 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 to less than significant. Given that off-site effects cannot be mitigated, this impact would remain significant and unavoidable overall. However, as the Project proposes a reduction in commercial uses, there would be an incremental reduction to this impact. 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 EIR, potentially significant impacts from construction noise could occur with Specific Plan implementation. The Project is proposing less intense building development compared with the THSP. Construction of the proposed Project would include similar construction equipment and schedule than previously analyzed in the THSP EIR. 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 requiring the preparation of a Construction Noise Management Plan. 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 Project site is located approximately 0.5 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 Project site 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:

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>	<i>Reviewed Under Previous Document</i>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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. The THSP SEIR found that buildout of the THSP would 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 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, which has not already been anticipated in the 2011 General Plan EIR. The THSP EIR 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, buildout of the THSP Area projected 5,499 dwelling units for the buildout of THSP from residential uses. Using a multiplier of 3.27 persons per household (pph), approximately 17,981 residents were projected for the buildout of the THSP.¹⁰ As shown in Table 1 and Table 4.13-18a, *Project Buildout (Post 2035) Trip Generation* of the THSP SEIR, approximately 1,751 employees were projected for the buildout of the THSP from commercial land uses.

Within the Project site, the proposed Project would result in a net increase of medium density residential units and open space uses and a net decrease of commercial uses, as compared to the THSP (See Table 1:

¹⁰ 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.

Land Use Plan Buildout). The proposed Project would result in the increase of 21.3 acres of residential use and 5.6 acres of open space uses and decrease 26.9 acres of commercial land uses [see Table 1, *Land Use Buildout (2035)*]. The addition of medium density residential uses on the Project site would result in an additional 191 dwelling units on the Project site. As a result of the proposed Project, the THSP Area would have a total of 5,690 dwelling units at buildout, as compared to 5,499 dwelling units considered in the THSP SEIR. This would be an increase of 3.5 percent in comparison to the dwelling units considered in the THSP SEIR.

Consistent with the THSP SEIR assumptions of 3.27 persons per household (pph), implementation of the proposed Project would result in an increase of 625¹¹ new residents in the THSP Area from what was previously determined in the THSP SEIR. This would result in an increase of 3.5 percent, a total of 18,606 residents at buildout of the THSP as compared to the 17,981 residents assumed in the THSP SEIR.

Based on the employee per square feet of building space assumed in Table 4.13-18a, *Project Buildout (Post 2035) Trip Generation* of the THSP SEIR, implementation of the proposed Project would result in a decrease of commercial land uses. This would equate to a decrease of 461 employees in the THSP Area from what was previously determined in the THSP SEIR. As shown in Table 3: *Comparison of Employee Projections*. This would result in a total of 1,290 employees from commercial uses at buildout of the THSP as compared to the 1,751 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 of commercial uses, which are land uses that typically provide job growth. As a result, the job- housing ratio would result in more housing and less jobs than previously identified in the THSP SEIR.

Table 3: Comparison of Employee Projections

Land Use	Employee per SF	THSP		Proposed Project		Difference Between THSP and Proposed Project	
		SF	# employee	SF	# employee	SF	# employee
Commercial	0.00231	758,944	1,751	493,186	1,290	-559,092	-461

The 2011 General Plan EIR determined total buildout of the General Plan would result in approximately 151,500 people and 46,800 housing units.¹² 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.

¹¹ 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 709 dwelling units x 3.27 pph = 2,318 people

¹² City of Tracy 2011 General Plan EIR, page 4.2-13

The GMO would allow for 600 building permits per year between 2013 and 2025. The additional 191 dwelling units associated with implementation of the proposed Project would be within the maximum of 750 units allowed by the GMO. Therefore, growth associated with the Project would not exceed the growth planned for the THSP Area in the 2011 General Plan. This is consistent with the impact conclusion of the THSP EIR. 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) 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 the previously certified EIR for the THSP, five single-family homes would likely be demolished and replaced with new single family and multi-family homes. 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.

Development of the proposed Project would occur on currently undeveloped land. Thus, 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 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 not cause either 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have a adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 implemented¹³. As determined in the THSP SEIR, buildout of the THSP would not exceed the City's planned growth level, additional service population 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 Project Area would not exceed the maximum dwelling units or non-residential square footage approved in 2016, or 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

¹³ Subsequently, the City of Tracy Fire Department determined, 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.

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.

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* ~~*Prior to final inspection or certificate of occupancy for the 289th house within Tracy Hills, 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. Additional station(s) shall subsequently be constructed and operational, the design of which shall be in accordance with the Citywide Public Safety Master Plan, and adopted standards of coverage, to the satisfaction of the Fire Chief. [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 191 dwelling units compared to the THSP SEIR. As discussed above, the increase of 191 dwelling units from implementation of the proposed Project would result in 625 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 fire services. The THSP SEIR assumed that two fire stations within the THSP Area would be constructed. 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 of commercial uses, which are land uses that typically provide job growth. As a result, the Project would result in more housing and less jobs than previously identified in the THSP SEIR. As discussed in the Section XIII, Population and Housing, the additional 191 dwelling units associated with implementation of the proposed Project would be within the maximum of 750 units allowed by GMO. Therefore, growth associated with the Project would not exceed the growth planned for the THSP Area in the 2011 General Plan. 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 constructions 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 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.

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, additional service population was already accounted for in the Citywide Public Safety Master Plan, and 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 Project 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 191 dwelling units compared to the THSP SEIR. As discussed above, the increase of 191 dwelling units from implementation of the proposed Project would result in 625 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. 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 than the current primary police station; however the new substation would not be associated with the THSP. 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 of commercial uses, which are land uses that typically provide job growth. As a result, the Project would result in more housing and less jobs than previously identified in the THSP SEIR. As discussed in the Section XIII, Population and Housing, the additional 191 dwelling units associated with implementation of the proposed Project would be within the maximum of 750 units allowed by GMO. Therefore, growth associated with the Project would not exceed the growth planned for the THSP Area in the 2011 General Plan. 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, beyond those identified in the THSP, the proposed Project would not create substantial adverse physical

impacts associated with constructions 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 effects of 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. Development of the THSP Area was estimated to generate 3,520 new students in grades K–8. As discussed in the THSP SEIR, three elementary schools (K-8) were proposed throughout the THSP Area. Although the final number and locations of the schools would be determined in accordance with the Jefferson School District Facilities Master Plan as the THSP is built out. Implementation of the approved THSP would generate a maximum of 5,499 dwelling units. The Jefferson School District uses an elementary student generation factor of 0.44 grade K-5 students per dwelling unit, 0.2 grade 6-8 students per dwelling unit, and 0.3 grade 9-12 students per dwelling unit to estimate projected student population.¹⁴ Based on these generation rates, 2,420 grade K-5 and 1,100 grade 6-8 students would be generated by the buildout of the proposed residential land uses in the THSP SEIR. 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. Each individual development application 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.

As discussed above, implementation of the proposed Project would result in an increase of 191 dwelling units compared to the assumptions of the THSP. The 191 dwelling units from implementation of the proposed Project would result in 625 new residents that were not considered in the THSP SEIR. Using the generation rates from THSP SEIR, an increase of 84 grade K-5, 38 grade 6-8 students, and 57 grade 9-12 students and would be generated by the proposed Project. As discussed in the THSP SEIR, the final number of schools and locations of the schools 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 in the schools that would have been planned for the rest 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

¹⁴ THSP Draft EIR, page 4.12-38

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.

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 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 or one acre of community park land per 1,000 population. Neighborhood and community parks which 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 191 dwelling units compared to the THSP. As discussed above, the increase of 191 dwelling units from implementation of the proposed Project would result in 625 new residents that were not 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."¹⁵ The proposed Project would include an additional 5.6 acres of land designated as Conservation Corridors, as compared to the approved THSP, which would not permit development. The inclusion of this 5.6 acres would allow for adequate neighborhood park land at a ratio exceeding three acres per 1,000 population. 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

¹⁵ THSP, page 2-19

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 (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 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.

Since buildout of the proposed Project would be utilizing the City's wastewater treatment facilities, anticipated wastewater generated by the increase of proposed residential land uses in the proposed Project would not be expected to result in an exceedance of any wastewater treatment requirements of the applicable RWQCB any greater than previously analyzed in the THSP SEIR. Therefore, 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 effects of 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 Wastewater Master Plan (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]*

As discussed above, implementation of the proposed Project would increase the projected number of dwelling units in the THSP Area by 191 dwelling units than previously analyzed in the THSP SEIR. Future development that may occur under the proposed Project would be located within the same footprint of the THSP Area. 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 in the same footprint of the THSP, these future developments 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 effects of 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.

As discussed in Section IX, Hydrology and Water Quality, development of the proposed Project would have a decrease in impervious surfaces through construction of buildings, parking areas, roadways and other improvements because the proposed Project would have less developable acres compared to what was previously analyzed in the THSP SEIR. A decrease in impervious surfaces would result in a lower potential for runoff from the THSP Area. Because changes proposed as part of the proposed Project would be located within the same footprint as what was previously analyzed in the THSP SEIR, storm water runoff generated by implementation of the proposed Project would be self-contained and would not utilize any existing downstream City storm drainage facilities any greater than 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 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 (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 the previously certified THSP SEIR, the THSP Area would be served by the City from its existing and future portfolio of water supplies. The WSA conducted for the THSP Area concluded that the City's existing and planned water supplies would be sufficient to meet the water demand for any hydrologic conditions to the year 2035. No water supply shortages are anticipated for any hydrologic conditions based on Year 2035 water demands. As determined in the THSP SEIR, for all hydrologic conditions, the City's existing and additional water supplies are sufficient to meet the City's Year 2035 water demands. Thus, implementation of the THSP would be of a less than significant level regarding water supply.

As discussed above, implementation of the proposed Project would increase the projected number of dwelling units in the THSP Area by 191 dwelling units than previously analyzed in the THSP SEIR. The proposed Project would also result in a decrease of 265,758 square feet of commercial uses.

According to the THSP WSA, medium density residential in the THSP Area would have a potable water demand of 310 gallons per day per dwelling unit (gpd/du). Commercial uses would have a potable water demand of 1,784 gpd. As such, the proposed Project would result in a decrease of net potable water demand of 5 acre feet per year (af/yr) over the approved THSP because the proposed Project would have less developable acres compared to what was previously analyzed in the THSP SEIR.

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 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 includes groundwater usage within West Side Irrigation District, Naglee-Burk Irrigation District, Plain View Water District (now part of the Byron Bethany Irrigation District), and Banta-Carbona Irrigation District). 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 a decrease of net potable water demand of 5 af/yr from the proposed Project, which would be less than previously analyzed in the THSP SEIR. 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 effects of 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 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 Wastewater Master Plan (WWMP)¹⁶.

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.

As discussed above, implementation of the proposed Project would increase the projected number of dwelling units in the THSP Area by 191 dwelling units than previously analyzed in the THSP SEIR. Future development that may occur under the proposed Project would be located within the same footprint of the THSP Area. 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

¹⁶ THSP Draft EIR, page 4.12-44

Project would be located in the same footprint of the THSP, these future developments 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 provided caused by 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 effects of implementation of the THSP.

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.¹⁷ 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.

The proposed Project would result in an increase of medium density residential development and open space and decrease in commercial uses, compared to what was previously analyzed in the THSP SEIR. As discussed above, implementation of the proposed Project would increase the projected number of dwelling units in the THSP Area by 191 dwelling units. Because future development that may occur under the proposed Project would be located in the same footprint of the THSP, solid waste generated by these future developments would be sent to the same 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 1,233 pounds of solid waste per day, or 0.62 tons.¹⁸ 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 effects of implementation of the THSP.

¹⁷ THSP Draft EIR, page 4.12-47

¹⁸ $[+652 \text{ residents}] + [-461 \text{ employees}] = [+164 \text{ people in THSP Area as result of proposed Project}]; [164 \text{ people}] * [7.52 \text{ lbs waste/person/day}] = [1,233 \text{ lbs waste/day}]$

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.¹⁹ 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 effects of 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 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.

¹⁹ THSP Draft EIR, page 4.15-45

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

RESPONSES TO CHECKLIST QUESTIONS

A Traffic Consistency Analysis was prepared by Kimley-Horn and Associates, Inc. (October 2019) for the proposed Project to evaluate whether the proposed Project would generate more traffic than what was evaluated in the previously certified THSP SEIR. The results of the traffic analysis are summarized herein and address existing traffic conditions in the surrounding area, estimated Project trip generation and distribution, future traffic growth, and an assessment of the Project-related impacts on the roadway system.

Project Trip Generation

The number of project trips anticipated to be generated by the proposed Project was calculated using the adopted trip generation rates in the THSP SEIR and the ITE Trip Generation Manual. The trip generation

for the proposed land use changes were calculated using the ITE land use codes for General Highway Commercial, Medium Density Residential, and Open Space.

The trip generation calculation included a comparison between the previously certified THSP SEIR buildout trips and the proposed Project buildout trips. This comparison is provided below in Table 4: Trip Generation. The total trips generated for the approved THSP is 7,831 (3,947 IN / 3,884 OUT) a.m. peak hour trips and 14,064 (7,048 IN / 7,016 OUT) p.m. peak hour trips. Based on the proposed amended THSP, the proposed Project is anticipated to generate 6,772 (3,251 IN / 3,521 OUT) a.m. peak hour trips and 12,145 (6,158 IN / 5,987 OUT) p.m. peak hour trips.

Comparison of the trip generation for the THSP SEIR analysis and the proposed Project buildout trips indicates the overall a.m. peak hour trips decrease by approximately 1,059 trips, and the overall p.m. peak hour trips decrease by approximately 1,919 trips.

Table 4: Trip Generation

KT Specific Plan Amendment (with Medium Density Residential)											
Trip Generation Rates ¹	ITE Land Use Code/ Reference	Units	Weekday AM				Weekday PM				
			Rate	IN	/	OUT	Rate	IN	/	OUT	
Low/Mid Density Residential & Residential Estate	Model	DU	0.55	25%	/	75%	1.05	63%	/	37%	
High Density Residential	Model	DU	0.31	20%	/	80%	0.59	65%	/	35%	
Retail	Model	Emp.	1.9	62%	/	38%	3.46	48%	/	52%	
Office	Model	Emp.	0.22	88%	/	12%	0.42	17%	/	83%	
Other (Industrial/Warehousing)	Model	Emp.	0.17	79%	/	21%	0.33	25%	/	75%	
School ²	ITE (520 & 530)	Students	0.48	55%	/	45%	0.15	49%	/	51%	
Approved Specific Plan Buildout ¹											
Trip Generation Rates	Square Feet	Units		Weekday AM			Weekday PM				
				Total	IN	/	OUT	Total	IN	/	OUT
Low/Mid Density Residential & Residential Estate	-	5,374	DU	2,956	739	/	2,217	5,642	3,554	/	2,088
High Density Residential	-	125	DU	39	8	/	31	74	48	/	26
Retail	758,944	1,751	Emp.	3,326	2,062	/	1,264	6,057	2,907	/	3,150
Office	1,589,069	1,872	Emp.	412	363	/	49	786	134	/	652
Other (Industrial/Warehousing)	3,360,654	4,197	Emp.	714	564	/	150	1,385	346	/	1,039
School	-	800	Students	384	211	/	173	120	59	/	61
Total Trips				7,831	3,947	/	3,884	14,064	7,048	/	7,016
Proposed Specific Plan Buildout ³											
Trip Generation Rates	Square Feet	Units		Weekday AM			Weekday PM				
				Total	IN	/	OUT	Total	IN	/	OUT
Low/Mid Density Residential & Residential Estate	-	5,565	DU	3,061	765	/	2,296	5,843	3,681	/	2,162
High Density Residential	-	125	DU	39	8	/	31	74	48	/	26
Retail	493,186	1,138	Emp.	2,162	1,340	/	822	3,937	1,890	/	2,047
Office	1,589,069	1,872	Emp.	412	363	/	49	786	134	/	652
Other (Industrial/Warehousing)	3,360,654	4,197	Emp.	714	564	/	150	1,385	346	/	1,039
School	-	800	Students	384	211	/	173	120	59	/	61
Total Trips				6,772	3,251	/	3,521	12,145	6,158	/	5,987
Trip Differential by Land Use											
Trip Generation Rates				Weekday AM			Weekday PM				
				Total	IN	/	OUT	Total	IN	/	OUT
Low/Mid Density Residential & Residential Estate				105	26	/	79	201	127	/	74
High Density Residential				0	0	/	0	0	0	/	0
Retail				-1,164	-722	/	-442	-2,120	-1,017	/	-1,103
Office				0	0	/	0	0	0	/	0
Other (Industrial/Warehousing)				0	0	/	0	0	0	/	0
School				0	0	/	0	0	0	/	0
Total Trips				-1,059	-696	/	-363	-1,919	-890	/	-1,029

Notes:

DU = Dwelling Units, Emp. = Employees

1. Trip generation rates and Approved Specific Plan 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. The bold and underlined land uses denote proposed changes.

Source: Kimley-Horn, September, 2019

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 facilitate 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 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 see to what extent the THSP can be developed with TMP identified improvements at the Corral Hollow interchange for 2035 conditions. The analysis indicated an approximate equivalent number of single family dwelling units of 2,536 that can be built, at which point, the operational degradation along Corral Hollow would merit the construction of Lammers Road and the I-580 interchange, or result in major improvements to the Corral Hollow 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, SICOG 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]*

While the trip generation with the proposed Project is less than the approved THSP SEIR, the trip distribution is different because land uses that would otherwise be generating jobs would be replaced by residential housing units. The trip generation for buildout of the THSP would be less than previously anticipated because the traffic volumes associated with implementation of the proposed Project would be less than previously analyzed in the THSP SEIR. Thus, the impacts to the circulation system would be less intense than previously analyzed in the THSP SEIR. As shown in Table 4: Trip Generation, the trip generation comparison, the Project would generate less trips in both the a.m. and p.m. peak hours compared to the previously approved THSP. 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. Under cumulative conditions, implementation of the proposed Project would generate less trips in both the a.m. and p.m. peak hours compared to the previously approved THSP. The Project Applicant would still be required to pay the applicable transportation fees as identified in Mitigation Measure TRANS 4.13-7b. In addition, the Project Applicant would be required to provide access to the Project site consistent with city standards and the City of Tracy TMP in effect at the time of Project approval. 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 less 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 were assigned to the THSP to reduce the severity of impacts

to emergency access. Therefore, Project-specific 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 are 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 (Phase 1a + the proposed Project), the buildout of the THSP would generate less trips in both the a.m. and p.m. peak hours compared to the previously approved THSP. Under cumulative conditions, the buildout of the THSP would generate approximately 1,647 a.m. peak trips, which would be below the 2,588 a.m. peak hour trip threshold identified in Mitigation Measure TRANS 4.13-2. However, 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 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. The proposed Project's impact would be less than previously analyzed in the THSP, however buildout of THSP would still remain significant and unavoidable in this regard, consistent with the effects of implementation of the THSP.

Cumulative Impacts

Under Cumulative Conditions the City of Tracy Transportation Master Plan (TMP) Roadway improvements are assumed to be in place. The Trip Generation results in Table 4: Trip Generation indicate cumulative conditions consistency between the proposed Project and the THSP SEIR. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 cause neither a new impact to occur, nor an increase in the severity of an impact previously disclosed.

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 Amendment within the context of the THSP, as described in this Addendum. As discussed in the Environmental Impact Analysis section of this Addendum, no new or substantially more severe significant environmental effects beyond what was evaluated in the THSP SEIR would occur. Additionally, the minor revisions to MM 4.4-3b, MM 4.8-2a, and MM 4.12-3 in the THSP SEIR would not create new significant environmental effects or create 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.

As documented herein, no circumstances associated with the location, type, setting, or operations of the proposed Amendment have substantively changed beyond what was evaluated in the THSP SEIR; and none of the proposed Amendment elements would result in new or substantially more severe significant environmental effects than previously identified. Additionally, the minor revisions to MM 4.4-3b, MM 4.8-2a, and MM 4.12-3 in the THSP SEIR would not create new significant environmental effects or create a substantial increase in the severity of previously identified significant effects. 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 effects beyond those addressed in the Tracy Hills Specific Plan SEIR were identified. Additionally, the minor revisions to MM 4.4-3b, MM 4.8-2a, and MM 4.12-3 in the THSP SEIR would not create significant environmental effects or create a substantial increase in the severity of previously identified significant effects.

(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. Additionally, the minor revisions to MM 4.4-3b, MM 4.8-2a, and MM 4.12-3 in the THSP SEIR would not create significant environmental effects or create a substantial increase in the severity of previously identified significant effects.

(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. Additionally, the minor revisions to MM 4.4-3b, MM 4.8-2a, and MM 4.12-3 in the THSP SEIR would not create significant environmental effects or create a substantial increase in the severity of previously identified significant effects.

(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 would occur as a result of the proposed Amendment. Additionally, the minor revisions to MM 4.4-3b, MM 4.8-2a, and MM 4.12-3 in the THSP SEIR 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 Amendment.

- (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 Amendment.

- (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 Amendment.

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 Tracy Hills Specific Plan SEIR prepared for the City of Tracy as a result of the proposed Specific Plan Amendment. 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 EIR that the City declined to adopt. Additionally, the minor revisions to MM 4.4-3b, MM 4.8-2a, MM 4.12-3 in the THSP SEIR 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 Amendment is this Addendum to the City of Tracy THSP SEIR. No additional environmental analysis or review is required for the proposed Specific Plan Amendment. This document will be maintained in the administrative record files at City of Tracy City Hall.

Mitigation, Monitoring, and Reporting Program

A number of mitigation measures required to avoid and reduce potentially significant adverse impacts of the proposed THSP Project. Mitigation measures from the EIR prepared for the THSP SEIR are applicable to the proposed Project. To mitigate the proposed Project’s impacts, the mitigation measures listed below would be implemented as part of the proposed Project. This Amendment includes text edits to Mitigation Measures (MM) 4.4-3b, MM 4.8-2a, and MM 4.12-3. Changes are provided in revision marks with underline for new text and ~~strike out for deleted text~~.

Mitigation, Monitoring, and Reporting Program

Impact Category	Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
Aesthetics	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]	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.
	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]	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.
	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]	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.
	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: <ul style="list-style-type: none">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]	Prior to inspection.	Development Services, Engineering	Construction inspection.
	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]	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.
Agricultural and Forestry Resources	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	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.

Mitigation, Monitoring, and Reporting Program

Impact Category	Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
	<p>collected by the City at the time building permits are issued for such site-specific development projects, or as otherwise required by the City.</p> <p>The majority of the 2,200 acres identified as Farmland of Local Importance has historically been utilized as grazing land with no infrastructure in place to irrigate and actively farm. For the portion of the 2,200 acres of Farmland of Local Importance historically utilized as grazing land, the Project established of a conservation easement to ensure that over 3,500 acres of grazing land would be preserved in perpetuity. The recording of this conservation easement on 3,500 acres of open space has been identified as a Project Design Feature that has been implemented. For any of the 2,200 acres of Farmland of Local Importance that has been actively farmed, the City's adopted agricultural mitigation fee shall be paid for each acre of Farmland of Local Importance 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. Though the City's Municipal Code identifies the Tracy Hills site as exempt from the City's adopted fee, the Project Applicant has agreed to payment of the fee as described within this mitigation measure. [This is Mitigation Measure 4.2-1 in the THSP SEIR]</p> <p>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]</p> <p>Mitigation Measure AG 4.2-3: 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.</p> <p>The majority of the 2,200 acres identified as Farmland of Local Importance has historically been utilized as grazing land with no infrastructure in place to irrigate and actively farm. For the portion of the 2,200 acres of Farmland of Local Importance historically utilized as grazing land, the Project established a conservation easement to ensure that over 3,500 acres of grazing land would be preserved in perpetuity. The recording of these conservation easements on 3,500 acres of open space has been identified as a Project Design Feature that has been implemented. For any of the 2,200 acres of Farmland of Local Importance that has been actively farmed, the City's adopted agricultural mitigation fee shall be paid for each acre of Farmland of Local Importance 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. Though the City's Municipal Code identifies the Project site as exempt from the City's adopted fee, the Project Applicant has agreed to payment of the fee as described within this mitigation measure. [This is Mitigation Measure 4.2-3 in the THSP SEIR]</p>	<p>Prior to and during construction.</p> <p>Prior to construction</p>	<p>Development Services, Engineering, Planning</p> <p>Development Services, Planning</p>	<p>Compliance with project conditions of approval.</p> <p>Compliance with project conditions of approval.</p>

Mitigation, Monitoring, and Reporting Program

Impact Category	Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
Air Quality	<p>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:</p> <ul style="list-style-type: none">• 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 pre-soaking;• 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]	Prior to issuance of grading permit, during construction.	Development Services, Engineering	Review construction specifications materials and retain for administrative record, / Conduct site inspections.
	<p>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.</p> <ul style="list-style-type: none">• 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	Prior to issuance of grading permit, building permit; During construction.	Development Services, Engineering	Review construction specifications materials and retain for administrative record, Conduct site inspections.

Mitigation, Monitoring, and Reporting Program

Impact Category	Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
	<p>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.</p> <ul style="list-style-type: none">• 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] <p>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]</p> <p>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]</p> <p>Mitigation Measure AQ 4.3-4a: New sensitive land uses including residential, hospital, medical offices, and day care facilities located within 500 feet of the I-580 freeway shall be designed to include air filtration systems with efficiencies equal to or exceeding a Minimum Efficiency Reporting Value (MERV) 13 (or equivalent system) as defined by the American Society of Heating, Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2. The average particle size efficiency (PSE) removal based on ASHRAE Standard 52.2 for MERV 13 is approximately 75 percent for 0.3 to 1.0 µg/m3 (DPM) and 90 percent for 1.0 to 10 µg/m3 (PM₁₀ and PM_{2.5}). [This is Mitigation Measure 4.3-4a in the THSP SEIR]</p> <p>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</p>	<p>Prior to issuance of grading permit.</p> <p>Prior to issuance of building permit.</p> <p>Prior to issuance of building permit</p> <p>Prior to site plan approval, prior to building permit issuance if high efficiency air filters required</p>	<p>Development Services, Engineering</p> <p>Development Services, Engineering</p> <p>Development Services, Engineering</p> <p>Development Services, Engineering</p>	<p>Review construction specifications materials and retain for administrative record, Conduct site inspections</p> <p>Review construction specifications materials and retain for administrative record, Conduct site inspections</p> <p>Review construction specifications materials and retain for administrative record, Conduct site inspections</p> <p>Review construction specifications materials and retain for administrative record, Conduct site inspections</p>

Mitigation, Monitoring, and Reporting Program

Impact Category	Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
	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]			
Biological Resources	<p>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]</p>	Prior to and during construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.
	<p>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.</p> <ul style="list-style-type: none">• 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]	Prior to and during construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.
	<p>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 initiated 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:</p> <ol style="list-style-type: none">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.	Prior to construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.

Mitigation, Monitoring, and Reporting Program

Impact Category	Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
	<div><ul style="list-style-type: none">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]</div> <p>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:</p> <div><ol style="list-style-type: none">Project-related construction vehicles will observe a daytime speed limit of 20-mph, except on County roads and State and Federal highways.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.Project-related, non-ranch operations off-road traffic outside of designated Project areas that are undergoing construction will be prohibited.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 no 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.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.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.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.No dogs, cats or other animals shall be permitted on the Project Site.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]</div>	During construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.

Mitigation, Monitoring, and Reporting Program

Impact Category	Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
	<p>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.</p> <ol style="list-style-type: none">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]			
	<p>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.</p> <ol style="list-style-type: none">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]	<p>Prior to and during construction.</p>	<p>Development Services, Engineering, Planning</p>	<p>Compliance with project conditions of approval.</p>
		<p>Prior to and during construction.</p>	<p>Development Services, Engineering, Planning</p>	<p>Compliance with project conditions of approval.</p>
	<p>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.</p>			

Mitigation, Monitoring, and Reporting Program

Impact Category	Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
	<div><div><div>1. Survey will occur during the wet season (generally October 15 to April 15), no more than 48 hours before new ground disturbance.</div><div>2. A worker training program that includes the CRLF will be conducted for construction personnel before groundbreaking at individual redevelopment project sites.</div><div>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.</div><div>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]</div></div><div>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]</div><div>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 restriction to periods outside the breeding season for this species. The breed 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 activities 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</div></div>	<div>Prior to and during construction.</div> <div>Prior to construction.</div>	<div>Development Services, Engineering, Planning</div> <div>Development Services, Planning</div>	<div>Compliance with project conditions of approval.</div> <div>Compliance with project conditions of approval.</div>

Mitigation, Monitoring, and Reporting Program

Impact Category	Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
	<p>determined to be unoccupied, and backfilled to ensure that animals do not reenter. [This is Mitigation Measure 4.4-1i in the THSP SEIR]</p> <p>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:</p> <ol style="list-style-type: none">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.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.Nesting activities shall be monitored periodically by a qualified biologist to determine when construction activities in the buffer area can resume.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] <p>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]</p> <p>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]</p>	<p>Prior to and during construction.</p> <p>Prior to and during construction.</p>	<p>Development Services, Engineering, Planning</p> <p>Development Services, Engineering, Planning</p>	<p>Compliance with project conditions of approval.</p> <p>Compliance with project conditions of approval.</p>

Mitigation, Monitoring, and Reporting Program

Impact Category	Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
	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]	Prior to and during construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.
	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 initiated by a qualified biologist to reinforce positive or negative findings with substantial evidence. <ol style="list-style-type: none">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.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]	Prior to and during construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.
	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 initiated 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]	Prior to and during construction.	Development Services, Planning	Compliance with project conditions of approval.
	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 conservation 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]	Prior to and during construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.
	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. <ol style="list-style-type: none">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).	Prior to and during construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.

Mitigation, Monitoring, and Reporting Program

Impact Category	Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
	<p>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.</p> <p>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 losses 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.</p> <p>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]</p> <p>Mitigation Measure BIO 4.4-3b: <u>Prior to any ground disturbing activities, a wetland delineation shall be prepared by a qualified biologist to document a Jurisdictional Determination would be required from the USACE documenting isolated conditions and lack of jurisdictional authority on the Project site.</u> [This is Mitigation Measure 4.4-3b in the THSP SEIR]</p> <p>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]</p> <p>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]</p> <p>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 connectivity 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]</p>	<p>Prior to construction.</p> <p>Prior to and during construction.</p>	<p>Development Services, Planning</p> <p>Development Services, Engineering, Planning</p>	<p>Compliance with project conditions of approval.</p> <p>Compliance with project conditions of approval.</p>
		Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.

Mitigation, Monitoring, and Reporting Program

Impact Category	Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
		Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.
		Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.
		Prior to and during construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.
Cultural Resources	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]	During construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.
	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]	Prior to and during construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.
	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]	During construction.	Development Services, Engineering	Construction inspection.
	Mitigation Measure CUL 4.5-3a: Paleontological Monitoring			

Mitigation, Monitoring, and Reporting Program

Impact Category	Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
	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]	During construction.	Development Services, Engineering	Construction inspection.
Geology and Soils	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]	During to and during construction.	Development Services, Engineering	Compliance with project conditions of approval.
Greenhouse Gas Emissions	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. <u>Transportation</u> <ul style="list-style-type: none">• 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). <u>Energy Efficiency</u> <ul style="list-style-type: none">• 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, dish washers, fan, and refrigerators) (occupancy permit).• Install programmable thermostats (building permit).	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.

Mitigation, Monitoring, and Reporting Program

Impact Category	Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
	<ul style="list-style-type: none">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). <p><u>Water Conservation and Efficiency</u></p> <ul style="list-style-type: none">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). <p><u>Solid Waste</u></p> <ul style="list-style-type: none">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]			
Hazards and Hazardous Materials	<p>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]</p>	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.
	<p>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. The sampling shall be conducted in consultation with Conoco Phillips, Shell and the San Joaquin (EHD), with regard to potential contaminated soils from pipeline leaks. Upon completion of site characterization activities, the Site Characterization specialist shall recommend remedial activities, if necessary, <u>subject to approval of the City of Tracy Engineering Division in consultation with the appropriate pipeline operators and the San Joaquin Environmental Health Department.</u> This recommendation from the Phase II ESA shall be implemented to the satisfaction of EHD. [This is Mitigation Measure 4.8-2a in the THSP SEIR]</p>	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.
	<p>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:</p> <ul style="list-style-type: none">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;	Prior to and during construction.	Development Services, Engineering	Compliance with project conditions of approval.

Mitigation, Monitoring, and Reporting Program

Impact Category	Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
	<ul style="list-style-type: none">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; andDevelop other damage-prevention measures as may be necessary. <p>In addition to the damage prevention measures listed above, the Project Applicant and the pipeline operators should consider other measures for reducing risks 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]</p> <p>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]</p> <p>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:</p> <ol style="list-style-type: none">Incorporate a minimum 13-foot setback distance from the centerline of the Phillips 66 pipeline to the nearest buildings/structures in the proposed development.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.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.Mark the pipeline locations prior to THSP development, maintaining the markings throughout the development process, and installing final markings after the work is complete.Coordinate with the pipeline operators when development calls for excavation or utility trenching near the pipelines.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.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.	<p>Prior to construction.</p> <p>Prior to and during construction.</p>	<p>Development Services, Engineering</p> <p>Development Services, Engineering, Planning</p>	<p>Compliance with project conditions of approval.</p> <p>Compliance with project conditions of approval.</p>

Mitigation, Monitoring, and Reporting Program

Impact Category	Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
	<div>8. Avoid placing new utilities and services within the pipeline easements and minimize utility crossings over the pipeline easements to the extent feasible.</div> <div>9. Select landscaping vegetation with shallow root structures within the setback zone to avoid root structures that damage pipeline coatings.</div> <div>10. Avoid planting trees that prevent direct observation of the pipelines by aerial patrol.</div> <div>11. Use non-flammable fencing along the pipeline easement.</div> <div>12. Manage storm water runoff to prevent erosion of the pipeline bedding.</div> <div>13. Maintain access to the pipelines by pipeline personnel and first responders in the event of an emergency.</div> <div>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.</div> <div>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).</div> <div>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.</div> <div>17. Report any roadwork or underground utility work that involves digging in or near the pipelines to the pipeline companies.</div> <div>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).</div> <div>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.</div> <div>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]</div> <div>Mitigation Measure HAZ 4.8-5: The Project Applicant shall secure all necessary approvals through the California Department of Education and Department of Toxic Substances Control for the proposed school site in THSP Phase 1. [This is Mitigation Measure 4.8-5 in the THSP SEIR]</div> <div>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]</div> <div>Refer to Mitigation Measure LU 4.10-1 in Section X, Land Use.</div>	<div>Prior to construction.</div> <div>Prior to construction.</div> <div>Prior to construction.</div>	<div>Development Services, Planning</div> <div>Development Services, Planning</div> <div>Development Services, Planning</div>	<div>Compliance with project conditions of approval.</div> <div>Compliance with project conditions of approval.</div> <div>Compliance with project conditions of approval.</div>

Mitigation, Monitoring, and Reporting Program

Impact Category	Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
	Refer to Mitigation Measures PSR 4.12-1, 4.12-2, and 4.12-3 in Section XII, Public Services and Utilities. <i>To mitigate the fire protection hazards associated with wildland fires, the Applicant shall:</i> Mitigation Measure HAZ 4.8-8a: Provide a 100-foot firebreak between developed areas and any land that is covered with flammable materials 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 to 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]	Prior to and during construction.	Development Services, Engineering	Compliance with project conditions of approval.
		Prior to and during construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.
		Prior to and during construction.	Development Services, Engineering	Compliance with project conditions of approval.
		Prior to and during construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.
Hydrology and Water Quality	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]	Prior to construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.
	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]	Prior to construction.	Development Services, Engineering	Compliance with project conditions of approval.
	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]	Prior to and during construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.
	Mitigation Measure HYDRL 4.9-3: All Project Applicants shall implement the following measures:			

Mitigation, Monitoring, and Reporting Program

Impact Category	Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
	<ol style="list-style-type: none">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.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:<ul style="list-style-type: none">Hazardous material use controls;Hazardous materials exposure controls;Hazardous material disposal and recycling.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]	Prior to and during construction.	Development Services, Planning	Compliance with project conditions of approval.
	Mitigation Measure HYDRL 4.9-4: All Project Applicants within the 100-year floodplain shall submit and obtain approval of grading and building plans that demonstrate that the building's finished floor elevations are a minimum of 1 foot above the 100-year flood elevation for Corral Hollow Creek, and meet the requirements to withstand a 200-year flood per the ULOP Criteria. [This is Mitigation Measure 4.9-4 in the THSP SEIR]	Prior to construction.	Development Services, Engineering	Compliance with project conditions of approval.
Land Use	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: <ul style="list-style-type: none">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]	Prior to approval of tentative and final subdivision maps	Development and Engineering Services	Review site plans and ALUCP requirements
Noise	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: <ul style="list-style-type: none">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	Prior to the issuance of demolition permits or ground disturbing activities	Development Services, Engineering	Review contract specifications and notices; confirm with monitoring

Mitigation, Monitoring, and Reporting Program

Impact Category	Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
	<p>construction activities, as well as provide a contact name and a telephone number where residents can inquire about the construction process and register complaints.</p> <ul style="list-style-type: none">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.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] <p>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:</p> <ul style="list-style-type: none">To the extent possible, all mechanical equipment shall be oriented away from the nearest noise sensitive receptors; andAll 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] <p>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]</p> <p>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]</p> <p>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</p>	<p>Prior to the issuance of building permits</p> <p>Disposition of property for commercial use</p> <p>Issuance of building permit</p> <p>Prior to issuance of building permit</p>	<p>Development Services, Engineering</p> <p>Development Services, Engineering</p> <p>Development Services, Engineering</p> <p>Development Services, Engineering</p>	<p>Review contract and equipment specifications; confirm with monitoring</p> <p>Review and approval of notice of requirements to be distributed to buyers during property transactions</p> <p>Review of site and landscape plans; confirm with monitoring</p> <p>Review of Acoustical Noise Analysis and architectural specifications; confirm with monitoring</p>

Mitigation, Monitoring, and Reporting Program

Impact Category	Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
	<p>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:</p> <ul style="list-style-type: none">• 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] <p>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]</p>	Prior to issuance of grading permits	Development Services, Engineering	Review of Acoustical Analysis and architectural specifications; confirm with monitoring
Public Services and Utilities	<p>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]</p> <p>Mitigation Measure PSR 4.12-2: Prior to issuance of the first building permit, the developer shall construct an all-weather, emergency vehicle access to all points of the Project site from Lammers Road (including crossings of the Delta Mendota Canal, Union Pacific Railroad, and California Aqueduct). The emergency vehicle access shall be available to police, fire, and all other necessary and relevant emergency responders. The design, location, and maintenance of the access shall meet City standards to the satisfaction of the Fire Chief. The access shall be continuously maintained by the developer until permanent access is developed and accepted for maintenance by the City. [This is Mitigation Measure 4.12-2 in the THSP SEIR]</p> <p>Mitigation Measure PSR 4.12-3: As determined by the Fire Chief and in accordance with adopted standards of coverage Prior to final inspection or certificate of occupancy for the 289th house within Tracy Hills, a fire station and all related equipment shall be constructed and operational <u>in Phase 1A</u> to serve Tracy Hills in accordance with the Citywide Public Safety Master Plan. Additional station(s) shall subsequently be constructed and operational, the design of which shall be in accordance with the</p>	<p>Prior to construction.</p> <p>Prior to and during construction.</p> <p>Prior to and during construction.</p>	<p>Development Services, Planning</p> <p>Development Services, Engineering</p> <p>Development Services, Engineering</p>	<p>Compliance with project conditions of approval.</p> <p>Compliance with project conditions of approval.</p> <p>Compliance with project conditions of approval.</p>

Mitigation, Monitoring, and Reporting Program

Impact Category	Mitigation Measure	Implementation Timing	Responsible Monitoring Party	Monitoring/ Reporting Method
	Citywide Public Safety Master Plan, and adopted standards of coverage, to the satisfaction of the Fire Chief. [This is Mitigation Measure 4.12-3 in the THSP SEIR]			
	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]	Prior to construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.
	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]	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.
	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]	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.
	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]	Prior to and during construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.
	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 building permits. [This is Mitigation Measure 4.12-8b in the THSP SEIR]	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.
Transportation	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]	Triggers as stipulated in Table 4.13-68 of Tracy Hills Specific Plan Subsequent EIR	Development Services, Engineering	Obtain proof of payment and retain for administrative record
	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]	Triggers as stipulated in Table 4.13-68 of Tracy Hills Specific Plan Subsequent EIR	Development Services, Engineering	Plan review, Site inspection

RESOLUTION 2020 - 003

RECOMMENDING THAT THE CITY COUNCIL APPROVE A GENERAL PLAN AMENDMENT AND A TRACY HILLS SPECIFIC PLAN AMENDMENT FOR THE TRACY HILLS KT PROJECT APPLICATION NUMBERS GPA19-0003 AND SPA19-0004

WHEREAS, The Tracy Hills Specific Plan 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, a comprehensive update to the Tracy Hills Specific Plan, and a Vesting Tentative Subdivision Map for approximately 1,160 single-family residential lots in Phase 1A; and

WHEREAS, In 2019, applications were submitted regarding the Tracy Hills KT Project, which includes a proposed General Plan Amendment and a Tracy Hills Specific Plan Amendment, Application Numbers GPA19-0003 and SPA19-0004 (all applications collectively, the "Tracy Hills KT Project applications"); and

WHEREAS, The Tracy Hills KT Project consists of approximately 45 acres located east of Corral Hollow Road in the vicinity of Tracy Hills Drive; and

WHEREAS, The proposed General Plan Amendment includes changing the General Plan land use designation on approximately 27 acres within the KT Project area from Commercial to Residential Medium, which is a change to the General Plan Land Use Designations map, Figure 2-2; and

WHEREAS, The proposed General Plan Amendment also includes updating descriptive text for the Tracy Hills Specific Plan to now include the KT Project. The updated text would state that the estimated number of residential units in the Tracy Hills Specific Plan area would be approximately 5,700, which is a revision from the currently stated maximum of 5,499 residential units; and

WHEREAS, The proposed General Plan Amendment also includes adding language to the Tracy Hills section under Areas of Special Consideration. The proposed language states that a portion of the Tracy Hills Specific Plan area with a General Plan land use designation of Commercial may be developed as Medium or High Density Residential, if permitted by the Tracy Hills Specific Plan; and

WHEREAS, The proposed Tracy Hills Specific Plan Amendment (SPA) for the KT Project includes rezoning approximately 21.3 acres from General Highway Commercial (GHC-TH) to Medium Density Residential (MDR-TH) and approximately 5.6 acres of GHC-TH to Tracy Hills Conservation (C-TH). Additionally, the proposed SPA includes a series of updates to the development standards for the MDR-TH zoning district to allow for small-lot residential development; and

WHEREAS, The proposed SPA also includes establishing a Medium Density Residential (MDR-TH) Overlay Zone, which would be applied to approximately 8.9 acres in the KT project area. The Medium Density Residential Overlay Zone would allow the subject property to develop in accordance with the permitted uses and development standards of either the MDR-

TH zoning district or the underlying zoning district of GHC-TH; and

WHEREAS, The proposed SPA includes the addition of Appendix A, KT Project Landscape Design Guidelines, which would establish the landscape design guidelines and implementation details for the KT Project phase; and

WHEREAS, The proposed SPA includes the addition of Appendix B, Community Gateway Icon, which would increase the number of Community Gateway Icons in the Tracy Hills Specific Plan area from one to two; and

WHEREAS, The proposed SPA would allow the second Community Gateway Icon to be erected without requiring a Development Review permit, due to Appendix B including sufficient detail in terms of the height, design and location of the Community Gateway Icons; and

WHEREAS, An Environmental Impact Report (EIR) was certified by the City Council on April 5, 2016 for the Tracy Hills Specific Plan; and

WHEREAS, An Addendum to the EIR has been prepared for the Tracy Hills KT Project consistent with the requirements of California Environmental Quality Act (CEQA) Guidelines Sections 15162 and 15164 to address the proposed General Plan Amendment and the Tracy Hills Specific Plan Amendment. No new significant environmental impacts were identified for the Tracy Hills KT Project and therefore, no further environmental review is necessary; and

WHEREAS, On February 26, 2020, the Planning Commission conducted a duly noticed public hearing to consider the Tracy Hills KT Project applications;

NOW, THEREFORE BE IT RESOLVED as follows:

1. 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 take the following actions:

1. General Plan Amendment. Approve the General Plan Amendment (Application Number GPA19-0003), as shown in Attachment A of the Planning Commission staff report dated February 26, 2020.
2. Tracy Hills Specific Plan Amendment. Approve the Tracy Hills Specific Plan Amendment (Application Number SPA19-0004), as shown in Attachment B of the Planning Commission staff report dated February 26, 2020.

* * * * *

The foregoing Resolution - 003 was passed and adopted by the Planning Commission of the City of Tracy on the 26th day of February 2020, by the following vote:

AYES:	COMMISSION MEMBERS:
NOES:	COMMISSION MEMBERS:
ABSENT:	COMMISSION MEMBERS:
ABSTAIN:	COMMISSION MEMBERS:

ATTEST:

CHAIR

STAFF LIAISON

RESOLUTION 2020 - 004

RECOMMENDING THAT THE CITY COUNCIL APPROVE A VESTING TENTATIVE SUBDIVISION MAP FOR THE TRACY HILLS KT PROJECT TO CREATE APPROXIMATELY 185 SINGLE-FAMILY RESIDENTIAL LOTS, TWO COMMERCIAL PARCELS, AND VARIOUS OTHER PARCELS, INCLUDING A LINEAR PARK AND HOA RECREATION AREA, CONSISTING OF APPROXIMATELY 45 ACRES LOCATED EAST OF CORRAL HOLLOW ROAD IN THE VICINITY OF TRACY HILLS DRIVE, APPLICATION NUMBER TSM19-0005

WHEREAS, The Tracy Hills Specific Plan 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, a comprehensive update to the Tracy Hills Specific Plan, and a Vesting Tentative Subdivision Map for approximately 1,160 single-family residential lots in Phase 1A; and

WHEREAS, In 2019, an application was submitted for a Vesting Tentative Subdivision Map for the Tracy Hills KT Project to create approximately 185 single-family residential lots, two commercial parcels, and various other parcels, including a linear park and an HOA recreation area, consisting of approximately 45 acres located east of Corral Hollow Road in the vicinity of Tracy Hills Drive, Application Number TSM19-0005; and

WHEREAS, The proposed Vesting Tentative Subdivision Map is consistent with the General Plan and the Tracy Hills Specific Plan, as to be 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 7.4 dwelling units per gross acre for the residential portion of the site is consistent with the General Plan, Residential Medium designation, which provides for a density range of 5.9 to 12.0 dwelling units per 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; and

WHEREAS, An Addendum to the EIR has been prepared consistent with the requirements of California Environmental Quality Act (CEQA) Guidelines Sections 15162 and 15164 to address the Vesting Tentative Subdivision Map for the Tracy Hills KT Project. No new significant environmental impacts were identified for the Tracy Hills KT 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 February 26, 2020;

NOW, THEREFORE BE IT RESOLVED as follows:

1. 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 KT Project to create approximately 185 single-family residential lots, two commercial parcels, and various other parcels, including a linear park and an HOA recreation area, consisting of approximately 45 acres located east of Corral Hollow Road in the vicinity of Tracy Hills Drive, Application Number TSM19-0005, subject to the conditions stated in Exhibit "1" attached and made part hereof.

The foregoing Resolution 2020 - 004 was passed and adopted by the Planning Commission of the City of Tracy on the 26th day of February 2020, 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 KT Project
Vesting Tentative Subdivision Map
Application Number TSM19-0005
February 26, 2020**

Project: These Conditions of Approval shall apply to the Vesting Tentative Subdivision Map for Tracy Hills KT Project, Application Number TSM19-0005, including approximately 185 single-family residential lots, a linear park, a retention basin, an HOA recreation area, and two commercial parcels.

Property: The property consists of approximately 45.1 acres located in the Tracy Hills Specific Plan Area, east of Corral Hollow Road in the vicinity of Tracy Hills Drive, Application Number TSM19-0005.

Community Facilities Districts: Certain conditions of approval herein involve the establishment of or annexation into one or more Community Facilities Districts (CFDs) to implement the Project. The imposition of conditions requiring or involving the establishment of or annexation into 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.

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, and the Addendum to the EIR, which was prepared for the Tracy Hills KT Project consistent with the requirements of California Environmental Quality Act (CEQA) Guidelines Sections 15162 and 15164.
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. Conformance with Vesting Tentative Subdivision Map. All Final Maps shall be in substantial conformance with the approved Vesting Tentative Subdivision Map (Application Number TSM19-0005), which was date

stamped as received by the Development Services Department on February 7, 2020 and approved by the City Council on _____, 2020, unless modified by these Conditions.

6. Maintenance for Project Public Landscaping. Before approval of the first Final Map, the Subdivider shall assure that there will be sufficient funding for the ongoing costs related to public landscaping maintenance. Subdivider shall prepare public landscaping improvement plans and a public landscaping budget analysis (to be reviewed and approved by the City Public Works Director) to establish the scope of and cost estimates for public landscaping maintenance.

As used in these Conditions of Approval:

“Public landscaping maintenance costs” include but are not limited to all costs associated with the maintenance, operation, repair and replacement of public landscaping included in the Project. Labor costs shall be based upon and be paid at “prevailing wages,” as that term is used in Section 1771 of the California Labor Code.

“Public landscaping” includes but is not limited to the following public areas and public improvements within or adjacent to the Project: public walls, special public amenities, 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. It does not include public streets and street sweeping, but may include street lights.

Before approval of the first Final Map, Subdivider shall enter into an agreement with the City, which shall be recorded against the entire Tracy Hills KT Project property, which adopts and implements one or more of the following three options (a., b. or c.), subject to the approval of the City’s Finance Director:

- a. CFD or other funding mechanism. Before final inspection or occupancy of the first dwelling (except for up to ten model homes), the Subdivider shall, at its expense, form or annex into a Community Facilities District (CFD) or establish another lawful funding mechanism that is reasonably acceptable to the City for the entire Project area for funding or performing the on-going maintenance of public landscaping. Formation of the CFD shall include, but not be limited to, affirmative votes and the recordation of a Notice of Special Tax Lien. Upon successful formation, the Property will be subject to the maximum special tax rates as outlined in the Rate and Method of Apportionment. If funds are needed to pay for such public landscaping maintenance costs before collection of the first Special Services Tax (the “deficit”), then before final inspection or occupancy of the first dwelling (except for up to ten model homes), the Subdivider shall deposit to the CFD (by submittal to the City’s Finance Director) the amount of the deficit;

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 concurrently with the first Final Map, 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 ten 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. Before final inspection or occupancy of the first dwelling (except for up to ten model homes), the Subdivider shall deposit with the City an amount necessary, as reasonably determined by the City, to fund in perpetuity the full costs of public landscaping maintenance as identified by the approved landscaping budget analysis.
7. Maintenance for Public Landscaping for Major Program Roadways. Before approval of the first Final Map, the Subdivider shall assure that there will be sufficient funding to pay the Subdivider's proportionate share of the ongoing public landscaping maintenance costs associated with major program roadways, by entering into an agreement with the City, which shall be recorded against the entire Tracy Hills KT Project property, which adopts and implements one of the following two options (a. or b.), subject to the approval of the City's Finance Director:

- a. CFD. Before final inspection or occupancy of the first dwelling (except for up to ten model homes), Subdivider shall, at its sole expense, form or annex into a Community Facilities District (CFD) for the entire Project area, for funding the Subdivider's proportionate share of the ongoing public landscaping maintenance costs associated with major program roadways identified in the Citywide Roadway and Transportation Master Plan. Formation of the CFD shall include, but not be limited to, affirmative votes and the recordation of a Notice of Special Tax Lien. Upon successful formation, the Property will be subject to the maximum special tax rates as outlined in the Rate and Method of Apportionment. If funds are needed to pay for such public landscaping maintenance costs before collection of the first Special Services Tax (the "deficit"), then before final inspection or occupancy of the first dwelling (except for up to ten model homes), the Subdivider shall deposit to the CFD (by submittal to the City's Finance Director) the amount of the deficit;

Or

- b. Direct Funding. Before final inspection or occupancy of the first dwelling (except for up to ten model homes), the Subdivider shall deposit with the City an amount necessary, as reasonably determined by the City, to fund in perpetuity the full costs of funding the Subdivider's proportionate share of the ongoing public landscaping maintenance costs associated with major program roadways identified in the Citywide Roadway and Transportation Master Plan.
8. 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 that within 18 months following final inspection or occupancy of the first dwelling (except for up to ten model homes), the linear park shall be completed and accepted by the City.
 9. Schools. Before issuance of a building permit for each new dwelling, the Subdivider shall document compliance with all applicable school mitigation requirements and provide to the City a certificate of compliance for such requirements from the Jefferson School District and Tracy Unified School District.
 10. Public Services. Before approval of the first Final Map, the Subdivider shall do one 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, to be signed by the Finance Director, which shall be recorded against the Property, which stipulates that prior to issuance of a building permit (except for up to ten model homes), the Subdivider will form or annex into a Community Facilities District (CFD) or establish another lawful funding mechanism that is reasonably acceptable to the City for funding the on-going operational

costs of providing Police services, Public Works services and other City services to serve the Project area. Formation of the CFD shall include, but not be limited to, affirmative votes and the recordation of a Notice of Special Tax Lien. The Subdivider shall be responsible for all costs associated with the formation or annexation proceedings. Upon successful formation, the parcels will be subject to the maximum special tax rates as outlined in the Rate and Method of Apportionment.

Or

- b. 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 (except for up to ten model homes), the Subdivider will fund a fiscal impact study to be conducted and approved by the City to determine the long term on-going operational costs of providing Police services, Public Works services and other City services to serve the Project area, and deposit with the City an amount necessary, as reasonably determined by the City, to fund the full costs in perpetuity as identified by the approved study.

If the provisions for adequate funding of the on-going operational costs of providing Police services, Public Works services and other City services are met prior to issuance of the first building permit for the project, 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.

C. Engineering Division Conditions of Approval

C.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 and any amendments thereto.
 - b) *Tracy Hills Specific Plan Recirculated Draft Subsequent Environmental Impact Report and Addendum to the Subsequent Environmental Impact Report dated February 2020 ("EIR")*
 - c) *Tracy Hills Vesting Tentative Map Review Memorandum* prepared by Kimley-Horn Associates, dated February 10, 2020 ("Traffic Study").
 - d) *Tracy Hills KT Property Sanitary Sewer Study Technical Memorandum* prepared by Carollo, dated February 21, 2020 ("Sanitary Sewer Study").
 - e) *Tracy Hills Water Study Technical Memorandum* prepared by West Yost Associates, dated November 8, 2019 ("Water Study").

- f) *Tracy Hills Storm Drainage Master Plan* prepared by Ruggeri-Jensen-Azar, dated July 2019 and reviewed by Stormwater Consulting, Inc. as outlined in the memo dated January 6, 2020 (“*Storm Drainage Study*”)
- g) *Citywide Water System Master Plan* dated December 2012, prepared by West Yost Associates.
- h) *Plan Line Study – Corral Hollow Road* prepared by Ruggeri-Jensen-Azar (“*Corral Hollow Road Plan Line*”).
- i) *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 KT Property Vesting Tentative Subdivision Map, Application No. TSM19-0005.*

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, completed or under a City-approved agreement may be considered satisfied at the discretion of the City Engineer.

For the purpose of these Conditions of Approval, if the first Final Map to be filed within the boundaries of the Project (for commercial Parcels G and H) is filed solely for financing purposes only, and no permits will be requested pursuant to such final map, then the requirements listed in these Conditions of Approval shall not apply to the final map for financing purposes only.

C.2. Improvement Plans

C.2.1 General.

The Subdivider shall complete 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 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.2.2 Site Grading

C.2.2.1 Erosion Control

Grading Plans shall specify the method of erosion control to be employed and materials to be used.

C.2.2.2 Grading and Drainage Plans

Submit a Grading and Drainage Plan prepared by a Registered Civil Engineer and accompanied by the Project's Geo-technical /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.2.2.3 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.2.2.4 If an engineered slope is used to retain soil on adjacent property outside the Project boundary, 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.2.2.5 If applicable, show existing irrigation structure(s), channel(s) and pipe(s) that are to remain or relocated or to be removed, 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 storm drainage easement or to public streets. If overland release is intended to be onto DWR property adjacent to

the Project, Subdivider shall submit to the City documentation from DWR approving such discharge overland release onto DWR property as required by the City Engineer.

- C.2.4.2 All permanent underground storm drainage lines and structures 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 Storm Drainage Study and City Regulations.
- C.2.4.4 Since the Project will construct a terminal retention basin, 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 would 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.2.4.5 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.2.4.6 Storm drainage Retention Basin shall be contained within storm drainage parcels suitable for dedication to the City of Tracy. This basin shall be provided with appropriate fencing with warning signs, access roadways to and from public roadways and access roadways into the ponds for maintenance purposes as approved by the City Engineer. All storm drainage inlets into this basin shall have inlet structures with design acceptable to the City Engineer.
- C.2.4.7 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.2.5. Sanitary Sewer

- C.2.5.1 All sanitary sewer lines and associated improvements shall be designed and installed per the Sanitary Sewer Study and City Regulations. Before approval of Final Map(s) for the Project, Subdivider shall submit improvement plans and obtain approval for the plans for all on-site sewer improvements.
- C.2.5.2 The Subdivider shall design and construct the Sanitary Sewer Pump Station (SSPS) with sufficient capacity to service the Project per City Standards and Sanitary Sewer Study. This Pump Station shall be constructed on land to be dedicated by Subdivider, as approved and required by the City. Upon satisfactory completion of the SSPS improvements, as determined by City, the City will accept the land dedication and SSPS improvements for maintenance. Maintenance of the SSPS shall be included in the Community Facilities District (CFD) to be established for the Project.
- C.2.5.3 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 the improvements listed above are completed and functional, as determined by the City Engineer.
- C.2.5.4 Subdivider shall pay impact fees at the time of issuance of building permit. In addition, the Subdivider shall pre-pay impact fees for wastewater treatment for all remaining residential lots no later than one year after issuance of first building permit for production home.
- C.2.5.5 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 (gravity or force mains). All requirements relating to the access and maintenance by the Utilities Department and Public Works Department shall be incorporated into the improvement plans.
- C.2.5.6 Subdivider shall coordinate with Utilities Department and Public Works Department for determining the access, parking, security fencing, lighting and other related improvements at the Sanitary Sewer Pump Station. The requirements identified shall be incorporated into the design of the SSPS for review and approval by the City Engineer.

- C.2.5.7 Parcel “I” (Utility Corridor) access road shall be paved with structural section per City standards adequate to support maintenance vehicles accessing the Retention basin and the SSPS.

C.2.6. Water Distribution System

- C.2.6.1 All potable water lines and associated improvements as identified in the Water Study (Water Line Improvements) shall be designed and installed per City Regulations.
- 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 Subdivider shall install Recycled Water mains in Street “D” required to serve the Project. .

Initially, the 8-in 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 8-in Recycled Water distribution main will be disconnected from the Potable Water system and connected to the Recycled Water System as part of the Recycled Water Project by the City.

- C.2.6.5 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.2.6.6 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 of the individual pressure reducing valves for

services shall be subject to approval by the Building Official.

- C.2.6.7 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. Street Improvements

- C.2.7.1 Subdivider is required to design and construct on-site and frontage roadway improvements to serve the Project as identified in the Traffic Study and these Conditions of Approval. All improvements shall comply with City Regulations, and Tracy Hills Design Standards. 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, median islands, turn lanes, landscaping, and all necessary related improvements as required by the City. Timing of completion of street improvements shall comply with these Conditions of Approval.

C.2.7.2 Corral Hollow Road Right of Way

Per the Citywide Roadway & Transportation Master Plan (CRTMP) that was adopted by City Council on November 26, 2012, pursuant to Resolution 2012-240, amended on November 19, 2013, Corral Hollow Road will be a 4-lane major arterial street with a raised median, sidewalks, bicycle facilities and landscaping, and depicted Corral Hollow Road Plan Line.

The Corral Hollow Road Plan Line established the amount of right-of-way to be dedicated from the Project along Corral Hollow Road. The Subdivider shall dedicate all rights-of-way necessary for the widening of Corral Hollow Road along the entire frontage of the Property on Corral Hollow Road. The dedication shall include additional right-of-way for turn lanes and transitions where applicable. If required, the Subdivider shall also dedicate right-of-way for construction of intersection improvements including traffic

signal modifications at Tracy Hills Road / Corral Hollow Road for buildout requirements.

The Subdivider shall be eligible for fee Credits and/or reimbursements for right-of-way dedication beyond Project's frontage obligation per the CRTMP requirements. Temporary / interim improvements are not eligible for fee credits or reimbursements.

C.2.7.3 Abandonment of Right-of way on Corral Hollow Road

The Subdivider shall submit request to the City for vacation of existing Corral Hollow Road right-of-way and pay for all costs of processing of vacation of right-of-way and recordation of documents.

Potential impacts to access to adjacent parcels (Sellick APN 253-100-09) due to abandonment of Corral Hollow Road right-of-way (such as providing curb cut/ driveway on Street "D" or other improvements as deemed necessary by the City Engineer) shall be mitigated as approved by the City. All costs of such mitigations shall be paid for by the Subdivider.

C.2.7.4. Corral Hollow Road Improvements

The Subdivider shall design and construct the Corral Hollow Road Improvements in accordance with the Traffic Study, Corral Hollow Road Plan Line and City Regulations.

The improvements will include, but are not limited to, construction of asphalt concrete pavement, traffic signal modifications, pavement markings and striping, traffic signage, street lighting, roadway section construction and/or replacement, asphalt concrete overlay (where required), pavement transitions and other street and utilities improvements that are required to serve the Project based on the phasing plan approved by the City Engineer.

Roadway design shall conform to STAA truck traffic requirements and Caltrans requirements.

C.2.7.5. Corral Hollow Road Improvements for Residential Units

Prior to issuance of final inspection or occupancy of Model Homes and residential units, the Subdivider shall complete the following Corral Hollow Road Improvements to provide adequate and safe traffic conditions on Corral Hollow Road to the satisfaction of the City Engineer.

Subdivider shall prepare improvement plans for Corral Hollow Road Improvements and obtain approval by the City Engineer before approval of the first Final Map within the Project.

a. Corral Hollow Road/Tracy Hills Drive/ Street D:

1. Southbound: One left turn, one right turn and one through lane
2. Northbound: One left turn, one right turn and one through lane
3. Westbound: One left turn, one shared through and right turn lane. However, this layout may result in interim curb, signal and pedestrian crossing, which will be funded by the project as interim improvements. The developer must provide intersection layouts indicating this geometry for review. The layouts must show the ultimate layout as well.
4. Eastbound: Same as existing - One shared through and right turn lane, two left turn lanes
5. Signal timing: Modified signal timing plans for AM and PM and school midday.
6. Add signal poles and curb/sidewalk as required. layout

b. Corral Hollow Road/Street A (RIRO Driveway):

1. Northbound: One right turn lane to separate through traffic from right turning vehicles.
2. Provide a raised median on Corral Hollow Drive to prevent left turns in and out of the site.
3. Westbound: one right turn lane exiting the development.

C.2.7.6. Corral Hollow Road Improvements for Commercial Parcels

Prior to issuance of final occupancy of for any buildings on the Commercial parcels, the Subdivider shall complete the following Corral Hollow Road Improvements to provide adequate and safe traffic conditions on Corral Hollow Road to the satisfaction of the City Engineer.

a. Corral Hollow Road/Tracy Hills Drive/ Street D:

1. Southbound: Two left turns, one right turn, and one through lane

2. Northbound: Two left turns, one right turn, and one through lane
3. Westbound: One through, one left, and one right turn lane
4. Eastbound: Same as existing - One shared through and right turn lane, two left turn lanes
5. Signal timing: Modified signal timing plans for AM and PM and school midday
6. Add signal poles and curb/sidewalk as required.

- C.2.7.7. Fee Credits and/or reimbursements for eligible costs of improvements beyond Project's frontage obligation per the CRTMP, will be determined based on the improvement plans to be approved by the City Engineer. Interim improvements are not eligible for fee credits or reimbursements and are the sole responsibility of the Subdivider.
- C.2.7.8. Pavement Repaving/ Overlay on Corral Hollow Road: Subdivider shall pay its fair share of \$50,000 towards the estimated cost of r repaving/ overlay from I-580 south right-of-way line to southerly City Limits as directed by the City Engineer.
- C.2.7.9 In order to guarantee completion of the 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 OIA with the necessary improvement security before approval of the first Final Map within the Project.
- C.2.7.10 For any Corral Hollow Road Improvements considered frontage improvements (such as Subdivider's Frontage Obligation per the CRMP including landscape improvements behind the curb) 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.2.7.11 Traffic Control Plan - Before starting any work within City's right-of-way on Corral Hollow Road, 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 within these streets. The Traffic Control Plan shall be prepared by a Civil Engineer or Traffic Engineer licensed to practice in the State of California. Subdivider shall comply with Caltrans requirements and standards for any work conducted within Caltrans ROW.

- C.2.7.12 The Subdivider shall design and construct Corral Hollow Road Improvements to meet the applicable requirements of the latest edition of the California Department of Transportation Highway Design Manual (CHDM) and the California Manual of Uniform Traffic Control Devices (MUTCD), the Applicable Law, and these Conditions of Approval.
- C.2.7.13 The Tracy Hills Specific Plan EIR (“EIR”) identifies the Project’s traffic impacts that are to be mitigated by the Subdivider. The mitigation measures are summarized in Table 4.13-68, Transportation & Circulation EIR Mitigation Matrix. Subdivider shall comply with the applicable mitigation measures as outlined in the Traffic Study.
- C.2.7.14 As the properties north of the Project along Corral Hollow Road develop, City will install fiber-optic lines to connect signals on Corral Hollow Road. In the interim, at the time of installation of traffic signals at Corral Hollow Road / Tracy Hills Drive, the Subdivider shall provide a functional communication system acceptable to the City Engineer, to connect the City’s Traffic Control Management Center (TCMC) located at the City Hall to the traffic signal. Any required improvements at the TCMC to facilitate communications in the interim condition that is not part of the Master Plan Facilities, shall be installed at Subdivider’s cost, and no fee credits or reimbursements will be applicable.
- C.2.7.15 Bus shelter and turnout on Corral Hollow Road : The bus shelter and turnout on Corral Hollow Road shall be constructed as part of the Frontage Improvements on Corral Hollow Road. The City will provide the construction details and materials specifications of the bus shelter. 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 bus shelter on Corral Hollow Road at the time of approval of the first Final Map within the Project.

- C.2.7.16 **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.2.7.17 **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.2.7.18 **In-tract Streets.** The Subdivider shall dedicate all rights-of-way that are necessary to construct all the in-tract streets based on cross sections shown on the Vesting Tentative Subdivision Map with the Final Map for the respective phase. The width of travel lanes, street median, landscaping strip and sidewalk shall be in accordance with the Vesting Tentative Subdivision Map and Tracy Hills Specific Plan.

Design and construction details of the in-tract streets such as asphalt concrete pavement, curb, gutter, sidewalk, street light, water main, fire hydrant, landscaping with automatic irrigation system, storm drain, catch basin and drop inlets, sanitary sewer main and lateral, water main, individual water service and meter, pavement marking and striping, traffic sign, driveway, handicap ramp and other street improvements shall comply with City Regulations and shall be shown on the Improvement Plans.

Following revisions to the Tentative Map shall be made per the recommendations in the Traffic Study. The improvement plans shall incorporate the recommended changes to the in-tract street system proposed with the Tentative Map:

a. Residential Units:

- 1..Street D between Corral Hollow Road and Street C: 1 lane westbound and 1 lane eastbound.Geometric layout plans indicating proposed and ultimate layouts must be provided for review. Interim improvements that may have to be modified later will be funded by the Subdivider.

2. Modify the ROW at the intersection of Street D and the eastern KT retail driveway be a future single lane roundabout with an eastbound right turn slip lane.
3. Intersection of Street D and Street C to be a mini roundabout or T-intersection with eastbound stop control.
4. Add protected bicycle facilities on Street D. A Class 1 bike path facility per City requirements is required on both sides of Street D that will connect across Corral Hollow Road to Phase 1A at the signal. The path should be a minimum of 8 feet wide abutting the right-of-way with 5' landscape strip between curb and bike path, per Caltrans and City standards. A 2-foot wide easement (overlapping the PUE) shall be dedicated to the City behind the right-of-way to allow the City control over the design of future facilities within the commercial parcel.
5. Provide adequate pedestrian crossings and connections to the parks and trails.

Commercial parcels:

a. Street D & Commercial DWY 3 & 4 (Roundabout):

1. Install single-lane roundabout with an Eastbound channelized right turn lane (drop lane)

b. KT On-site:

1. Street D between Corral Hollow Road and the Retail Roundabout: 3 lanes westbound and 2 lanes eastbound
2. Intersection of Street D and Street C to be a mini roundabout or T-intersection with eastbound stop control.
3. Add protected bicycle facilities on Street D. A Class 1 bike path facility per City requirements is required on both sides of Street D that will connect across Corral Hollow Road to Phase 1A at the signal. The path should be a minimum of 8 feet wide abutting the right-of-way with 5' landscape strip between curb and bike path, per Caltrans and City standards. A 2-foot wide easement (overlapping the PUE) shall be dedicated to the City behind the right-of-way to allow the City control over the design of future facilities within the commercial parcel.

4. Provide adequate pedestrian crossings and connections to the parks and trails.

- C.2.7.18 For all phases of the Project, the Subdivider shall install sidewalk to provide pedestrian circulation connecting the subdivisions sidewalks to the CH sidewalk and to the Corral Hollow Road/ Tracy Hills Road Intersection. Cross-walks on Corral Hollow Road to provide pedestrian access to the Tracy Hills Phase 1a subdivision should be provided. Timing and design of pedestrian access shall be as determined by the City Engineer based on the Phasing Plan.
- C.2.7.19 All intersections shall be designed to accommodate fire truck movements as required by the Fire Department.
- C.2.7.20 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.2.9. Public Utility Easements

- C.2.9.1 Undergrounding of Overhead Utilities. Any existing overhead lines and poles within the Project boundaries and on the west side of Corral hollow Road within the Project frontage shall be removed or undergrounded.
- C.2.9.2 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 to for approval.

- C.2.9.3 Public Utility Easements on sideyard lots shall be adjusted/ eliminated in final neighborhood designs based on actual joint trench design requirements.
- C.2.9.4 The Subdivider shall take necessary actions to accomplish existing DWR easement to be quitclaimed prior to recordation of first Final Map within the Project. If not accomplished prior to first Final Map, the Subdivider shall submit documentation that DWR will quitclaim the easement prior to City's acceptance of the Retention Basin. All costs of the process for the quitclaim shall be borne by the Subdivider.

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 Bearing" 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.

Phasing Plan and Deferred Improvement Agreement- 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. 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.

- C.3.7 Improvement Security. The Subdivider shall provide improvement security for all public facilities, as required by Subdivision Improvement Agreement or Offsite 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.3.7.1 Faithful Performance (100% of the estimated cost of constructing the public facilities),

C.3.7.2 Labor & Material (100% of the estimated cost of constructing the public facilities), and

C.3.7.3 Warranty (10% of the estimated cost of constructing the public facilities)

C.3.7.4 Monumentation (\$750 multiplied by the total number of street centerline monuments that are shown on the Final Map)

- C.3.8 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.3.9 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.3.10 Subdivider has submitted hydrologic and storm drainage calculations for the design and sizing of in-tract storm drainage pipes located within the Project.
- C.3.11 Subdivider has submitted signed and stamped Improvement Plans.
- C.3.12 Signed and notarized Offsite Improvement Agreement (OIA) and Improvement Security, 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 Section 12.36.080 of the Tracy Municipal Code (TMC), and the OIA.
- C.3.13 Signed and notarized Deferred Improvement Agreement (DIA) and Improvement Security, to allow deferment of completion of improvements as required by these Conditions of Approval. The form and amount of Improvement Security shall be in accordance with the DIA and Section 12.36.080 of the TMC.

C.4. Grading and Encroachment Permit

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 Geo-technical 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.
- 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.
- C.4.12 Signed and stamped Engineer's Estimate that summarizes the cost of constructing all the public improvements shown on the Improvement Plans.
- C.4.13 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 fee rate adopted by the City Council on April 15, 2014, per Resolution 2014-059.

- C.4.14 Traffic Control Plan for each phase signed and stamped by a Registered Civil Engineer or Traffic Engineer licensed in the State of California.
- C.4.15 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.4.16 As required per Mitigation Measure 4.8-2b of the EIR, prior to issuance of grading permits, the Subdivider shall work with Conoco Phillips to implement and observe a site damage prevention plan to the satisfaction of the City of Tracy Engineering Division.

C.5. Building Permit

The City will not approve any building permit within the Project boundaries 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

- C.5.1 Check payment of the applicable City Wide Roadway and Traffic, Water, Recycled Water, Wastewater, Storm Drainage, Public Safety, Public Facilities, and Park Development Impact Fees (adopted by Resolution 2014-010) as these relate to the Project and as required by these Conditions of Approval.
- C.5.2 Check payment of applicable Regional Transportation Impact Fees (RTIF) as required in the Mitigation Monitoring and Reporting Program of the Final Environmental Impact Report and these Conditions of Approval.
- C.5.3 Check 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.5.5 The Project developer(s) shall be required to pay the Transportation Impact Fee established pursuant to the written Agreement by and between the City of Tracy, LTA, the Sierra Club, the County of Alameda, and the City of Livermore to the City of Tracy prior to issuance of building permits for any residential portion of the Project.

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 (except for Model Homes) by the City 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 inches 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 Developer (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 Developer'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. 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.