

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, September 23, 2020
7:00 P.M. (or as soon thereafter as possible)

Location: City Hall
333 Civic Center Plaza, Tracy

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.

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

**RESIDENTS ARE STRONGLY ENCOURAGED TO PARTICIPATE REMOTELY AT THE
SEPTEMBER 23, 2020 MEETING**

Remote Access to City of Tracy Planning Commission Meeting:

In accordance with the guidelines provided in Executive Order N-29-20 on social distancing measures, the City of Tracy will allow for remote participation at the upcoming Planning Commission meeting on Wednesday, September 23, 2020.

Remote Public Comment:

Public comment via email will only be accepted for agendized items before the start of the Planning Commission meeting at 7:00 p.m. Please send an email to publiccomment@cityoftracy.org. Identify the item you wish to comment on in your email's subject line.

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

- *Comments via:*
 - **Phone** by dialing (209) 831-6010, or
 - **Online by visiting** <https://cityoftracyevents.webex.com> and using the following:
Event Number: 126 079 2406 and **Event Password:** Planning1
 - **If you would like to participate in the public comment anonymously**, you may submit your comment via phone or in WebEx by typing "Anonymous" when prompted to provide a First and Last Name and inserting Anonymous@example.com when prompted to provide an email address.
- *Protocols for submitting comments by phone:*
 - *Identify the item you wish to comment on to staff when calling in. Comments received by phone will be accepted for the "Items from the Audience/Public Comment" and "New Business" portions of the agenda.*

- *Comments received by phone for the “Items from the Audience/Public Comment” portion of the agenda must be received by the time the Chairperson opens that portion of the agenda for discussion.*
- *Comments received by phone on each “New Business” will be accepted until the Chairperson announces that public comment for that item is closed.*
- *Protocols for commenting via WebEx:*
 - *If you wish to comment on the “Items from the Audience/Public Comment” or “New Business” portions of the agenda:*
 - *Listen for the Chairperson to open that portion of the agenda for discussion, then raise your hand to speak by clicking on the Hand icon on the Participants panel to the right of your screen.*
 - *If you no longer wish to comment, you may lower your hand by clicking on the Hand icon again.*
 - *Comments for the “Items from the Agenda/Public Comment” or “New Business” portions of the agenda will be accepted until the public comment for that item is closed.*
- *The total allotted time for public comment will be as follows:*
 - *Items from the Audience: 15 minutes*
 - *New Business: 10 minutes*

Comments received by publiccomment@cityoftracy.org, phone call, or on Webex outside of the comment periods outlined above will not be included in the record.

REGULAR MEETING AGENDA

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

MINUTES – 9/9/20

DIRECTOR’S REPORT REGARDING THIS AGENDA

ITEMS FROM THE AUDIENCE - *In accordance with Council Meeting Protocols and Rules of Procedure, adopted by Resolution 2019-240, a five-minute maximum time limit per speaker will apply to all individuals speaking during “Items from the Audience/Public Comment”. For non-agendized items, Planning Commissioners may briefly respond to statements made or questions posed by individuals during public comment; ask questions for clarification; direct the individual to the appropriate staff member; or request that the matter be placed on a future agenda or that staff provide additional information to the Planning Commission.*

1. NEW BUSINESS

A. PUBLIC HEARING TO CONSIDER RECOMMENDATIONS TO THE CITY COUNCIL REGARDING THE TRACY HILLS VILLAGE 7C PROJECT, WHICH INCLUDES APPROVAL OF A GENERAL PLAN AMENDMENT, A TRACY HILLS SPECIFIC PLAN AMENDMENT, AND A VESTING TENTATIVE SUBDIVISION MAP TO INCREASE THE NUMBER OF LOTS IN VILLAGE 7C FROM 66 TO 132, AND A DEVELOPMENT REVIEW PERMIT FOR APPROVAL OF THE ARCHITECTURE, WHICH IS PROPOSED AS ATTACHED SINGLE-FAMILY HOMES IN A DUETS DESIGN, LOCATED ON APPROXIMATELY 28 ACRES IN TRACY HILLS PHASE 1A IN THE VICINITY OF TRACY HILLS DRIVE. THE APPLICANT IS JOHN PALMER. APPLICATION NUMBERS GPA20-0002, SPA20-0003, TSM20-0001, AND D20-0023

2. ITEMS FROM THE AUDIENCE

3. DIRECTOR'S REPORT

4. ITEMS FROM THE COMMISSION

5. ADJOURNMENT

Posted: September 18, 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 via the City of Tracy website at www.cityoftracy.org.

**MINUTES
TRACY CITY PLANNING COMMISSION
SEPTEMBER 9, 2020, 7:00 P.M.
CITY OF TRACY COUNCIL CHAMBERS
333 CIVIC CENTER PLAZA**

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

CALL TO ORDER

Chair Orcutt called the meeting to order at 7:01 p.m.

PLEDGE OF ALLEGIANCE

Chair Orcutt led the pledge of allegiance.

ROLL CALL

Roll Call found Commissioner Atwal, Commissioner Wood, Vice Chair Hudson, and Chair Orcutt present. Commissioner Francis was absent. Also present were: Bianca Rodriguez, Deputy City Attorney; Bill Dean, Assistant Development Services Director; Victoria Lombardo, Senior Planner; Genevieve Federighi, Assistant Planner; and Gina Peace, Executive Assistant.

MINUTES

Chair Orcutt introduced the Minutes from the July 8, 2020 meeting.

ACTION: It was moved by Vice Chair Hudson and seconded by Commissioner Atwal to approve the Planning Commission meeting minutes from July 8, 2020. A voice vote found Chair Orcutt, Commissioner Atwal, and Vice Chair Hudson in favor; Commissioner Wood abstained, as he was not present at the July 8th meeting; passed and so ordered; 3-0-1-1.

DIRECTOR'S REPORT REGARDING THIS AGENDA

None.

ITEMS FROM THE AUDIENCE

There were no comments from the Public.

1. NEW BUSINESS

- A. PUBLIC HEARING PUBLIC HEARING TO CONSIDER A DEVELOPMENT REVIEW PERMIT FOR AN EXTERIOR REMODEL OF ARBY'S RESTAURANT, LOCATED AT 745 W. CLOVER ROAD, ASSESSOR'S PARCEL NUMBER 214-**

180-18; THE APPLICANT IS HARDEEP SINGH AND THE OWNER IS FAITH WU; APPLICATION NUMBER D19-0038

Genevieve Federighi, Assistant Planner, delivered the staff report and PowerPoint presentation.

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

There were no comments from the Public.

Chair Orcutt closed the Public Hearing at 7:16 p.m.

Commission and Staff discussion followed.

ACTION: It was moved by Vice Chair Hudson and seconded by Commissioner Wood that the Planning Commission approve the Development Review Permit for an exterior remodel of Arby's Restaurant, located at 745 W. Clover Road, Assessor's Parcel Number 214-180-18, subject to conditions and based on findings contained in the Planning Commission Resolution dated September 9, 2020.

A roll call vote found all in favor; passed and so ordered; 4-0-1-0.

B. CONDUCT A SCOPING MEETING TO OBTAIN COMMENTS FROM PUBLIC AGENCIES OR OTHER INTERESTED PARTIES REGARDING ISSUES TO BE ANALYZED IN THE COSTCO DEPOT ANNEXATION PROJECT ENVIRONMENTAL IMPACT REPORT – APPLICATION NUMBERS A/P19-0001, D19-0014, and CUP19-0002

Genevieve Federighi, Assistant Planner, delivered the staff report.

Elise Carroll, DeNovo Planning, presented the PowerPoint presentation.

There were no comments from the Public.

Commission and Staff discussion followed. No Commission action required for this item.

C. CONDUCT A SCOPING SESSION TO OBTAIN COMMENTS FROM PUBLIC AGENCIES AND OTHER INTERESTED PARTIES REGARDING THE ISSUES TO BE ANALYZED IN THE TRACY ALLIANCE ENVIRONMENTAL IMPACT REPORT – APPLICATION NUMBER AP20-0003

Victoria Lombardo, Senior Planner, delivered the staff report and PowerPoint presentation.

There were no comments from the Public.

Commission and Staff discussion followed. No Commission action required for this item.

2. ITEMS FROM THE AUDIENCE

There were no comments from the Public.

3. DIRECTOR'S REPORT

Mr. Dean expressed his appreciation for the staff members who help run these virtual Planning Commission meetings, namely Grace Strmiska, Andrea Pedigo, Gina Peace and Marcel Miranda.

Mr. Dean also announced that each commissioner should have received information regarding his registration for this year's virtual APA Conference, which will be held September 14 – September 16.

4. ITEMS FROM THE COMMISSION

Vice Chair Hudson expressed concern that the Tracy Hills Project has only one-way into the development and one-way out, and wanted assurance that the city is doing due diligence, as the recent fires came pretty close, just across from I-580.

Mr. Dean assured that city staff has ongoing, robust dialogue regarding fire access, with the Tracy Hills developers and the Fire Department.

5. ADJOURNMENT

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

A voice vote found all in favor; passed and so ordered; 4-0-1-0.

Time: 7:59 p.m.

CHAIR

STAFF LIAISON

September 23, 2020

AGENDA ITEM 1.A

REQUEST

PUBLIC HEARING TO CONSIDER RECOMMENDATIONS TO THE CITY COUNCIL REGARDING THE TRACY HILLS VILLAGE 7C PROJECT, WHICH INCLUDES APPROVAL OF A GENERAL PLAN AMENDMENT, A TRACY HILLS SPECIFIC PLAN AMENDMENT, AND A VESTING TENTATIVE SUBDIVISION MAP TO INCREASE THE NUMBER OF LOTS IN VILLAGE 7C FROM 66 TO 132, AND A DEVELOPMENT REVIEW PERMIT FOR APPROVAL OF THE ARCHITECTURE, WHICH IS PROPOSED AS ATTACHED SINGLE-FAMILY HOMES IN A DUETS DESIGN, LOCATED ON APPROXIMATELY 28 ACRES IN TRACY HILLS PHASE 1A IN THE VICINITY OF TRACY HILLS DRIVE. THE APPLICANT IS JOHN PALMER. APPLICATION NUMBERS GPA20-0002, SPA20-0003, TSM20-0001, AND D20-0023

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 Village 7C Project, which consists of approximately 28 acres located in Tracy Hills Phase 1A 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 GPA20-0002)
- Approval of a Tracy Hills Specific Plan Amendment (Application Number SPA20-0003)
- Approval of a Vesting Tentative Subdivision Map (TSM20-0001)
- Approval of a Development Review Permit (D20-0023)

Overview of the General Plan Amendment

The proposed General Plan Amendment includes changing the General Plan land use designation on approximately 28 acres, known as Village 7C, within the Tracy Hills Phase 1A area from Residential Low to Residential Medium. This is a proposed amendment to the General Plan Land Use Designations Map, Figure 2-2 (Attachment A:

General Plan Amendment). The Residential Medium designation has a density range of 5.9 to 12.0 dwelling units per acre. The developable area within Village 7C is approximately 19 acres. The undevelopable area includes a drainage basin and a couple of HOA-owned landscape parcels.

Allowing a greater variety of lot types, building types and densities within residential neighborhoods is beneficial to accommodating a wide range of housing objectives, buyer needs, and affordability, and is encouraged by the General Plan, as stated in the following General Plan policies:

LU-4.1 Policy P1:

Residential neighborhoods should contain a mix of housing types including single-family homes on a range of lot sizes; townhomes; duplexes, triplexes and fourplexes; and apartments.

CC-6 Policy P2:

Neighborhoods shall be designed to provide a mix of housing types such as single-family, duplex, triplex, fourplex, townhomes and apartments.

Overview of the Tracy Hills Specific Plan Amendment

The proposed Tracy Hills Specific Plan Amendment (SPA) includes rezoning approximately 28 acres, known as Village 7C, within the Tracy Hills Phase 1A area from Low Density Residential (LDR-TH) to Medium Density Residential (MDR-TH). The proposed SPA also includes a series of updates to the development standards for the MDR-TH zoning district to allow for duets, which is a building type involving two attached single-family homes on separate lots. Additionally, the proposed SPA includes revisions to allow more flexibility related to design specifications for the lighting standards (Attachment B: Tracy Hills Specific Plan Amendment).

The entire Tracy Hills Phase 1A area consists of approximately 417 acres and was previously approved for approximately 1,160 single-family residential lots. All residential areas within Tracy Hills Phase 1A are currently zoned as Low Density Residential. The proposed rezoning of Village 7C (28 acres) from Low Density Residential to Medium Density Residential would allow a greater range of lot types, building types and densities within Tracy Hills Phase 1A. The proposed rezoning is consistent with the General Plan policies stated above and the proposed General Plan Amendment.

Overview of the Vesting Tentative Subdivision Map

The previously approved Vesting Tentative Subdivision Map for Tracy Hills Phase 1A shows 66 lots in the Village 7C area. The approved subdivision design for Village 7C consists of 70-foot wide lots. The proposed Vesting Tentative Subdivision Map for Village 7C would split the lot widths in half. The proposed Vesting Tentative Subdivision Map would result in 132 lots on approximately 19 acres with 35-foot wide lots. The neighborhood layout, including street and block design would remain as previously approved. Typical lot sizes would range from 3,500 to 5,500 square feet with a few exceptions of larger lots (Attachment C: Vesting Tentative Subdivision Map).

The proposed small-lot design would expand the diversity of lot sizes and house types in the Tracy Hills area. The proposed density is approximately 6.9 dwelling units per acre, which is consistent with the General Plan designation of Residential Medium. The Proposed Vesting Tentative Subdivision Map is consistent with the General Plan policies stated above and the proposed amendments to the General Plan and the Tracy Hills Specific Plan.

The City conducted a traffic analysis of the proposed project, which concluded that the addition of 66 homes in Tracy Hills Village 7C (for a new total of 132) would not trigger new intersection deficiencies or other traffic impacts. The traffic analysis memo is included as an attachment to the CEQA Initial Study described below.

Overview of the Development Review Permit

The Development Review Permit application involves the proposed architectural design for Village 7C (Attachment D: Architectural Packet). The building type is a duets product, which involves the pairing of two attached single-family homes on separate lots. The proposed architecture includes three floor plans with four elevations for each plan type. The duets would be constructed in three different building configurations, pairing Plans 1 and 2, Plans 1 and 3, and Plans 2 and 3. The floor plan sizes would be approximately 1,800 square feet for Plan 1, approximately 2,000 square feet for Plan 2, and approximately 2,300 square feet for Plan 3. In order to break up the building façade and deemphasize the view of the paired garages, one of each two garages would be pushed back five feet or more from the face of the other garage so that both garages would not be on the same plane.

The proposed architecture is consistent with the Tracy Hills Specific Plan, including desirable elements such as significant variation between floor plans and elevations, a mix of building materials, and architectural features on all four sides of each dwelling unit. The proposed architectural quality is consistent with the homes in the Tracy Hills Phase 1A neighborhood.

Environmental Document

An Environmental Impact Report (EIR) was certified by the City Council on April 5, 2016 for the Tracy Hills Specific Plan. An Initial Study has been prepared in accordance with the provisions of the California Environmental Quality Act (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 15168 of the CEQA Guidelines, exist in connection with the proposed Tracy Hills Village 7C Project (Attachment E: CEQA Initial Study). Therefore, pursuant to Section 15168(c)(2), no further environmental document is required.

RECOMMENDATION

Staff recommends that the Planning Commission recommend that the City Council take the following actions for the Tracy Hills Village 7C Project, as stated in the Planning Commission Resolutions, dated September 23, 2020 (Attachments F, G, H, and I: Planning Commission Resolutions):

- Approve a General Plan Amendment (Application Number GPA20-0002)
- Approve a Tracy Hills Specific Plan Amendment (Application Number SPA20-0003)
- Approve a Vesting Tentative Subdivision Map (Application Number TSM20-0001)
- Approve a Development Review Permit (Application Number D20-0023)

SUGGESTED MOTION

Move that Planning Commission recommend that the City Council take the following actions for the Tracy Hills Village 7C Project, as stated in the Planning Commission Resolutions, dated September 23, 2020:

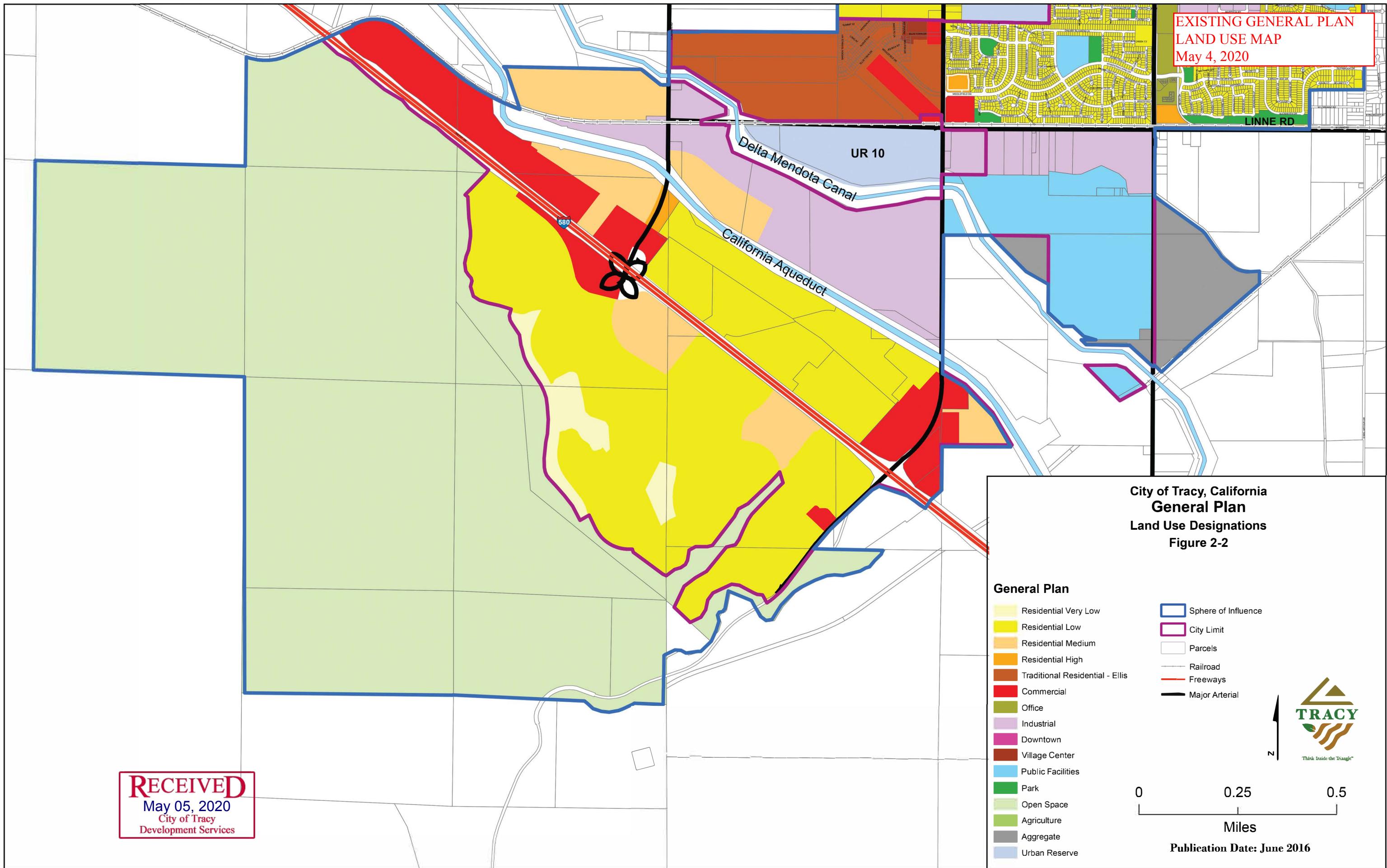
- Approve a General Plan Amendment (Application Number GPA20-0002)
- Approve a Tracy Hills Specific Plan Amendment (Application Number SPA20-0003)
- Approve a Vesting Tentative Subdivision Map (Application Number TSM20-0001)
- Approve a Development Review Permit (Application Number D20-0023)

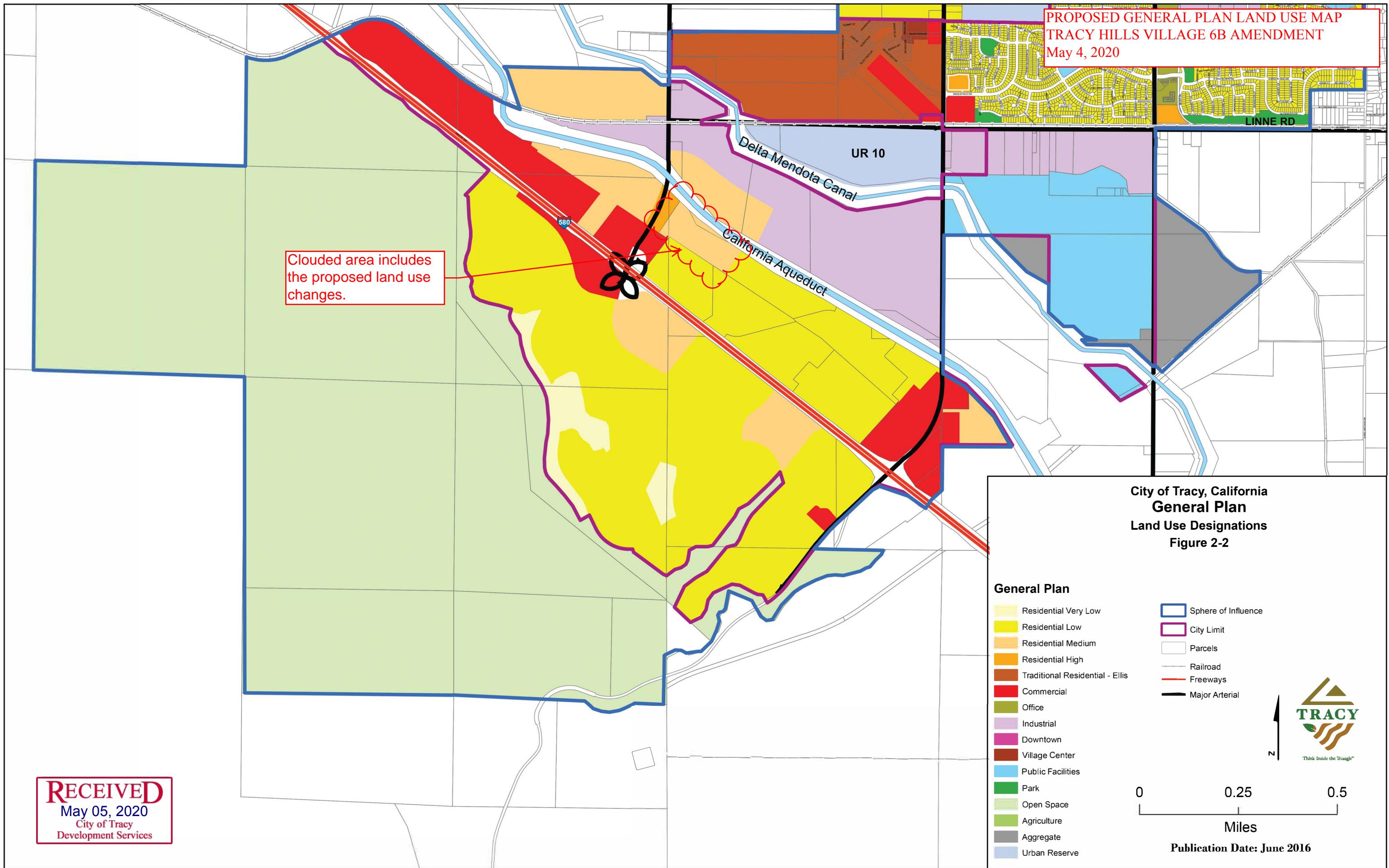
Prepared by: Scott Claar, Senior Planner

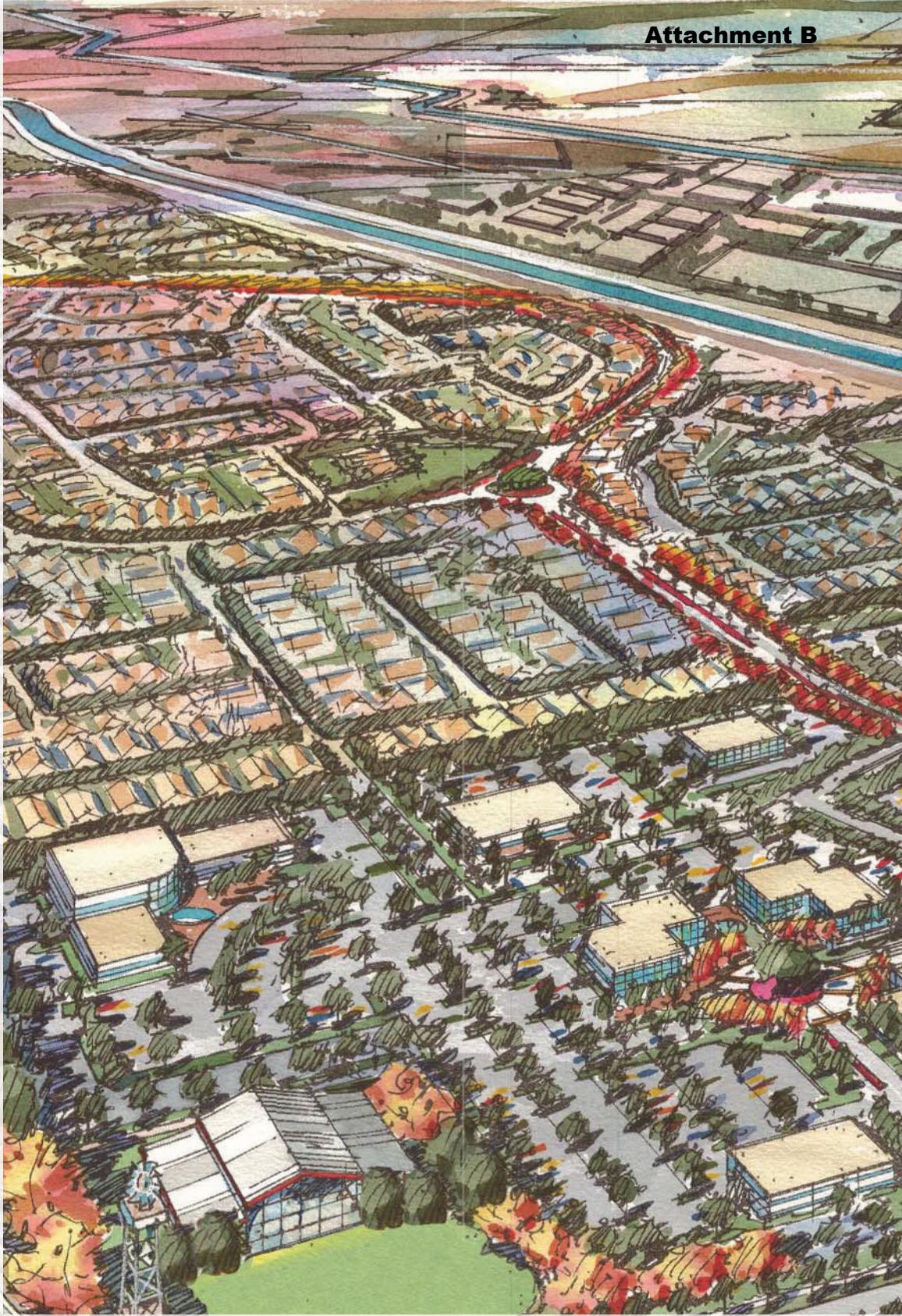
Approved by: Bill Dean, Assistant Development Services Director

ATTACHMENTS

- A: General Plan Amendment
- B: Tracy Hills Specific Plan Amendment
- C: Vesting Tentative Subdivision Map
- D: Architectural Packet
- E: CEQA Initial Study
- F: Planning Commission Resolution regarding the General Plan Amendment
- G: Planning Commission Resolution regarding the Tracy Hills Specific Plan Amendment
- H: Planning Commission Resolution regarding the Vesting Tentative Subdivision Map
- I: Planning Commission Resolution regarding the Development Review Permit







Tracy Hills Specific Plan

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

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

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

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

Draft Amendment September 16, 2020



VILLAGE 7C AMENDMENT DRAFT

September 16, 2020

0 1,500 3,000 6,000 Feet



Legend

- Specific Plan Boundary
- Yellow Single Family Homes: Large Lot
- Light Yellow Single Family Homes: Medium Lot
- Orange Single Family Homes: Small Lot
- Brown Multi-Family Homes
- Purple Mixed Use
- Red Commercial
- Purple Light Industrial
- Green Neighborhood Park
- Two Green Circles Community Park
- Green Hatched Recreation Open Space
- Light Green Conservation Easements/Open Space
- Grey Roads
- Blue Flag Elementary School
- Black Circle Retention Basin
- Green Line Pipeline Easement Multi-Use Trail

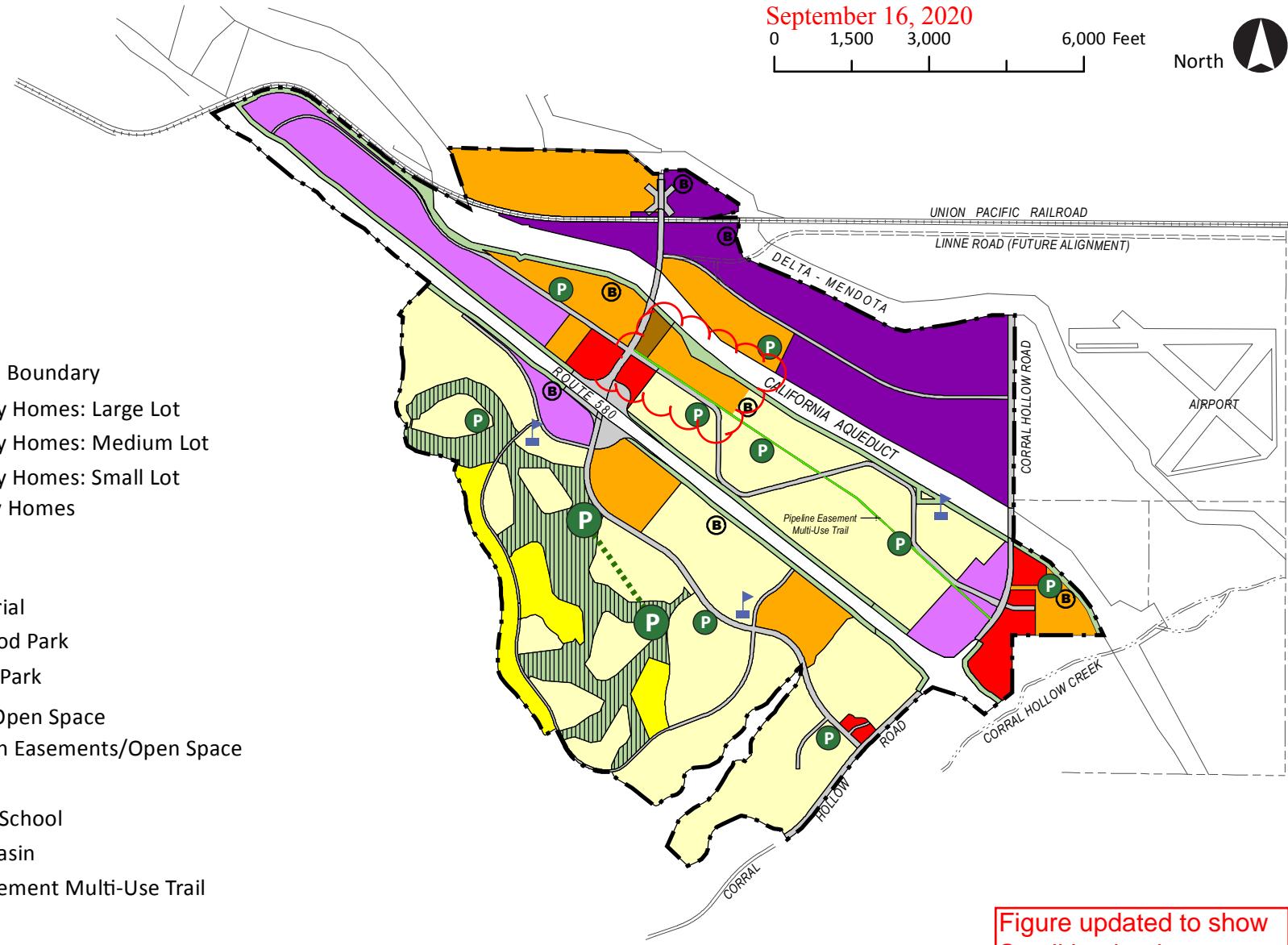


Figure updated to show
Small Lot land use at
Village 7C.

Figure 1-3

Land Use Concept



TRACY HILLS
Specific Plan

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.



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	<u>1,216.01,188</u>	<u>876.3852.5</u>	(2.1-5.8 DU's/ac.)	<u>3,2383,150</u> DU's
Medium Density Residential	<u>348.1376.1</u> ⁴	<u>295.9319.7</u>	(5.9-12.0 DU's/ac.)	<u>2,2042,381</u> 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	72.4 ⁴	61.5	0.20 F.A.R.	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		5,6895,778 DU's 5.5 mil s.f.

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

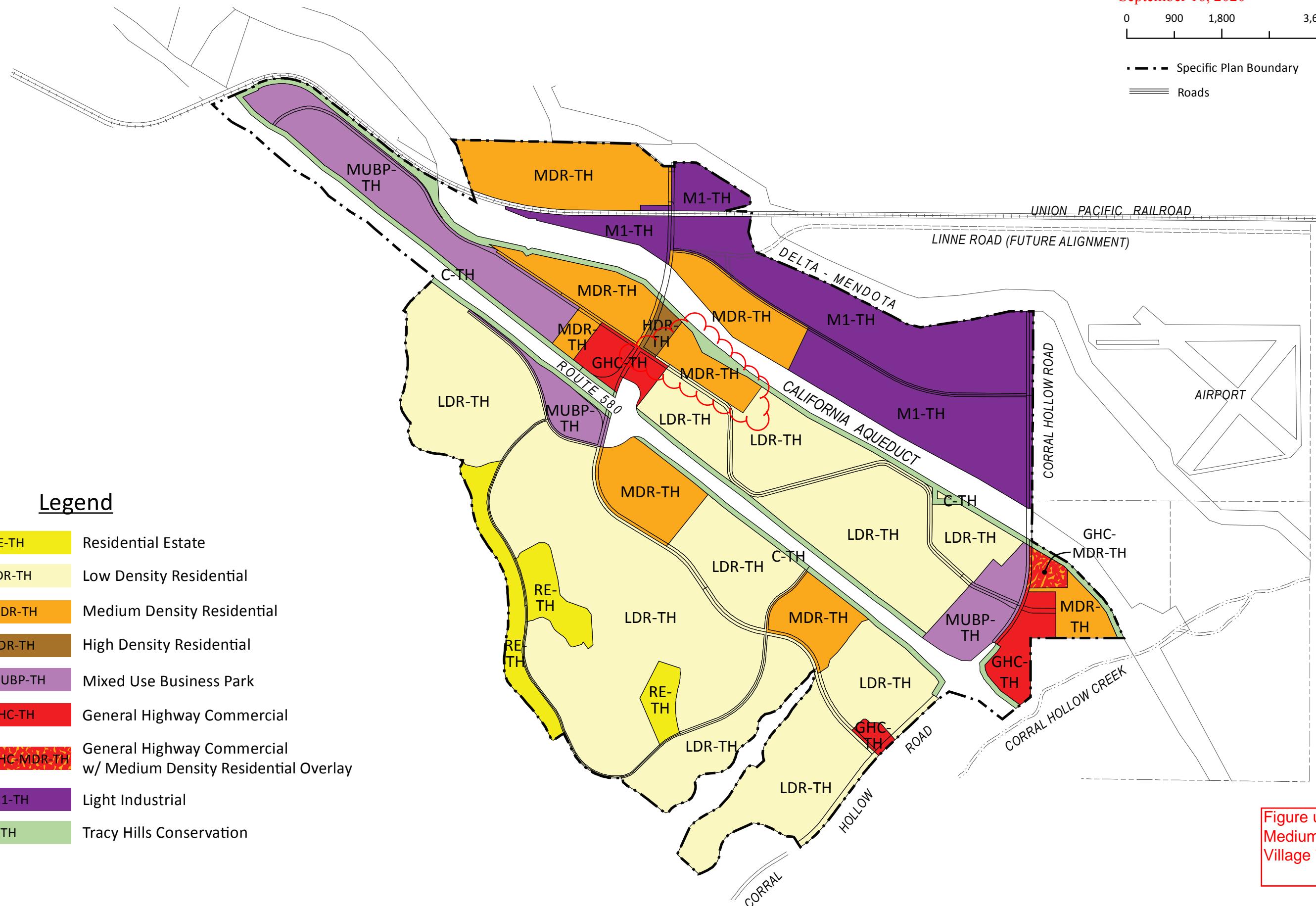
² Adjusted Developable Acres - Residential, Mixed Use Business Park, General Highway Commercial, and Light Industrial acreages have been adjusted to show that an estimated 15% of the land area is used for infrastructure such as roads and utilities, and/or public facilities such as neighborhood parks/amenities, 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.



— Specific Plan Boundary
— Roads





2. ZONING AND DEVELOPMENT STANDARDS

TABLE 2-1
PERMITTED AND CONDITIONALLY PERMITTED USES

USES	RE-TH	LDR-TH	MDR-TH	HDR-TH	MUBP-TH	GHC-TH	M1-TH
Public Utilities	P	P	P	P	P	P	P
Crop and tree farming (the raising of tree, vine, field forage, and other plant life crops of all kinds), specialty crops (primarily conducted within structures), and community gardens	P	P	P	P	P	P	P
Single-family dwellings	P	P	P	P	NP	NP	NP
Duet (Two attached dwelling units on separate lots. See Figure 2-6 for illustration)	NP	P	P	P	NP	NP	NP
Duplex (Two attached dwelling units on one lot. See Figure 2-6 for illustration) Two family dwellings	NP	P	P	P	NP	NP	NP
Multi-family dwellings:	NP	NP	P	P	C	C	NP
Boarding and Rooming Houses	NP	NP	NP	P	NP	NP	NP
Institutional uses with residential accommodations (occupancy load of six or less), such as: <ul style="list-style-type: none">Foster homesHomes for the aged	P	P	P	P	C	NP	NP
Educational and institutional uses with residential accommodations (occupancy load of over six), including but not limited to: <ul style="list-style-type: none">HospitalsNursing homes	C	C	C	C	C	C	NP
Public Facilities such as: <ul style="list-style-type: none">Fire stationsPark and neighborhood recreation (playgrounds)SchoolsArt galleries and museumsCourt house and public agency administrative officesLibrariesMeeting hallsRecreational centersAthletic fields	P	P	P	P	P	P	P
Educational, cultural, institutional, and recreational uses, such as: <ul style="list-style-type: none">Private Schools and day care centersPlaces of assemblyGolf course (private or public)Private recreation facilities, such as fitness clubsPrivate meeting hallsPrivate museums	C	C	C	C	P	P	C
Specialized recreational and instructional uses such as: <ul style="list-style-type: none">ArtsAthletics	NP	NP	NP	NP	C	P	C



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 dwelling units and an estimated population of approximately 18,260-547 (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

TABLE 2-3
DEVELOPMENT STANDARDS - RESIDENTIAL ZONING DISTRICTS

Development Standard	RE-TH	LDR-TH	MDR-TH ⁽¹²⁾	HDR-TH
Allowable Density Range	0.5 to 2.0 DU/AC	2.1 to 5.8 DU/AC	5.9 to 12.0 DU/AC	12.1 to 25.0 DU/AC
Maximum Lot Coverage	45%	45% ⁽⁸⁾	70%	45%
Minimum Lot Size	15,000 s.f.	3,900 s.f.	(1)	(1)
Minimum Lot Width	45' minimum at street frontage	45' minimum at street frontage	(1)	(1)
Minimum Front Yard Setback ⁽²⁾⁽³⁾⁽⁴⁾	30 feet	10 feet	10 feet ⁽¹¹⁾	15 feet
Minimum Front Yard Setback ⁽²⁾⁽³⁾⁽⁴⁾ Garage	30 feet	20 feet ⁽¹⁰⁾	18 feet ⁽¹⁰⁾	
Minimum Side Yard Setback ⁽²⁾⁽³⁾⁽⁶⁾⁽⁹⁾	10 feet	5 feet	<u>3'-4"</u> feet opposite garage side ⁽¹³⁾ <u>3'-8"</u> on garage side ⁽¹³⁾	15 feet, street side; 10 feet interior side
Minimum Rear Yard Setback ⁽²⁾⁽³⁾	30 feet	10 feet	7 feet	10 feet
Maximum Building Height ⁽⁷⁾	35 feet	35 feet	35 feet	35 feet

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

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

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

(3) All setbacks measured from property line.

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

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

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

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

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

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

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

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

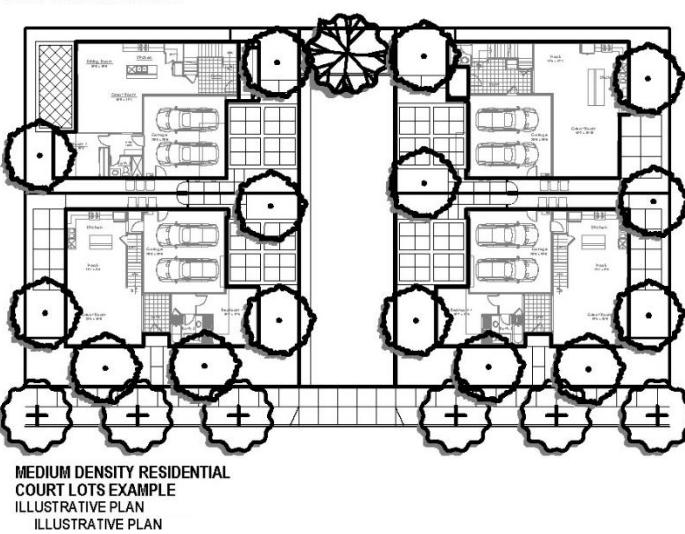
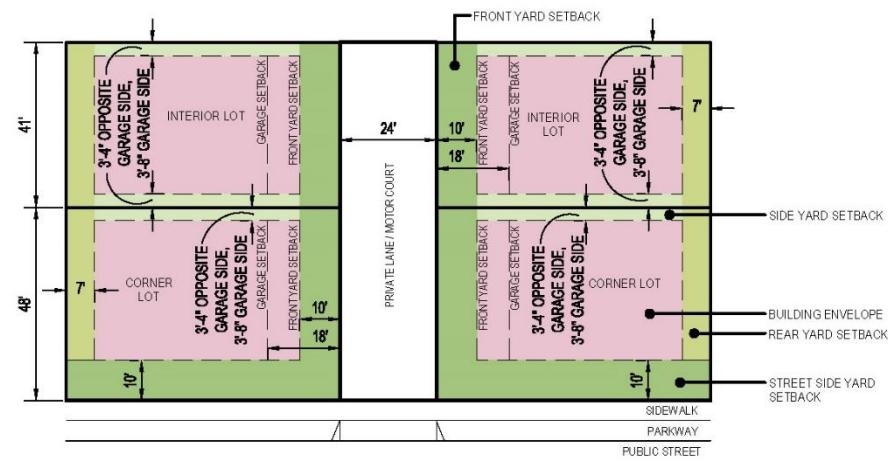
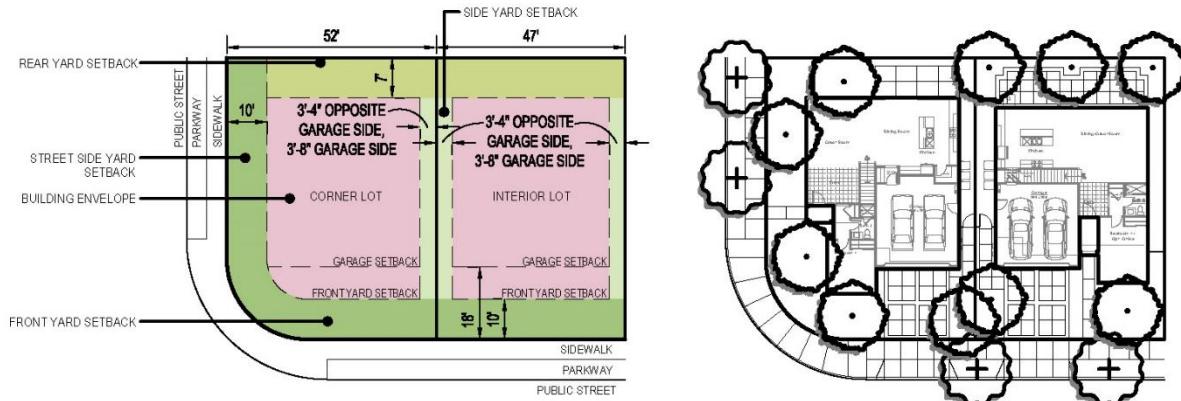
(12) In the MDR-TH zoning district, lots may be created with access provided by a private court or lane, as shown by the examples in Figure 2-6.
For such cases where the front of a house faces a private court or lane, the property line dividing the lot from the private court or lane shall be the front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

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



2. ZONING AND DEVELOPMENT STANDARDS

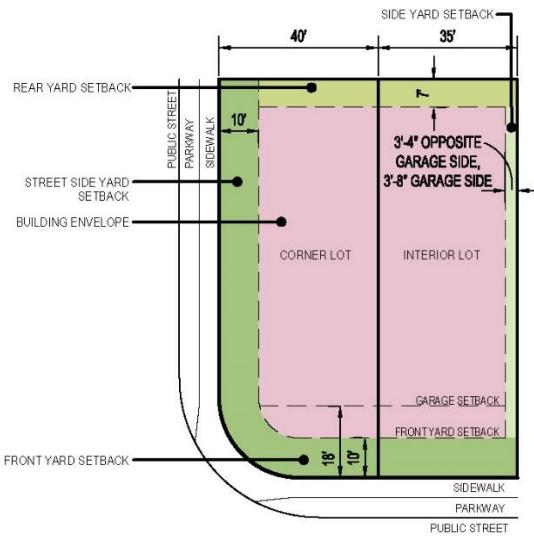
FIGURE 2-6
MEDIUM DENSITY RESIDENTIAL SETBACK EXHIBITS



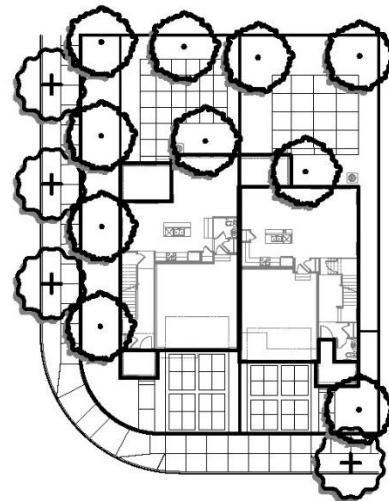


2. ZONING AND DEVELOPMENT STANDARDS

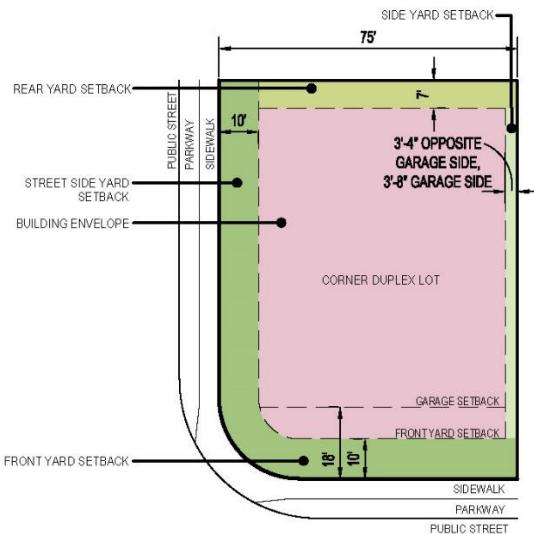
FIGURE 2-6
MEDIUM DENSITY RESIDENTIAL SETBACK EXHIBITS



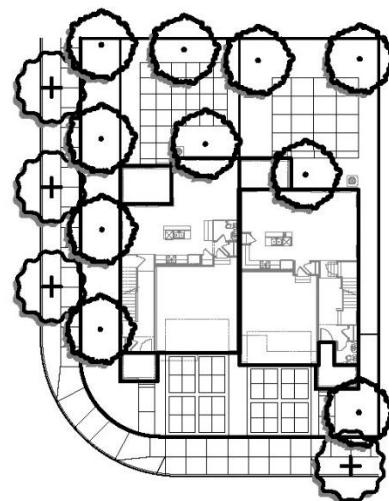
MEDIUM DENSITY RESIDENTIAL
DUET LOTS EXAMPLE (Attached units on separate lots)
PLAN OF SETBACKS & ZONES



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



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



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



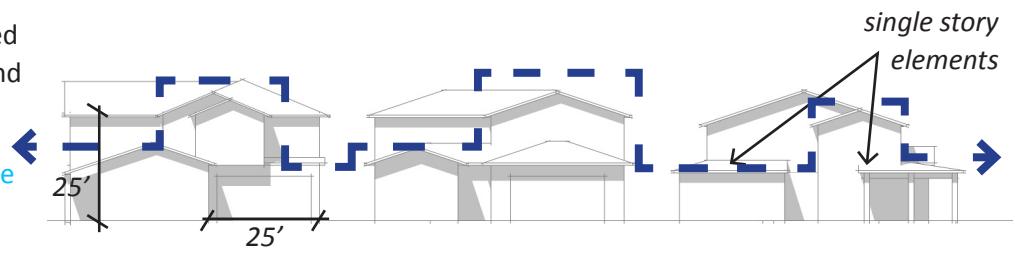
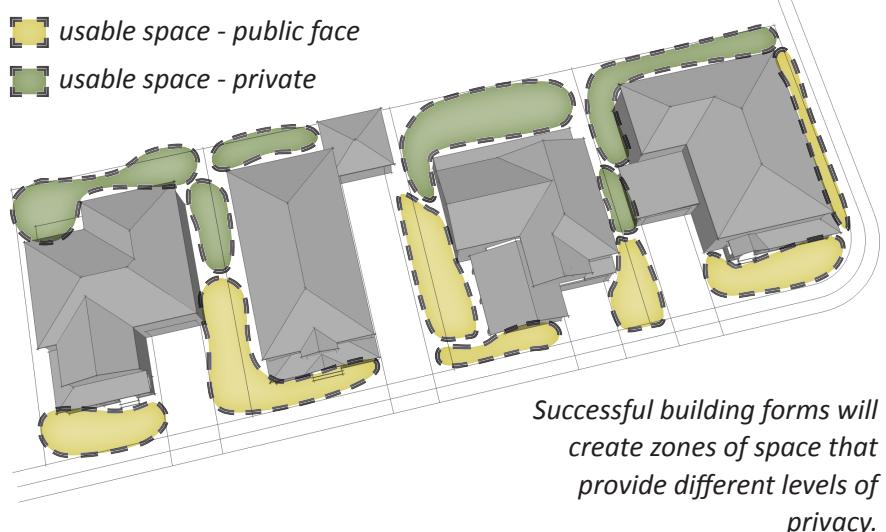
3.2.1 Scale

Scale refers to the massing and form of a building and includes elements such as building height and footprint. Depending on how a building is designed, it can either positively or negatively affect the character of a neighborhood and quality of the streetscape experience.

The guidelines below provide for the ability to create an inviting environment that considers the pedestrian and motorist experience throughout the neighborhood as it relates to visual interest and comfort in a space.

1. Massing and Building Form

- In general, building form shall allow for the creation of multiple usable zones that offer private and public spaces for residents.
- To create interest along the streetscape, building massing shall be varied through the staggering of horizontal and vertical planes. To this end, no building wall shall extend more than 25' vertically or horizontally without a visual break created by a 2' minimum offset or architectural detail.
- At least 25% of buildings within a neighborhood shall have a building mass which combines single and two story forms. Examples of forms include, but are not limited to a one story porch and a second level pop-out.
- **In low density subdivisions, there shall be at least one single-story floor plan designed within a subdivisions used on approximately 25% of the lots.**
There is no single-story requirement for medium and high density subdivisions.



Breaks in massing along vertical and horizontal planes provide interest along the streetscape.



Garages are setback and designed to complement overall design.



Variation in garage locations provides interest in the streetscape.

2. Garages

- Within a neighborhood (defined as up to 200 dwelling units) there shall be a minimum of three garage door designs provided to avoid monotony along the streetscape. Each garage door design shall be used in at least 25% of the neighborhood.
- To minimize building bulk and the focus on vehicular elements, a maximum of two car garage bays shall front to the street on single-family dwellings that have a front elevation width of less than 60 feet. For single-family dwellings that have a front elevation width of 60 feet or greater, a maximum of three car garage bays shall front to the street.
- Garages shall be designed so they are not the primary focus in the streetscape and will be complementary to the rest of the home.
- Driveways shall have a maximum width of 18' for two car garages and 30' for three car garages (measured at property line) so that it will not negatively impact the streetscape and walkability of the neighborhood. **Driveways for duet and duplex buildings may have reduced separation from each other (4' minimum separation but may be reduced to 0' at cul-de-sacs, knuckles, and other street curves).**
- Driveway approaches measured at curb face shall have a maximum width of 18' for two car garages and 30' for three car garages. **For duet and duplex buildings, the maximum permitted driveway approach width may be 38'.** Maximum widths do not include approach flares.



3.2.5 Residential Design Guidelines Checklist

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

SCALE	
Massing and Building Form	<ul style="list-style-type: none">• No building wall shall extend more than 25' vertically or horizontally without a visual break created by a 2' minimum offset or architectural detail.• At least 25% of buildings within a subdivision shall have a building mass which combines single and two story forms.• In low density subdivisions, approximately 25% of the lots shall be a single-story floor plan.
Roof Forms, Materials, and Colors	<ul style="list-style-type: none">• Create a diversity of roof forms for an articulated streetscape by providing at a minimum three different roof plans per building plan.• Flat roofs are not allowed.• Roof materials can include concrete or clay tile or architectural grade composition shingle.
ARCHITECTURAL STREETSCAPE	
Windows	<ul style="list-style-type: none">• All windows shall have trim surrounds, headers, or sills.• Buildings with the same window locations, regardless of different elevation style, shall not be located next to each other.
Garages	<ul style="list-style-type: none">• Within a neighborhood there shall be a minimum of three garage door designs provided to avoid monotony along the streetscape. Each garage door design shall be used in at least 25% of the neighborhood.• A maximum of two car garage bays shall front to the street on single-family dwellings that have a front elevation width of less than 60 feet. For single-family dwellings that have a front elevation width of 60 feet or greater, a maximum of three car garage bays shall front to the street.• Driveways shall have a maximum width of 18' for two car garages and 30' for three car garages. Driveways for duet and duplex buildings may have reduced separation from each other (4' minimum separation but may be reduced to 0' at cul-de-sacs, knuckles, and other street curves).• Driveway approaches measured at curb face shall have a maximum width of 18' for two car garages and 30' for three car garages. For duet and duplex buildings, the maximum permitted driveway approach width may be 38'. Maximum widths do not include approach flares.
Building Materials and Colors	<ul style="list-style-type: none">• Materials and colors palette shall be comprised of three or more complementary options that cover a base color, trim color, and accent color.• Material and color blocking shall not terminate at outside corners of buildings and shall wrap to appropriate transition points.
Details	<ul style="list-style-type: none">• Building details shall be consistent with the architectural style and overall building design.

Tracy Hills Specific Plan

3. DESIGN GUIDELINES

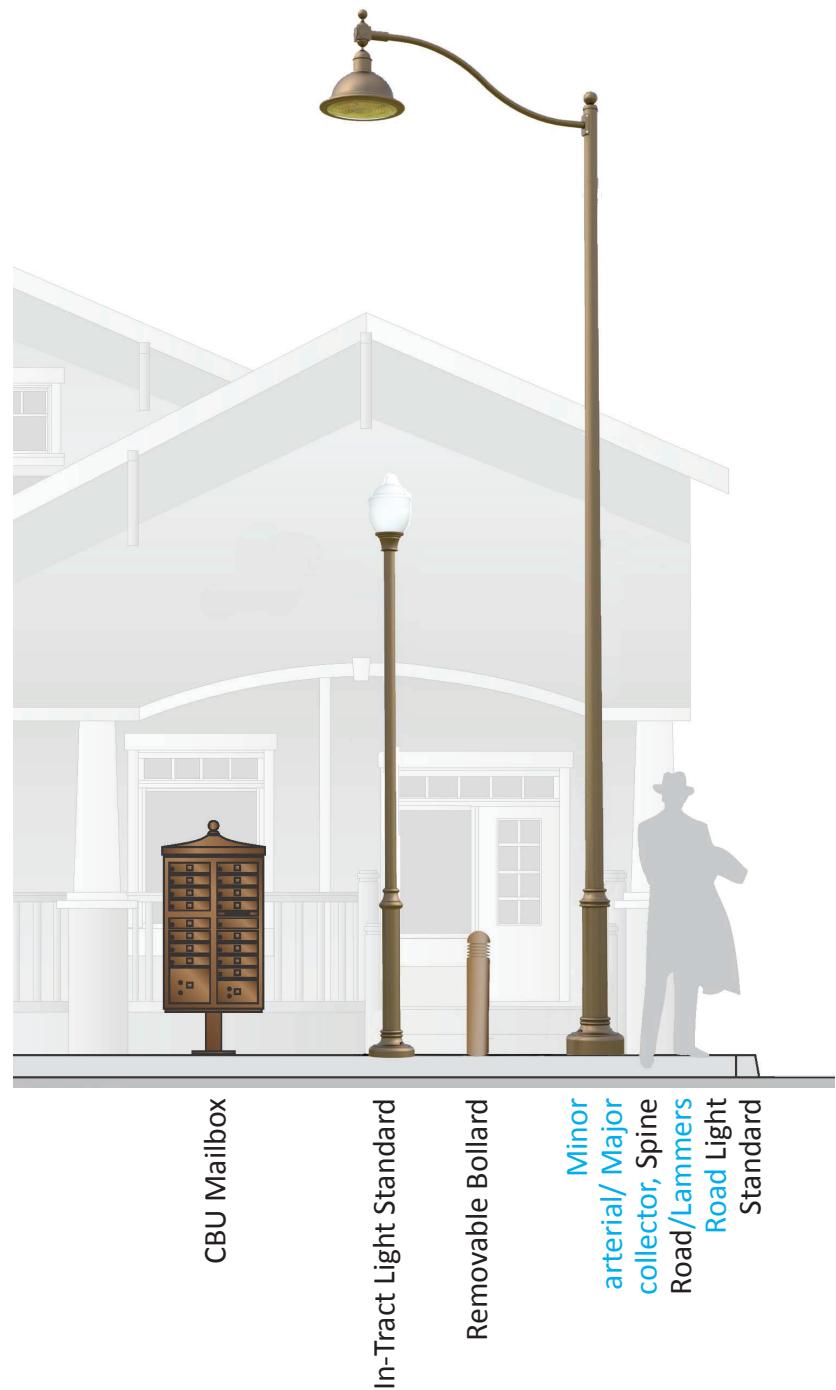


3.4.9 Lighting

The site furnishings and lighting will be used to enhance, unify and reinforce the character of the overall site design. The site furnishings and lighting shall be made of natural materials/elements that can be tied to the color and texture of the proposed monuments, walls/fences and architecture.

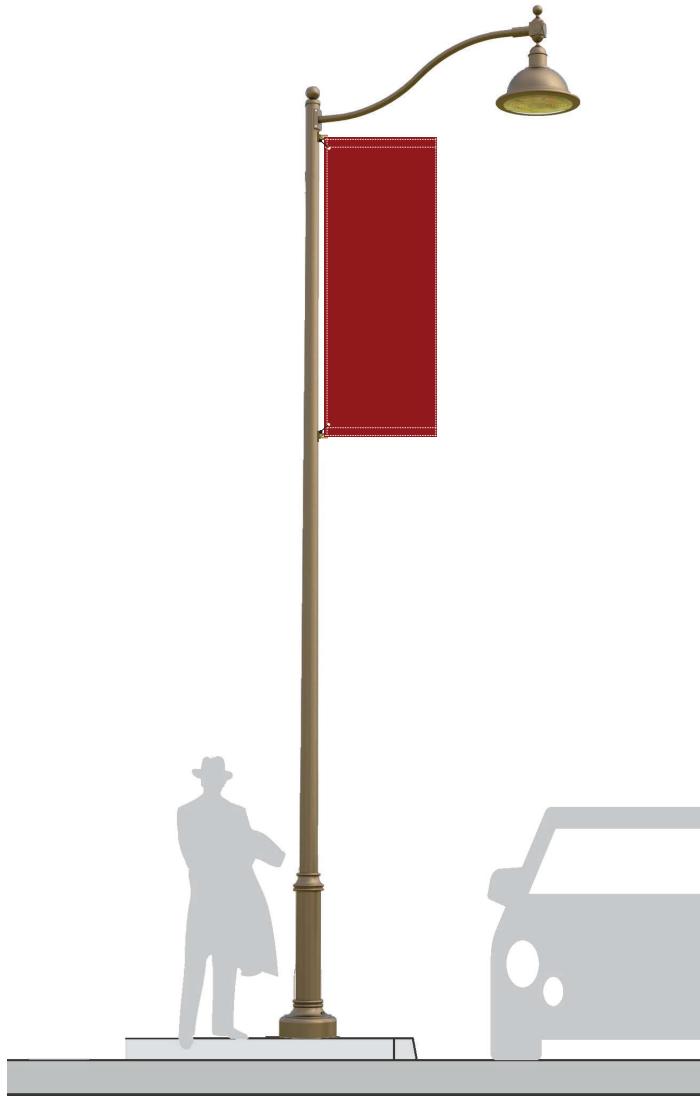
Lighting shall incorporate the following:

- All exterior light fixtures and fixture placement shall comply with the standards specified in the City's design documents. Use of energy-efficient technology is encouraged.
- Streets and intersections should be well-lit in accordance with the City standard illumination levels. Low-level lighting for pedestrian safety should be installed where appropriate. Intersections should have increased light levels for definition and to mitigate automobile/ pedestrian conflicts.
- Accent lights should be installed at all community monumentation locations.
- Street lights shall conform to the overall project theme and City standards.
- All exterior lighting for project identification, water features, and landscaping should be subdued and indirect to prevent spill over onto adjacent lots and streets.
- Lit bollards are proposed for pedestrian safety and should be provided in public open spaces.
- Removable bollards are proposed to provide a barrier at the driveway aprons to access easements.





- The type and location of building lighting should prevent direct glare onto adjacent property, streets and skyward by the use and application of shields.
- Pedestrian scale fixtures are encouraged over “high mast” poles, especially within neighborhoods.
- Consistent lighting fixtures shall be used throughout the Specific Plan Area to enhance community character.
- Light shall be confined on-site through orientation, the use of shading/directional controls, and/or landscape treatment.
- Light standard banners are encouraged to promote community awareness and activities. Banners may be located along Tracy Hills Drive.



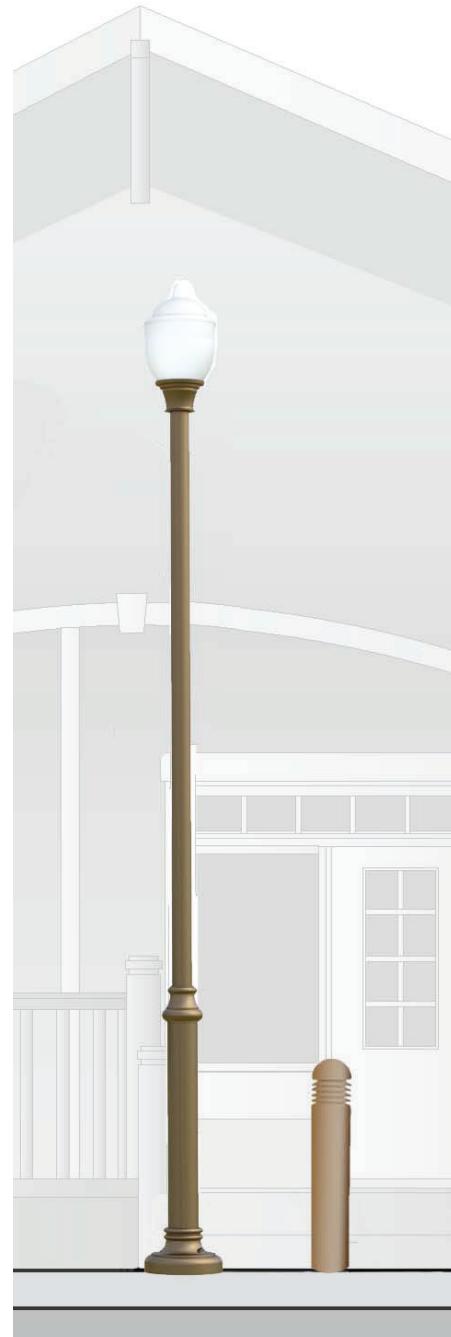
Lighting Family shown as conceptual design intent. Available through Associated Lighting Reps., Inc. (510) 638-3800, [South Coast Lighting \(714\) 931-4597, or equivalent](http://South Coast Lighting (714) 931-4597, or equivalent)



Banner shown as conceptual design intent.



- Pedestrian scale fixtures are encouraged over “high mast” poles, especially within neighborhoods.
- Consistent lighting fixtures shall be used throughout the Specific Plan Area to enhance community character.
- House-side shields shall be utilized where applicable to prevent light source glare onto adjacent property.



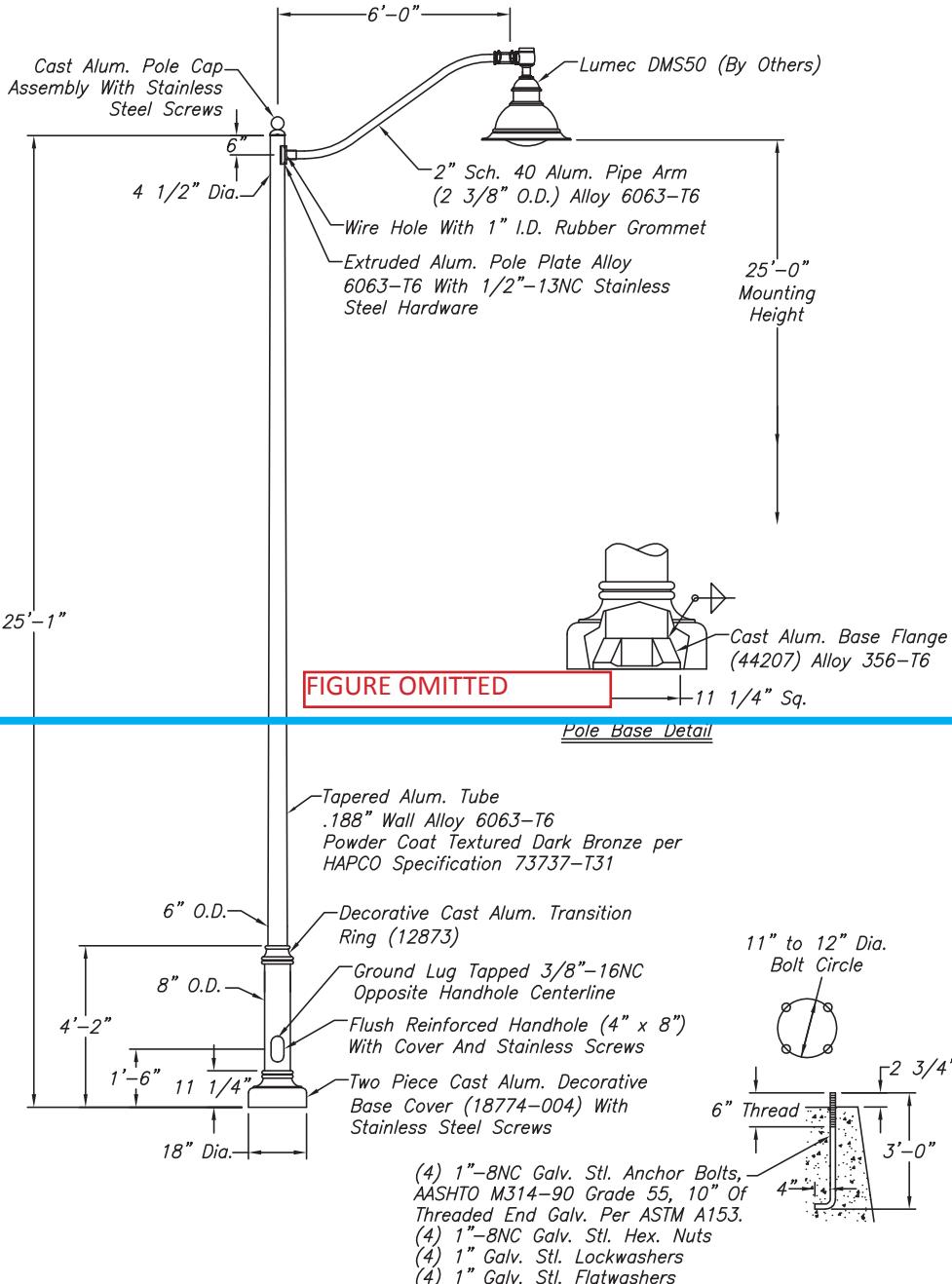
Lighting Family shown as conceptual design intent. Available through Associated Lighting Reps., Inc. (510) 638-3800, South Coast Lighting (714) 931-4597, or equivalent

Tracy Hills Specific Plan

3. DESIGN GUIDELINES



Spine Road
Light Standard

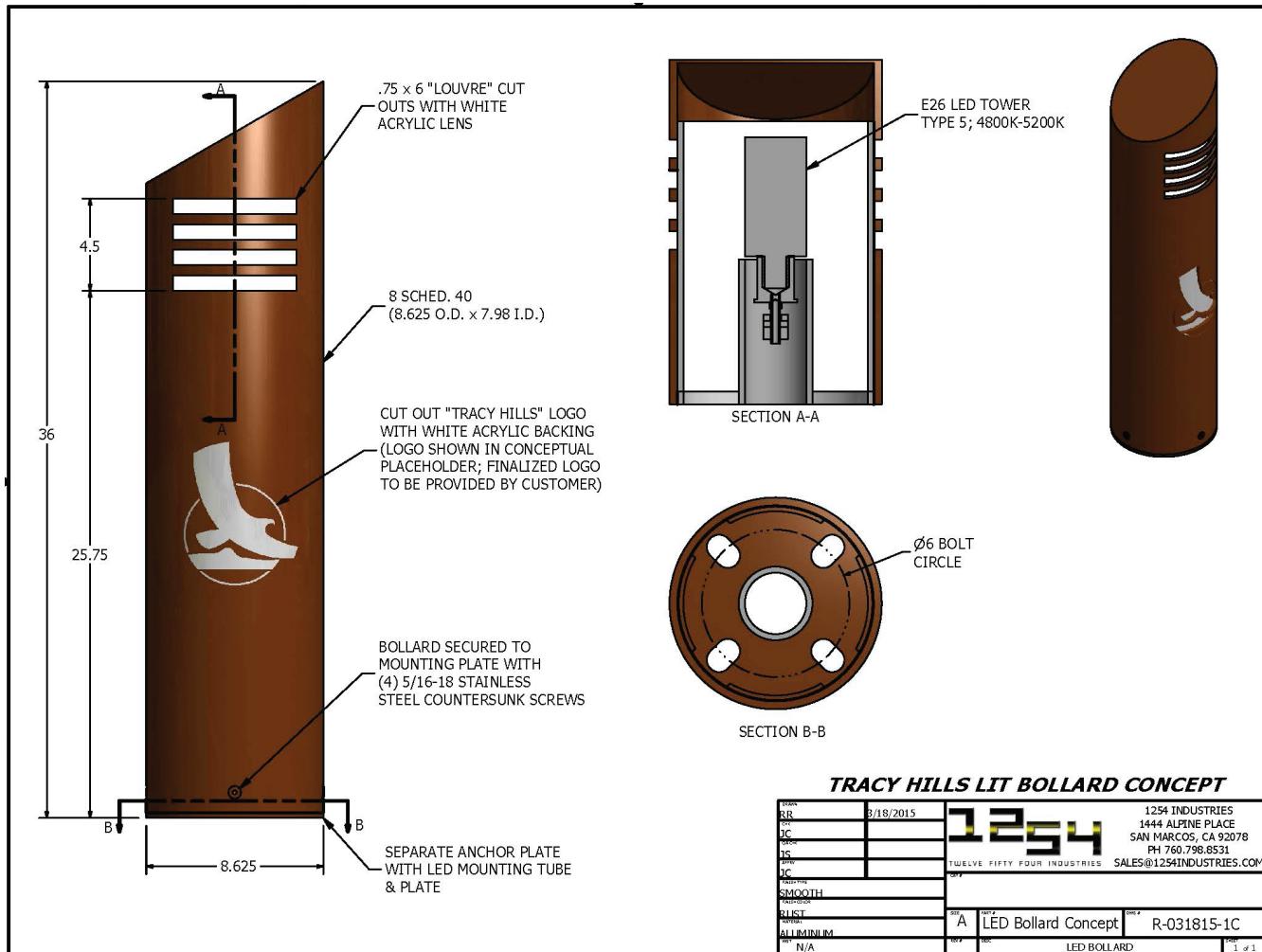


WARNING: DO NOT INSTALL LIGHTING POLES WITHOUT LUMINAIRES

NO.	REVISIONS	DATE	TITLE STAFFORD SERIES LIGHT POLE
			CUSTOMER Tracy Hills Project
		SCALE 32	DATE 08/04/2014
		BY TNB	DWG. NO.
		CHK'D	B32687

hapco
Abingdon, Va.

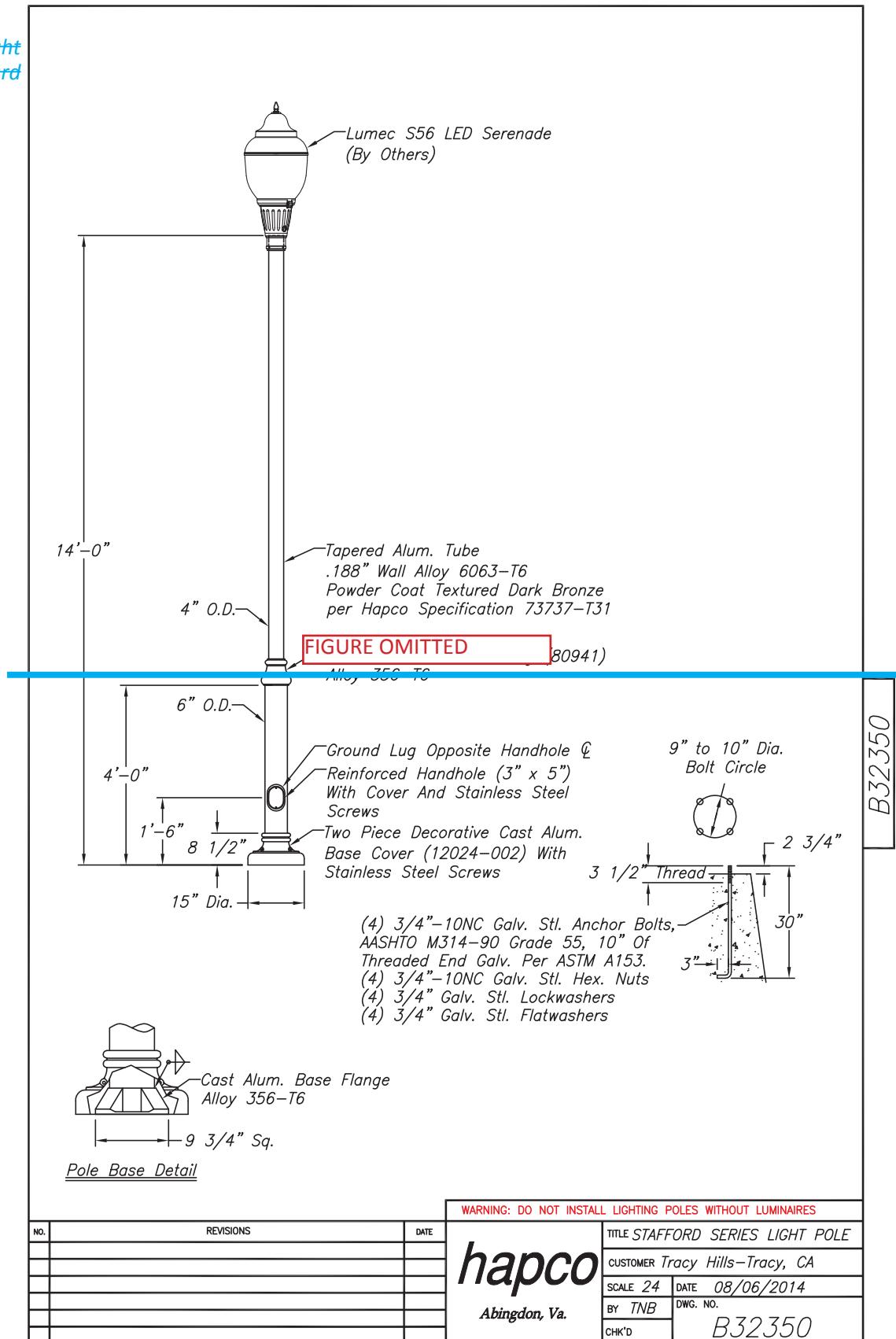
Lighting Family shown as conceptual design intent. Available through Associated Lighting Reps., Inc. or equivalent (510) 638-3800



Lighting Family
shown as
conceptual design
intent.



In-Tract Light Standard



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



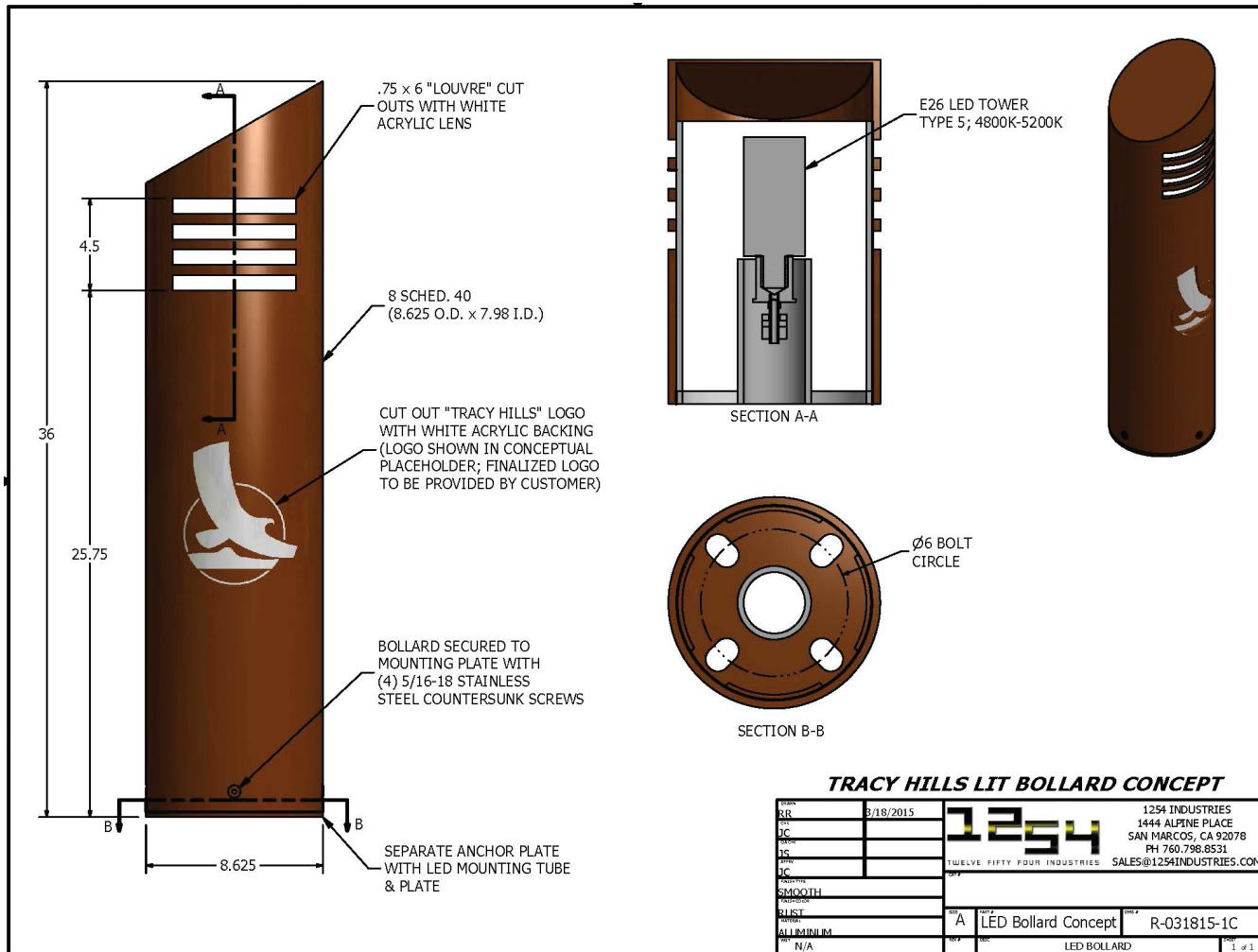
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Tracy Hills Specific Plan

3. DESIGN GUIDELINES



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AND THIS PAGE LEFT BLANK.



Lighting Family
shown as
conceptual design
intent.



4.5 WASTEWATER COLLECTION AND TREATMENT

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

4.5.1 Wastewater Collection System and Treatment

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

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

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

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

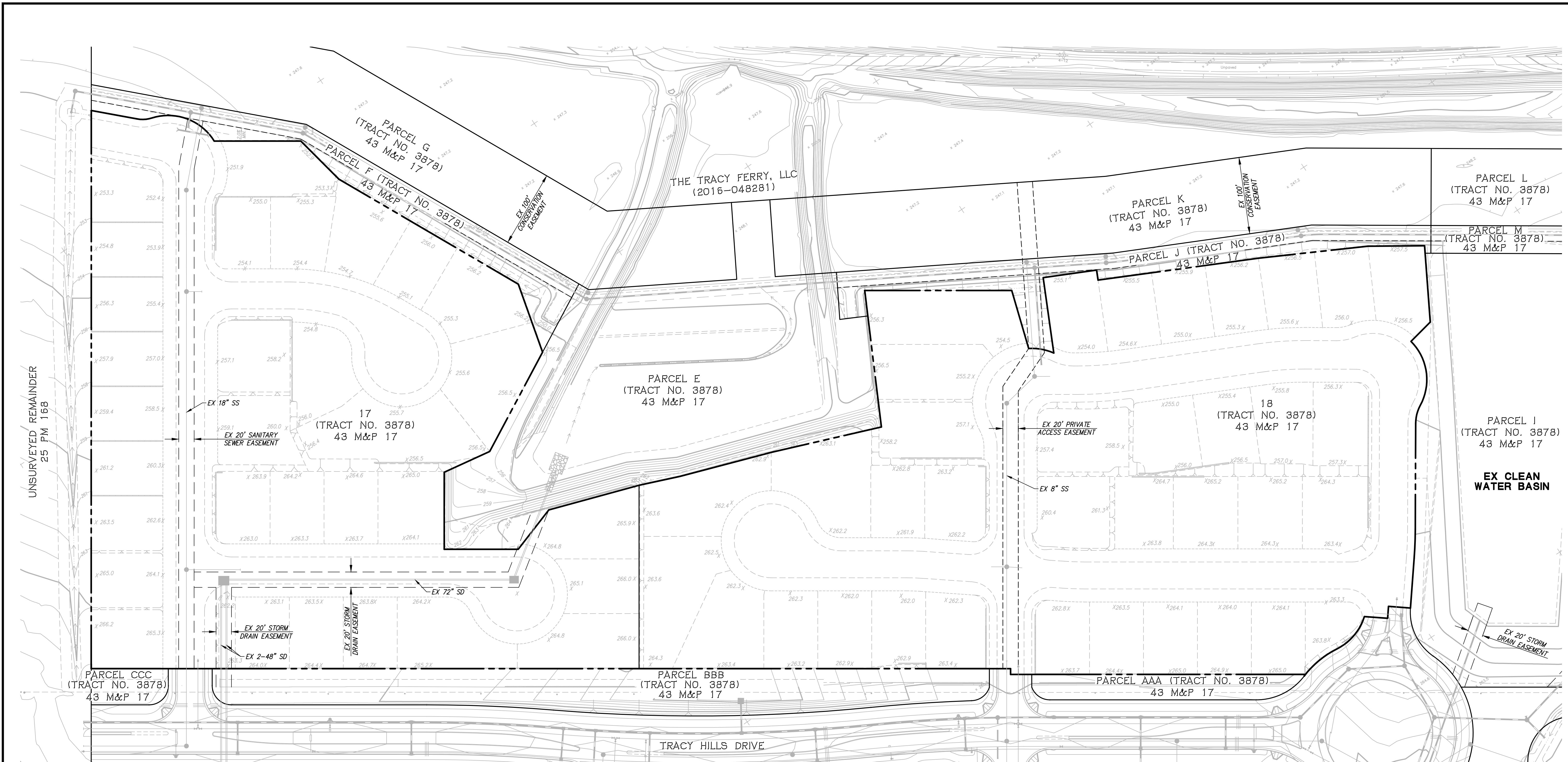
4.5.2 Wastewater Treatment

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

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

4.5.3 Trench Requirements

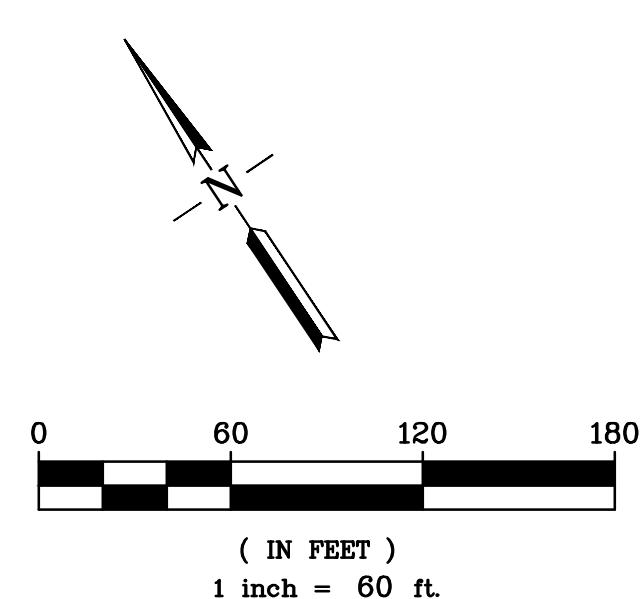
Changes to existing City standards pertaining to hillside development resulting from different geotechnical and site condition requirements will be addressed to update applicable existing City standards. Any associated costs will be paid for by the developer requesting the update. Use of native material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

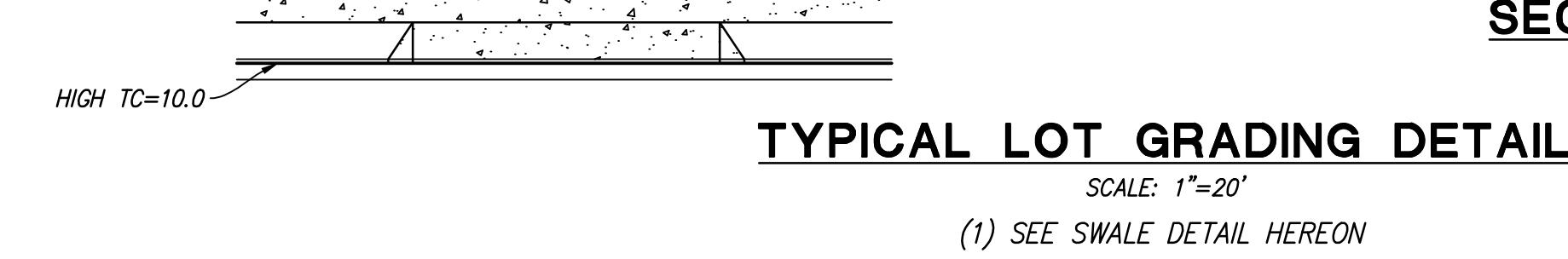
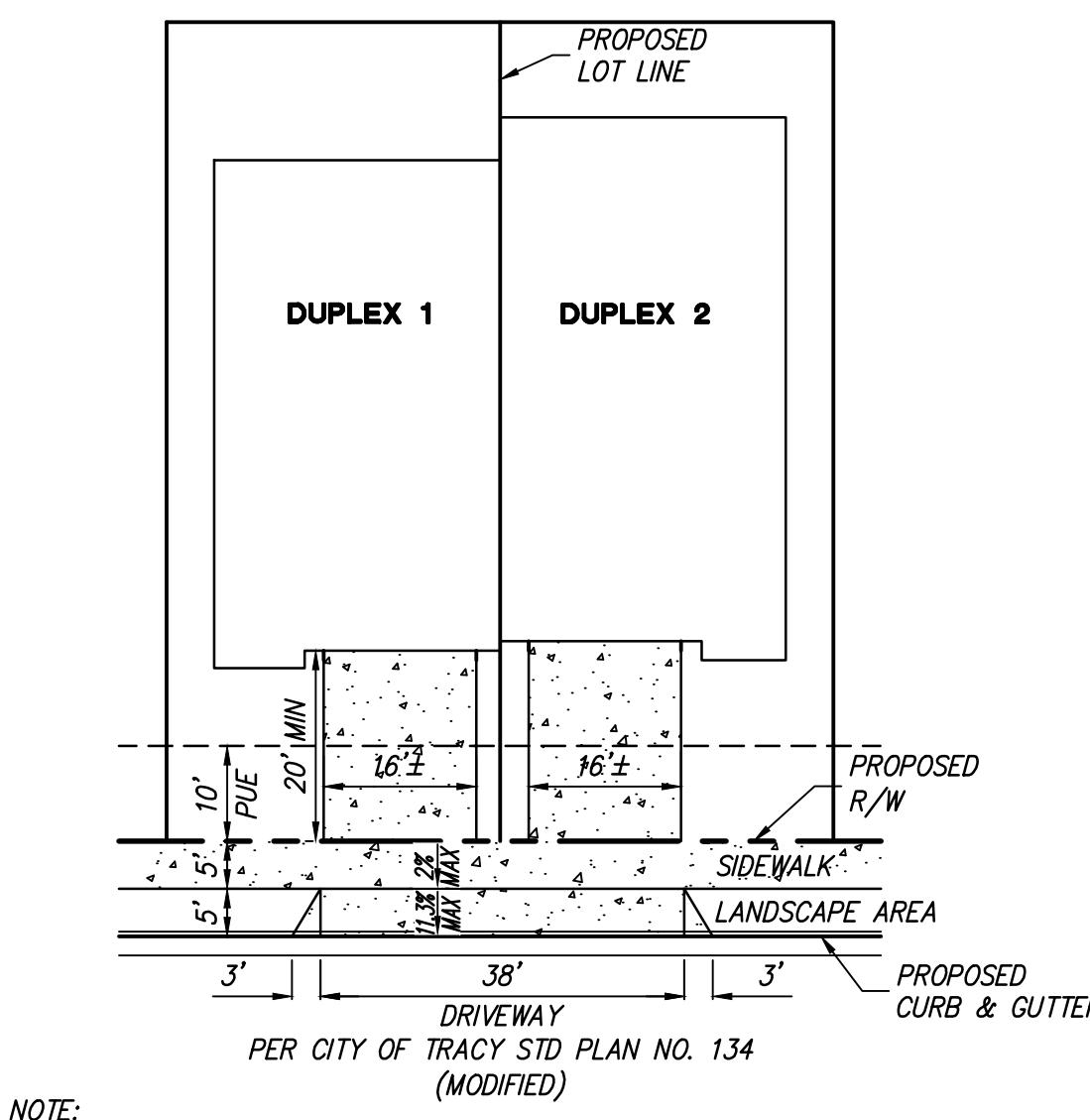
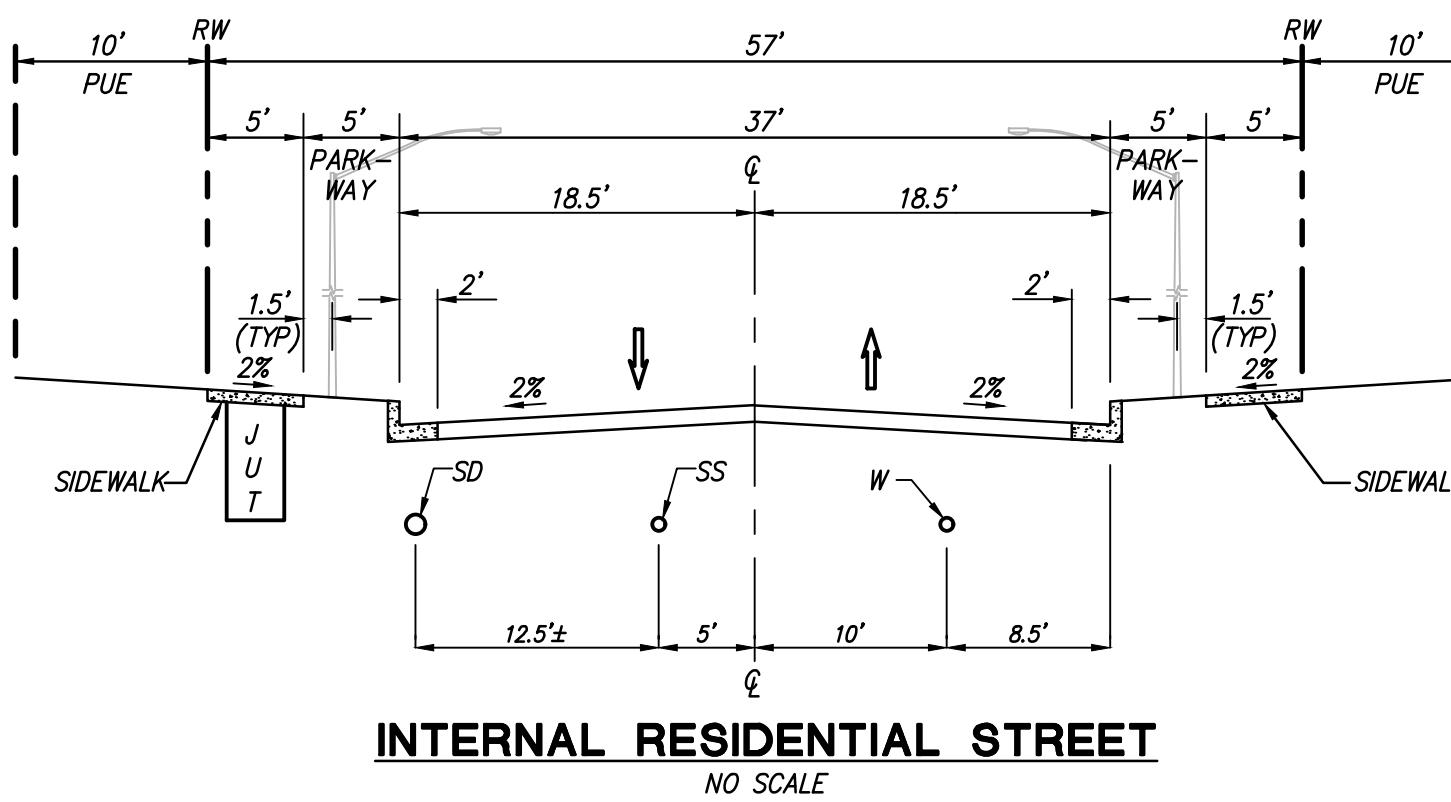
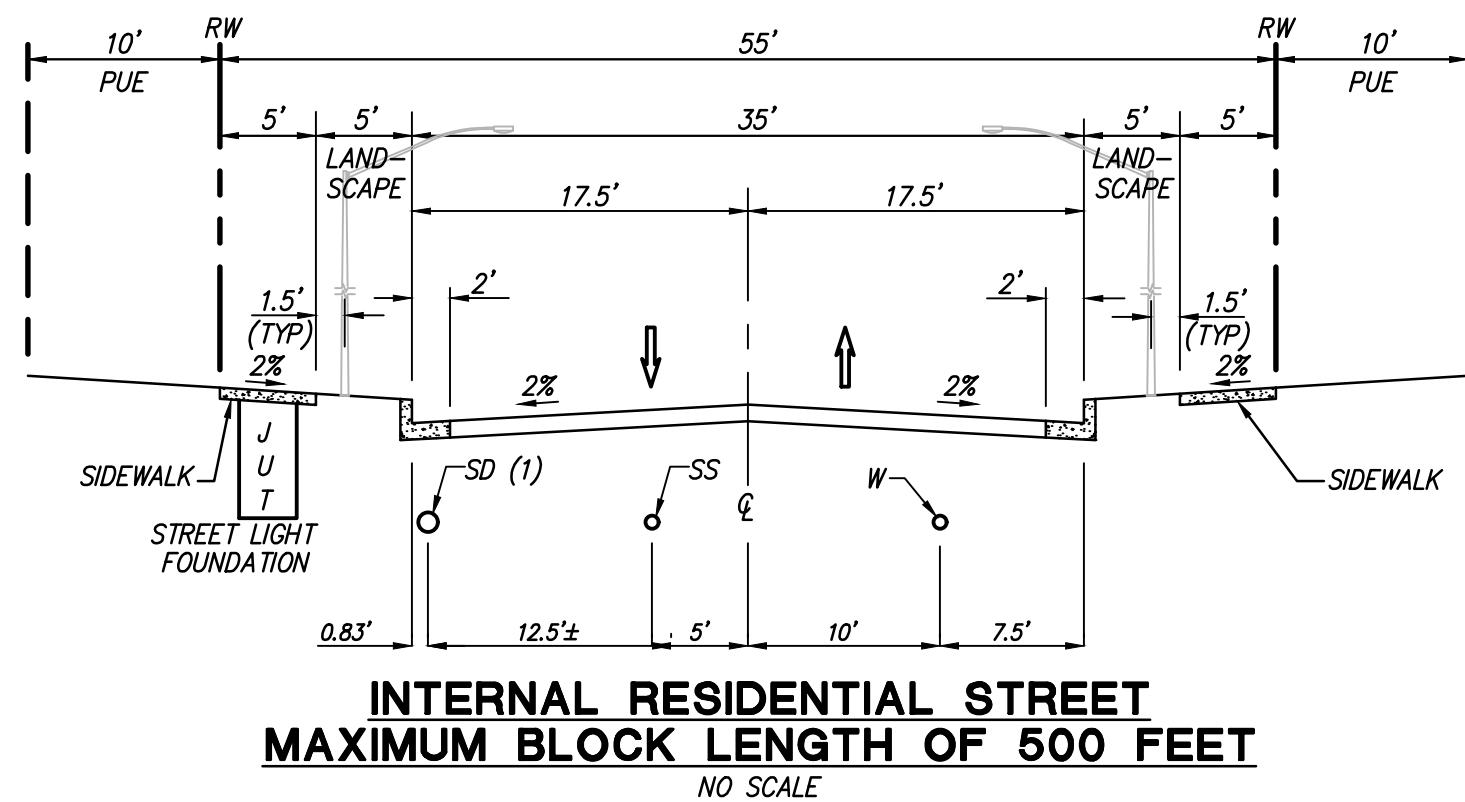


VESTING TENTATIVE MAP - TRACT 3954

EXISTING CONDITION PLAN

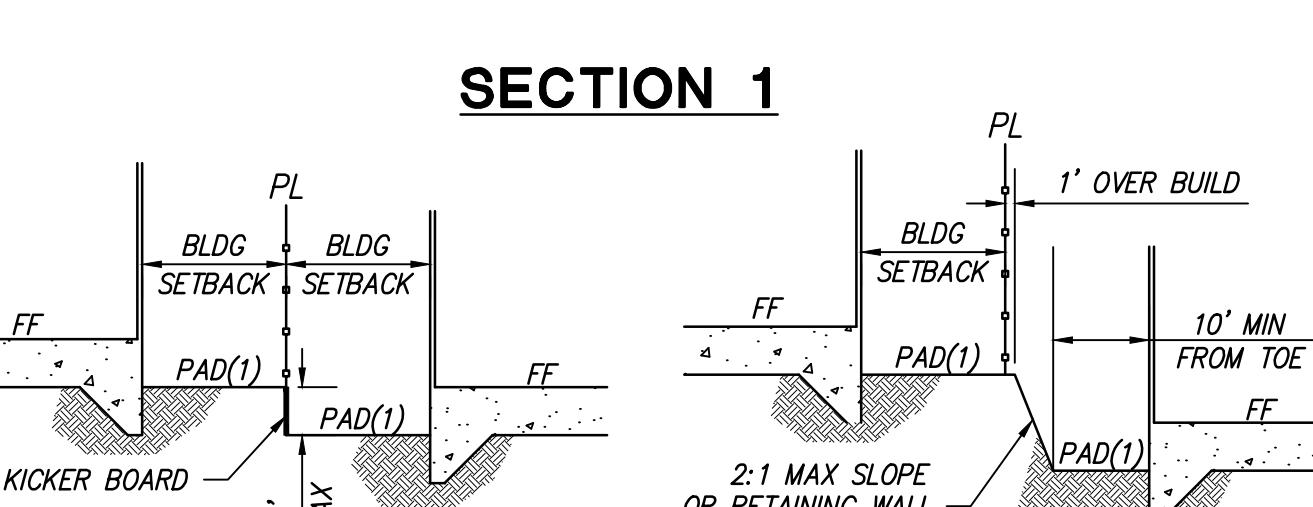
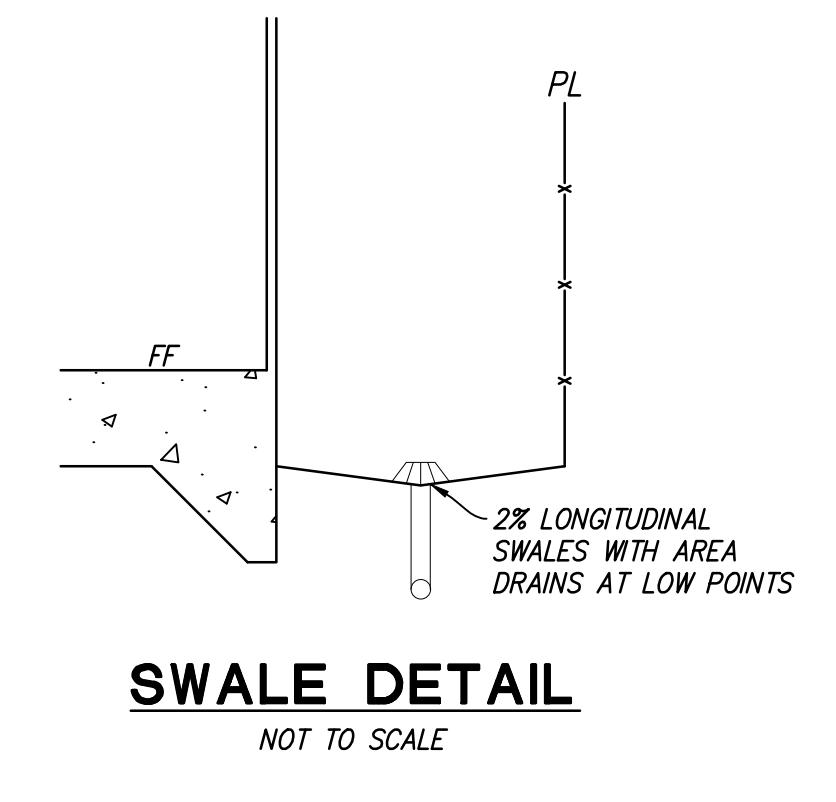
**CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA
FOR: INTEGRAL COMMUNITIES**





VESTING TENTATIVE MAP - TRACT 3954 STREET SECTIONS AND DETAILS

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



VILLAGE 7C	
LOT #	AREA (SF)
1	3,535
2	3,535
3	3,535
4	3,535
5	3,535
6	3,535
7	3,535
8	3,535
9	3,541
10	4,038
11	5,395
12	5,295
13	3,500
14	4,000
15	3,500
16	4,875
17	3,500
18	4,875
19	3,500
20	5,361
21	5,275
22	4,562
23	4,693
24	4,899
25	4,661
26	4,342
27	4,695
28	5,125
29	5,850
30	6,349
31	4,056
32	3,870
33	3,617

VILLAGE 7C	
LOT #	AREA (SF)
34	3,761
35	3,628
36	3,675
37	3,503
38	3,507
39	3,513
40	3,518
41	3,523
42	3,526
43	3,939
44	3,725
45	7,880
46	6,544
47	5,389
48	5,520
49	4,484
51	4,612
52	3,986
53	3,506
54	3,500
55	7,647
56	6,499
57	8,165
58	4,430
59	4,425
60	10,312
61	5,671
62	5,020
63	3,771
64	3,780
65	3,780
66	3,780
67	3,780

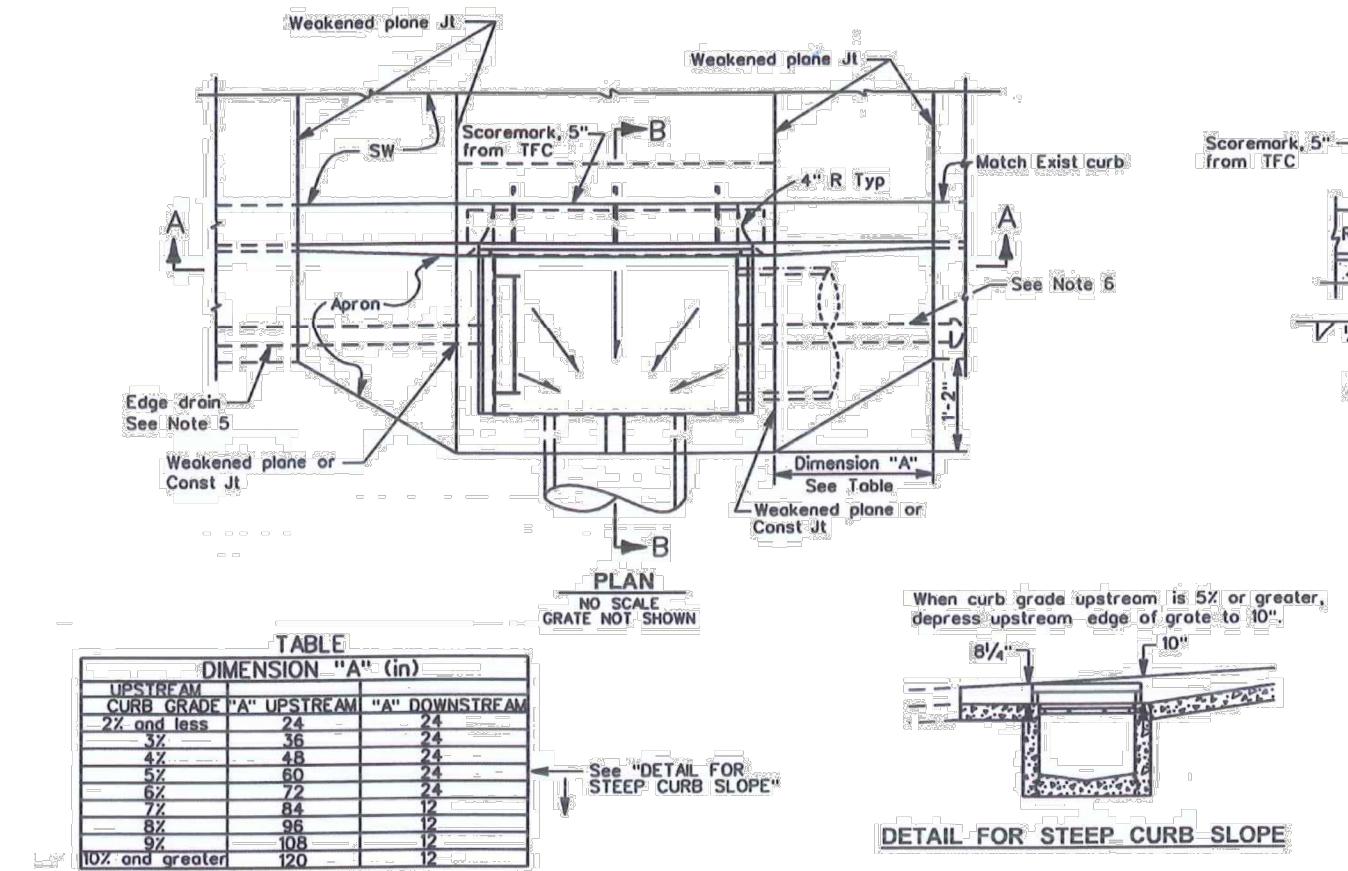
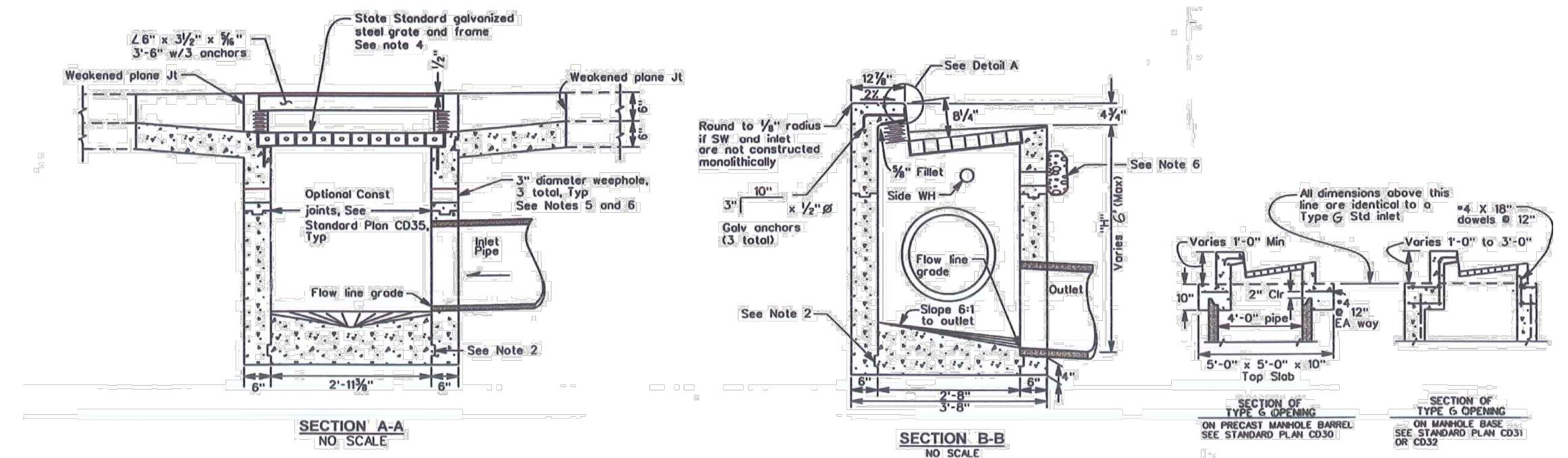
VILLAGE 7C	
LOT #	AREA (SF)
68	3,771
69	4,117
70	4,410
71	3,501
72	3,501
73	3,501
74	3,500
75	3,500
76	3,500
77	5,559
78	7,034
79	6,147
80	3,938
81	3,543
82	3,863
83	4,394
84	6,194
85	4,302
86	4,299
87	3,500
88	3,500
89	3,500
90	3,500
91	3,500
92	3,914
93	5,550
94	4,938
95	5,175
96	5,089
97	5,431
98	5,333
99	11,664
100	8,581

VILLAGE 7C	
LOT #	AREA (SF)
101	5,965
102	6,884
103	6,015
104	4,740
105	3,499
106	3,543
107	4,243
108	5,236
109	4,273
110	3,499
111	3,500
112	3,958
113	5,717
114	4,299
115	4,289
116	3,500
117	3,500
118	3,600
119	3,500
120	3,600
121	3,500
122	3,600
123	3,500
124	3,600
125	3,500
126	3,600
127	3,500
128	3,992
129	3,500
130	3,860
131	3,950
132	3,600

VESTING TENTATIVE MAP - TRACT 3954

RESIDENTIAL LOT AREA SUMMARY - 132 UNITS

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

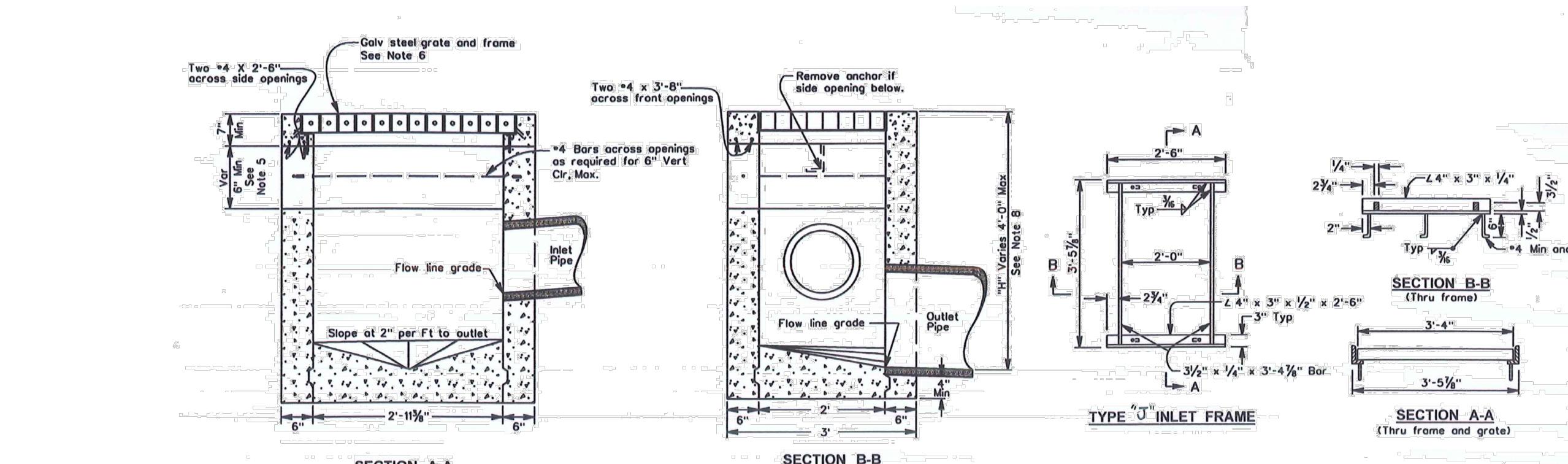


CD 27 - TYPE "G" INLET
NO SCALE

NOTES:

1. For Inlet General Notes and Details, see Standard Plan CD35.
2. Construction joints are optional where shown, other locations are subject to the approval of the Public Works Department. Key dimensions are $\frac{1}{2}'' \times 3''$.
3. When dimension "H" exceeds 6'-0", use a monolite base with Type "C" inlet top.
4. See Coftrans Standard Plan D77A for inlet frame and Coftrans Standard Plan D77B for type 24-105 inlet grate.
5. If edge drains are specified by Public Works Department or shown on the plans.
6. See Standard Plan CD35 for weep hole drainage details unless edge drain is shown on plans or as specified by Public Works Department.

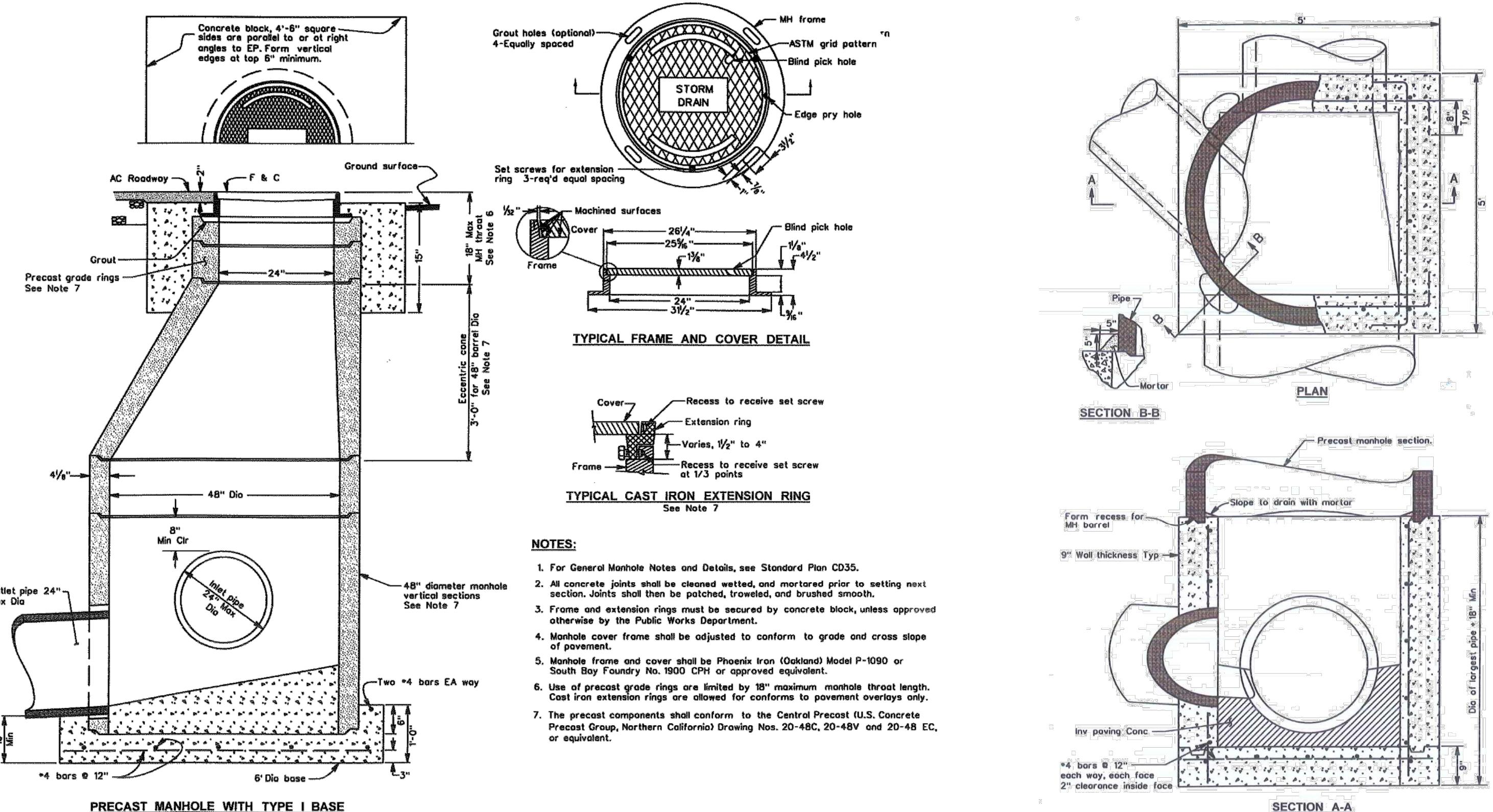
SECTION OF OPENING ON PRECAST MANHOLE BARREL SEE STANDARD PLANS CD30 OR CD32



CD 29 - TYPE "J" INLET
NO SCALE

NOTES:

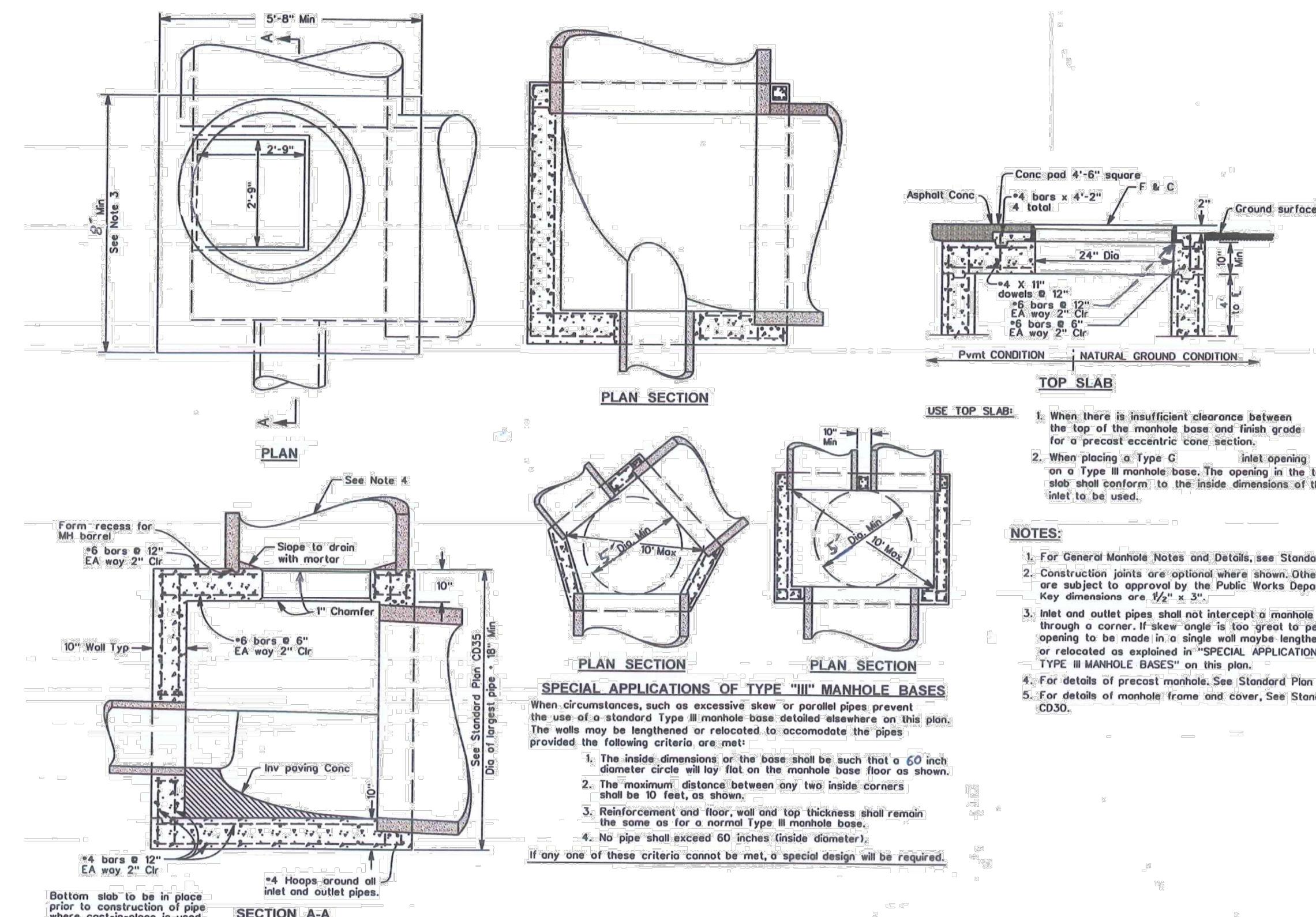
1. See Standard Plan CD35 for Inlet General Drainage Notes.
2. Type J Inlets shall not be used in pedestrian areas.
3. Construction joints are optional where shown. Other locations are subject to the approval of the Public Works Department. Key dimensions are $\frac{1}{2}'' \times 2\frac{1}{2}''$.
4. Monolite bases are optional where shown.
5. Monolite bases are optional where size of side openings to be shown on plans, or as directed by the Public Works Department.
6. All inlets shall be constructed with Coftrans Type 24-105 grates, see Coftrans Standard Plan D77B, and Type J inlet frame shown on this plan.
7. No precast Type J inlets are allowed without prior approval of the Public Works Department.
8. Maximum depth for Type J inlets shall be 4'. For depths greater than 4' use a monolite base with a Type J top. The Type J inside well shall be flush with monolite base inside well below.



CD 30 - TYPE I MANHOLE BASE
NO SCALE

NOTES:

1. For General Manhole Notes and Details, see Standard Plan CD35.
2. All concrete joints shall be cleaned, wetted, and mortared prior to setting next section. Joints shall then be patched, troweled, and brushed smooth.
3. Frame and extension rings must be secured by concrete block, unless approved by the Public Works Department.
4. Manhole cover shall be adjusted to conform to grade and cross slope of pavement.
5. Manhole frame and cover shall be Phoenix Iron (Oakland) Model P-1090 or Phoenix Iron Foundry Model 1000 CIP or equivalent model.
6. Use of precast grates shall be limited by 30° maximum manhole throat length. Cast iron extension rings are allowed for conforms to pavement overlays only.
7. The precast components shall conform to the Central Precast U.S. Concrete Precast Group, Northern California Drawing Nos. 20-48C, 20-48V and 20-48 EC, or equivalent.



CD 32 - TYPE III MANHOLE BASE
NO SCALE

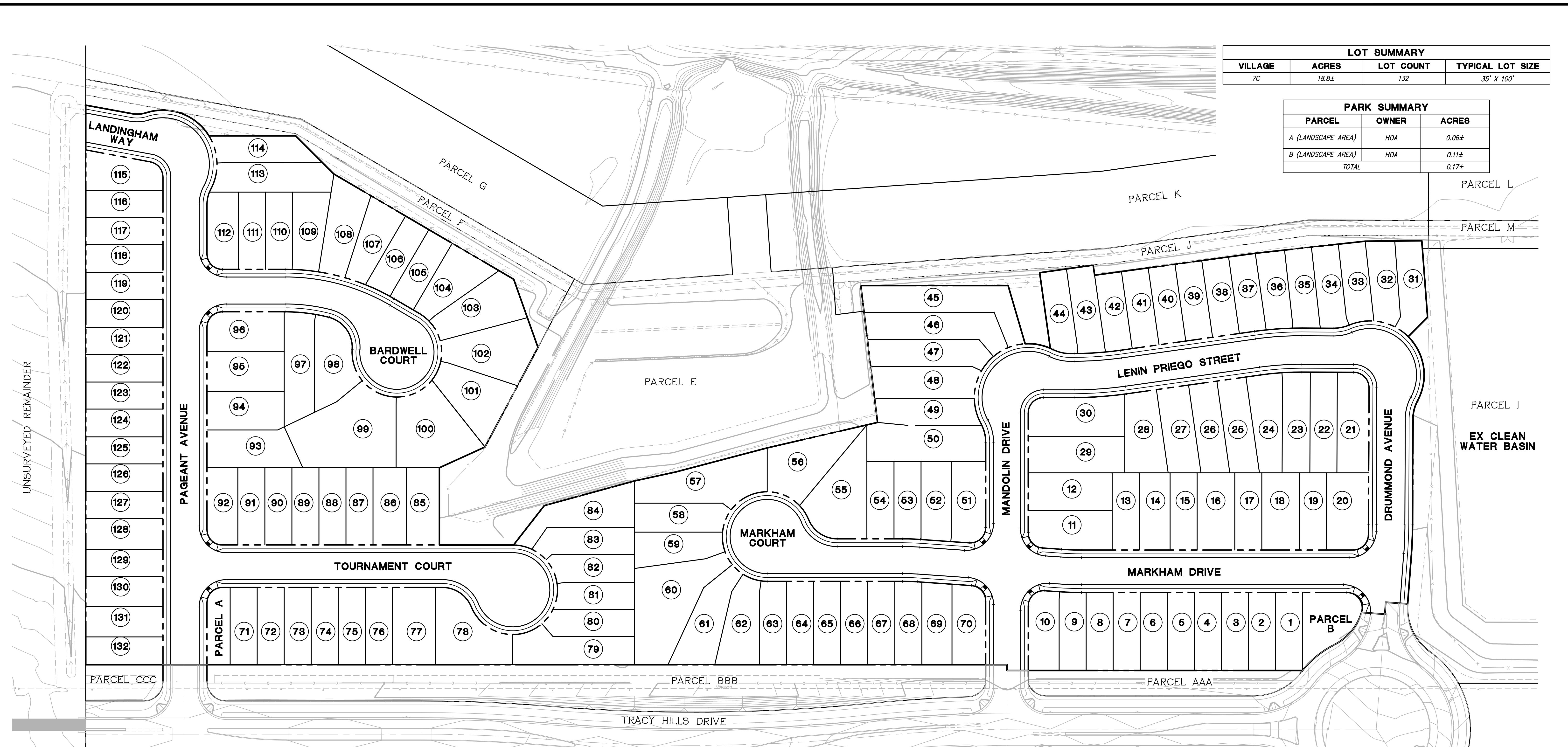
NOTES:

1. For General Manhole Notes and Details, see Standard Plan CD35.
2. Construction joints are optional where shown. Other locations are subject to approval by the Public Works Department. Key dimensions are $\frac{1}{2}'' \times 3''$.
3. If inlet and outlet pipes shall intercept a monolite base through a corner, a steep angle is too great to permit the opening to be made in a single wall, maybe lengthened or reduced as specified in "SPECIAL APPLICATIONS OF TYPE III MANHOLE BASES" on this plan.
4. For details of precast manholes, See Standard Plan CD30.
5. For details of monolite frame and cover, See Standard Plan CD30.

VESTING TENTATIVE MAP - TRACT 3954 STORM DRAIN DETAILS

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

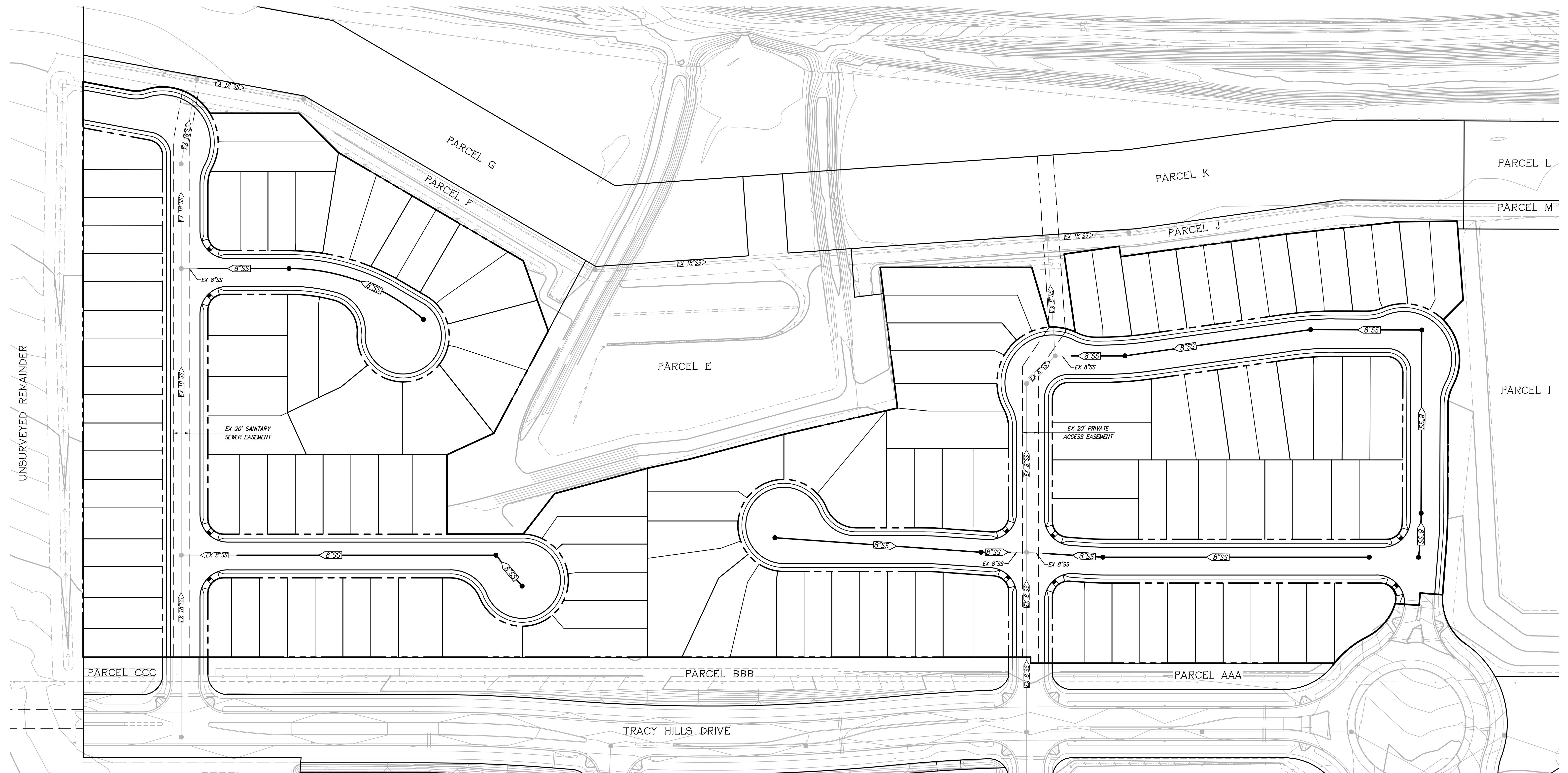
RJA
RUGGERI-JENSEN-AZAR
ENGINEERS • PLANNERS • SURVEYORS
2541 WARREN DRIVE, SUITE 200, ROCKLIN, CA 95677
PHONE: (916) 630-8900 FAX: (916) 630-8909



VESTING TENTATIVE MAP - TRACT 3954 OWNERSHIP EXHIBIT

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

RJA
RUGGERI-JENSEN-AZAR
ENGINEERS • PLANNERS • SURVEYORS
2541 WARREN DRIVE, SUITE 200, ROCKLIN, CA 95677
PHONE: (916) 630-8900 FAX: (916) 630-8909

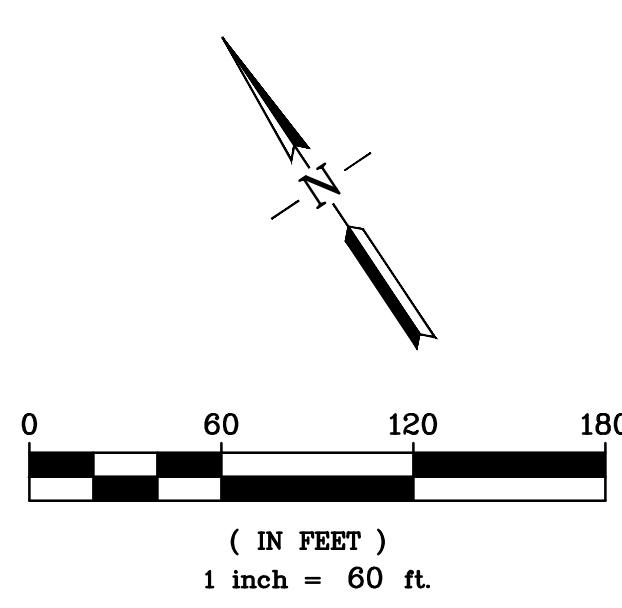


NOTE:
NO SEPARATE SEWER STUDY IS REQUIRED FOR THIS VTM AS AMPLE CAPACITY EXISTS BASED ON THE TIMING OF FUTURE UPSTREAM DEVELOPMENT.

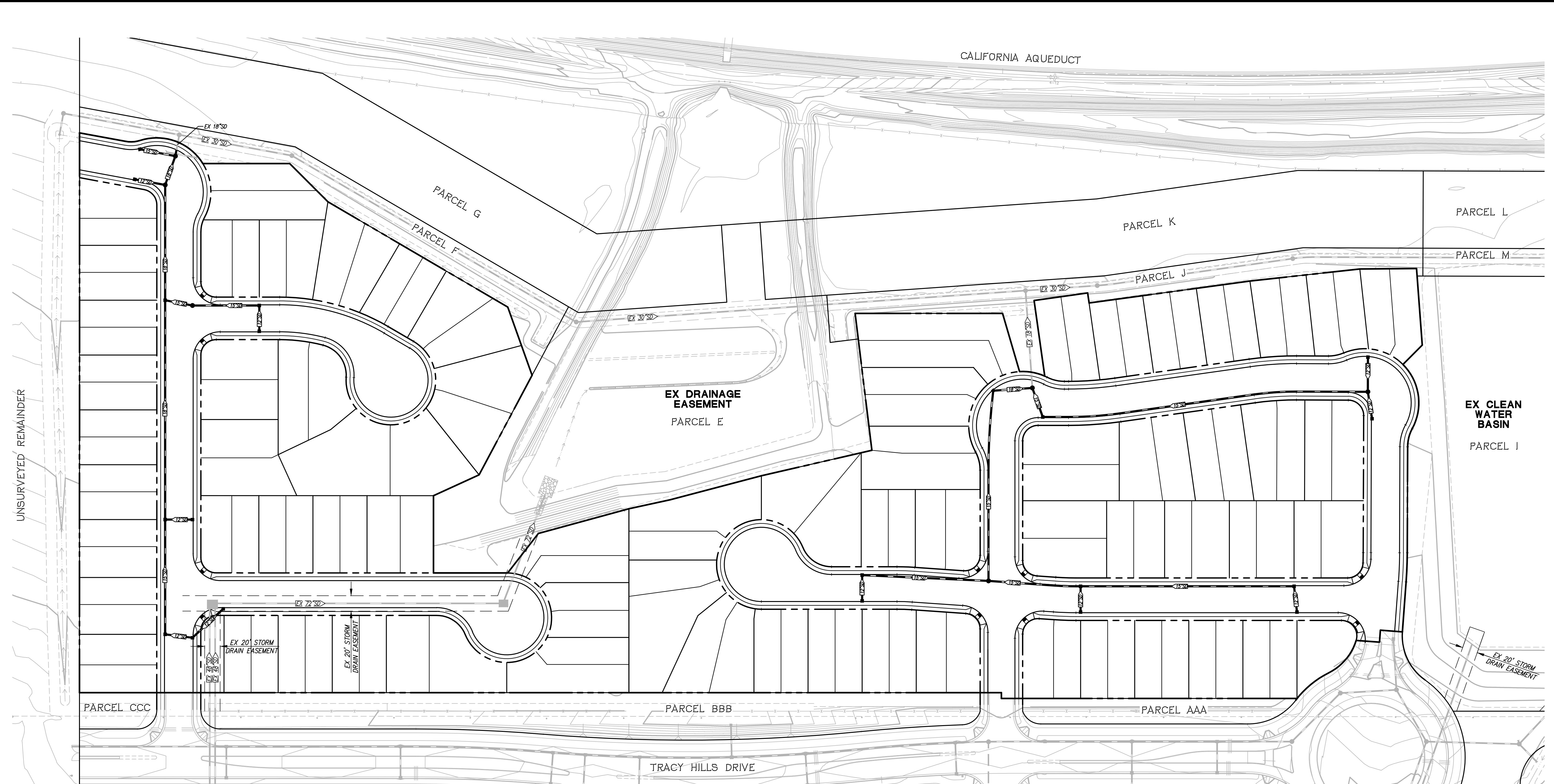
VESTING TENTATIVE MAP - TRACT 3954

OVERALL SANITARY SEWER PLAN

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



The logo for RJA Engineers, Planners, and Surveyors. It features a large, bold, black 'RJA' monogram with a thick, dark grey swoosh underneath it. Below the monogram, the company name 'RUGGERI-JENSEN-AZAR' is written in a bold, black, sans-serif font. Underneath the name, the words 'ENGINEERS • PLANNERS • SURVEYORS' are written in a smaller, all-caps, sans-serif font.

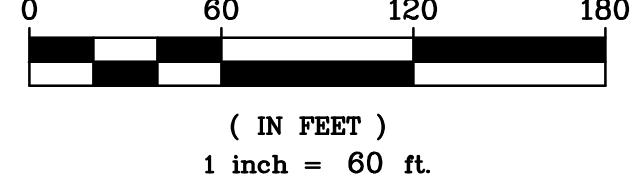


NOTE:

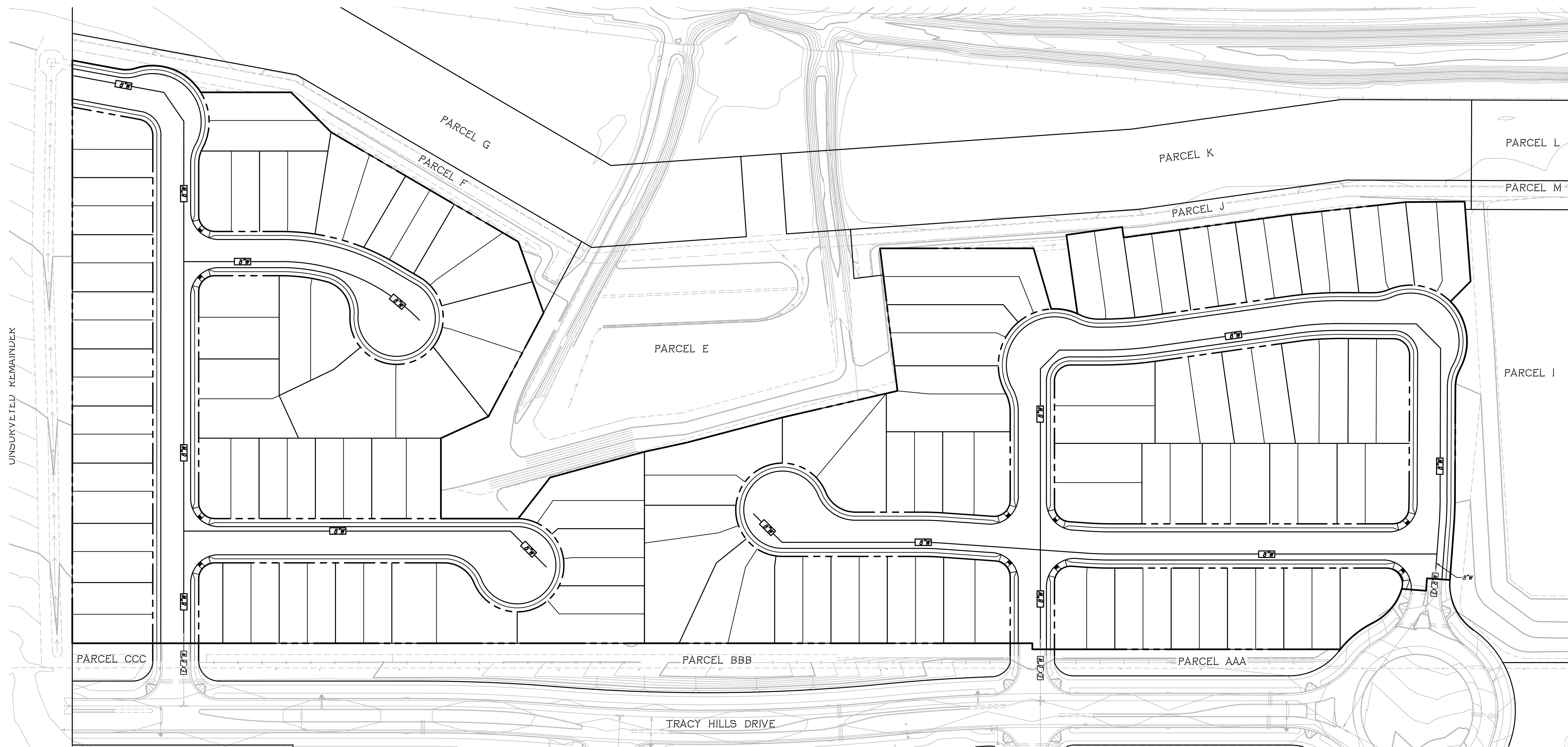
NO SEPARATE DRAINAGE STUDY IS REQUIRED FOR THIS VTM AS AMPLE CAPACITY EXISTS, IN THE RETENTION BASIN, BASED ON THE TIMING OF FUTURE UPSTREAM DEVELOPMENT.

VESTING TENTATIVE MAP - TRACT 3954 OVERALL STORM DRAIN PLAN

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

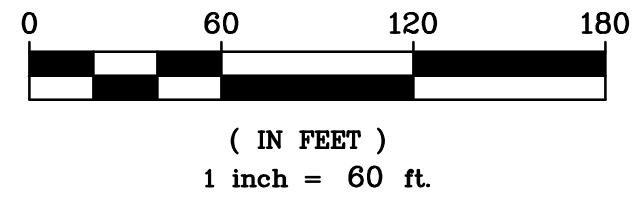


RJA
RUGGERI-JENSEN-AZAR
ENGINEERS • PLANNERS • SURVEYORS
2541 WARREN DRIVE, SUITE 200, ROCKLIN, CA 95677
PHONE: (916) 630-8900 FAX: (916) 630-8909



VESTING TENTATIVE MAP - TRACT 3954
OVERALL WATER SYSTEM PLAN

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



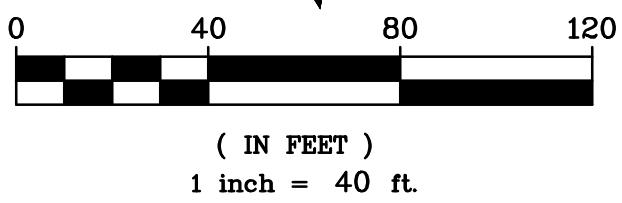
RJA
RUGGERI-JENSEN-AZAR
 ENGINEERS • PLANNERS • SURVEYORS
 2541 WARREN DRIVE, SUITE 200, ROCKLIN, CA 95677
 PHONE: (916) 630-8900 FAX: (916) 630-8909

SEE SHEET 11



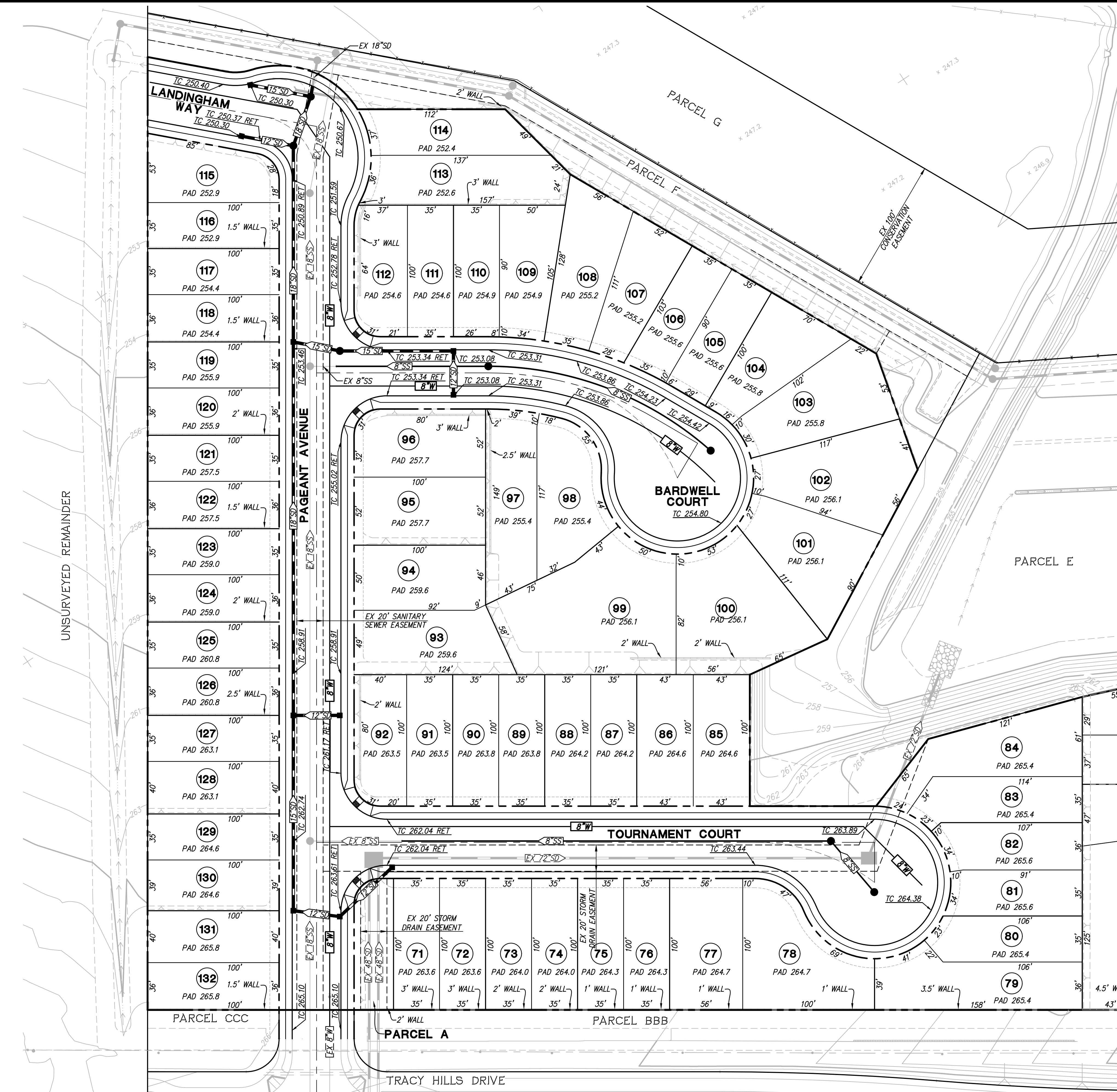
VESTING TENTATIVE MAP - TRACT 3954 VILLAGE 7C

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



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RUGGERI-JENSEN-AZAR
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2541 WARREN DRIVE, SUITE 200, ROCKLIN, CA 95677
PHONE: (916) 630-8900 FAX: (916) 630-8909

C:\JOB2012\121083V6BVTM\TMAP\11-V7C-121083V6BVTM.DWG 5/28/2020 12:42:39 PM RON MCGLUMPHY



SEE SHEET 10

NOTE:
ALL PAD AND SHEET GRADES SHOWN HEREON HAVE ALREADY BEEN CONSTRUCTED IN ACCORDANCE WITH THE "ROUGH GRADING PLANS - TRACY HILLS" APPROVED 11-7-2017.

VESTING TENTATIVE MAP - TRACT 3954

VILLAGE 7C

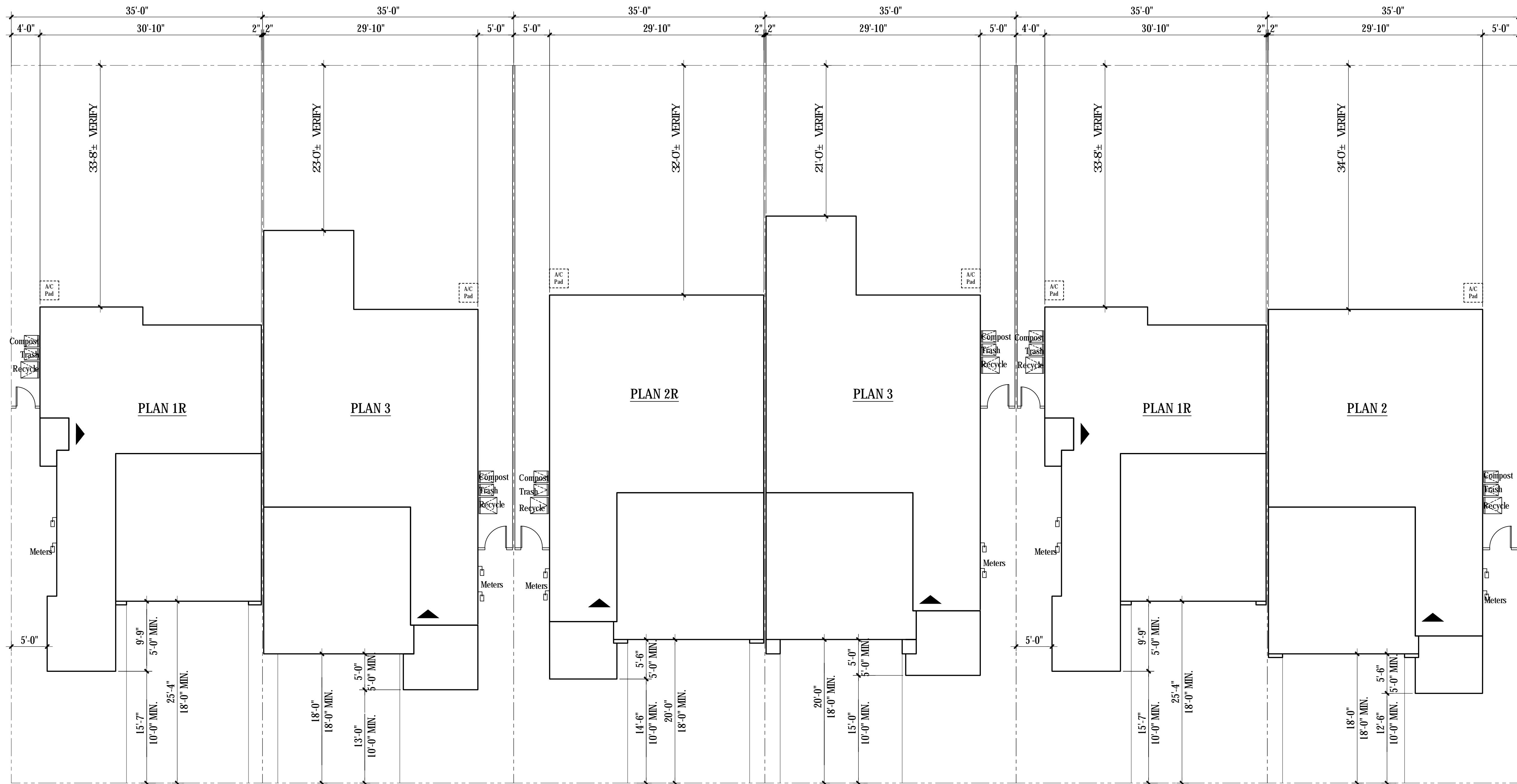
CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA
FOR: INTEGRAL COMMUNITIES

DATE: MAY 28, 2020 JOB NO.: 121083V6BVTM SHEET 11 OF 11



TRACY HILLS DUETS

09/16/2020



Plan 1 Lot Coverage	
	AREA (SQ. FT.)
FIRST FLOOR LIVING	832
GARAGE	418
PORCH	23
TOTAL COVERAGE	1273
LOT SIZE (36X100)	3500 SQ. FT.
ALLOWABLE COVERAGE (70%)	2450 SQ. FT.

Plan 3 Lot Coverage	
	AREA (SQ. FT.)
FIRST FLOOR LIVING	1114
GARAGE	420
PORCH	88
TOTAL COVERAGE	1622
LOT SIZE (36X100)	3500 SQ. FT.
ALLOWABLE COVERAGE (70%)	2450 SQ. FT.

Plan 2 Lot Coverage	
	AREA (SQ. FT.)
FIRST FLOOR LIVING	990
GARAGE	420
PORCH	74
TOTAL COVERAGE	1484
LOT SIZE (36X100)	3500 SQ. FT.
ALLOWABLE COVERAGE (70%)	2450 SQ. FT.

Plan 3 Lot Coverage	
	AREA (SQ. FT.)
FIRST FLOOR LIVING	1114
GARAGE	420
PORCH	88
TOTAL COVERAGE	1622
LOT SIZE (36X100)	3500 SQ. FT.
ALLOWABLE COVERAGE (70%)	2450 SQ. FT.

Plan 1 Lot Coverage	
	AREA (SQ. FT.)
FIRST FLOOR LIVING	832
GARAGE	418
PORCH	23
TOTAL COVERAGE	1273
LOT SIZE (36X100)	3500 SQ. FT.
ALLOWABLE COVERAGE (70%)	2450 SQ. FT.

Plan 2 Lot Coverage	
	AREA (SQ. FT.)
FIRST FLOOR LIVING	990
GARAGE	420
PORCH	74
TOTAL COVERAGE	1484
LOT SIZE (36X100)	3500 SQ. FT.
ALLOWABLE COVERAGE (70%)	2450 SQ. FT.



PLAN 1B- MEDITERRANEAN REVIVAL

PLAN 2C- COUNTRY EUROPEAN

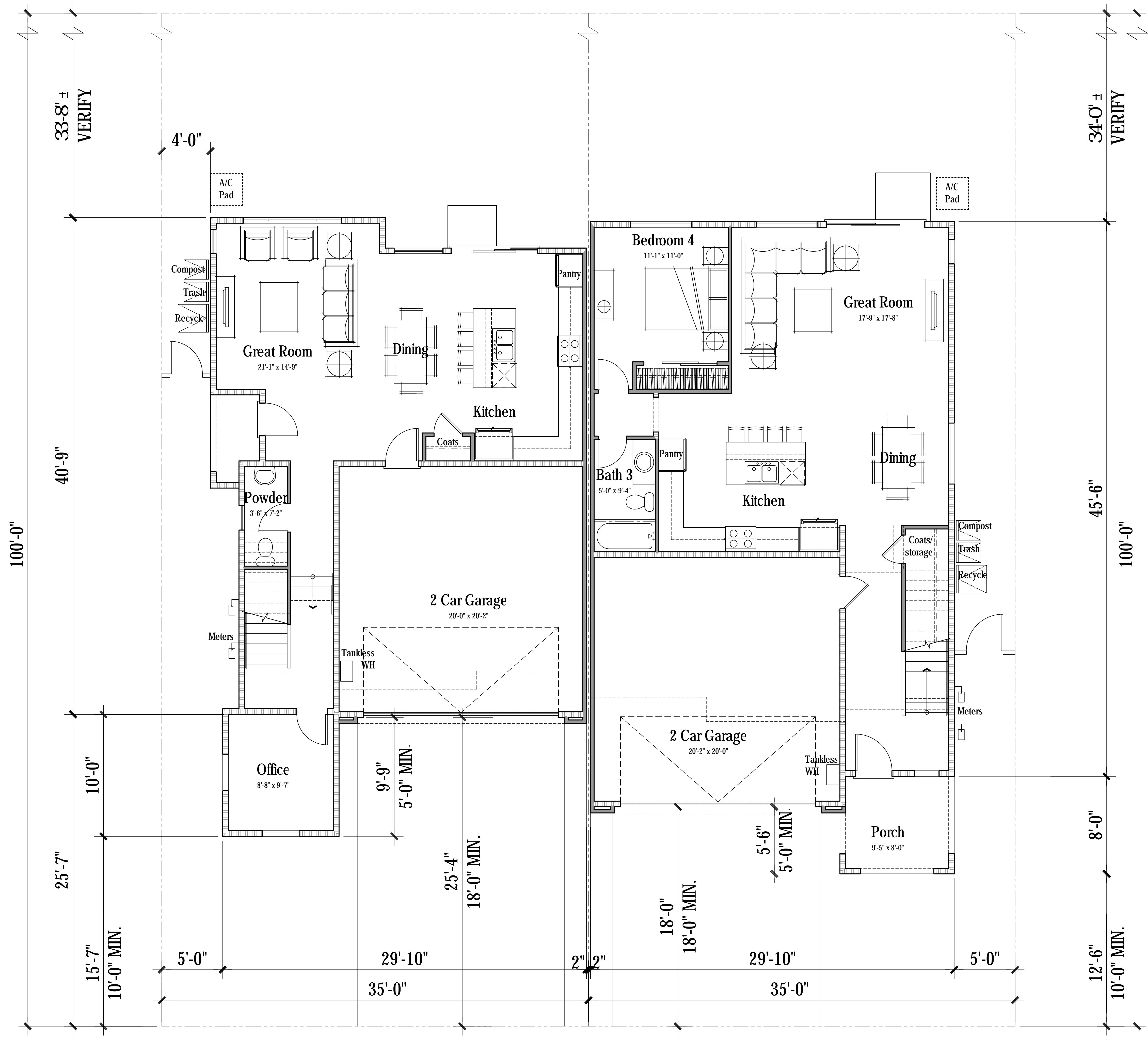
1B-2C
FRONT LEFT PERSPECTIVE

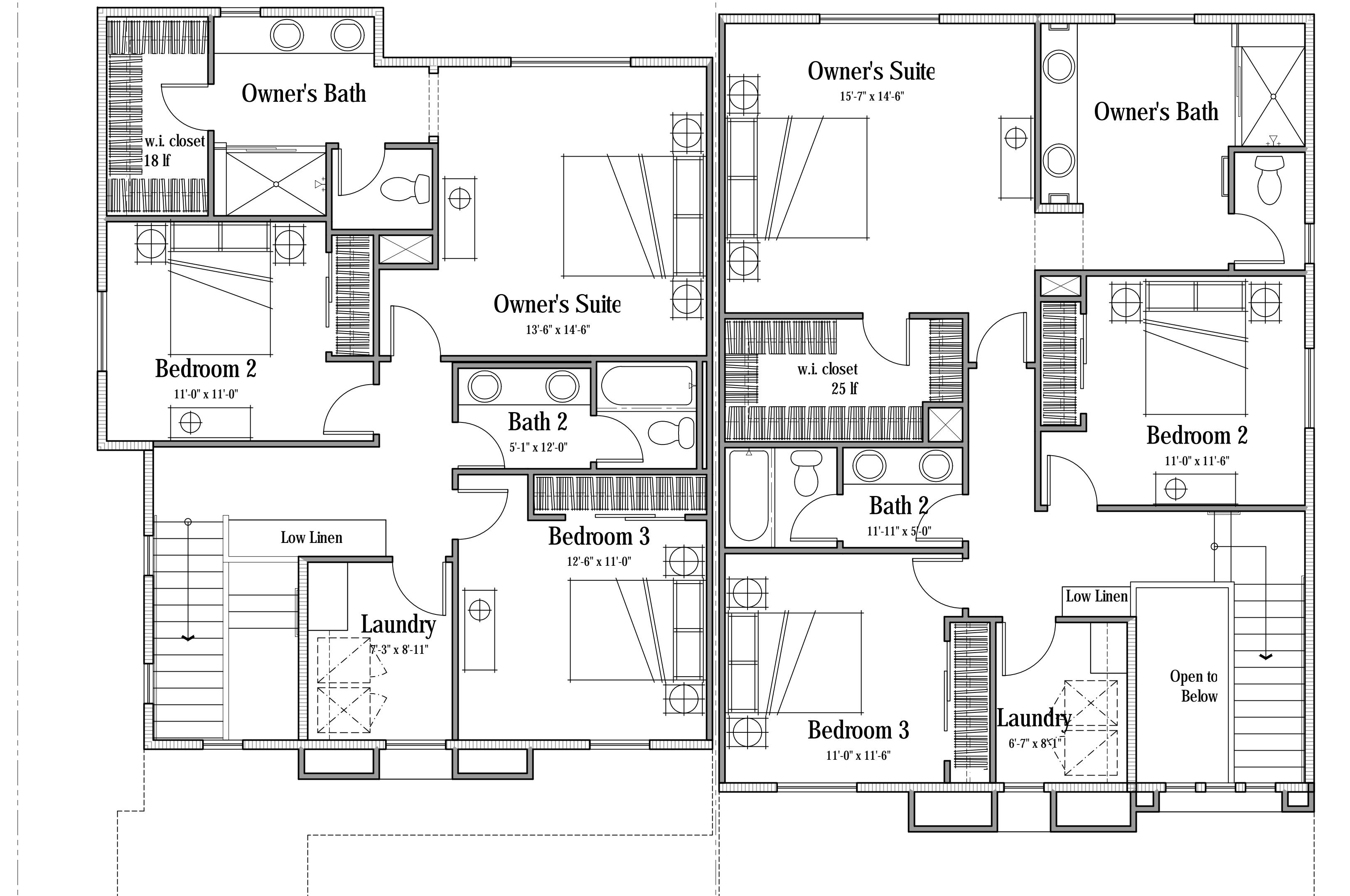


PLAN 1A- EARLY CALIFORNIA

PLAN 3D- CRAFTSMAN

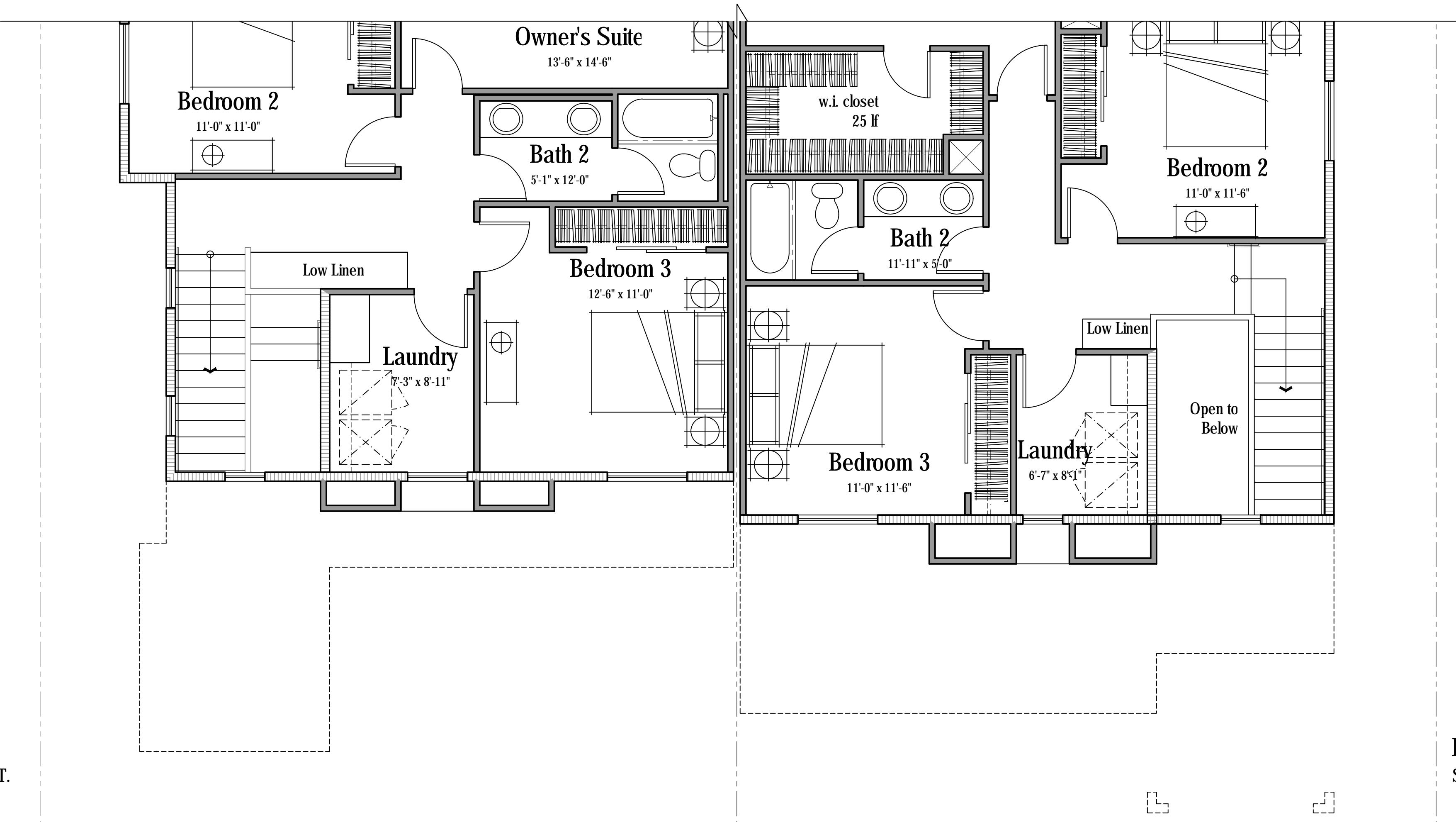
1A-3D
FRONT LEFT PERSPECTIVE





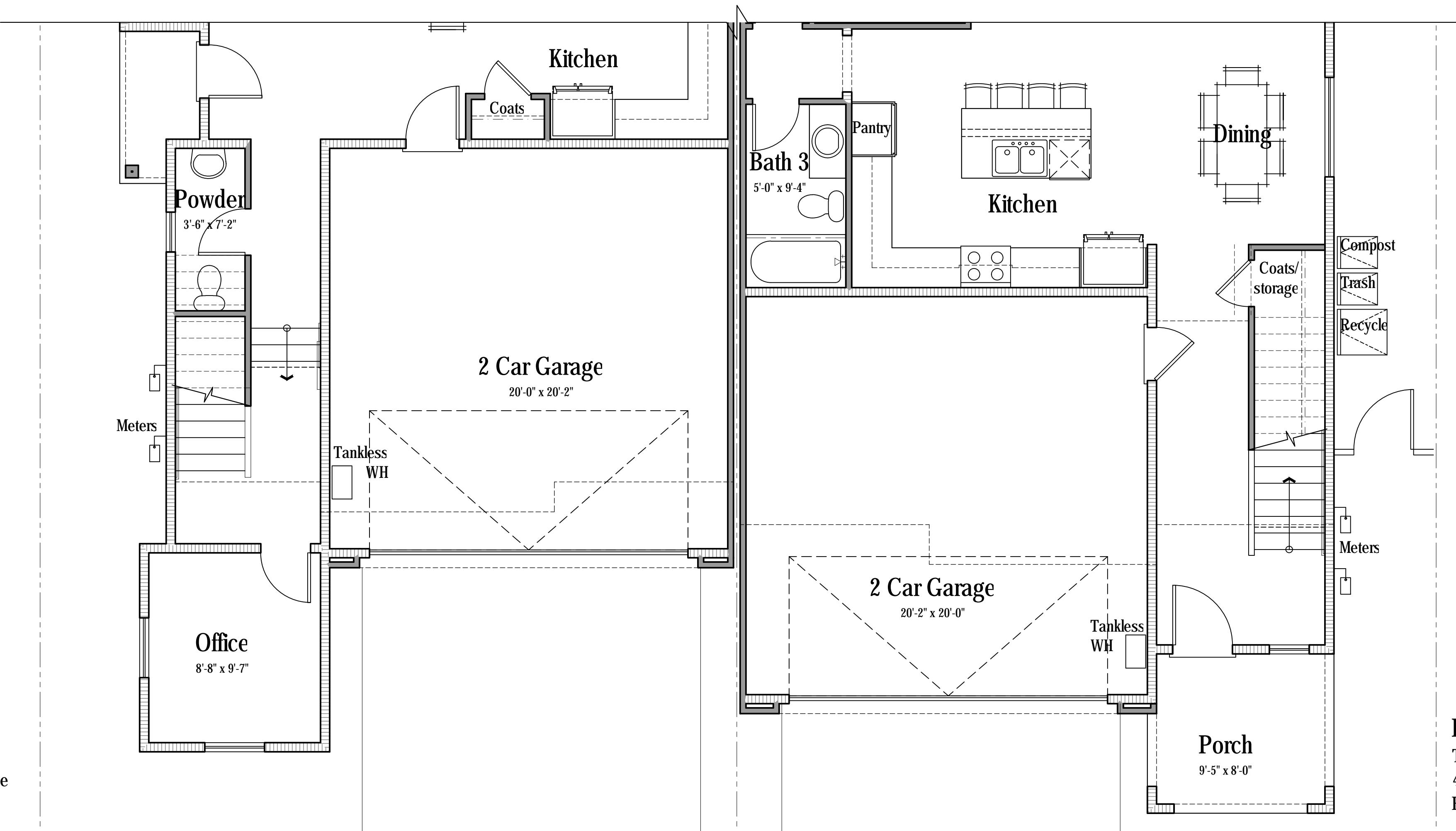
PLAN 1R 'A'
Second Floor: 1039 SQ. FT.

PLAN 2 'D'
Second Floor: 1104 SQ. FT.



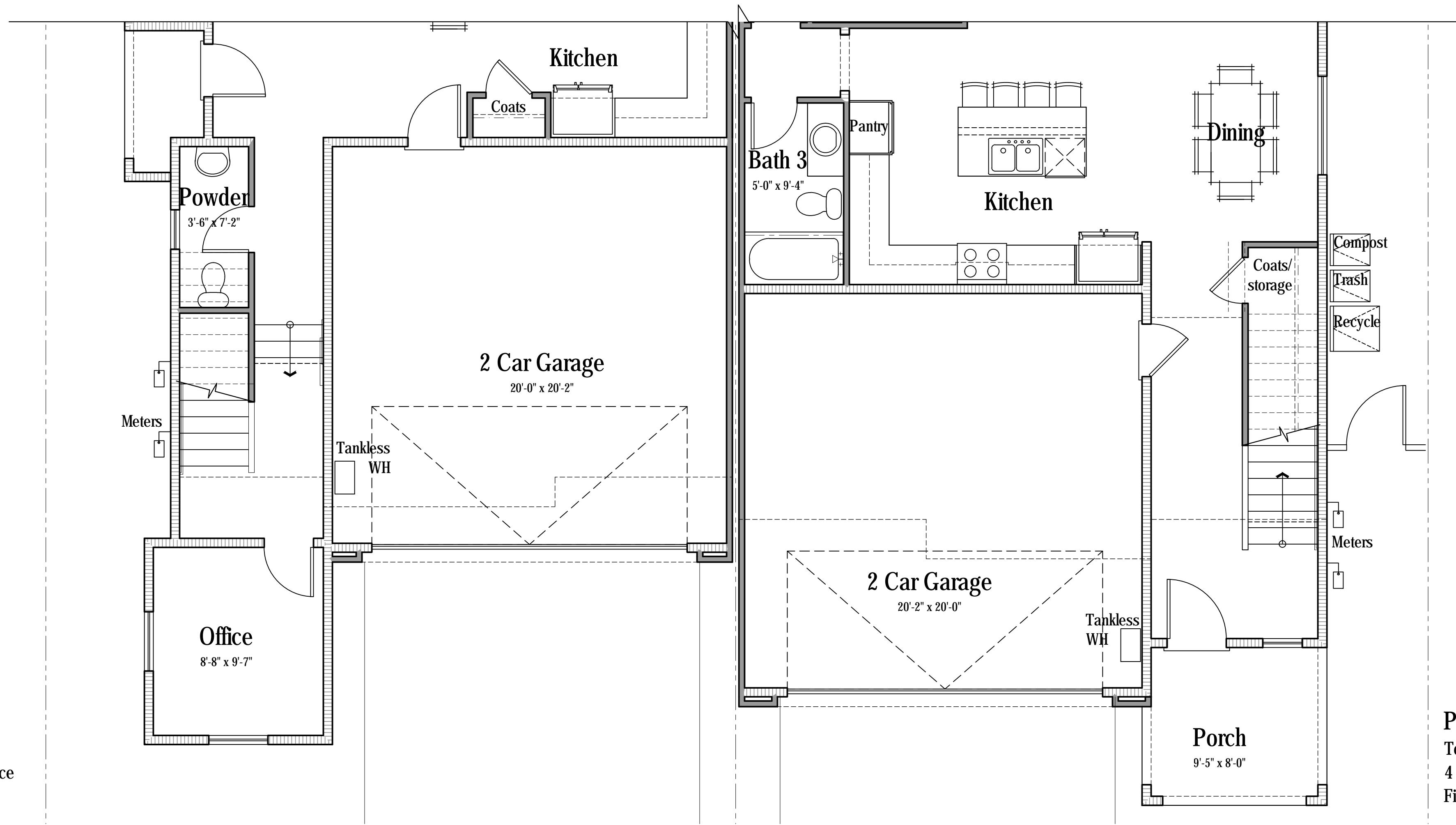
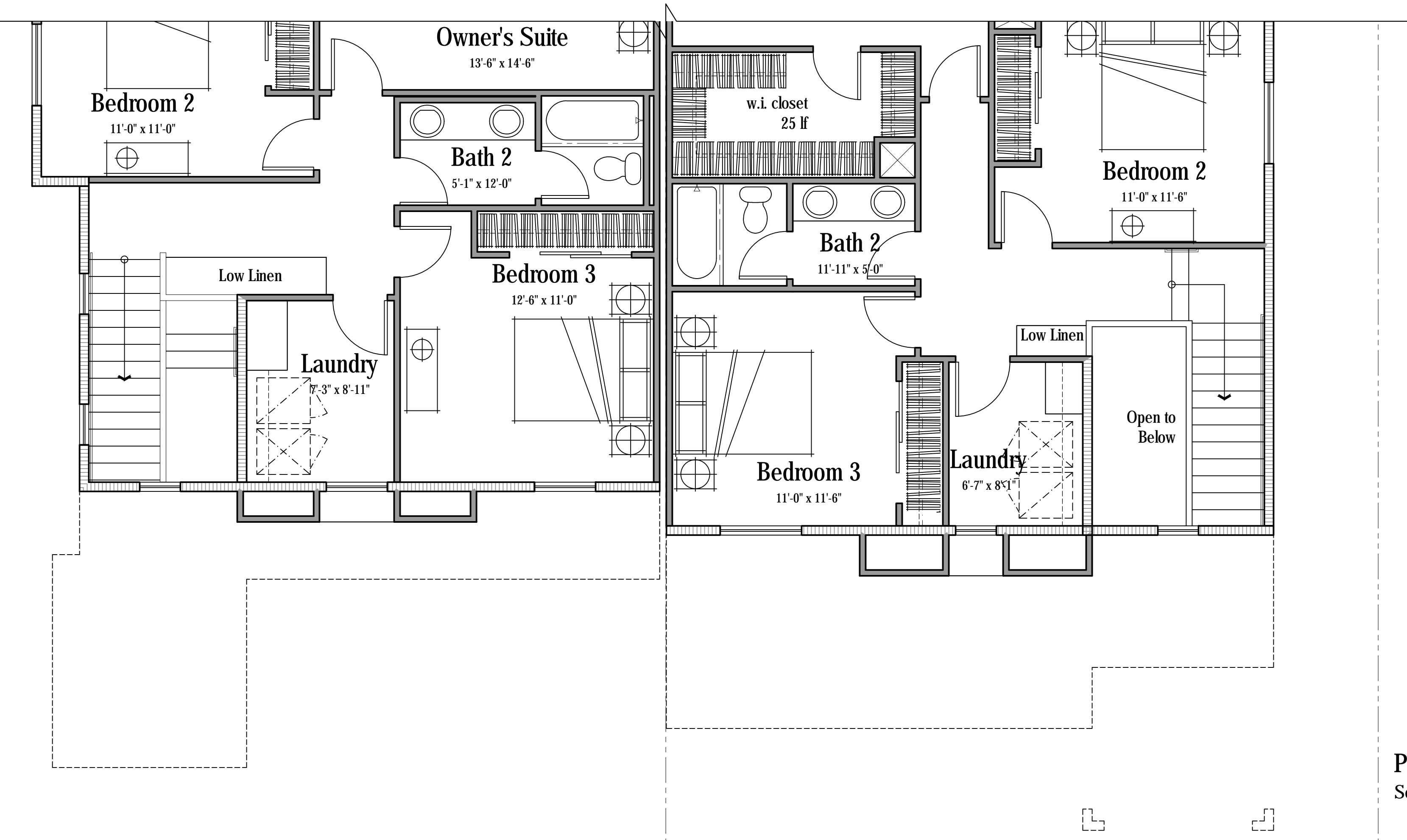
PLAN 1R 'B'
Second Floor: 1039 SQ. FT.

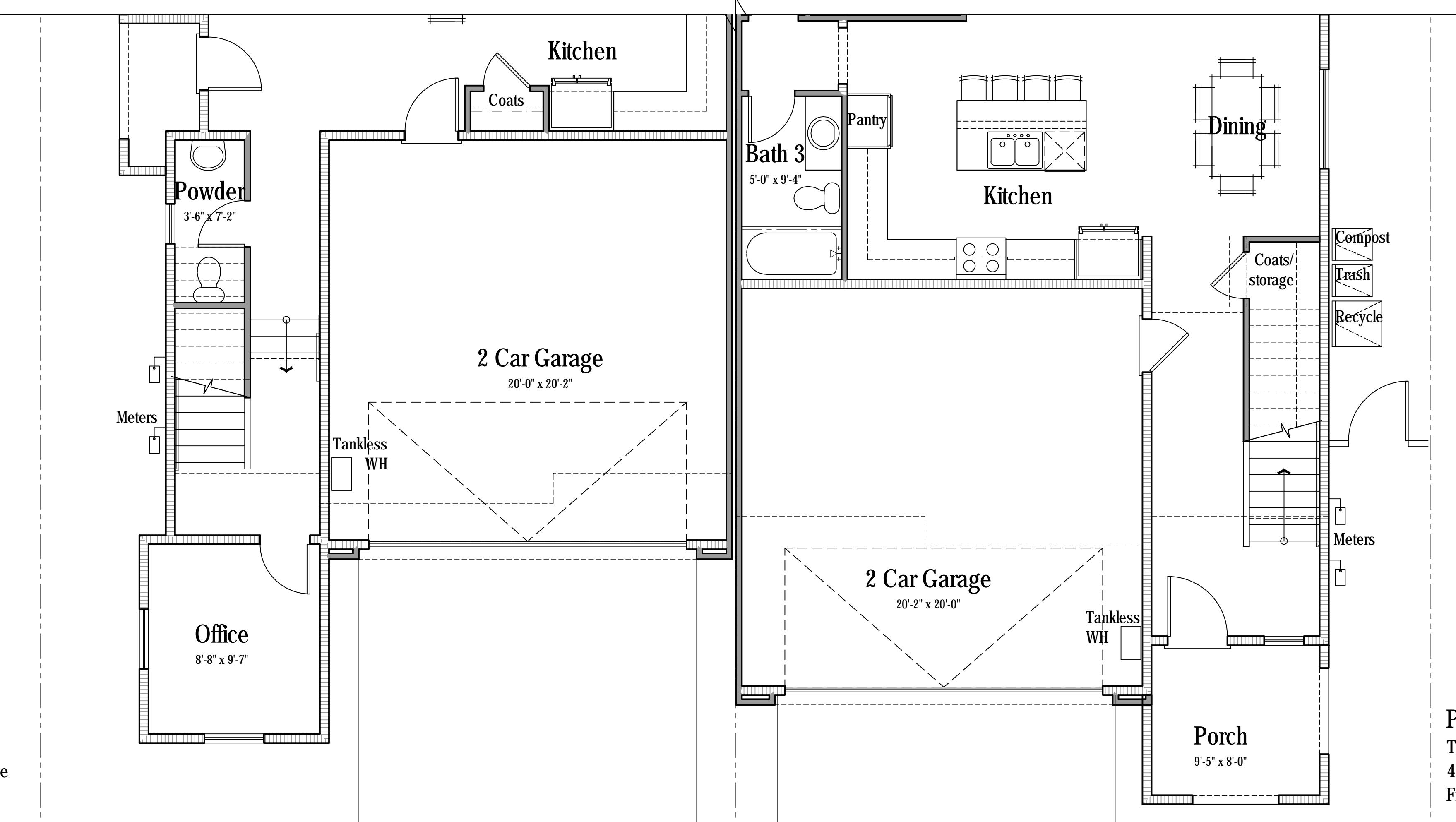
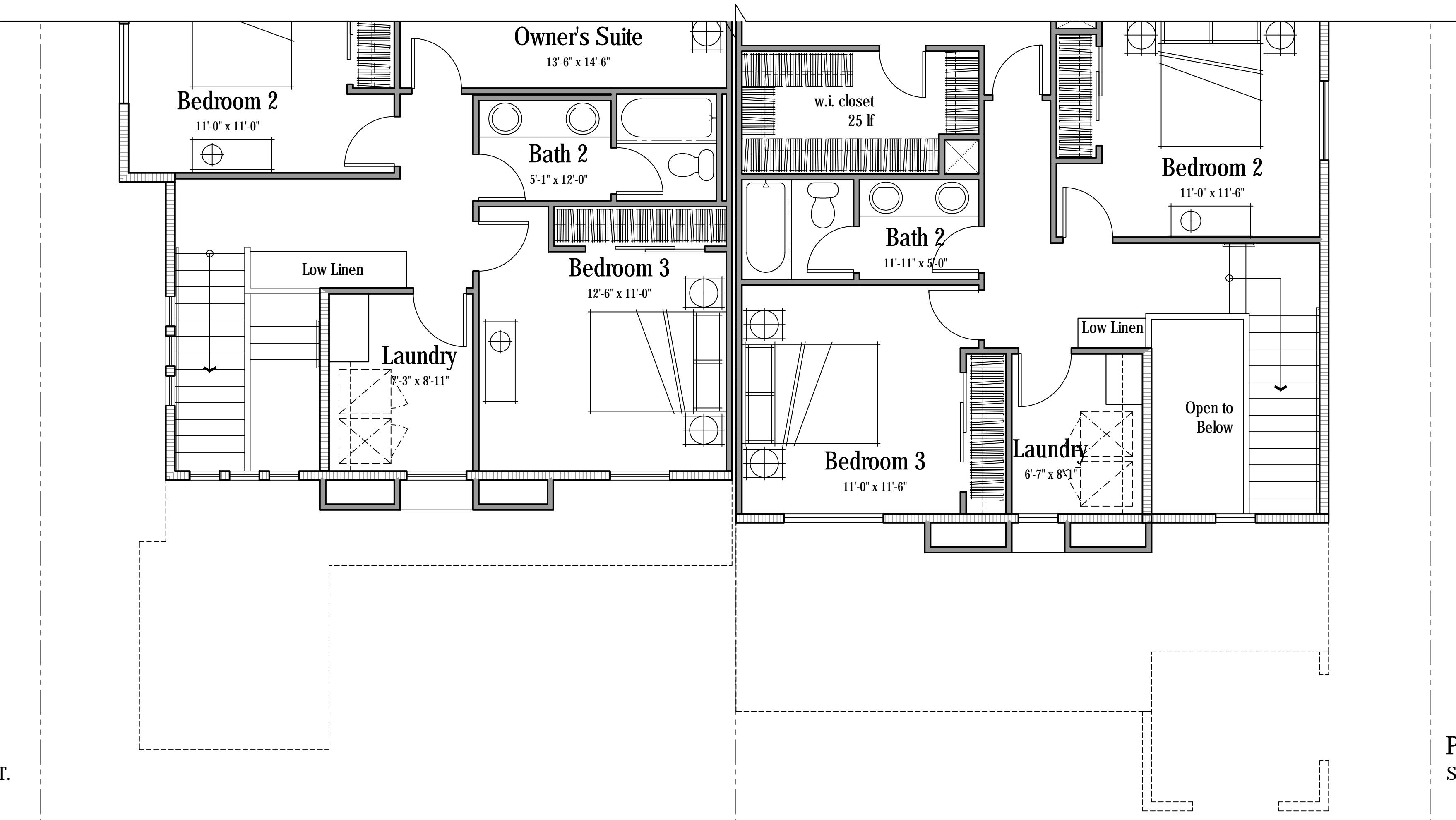
PLAN 2 'C'
Second Floor: 1104 SQ. FT.



PLAN 1R 'B'
Total SF: 1,871 SQ. FT.
3 Bedroom, 2.5 Bath, Office
First Floor: 828 SQ. FT.

PLAN 2 'C'
Total SF: 2,094 SQ. FT.
4 Bedroom, 3 Bath
First Floor: 990 SQ. FT.







RIGHT ELEVATION



REAR ELEVATION



LEFT ELEVATION



PLAN 1R-A

DUET 1R-2 ELEVATION 'A-D'
EARLY CALIFORNIA-CRAFTSMAN

PLAN 2-D



RIGHT ELEVATION



REAR ELEVATION



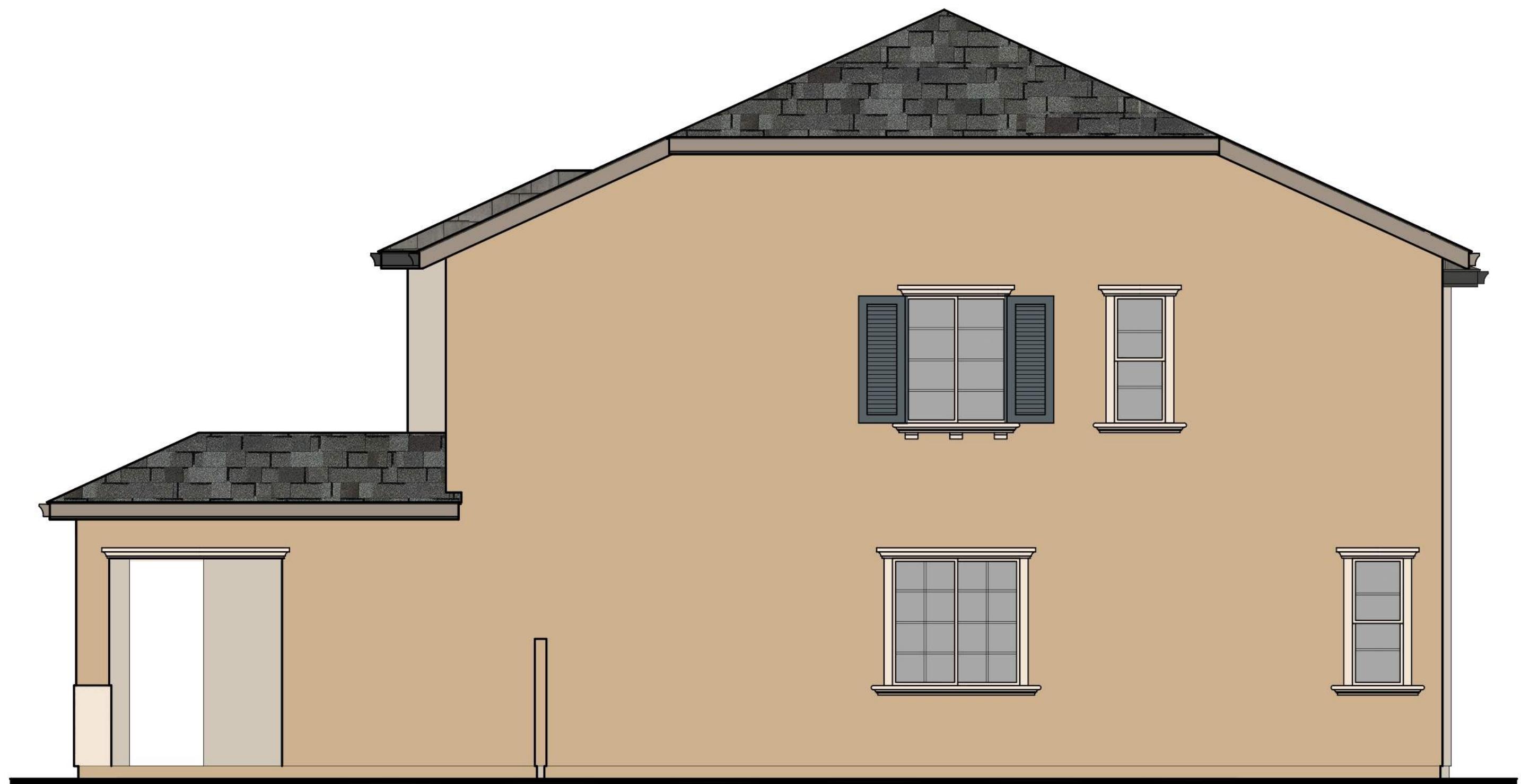
LEFT ELEVATION



PLAN 1R-B

DUET 1R-2 ELEVATION 'B-C'
MEDITERRANEAN REVIVAL-COUNTRY EUROPEAN

PLAN 2C



RIGHT ELEVATION



REAR ELEVATION



LEFT ELEVATION



PLAN 1R-C

DUET 1R-2 ELEVATION 'C-B'
COUNTRY EUROPEAN-MEDITERRANEAN REVIVAL

PLAN 2-B



RIGHT ELEVATION



REAR ELEVATION



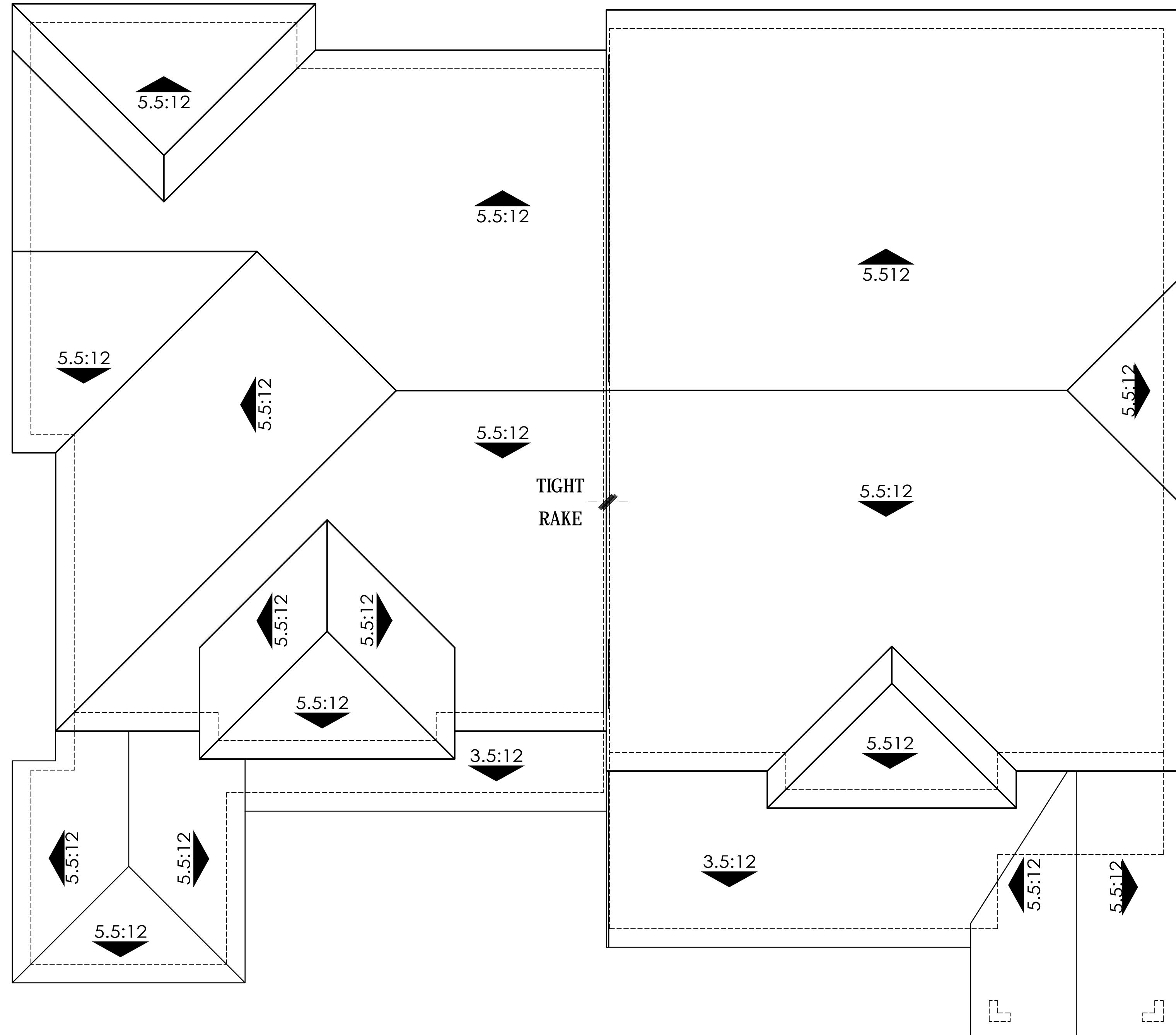
LEFT ELEVATION



PLAN 1R-D

DUET 1R-2 ELEVATION 'D-A'
CRAFTSMAN-EARLY CALIFORNIA

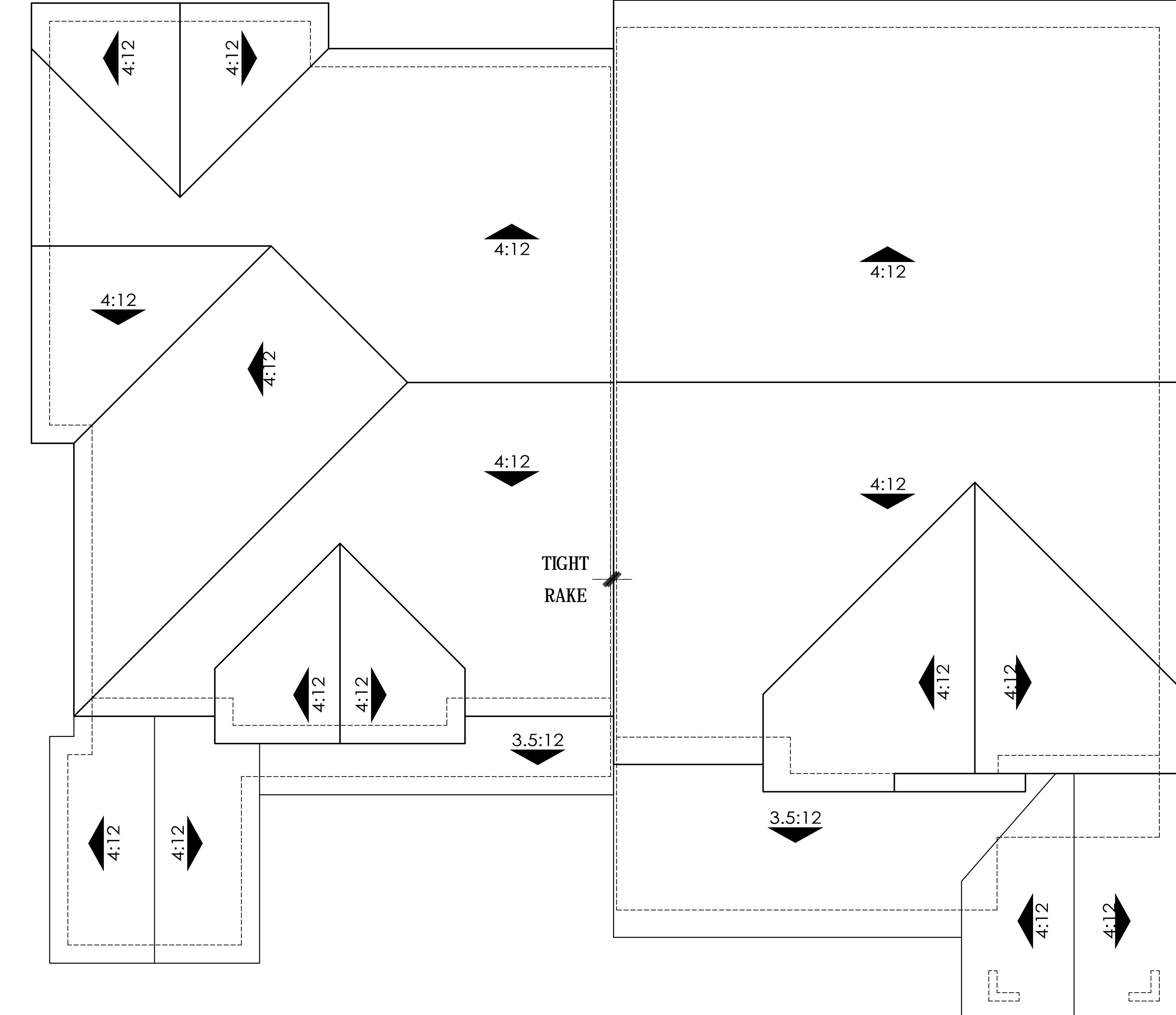
PLAN 2R-A



DUET 1R-2 ELEVATION 'B-C'

ROOF PLAN

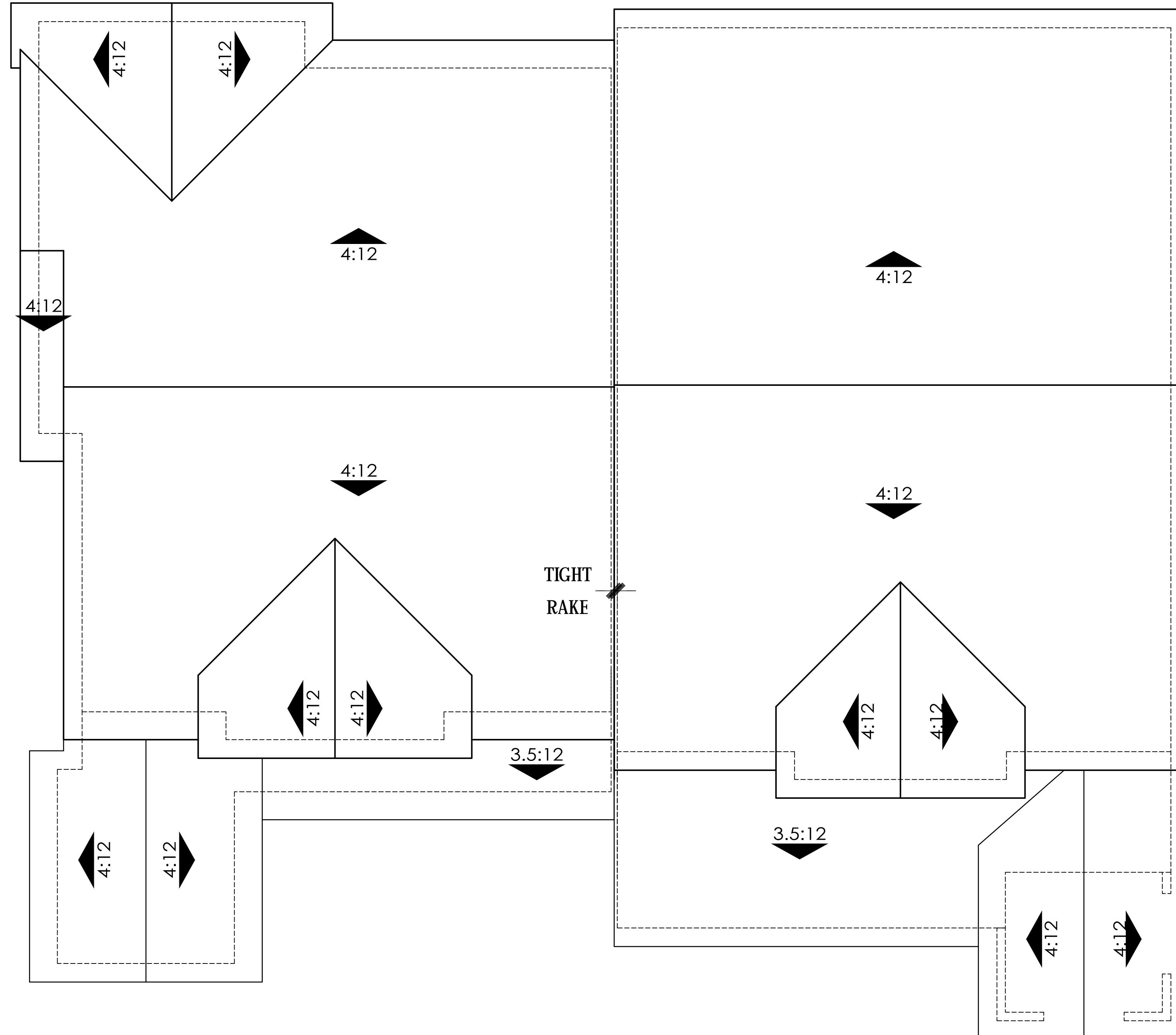
OVERHANG: 12"
RAKE: 12", U.N.O.
SLOPE: 5.5:12, U.N.O.



DUET 1R-2 ELEVATION 'A-D'

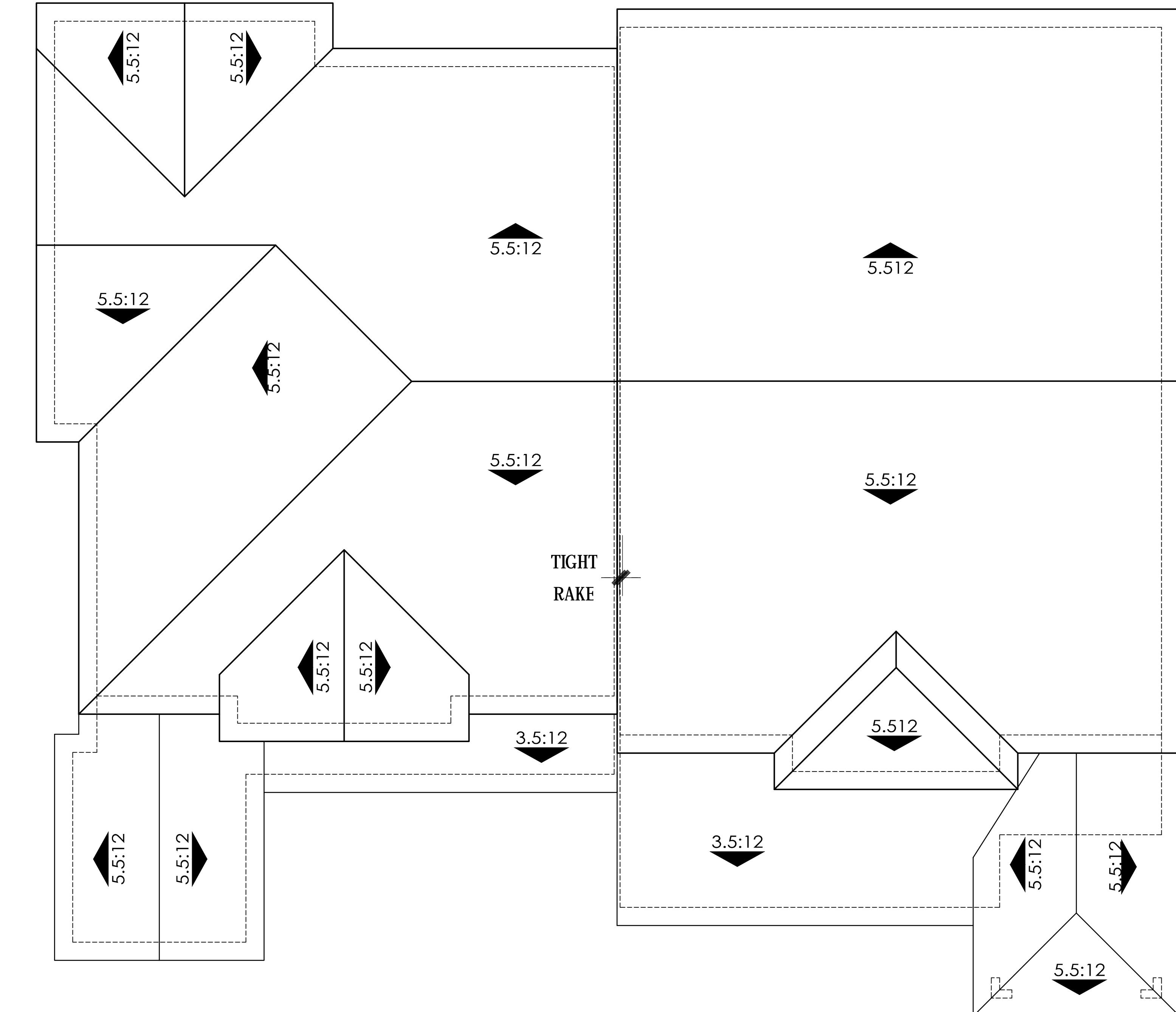
ROOF PLAN

OVERHANG: 12" AT STYLE 'A', 18" AT STYLE 'D'
RAKE: 12", U.N.O.
SLOPE: 4:12, U.N.O.



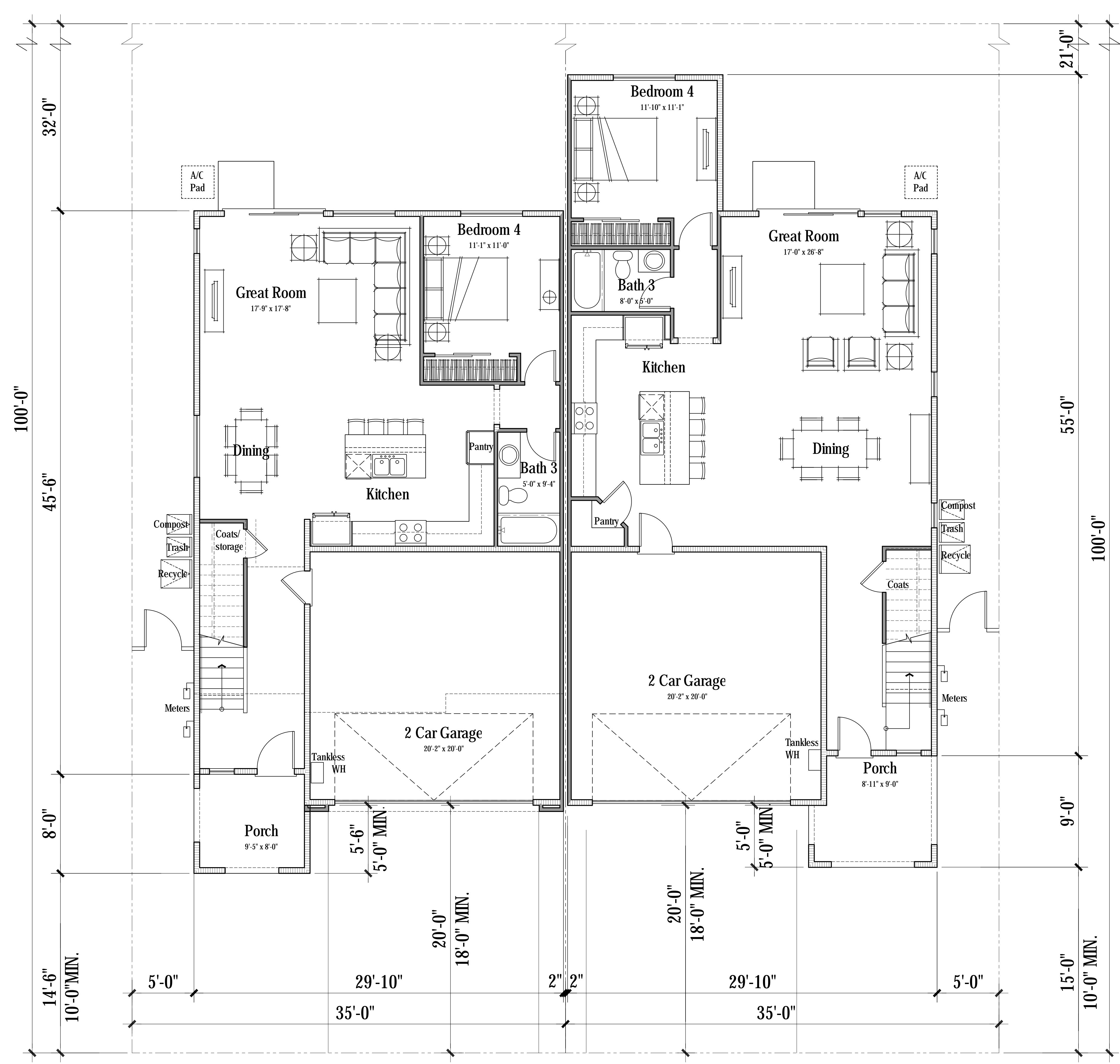
DUET 1R-2 ELEVATION 'D-A'
ROOF PLAN

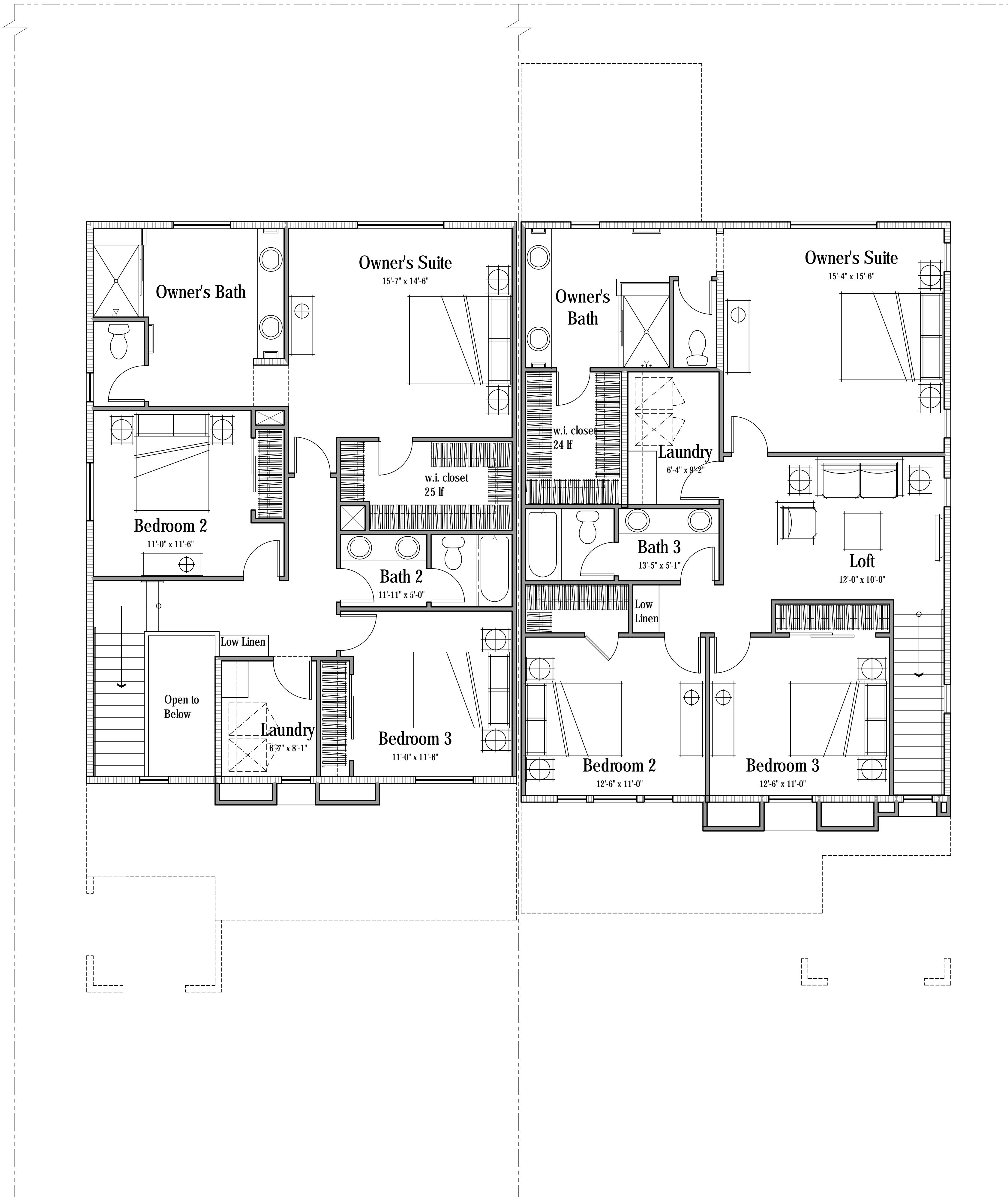
OVERHANG: 12" AT STYLE 'A', 18" AT STYLE 'D'
RAKE: 12", U.N.O.
SLOPE: 4:12, U.N.O.

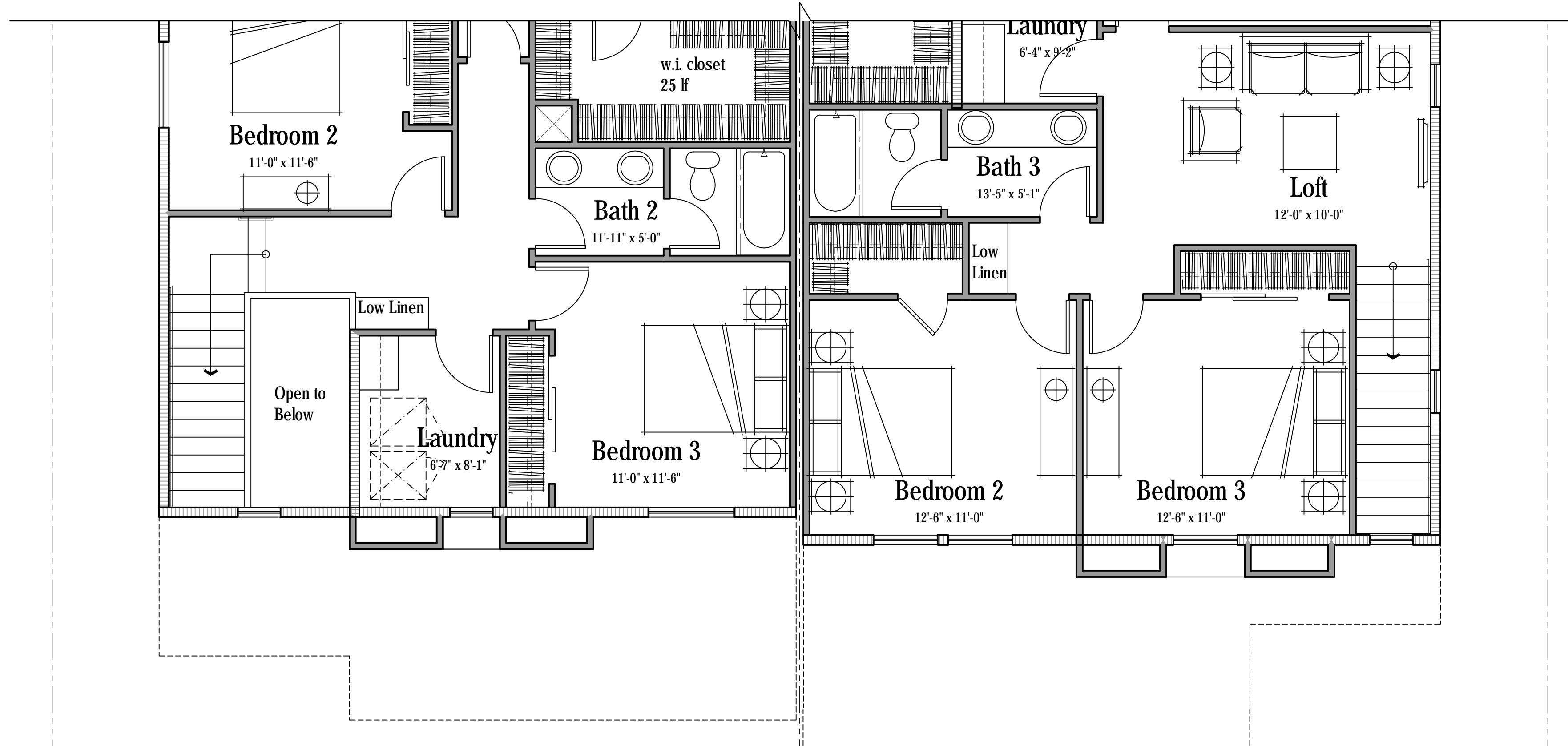


DUET 1R-2 ELEVATION 'C-B'
ROOF PLAN

OVERHANG: 12"
RAKE: 12", U.N.O.
SLOPE: 5.5:12, U.N.O.

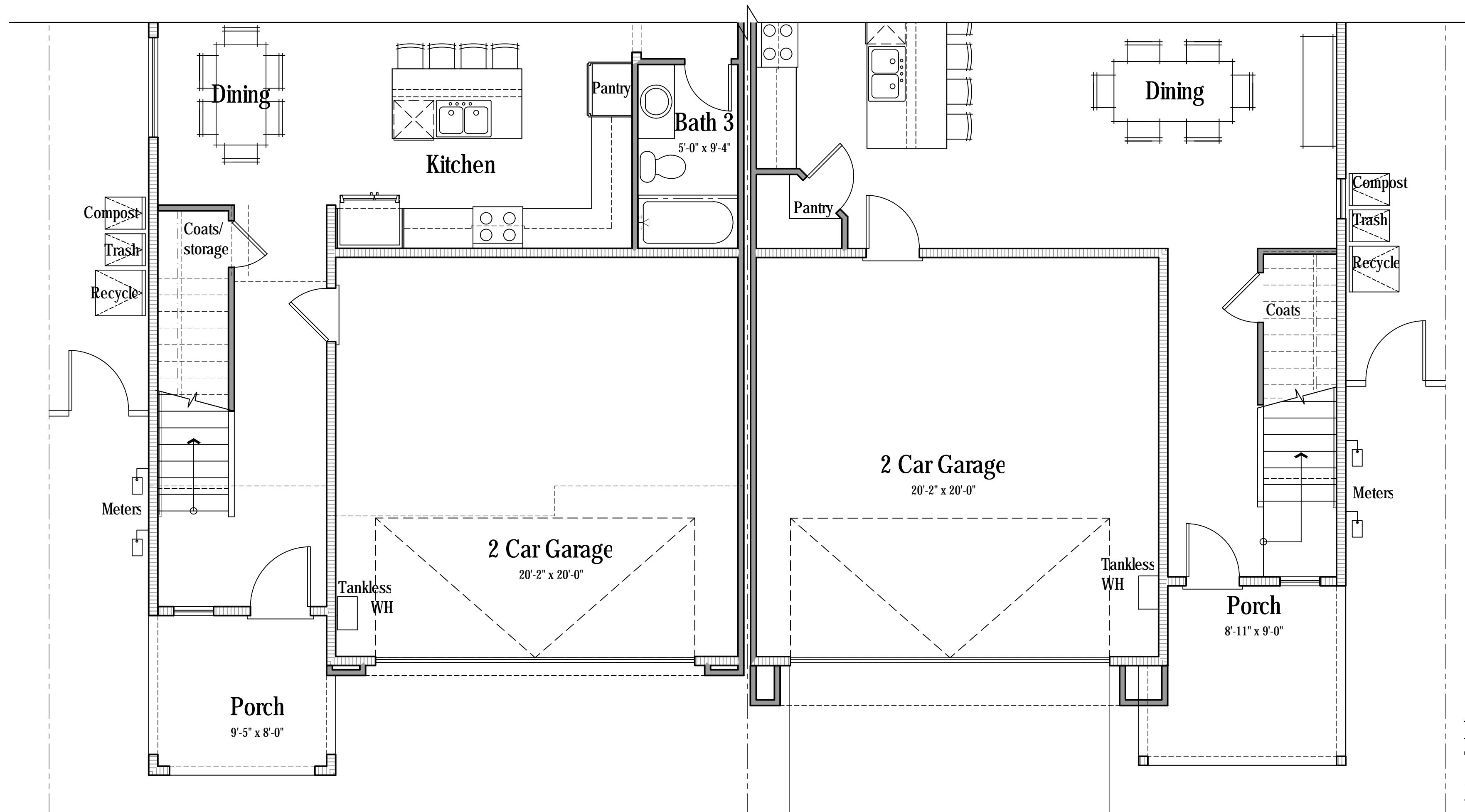






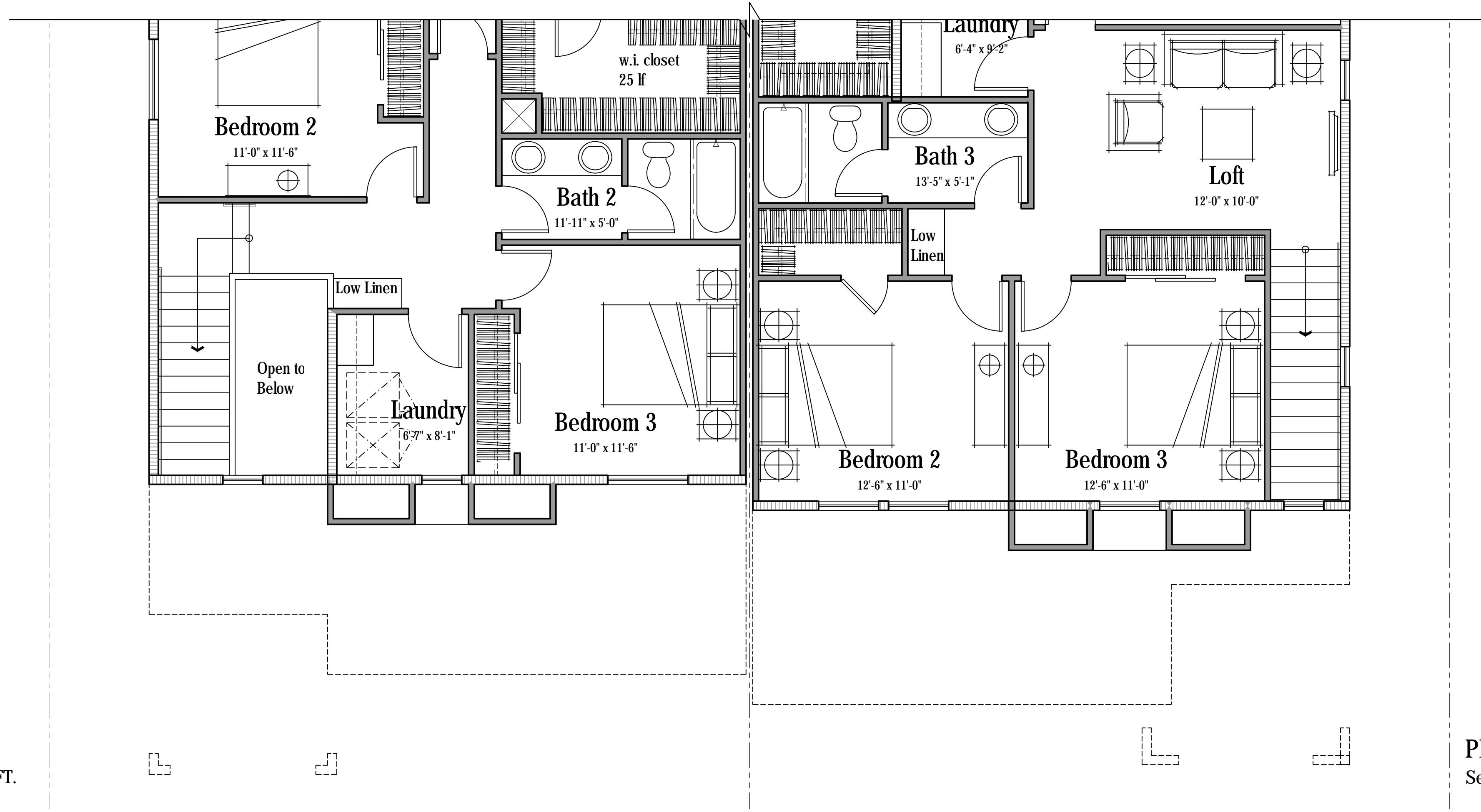
PLAN 2R 'B'
Second Floor: 1104 SQ. FT.

PLAN 3 'C'
Second Floor: 1186 SQ. FT.



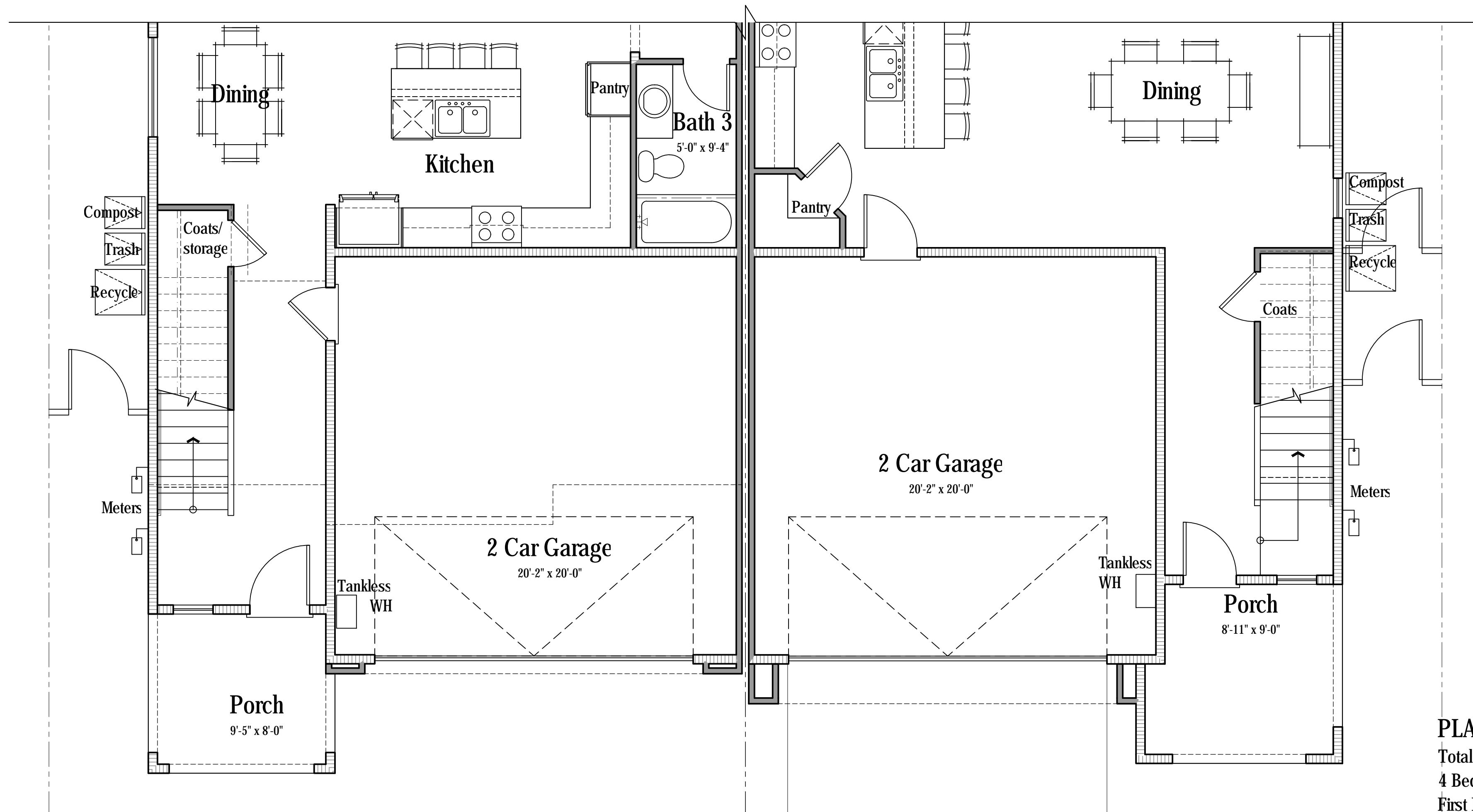
PLAN 2R 'B'
Total SF: 2,094 SQ. FT.
4 Bedroom, 3 Bath
First Floor: 990 SQ. FT.

PLAN 3 'C'
Total SF: 2,300 SQ. FT.
4 Bedroom, 3 Bath, Loft
First Floor: 1114 SQ. FT.



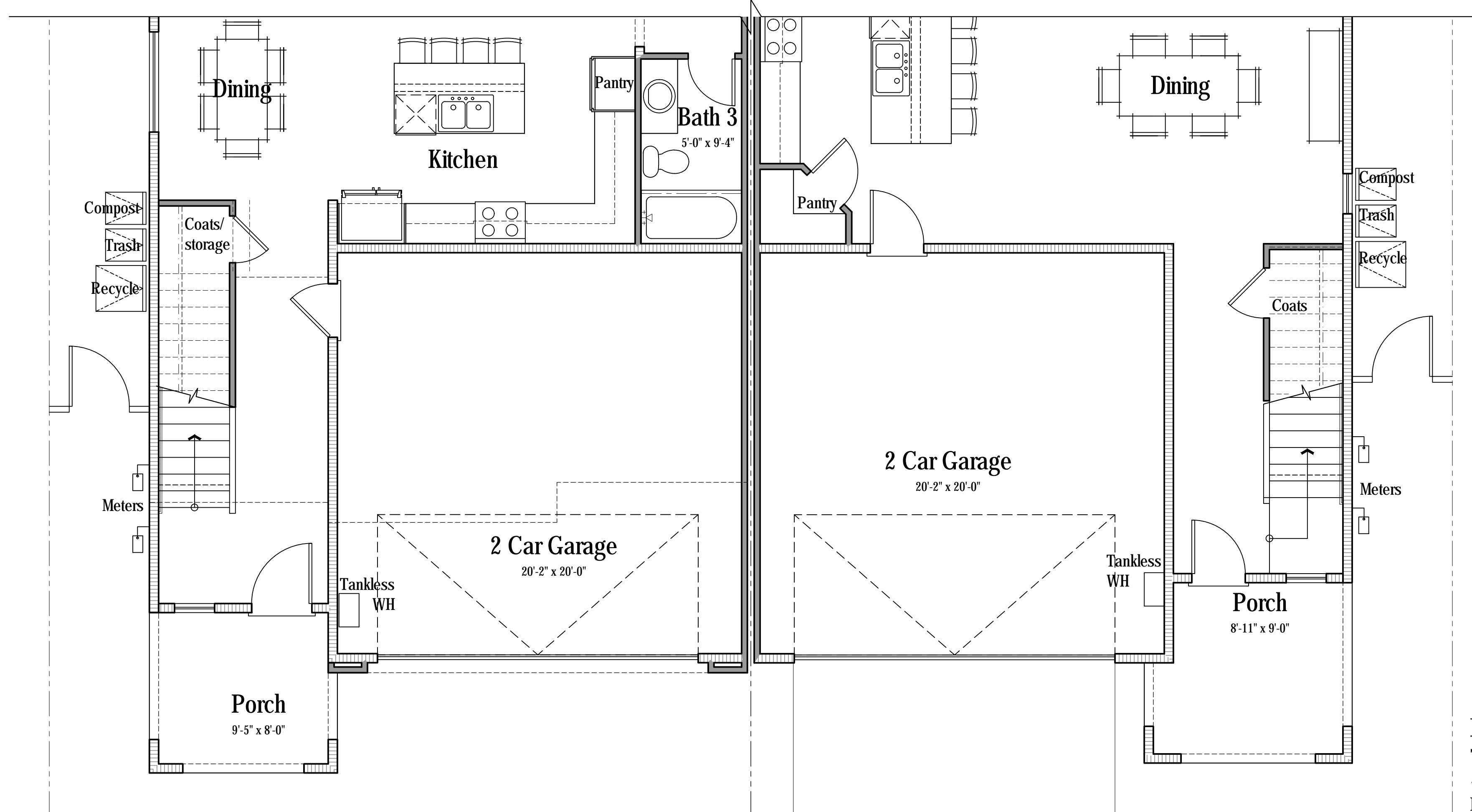
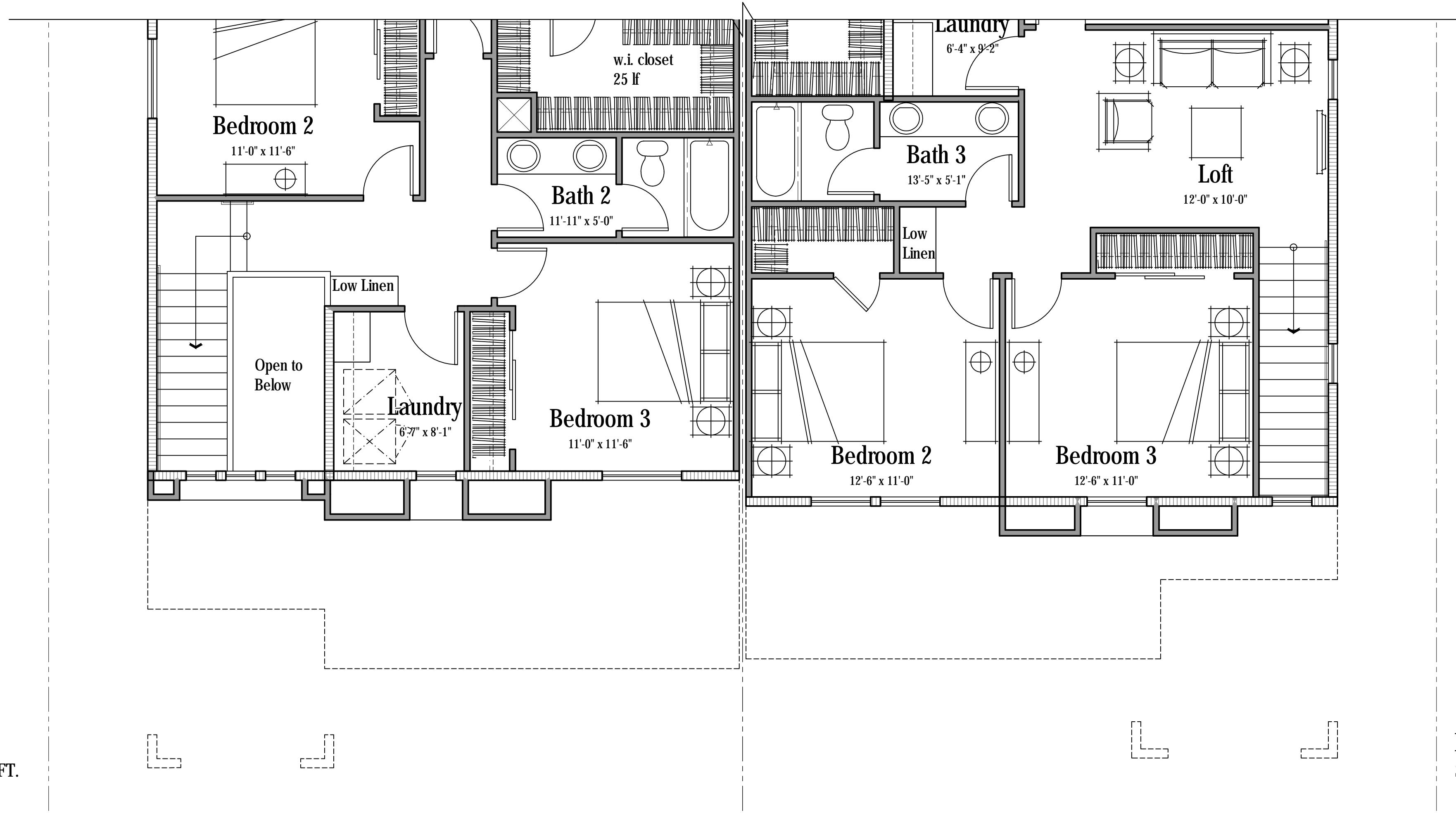
PLAN 2R 'C'
Second Floor: 1104 SQ. FT.

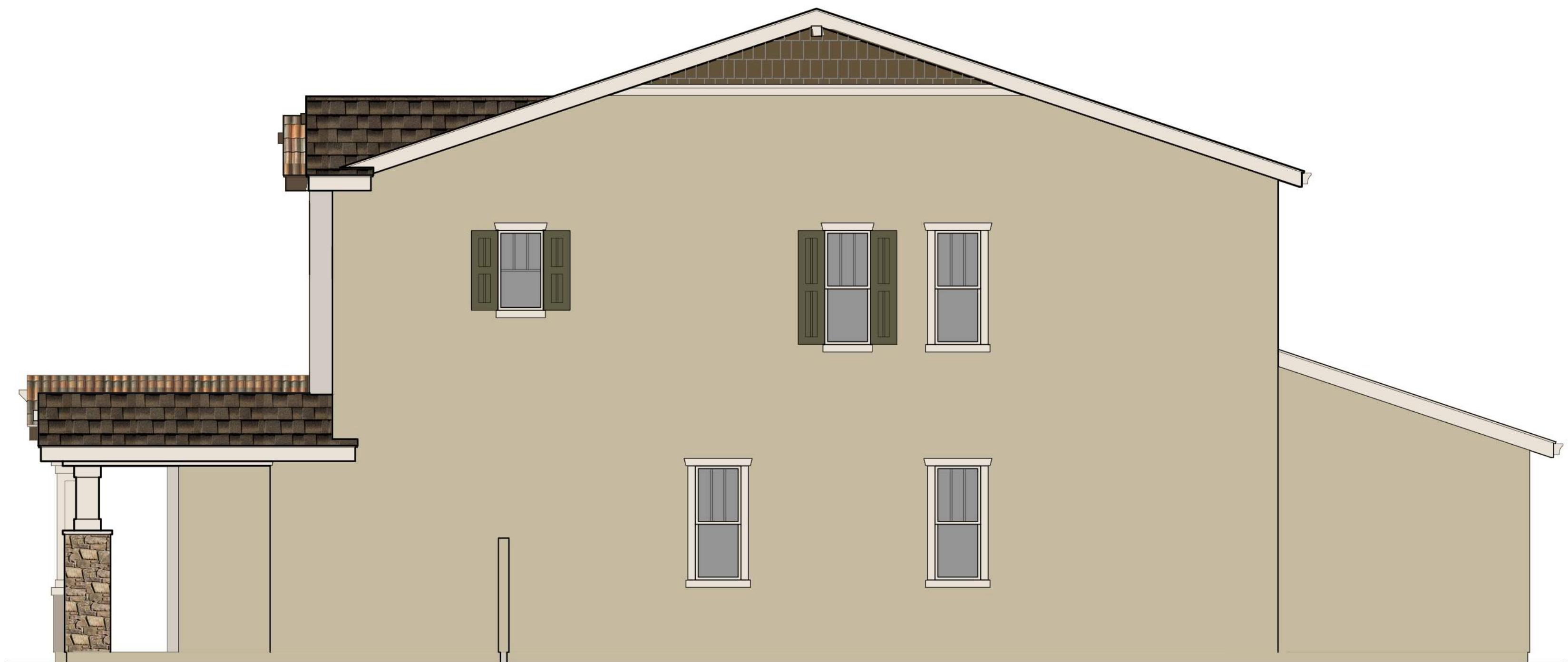
PLAN 3 'B'
Second Floor: 1186 SQ. FT.



PLAN 2R 'C'
Total SF: 2,094 SQ. FT.
4 Bedroom, 3 Bath
First Floor: 990 SQ. FT.

PLAN 3 'B'
Total SF: 2,300 SQ. FT.
4 Bedroom, 3 Bath, Loft
First Floor: 1114 SQ. FT.





RIGHT ELEVATION



REAR ELEVATION



LEFT ELEVATION



PLAN 2R-A

DUET 2R-3 ELEVATION 'A-D'
EARLY CALIFORNIA-CRAFTSMAN

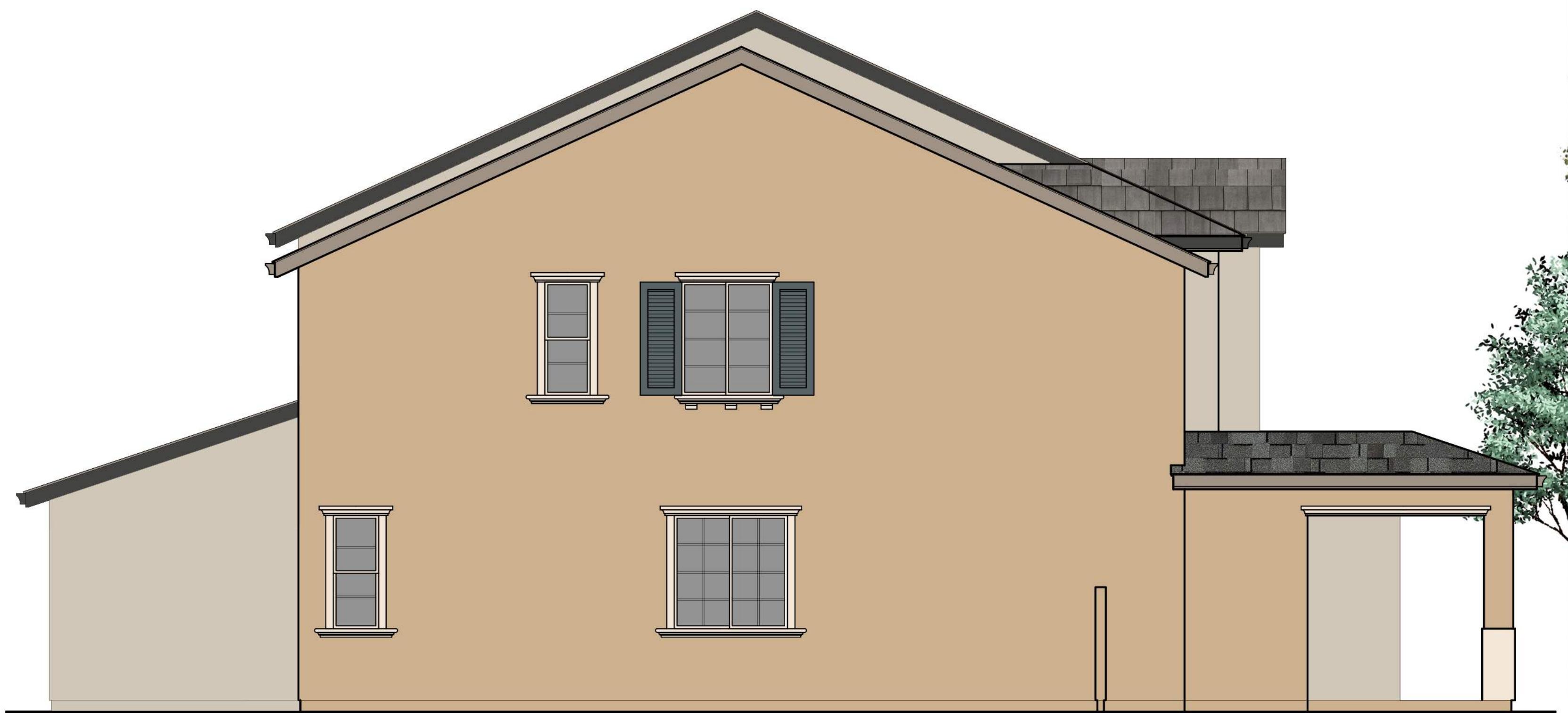
PLAN 3-D



RIGHT ELEVATION



REAR ELEVATION



LEFT ELEVATION



PLAN 2R-B

DUET 2R-3 ELEVATION 'B-C'
MEDITERRANEAN REVIVAL-COUNTRY EUROPEAN

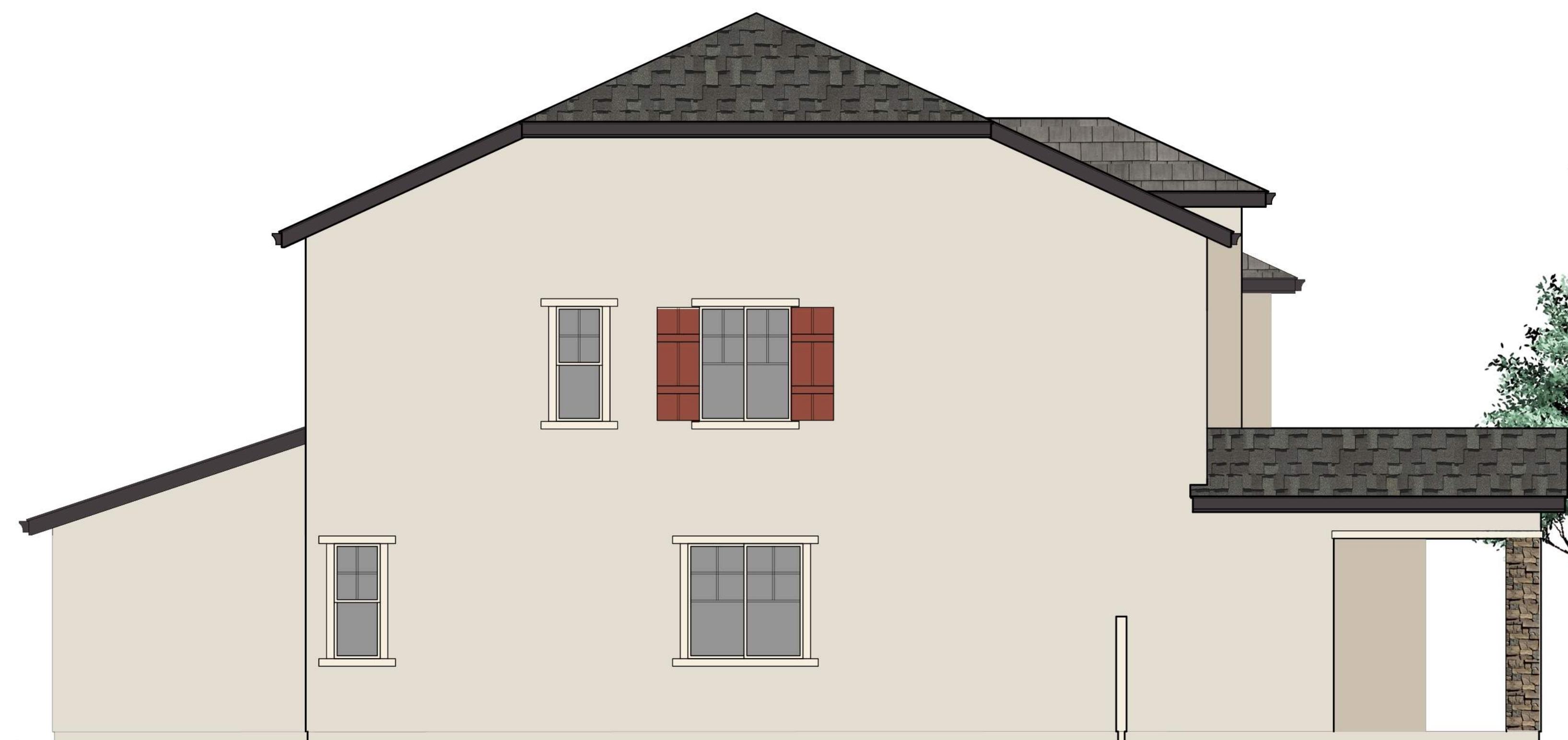
PLAN 3-C



RIGHT ELEVATION



REAR ELEVATION



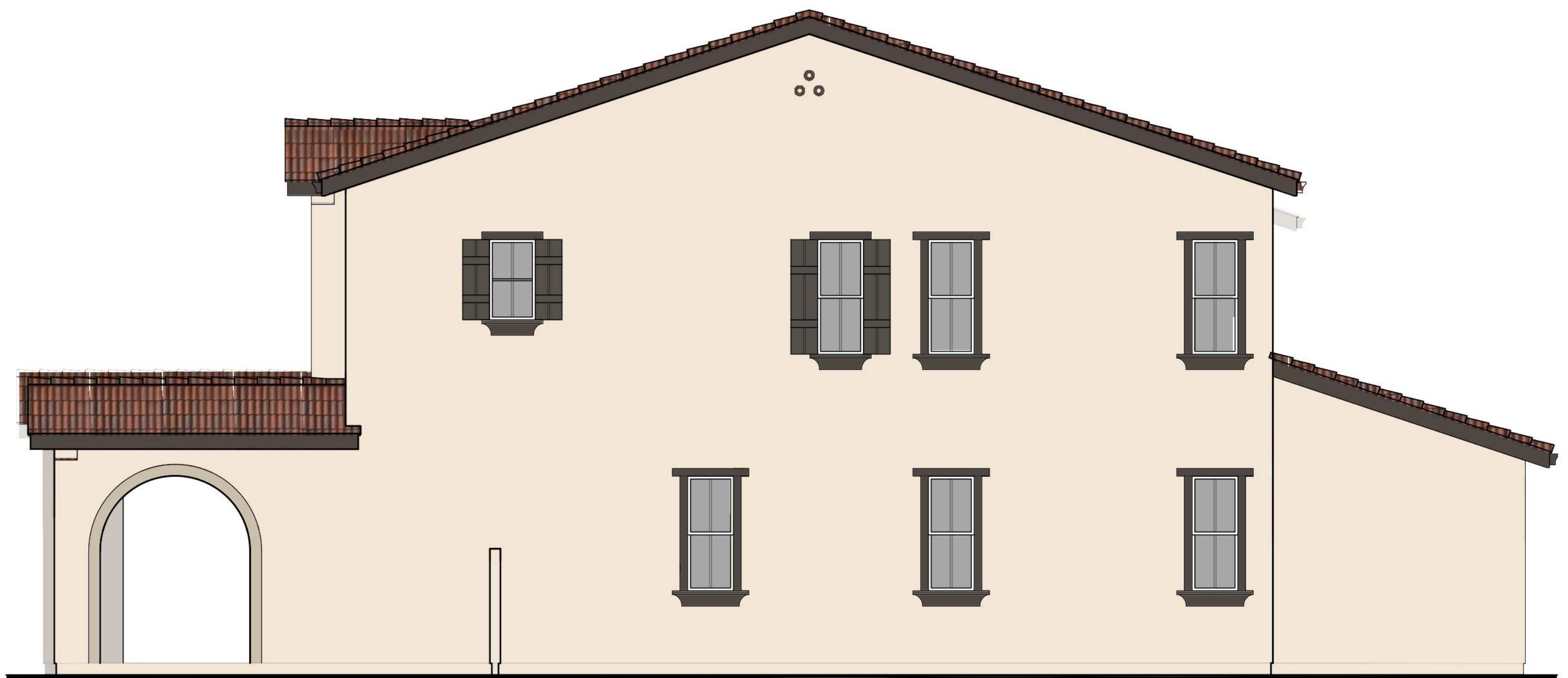
LEFT ELEVATION



PLAN 2R-C

DUET 2R-3 ELEVATION 'C-B'
COUNTRY EUROPEAN-MEDITERRANEAN REVIVAL

PLAN 3-B



RIGHT ELEVATION



REAR ELEVATION



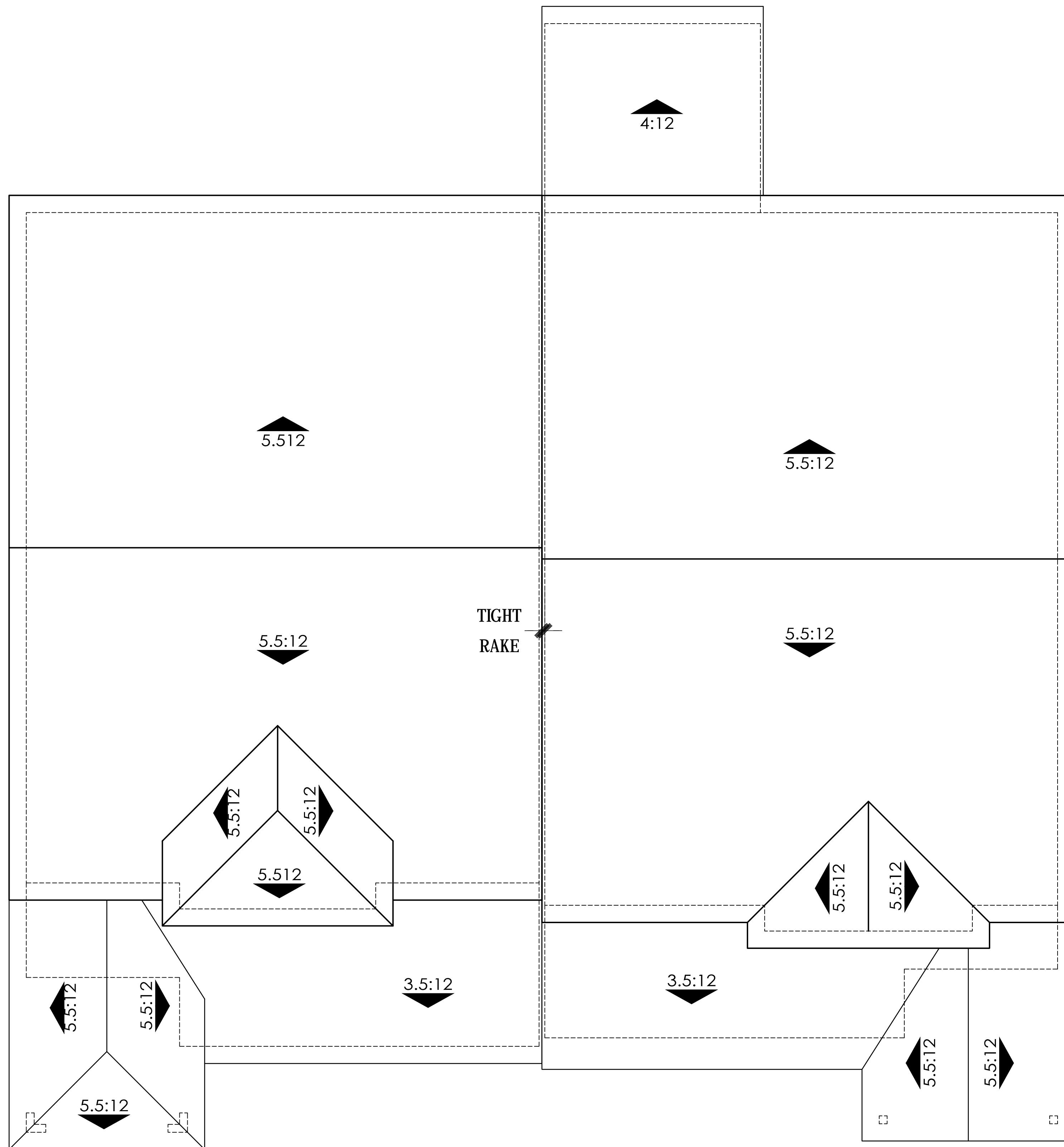
LEFT ELEVATION



PLAN 2R-D

PLAN 3-A

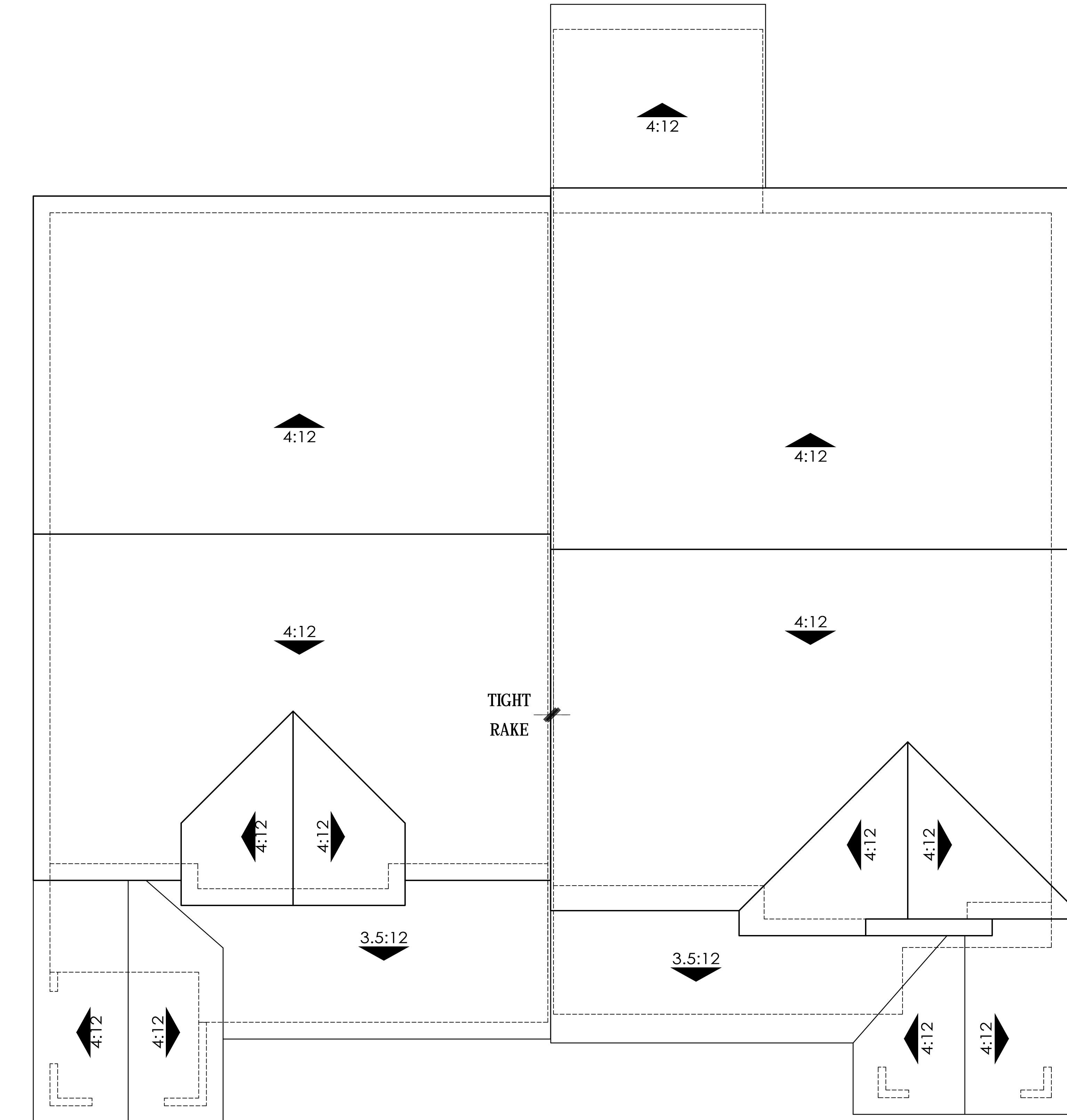
DUET 2R-3 ELEVATION 'D-A'
CRAFTSMAN-EARLY CALIFORNIA



DUET 2R-3 ELEVATION 'B-C'

ROOF PLAN

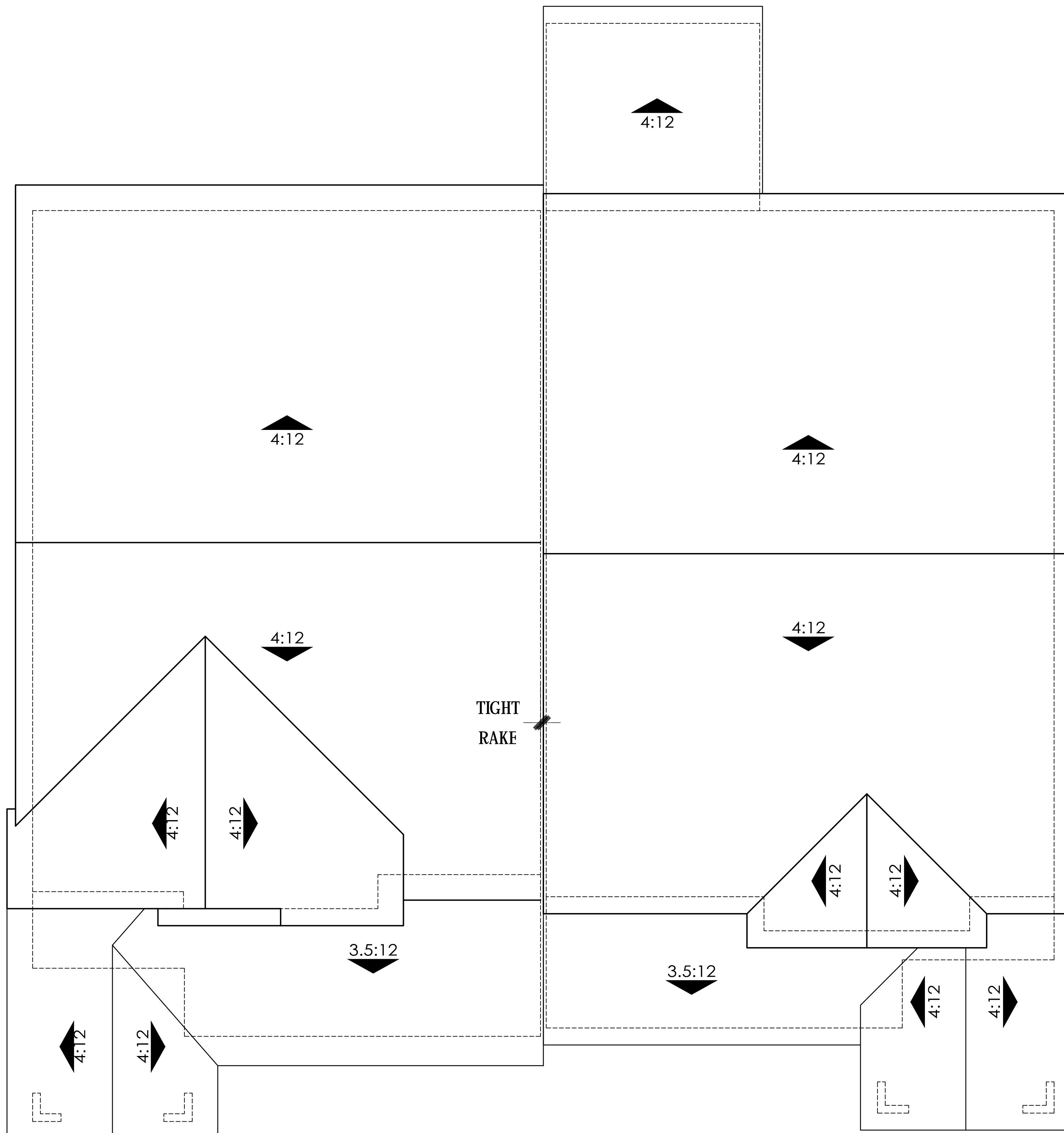
OVERHANG: 12"
RAKE: 12", U.N.O.
SLOPE: 5.5:12, U.N.O.



DUET 2R-3 ELEVATION 'A-D'

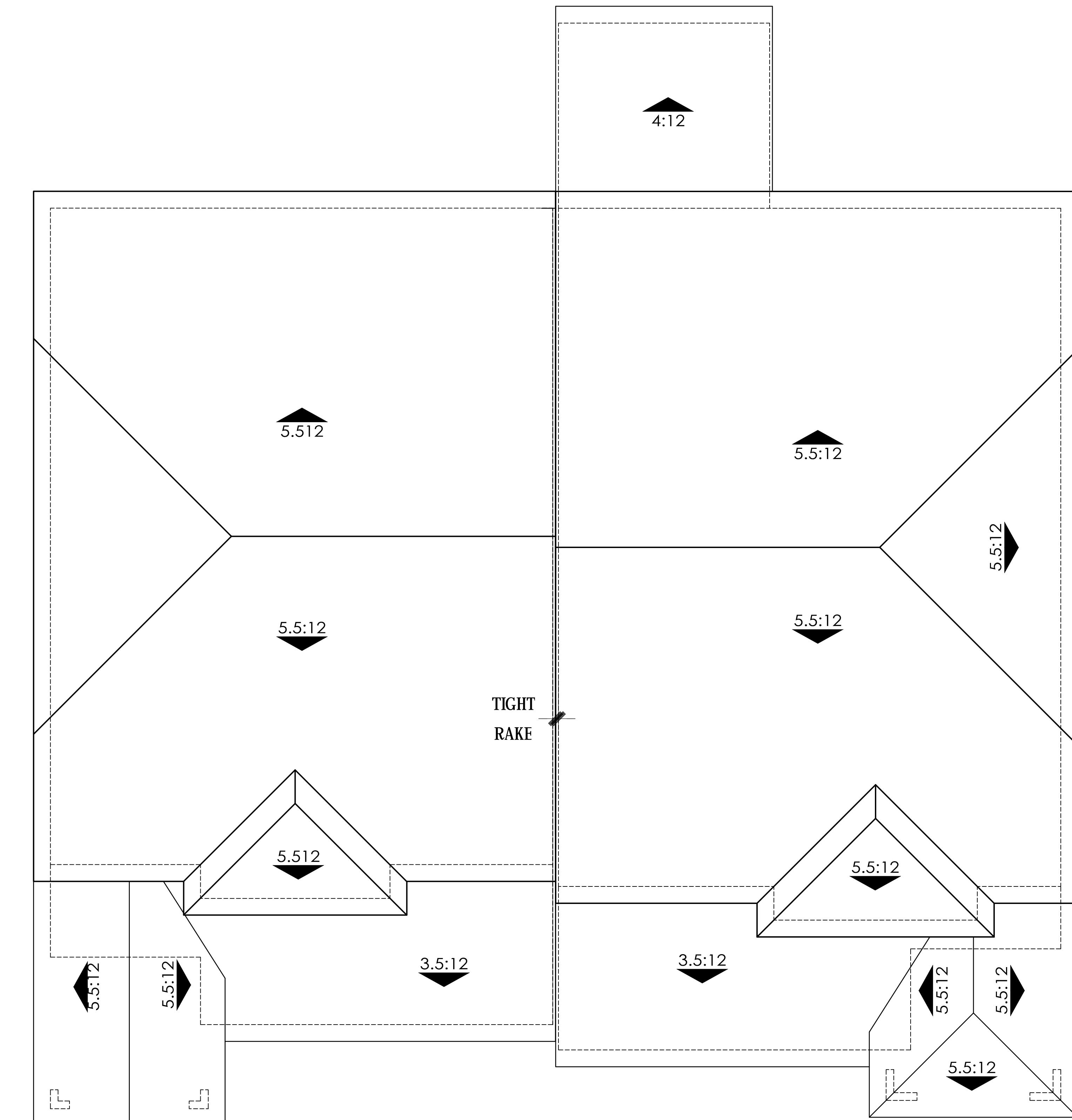
ROOF PLAN

OVERHANG: 12" AT STYLE 'A', 18" AT STYLE 'D'
RAKE: 12", U.N.O.
SLOPE: 4:12, U.N.O.



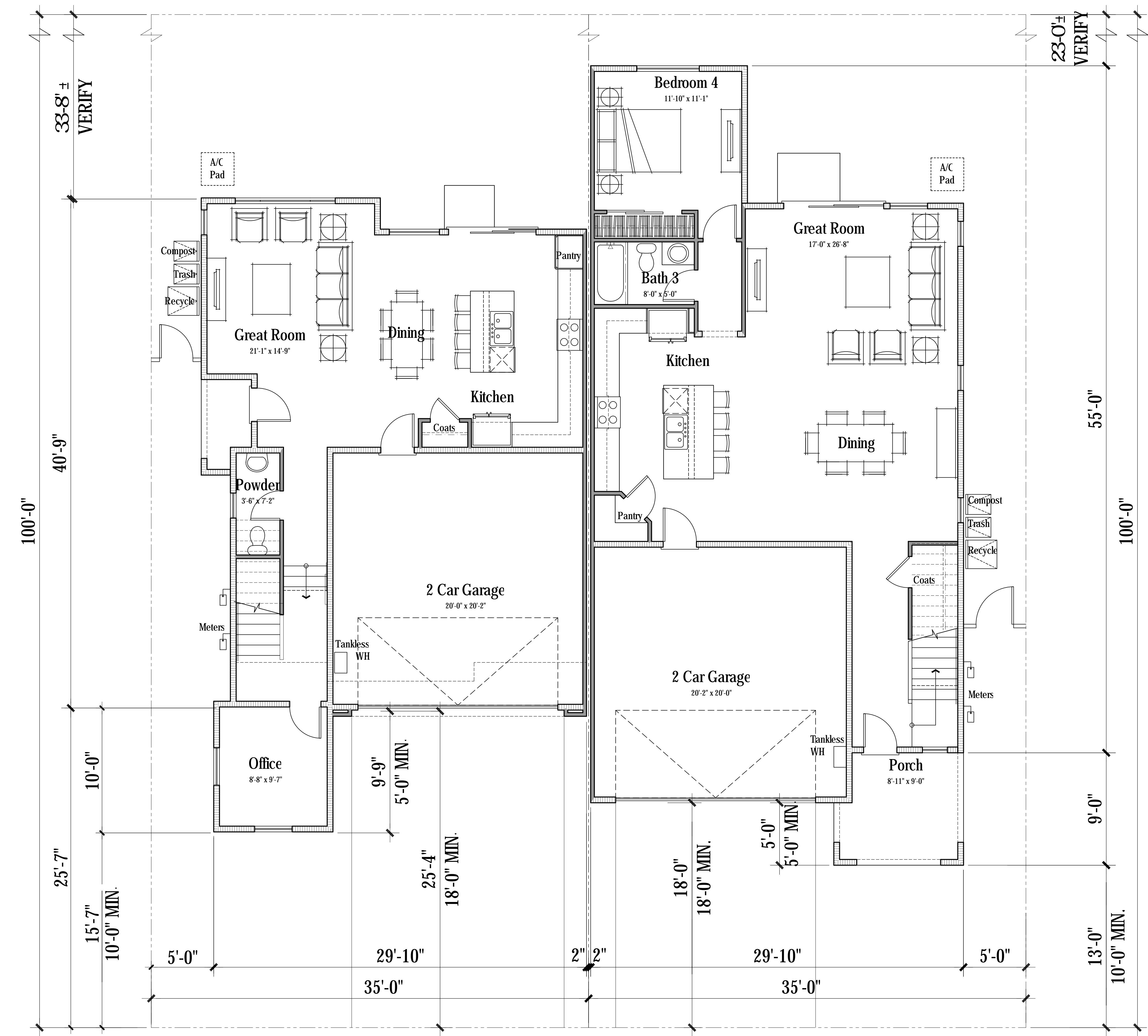
DUET 2R-3 ELEVATION 'D-A'
ROOF PLAN

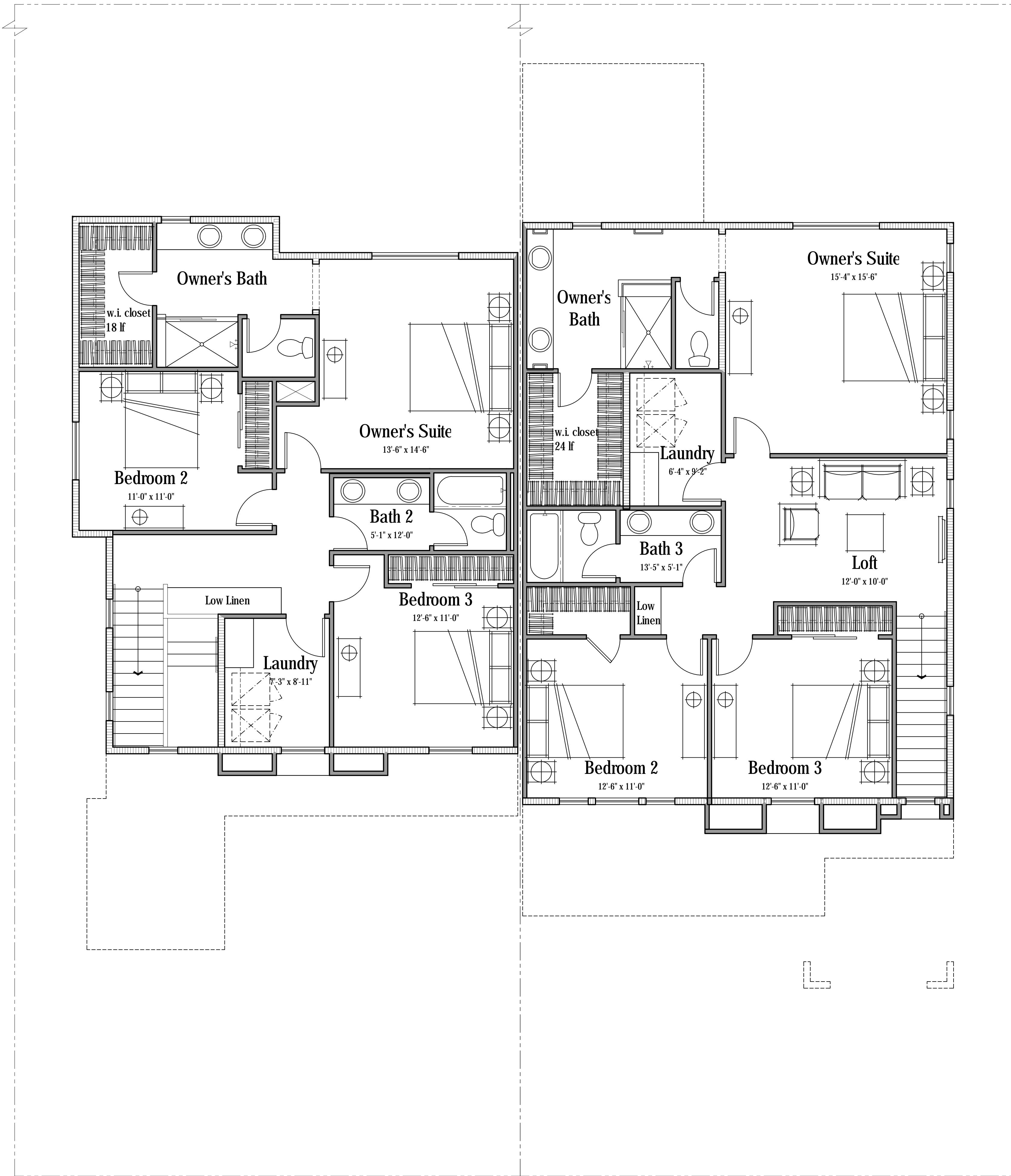
OVERHANG: 12" AT STYLE 'A', 18" AT STYLE 'D'
RAKE: 12", U.N.O.
SLOPE: 4:12, U.N.O.



DUET 2R-3 ELEVATION 'C-B'
ROOF PLAN

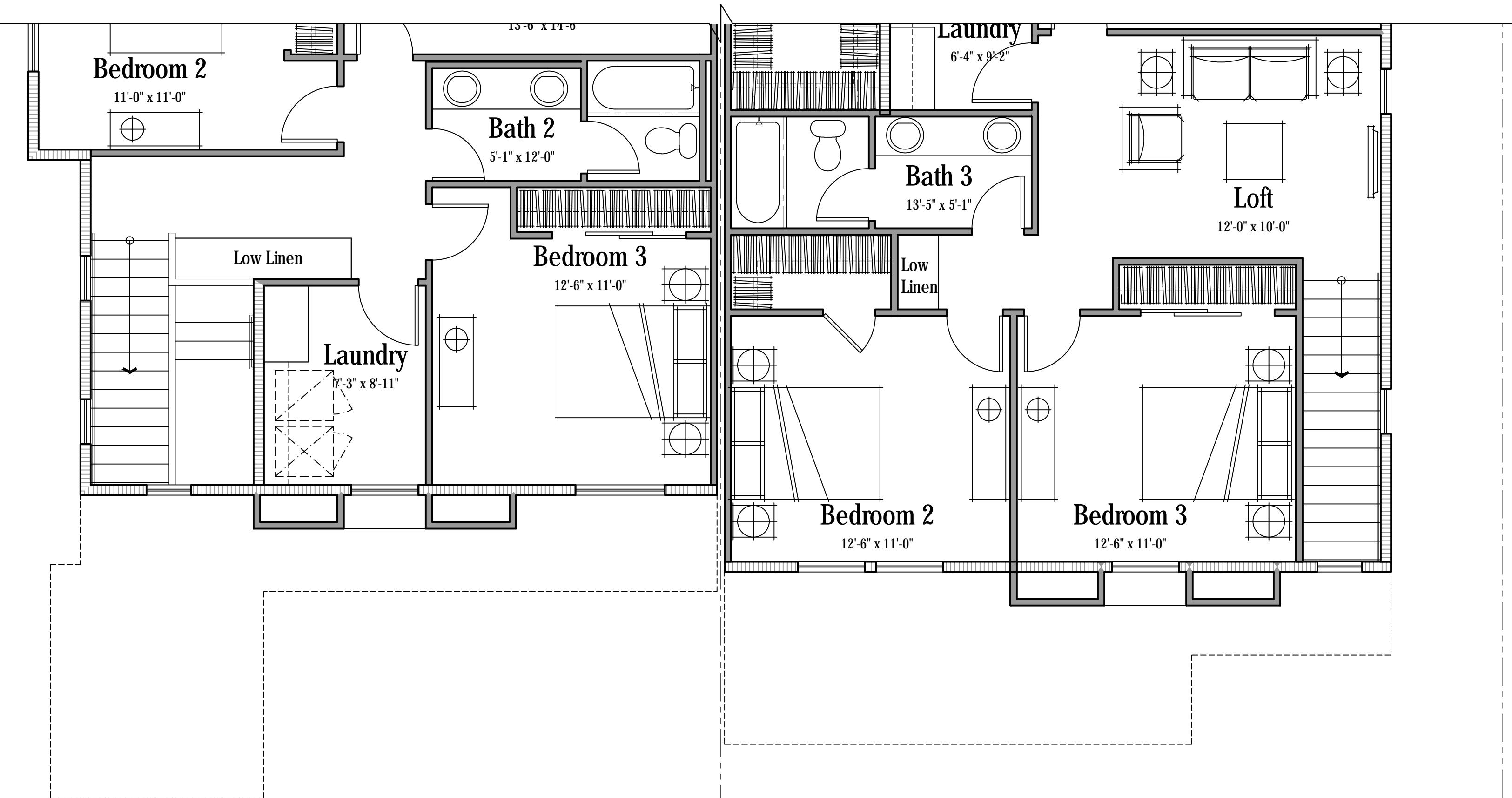
OVERHANG: 12"
RAKE: 12", U.N.O.
SLOPE: 5.5:12, U.N.O.





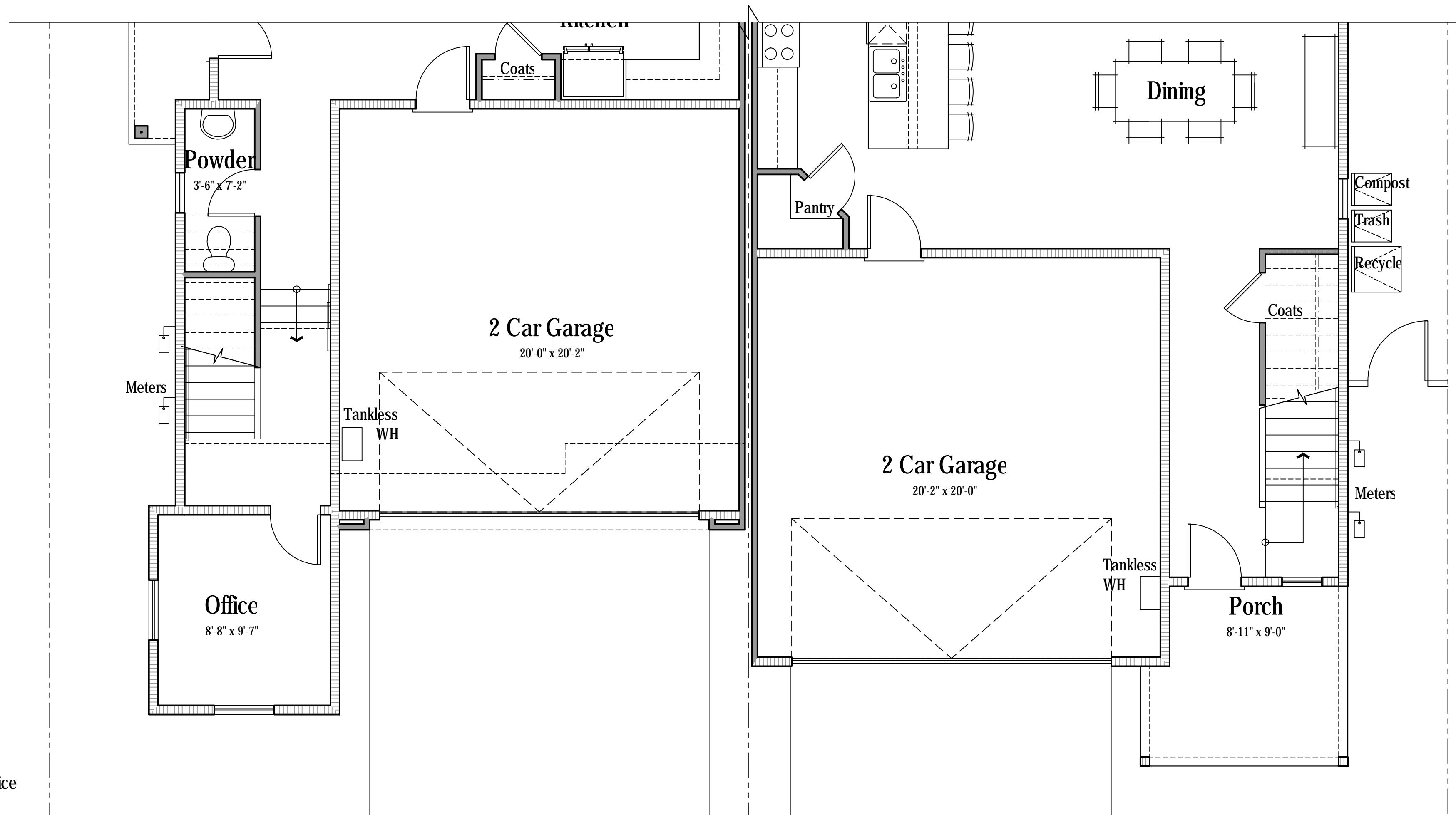
PLAN 1R 'A'
Second Floor: 1039 SQ. FT.

PLAN 3 'D'
Second Floor: 1186 SQ. FT.



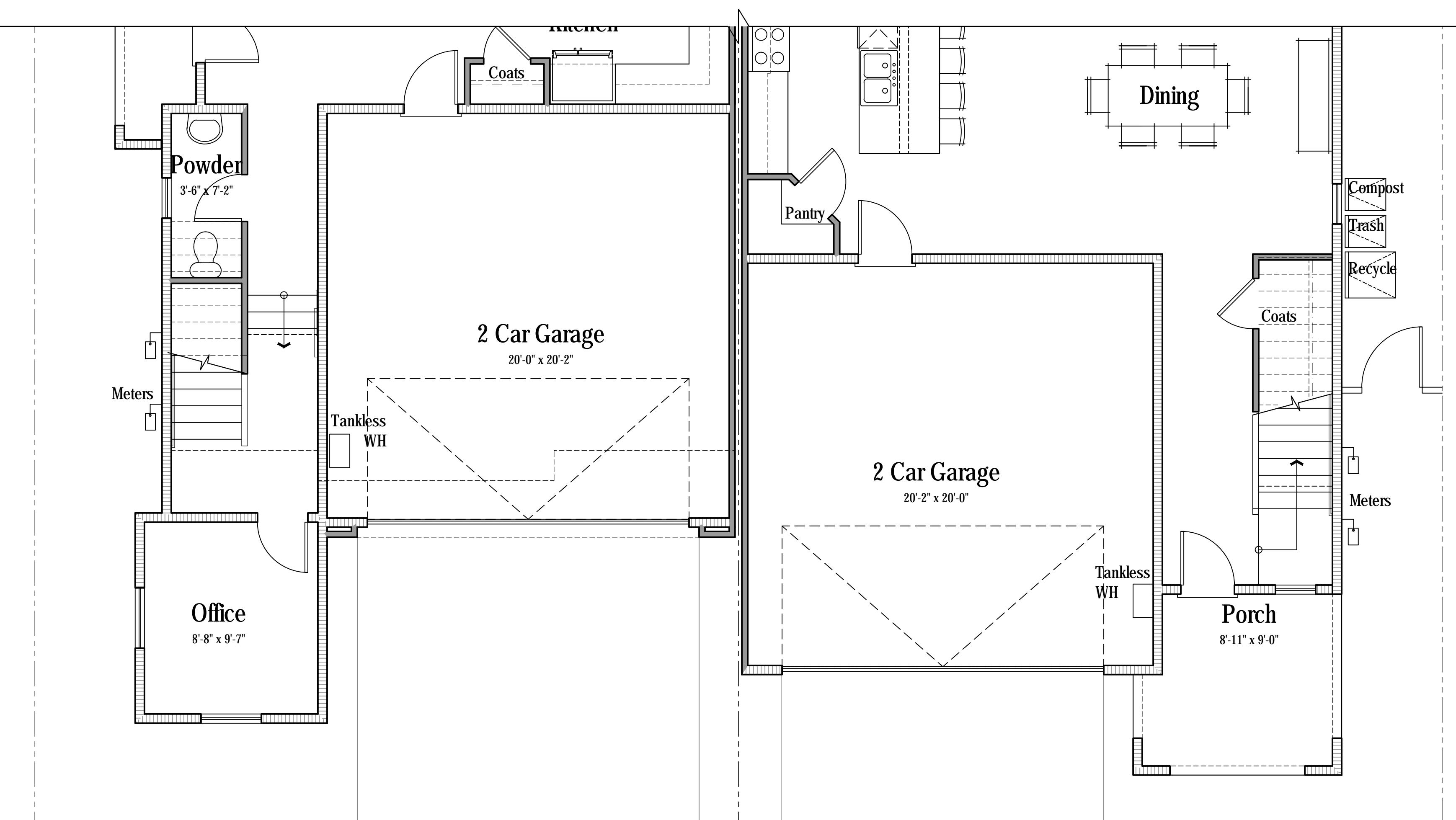
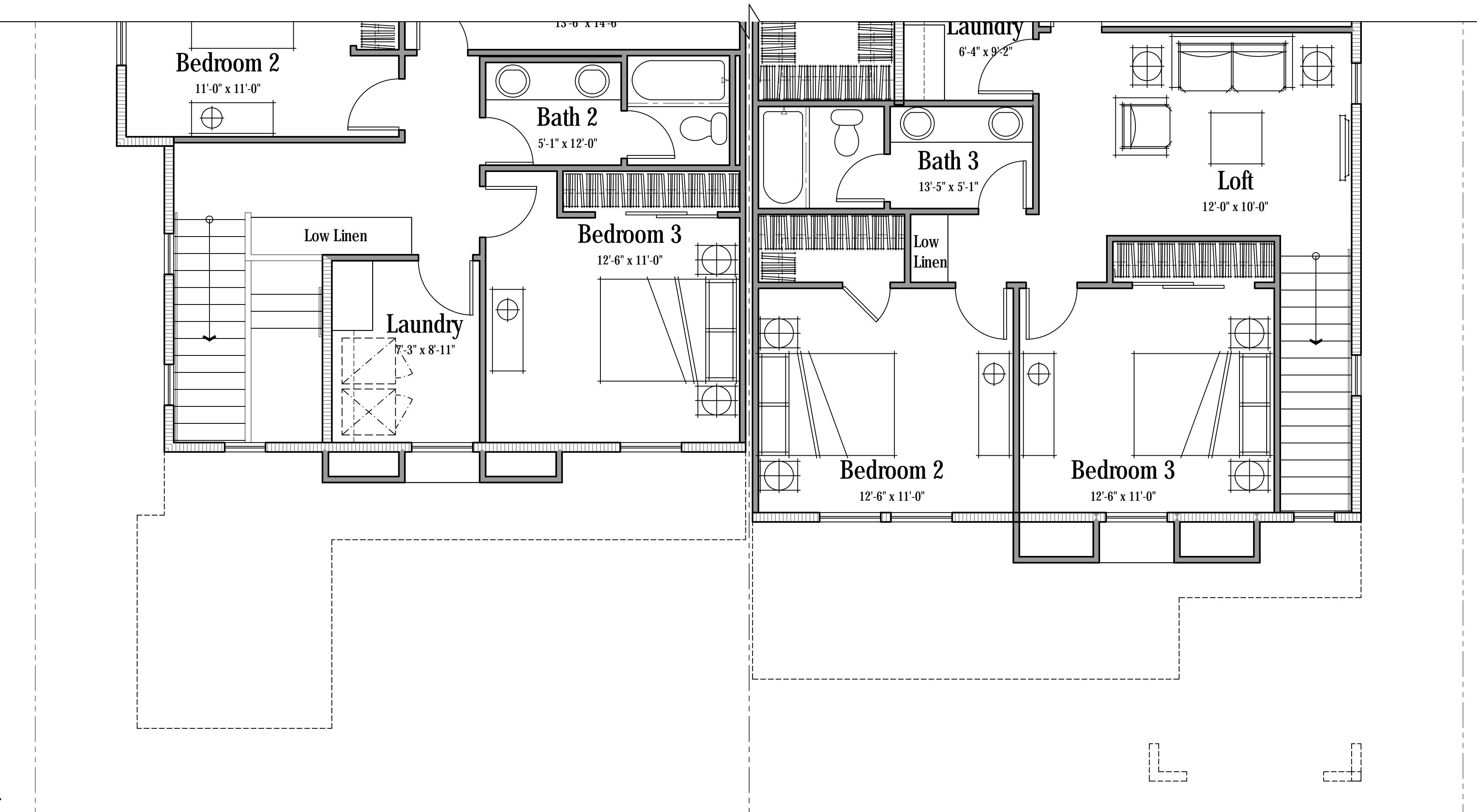
PLAN 1R 'B'
Second Floor: 1039 SQ. FT.

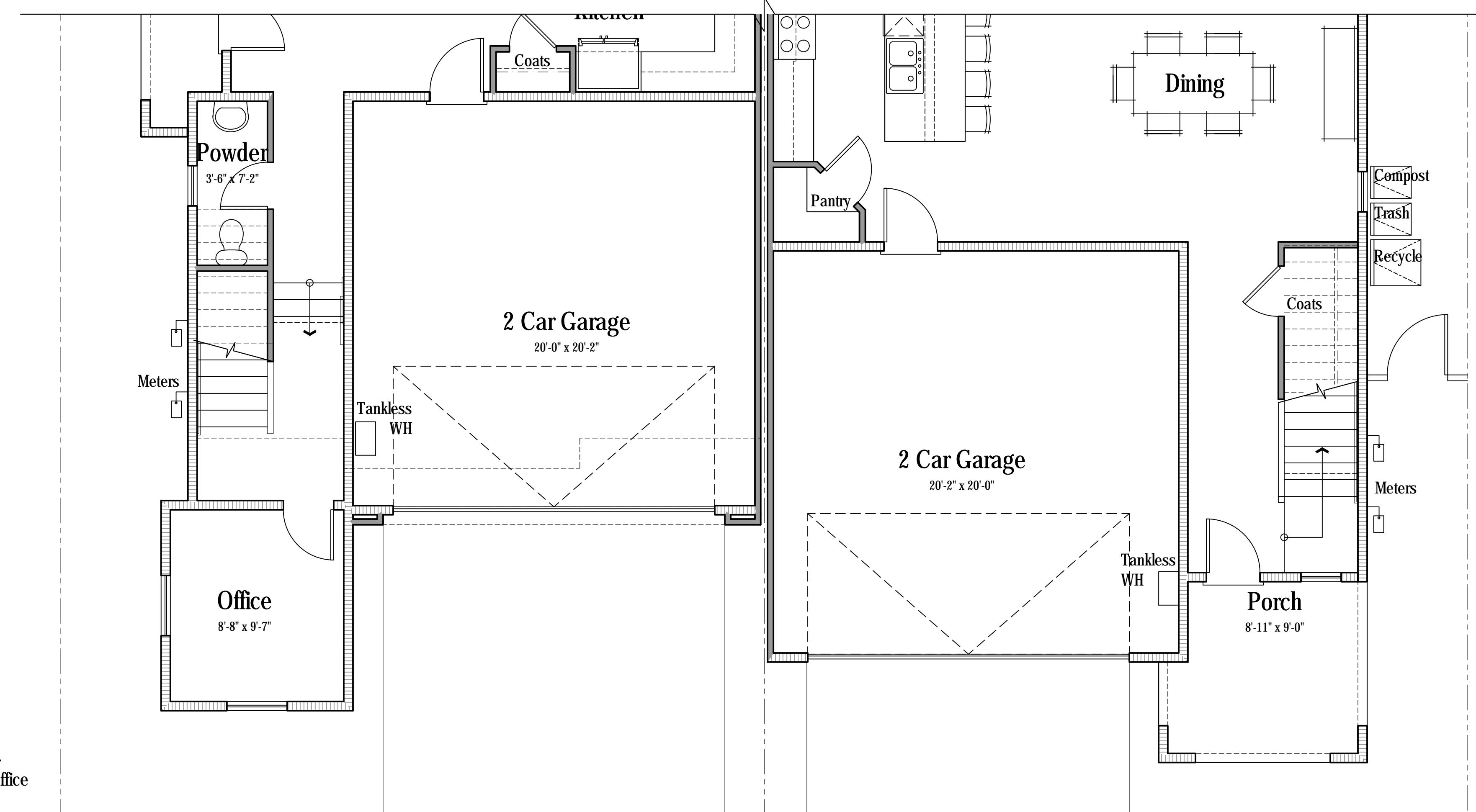
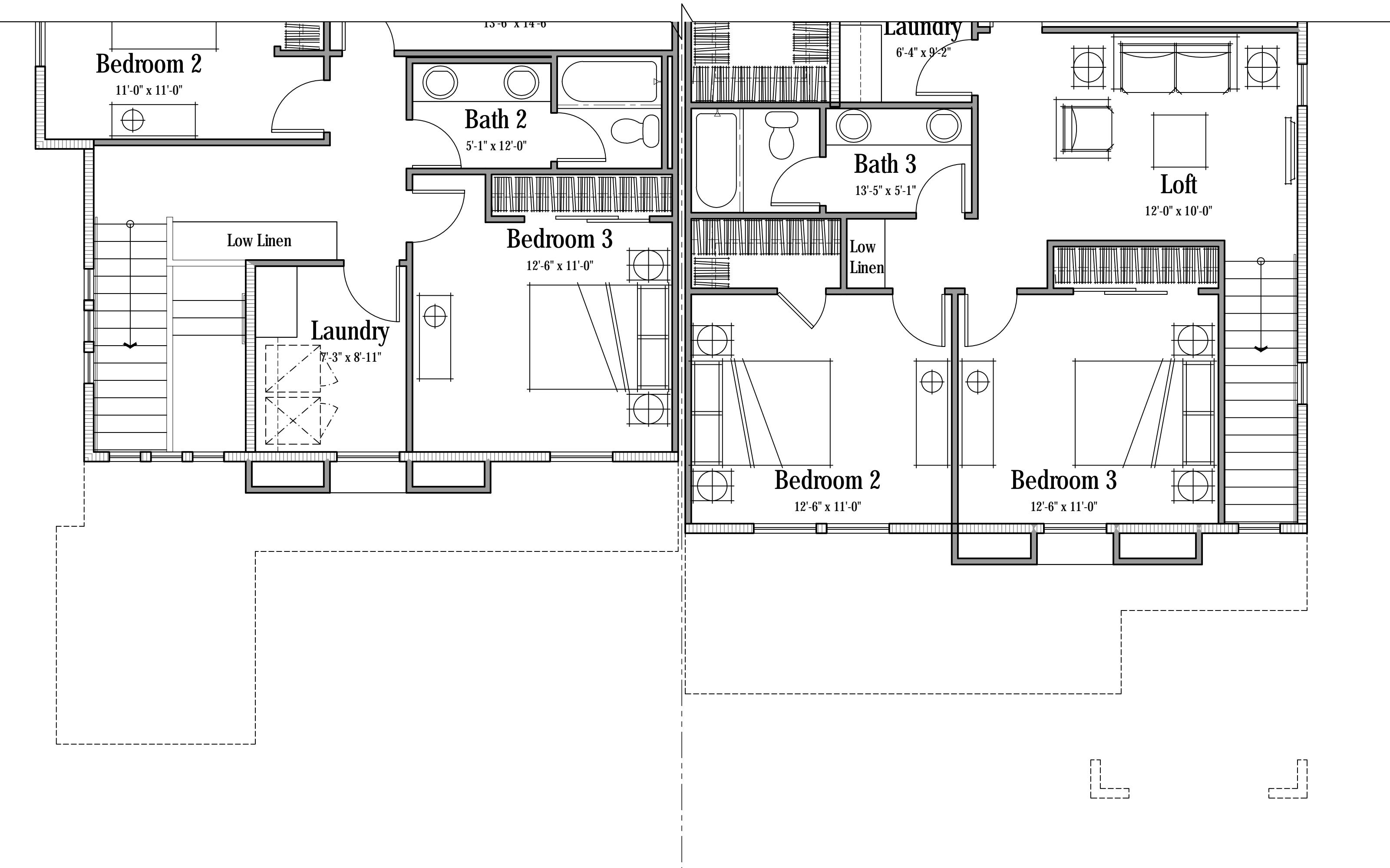
PLAN 3 'C'
Second Floor: 1186 SQ. FT.

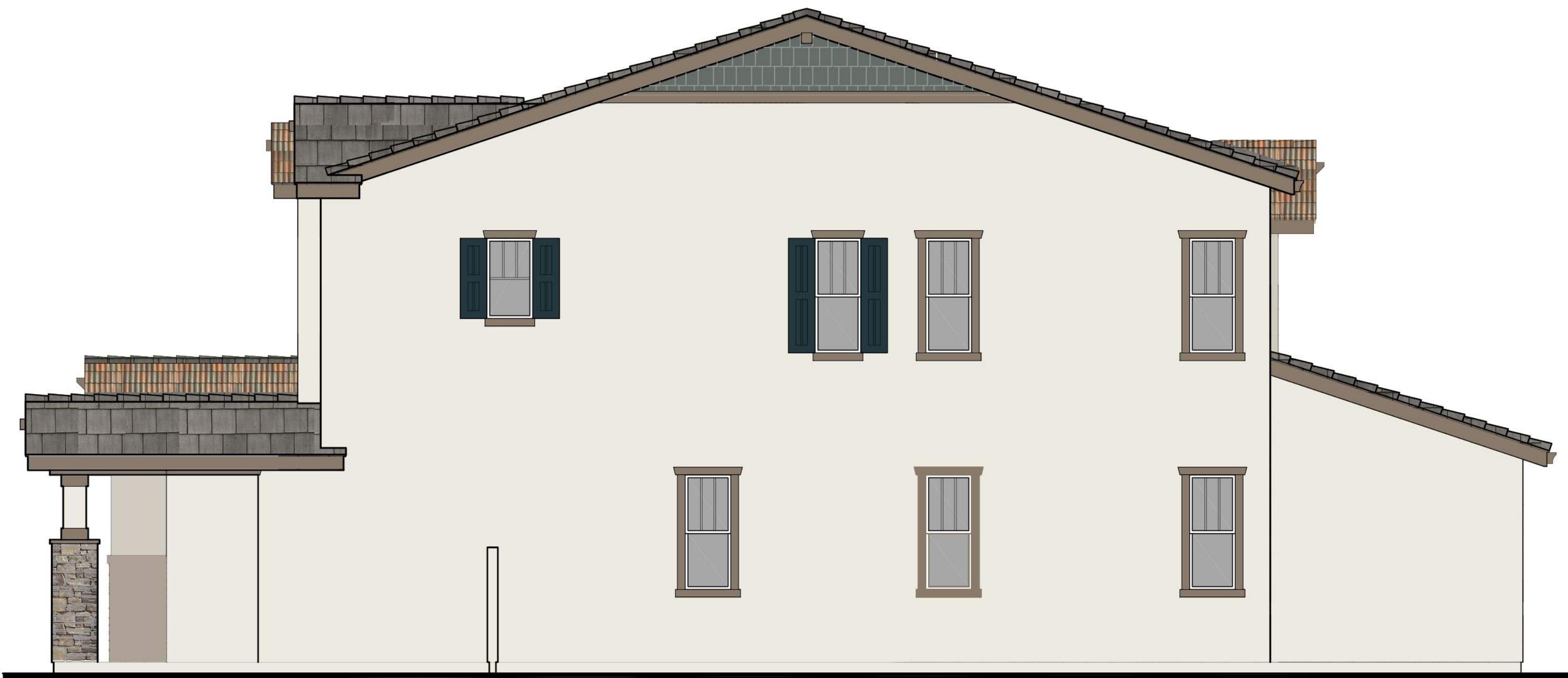


PLAN 1R 'B'
Total SF: 1,871 SQ. FT.
3 Bedroom, 2.5 Bath, Office
First Floor: 828 SQ. FT.

PLAN 3 'C'
Total SF: 2,300 SQ. FT.
4 Bedroom, 3 Bath, Loft
First Floor: 1114 SQ. FT.







RIGHT ELEVATION



REAR ELEVATION



LEFT ELEVATION



PLAN 1R-A

DUET 1R-3 ELEVATION 'A-D'
EARLY CALIFORNIA-CRAFTSMAN

PLAN 3-D



RIGHT ELEVATION



REAR ELEVATION



LEFT ELEVATION

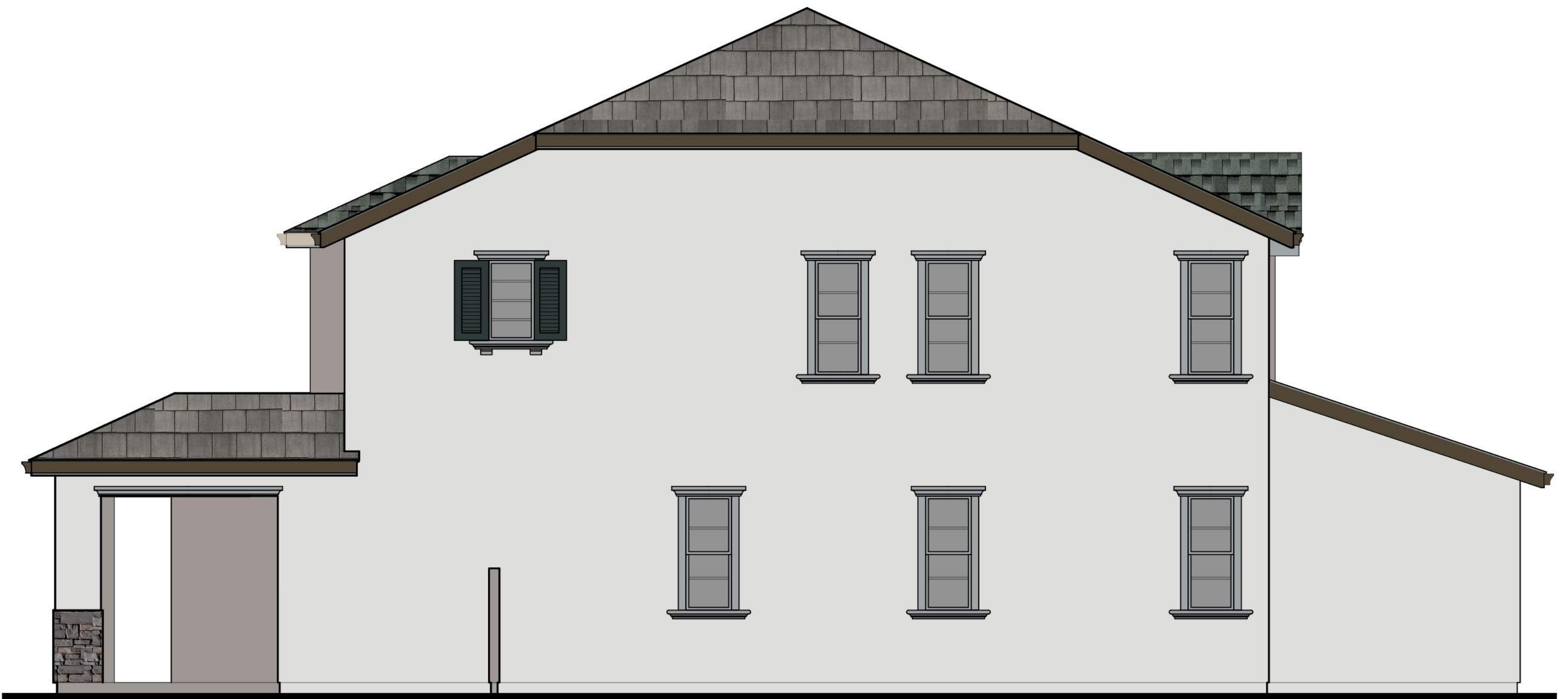


PLAN 1R -B

PLAN 3-C

DUET 1R-3 ELEVATION 'B-C'
MEDITERRANEAN REVIVAL-COUNTRY EUROPEAN

DUET 1R-3 - EXTERIOR ELEVATIONS 'B-C'



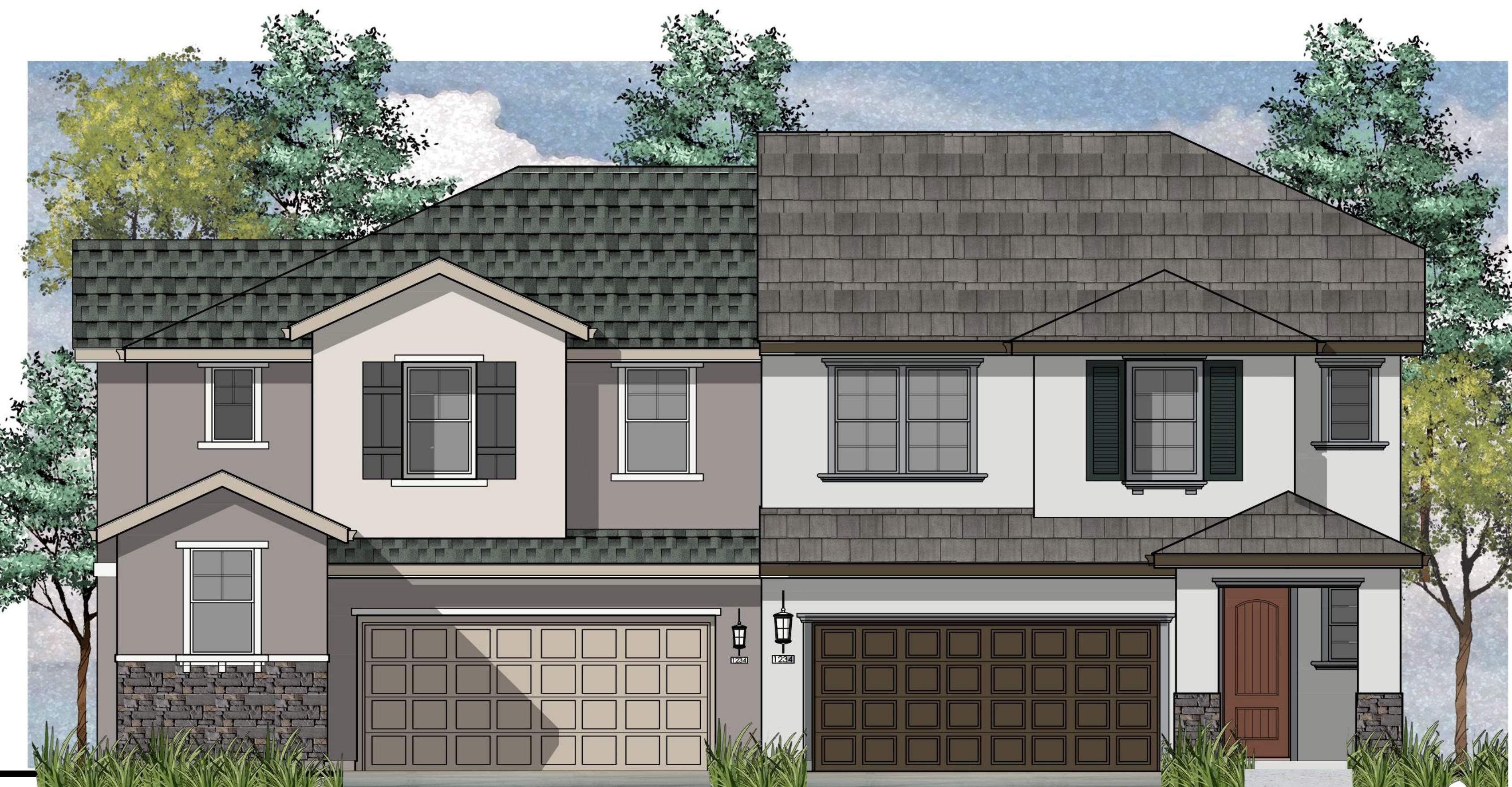
RIGHT ELEVATION



REAR ELEVATION



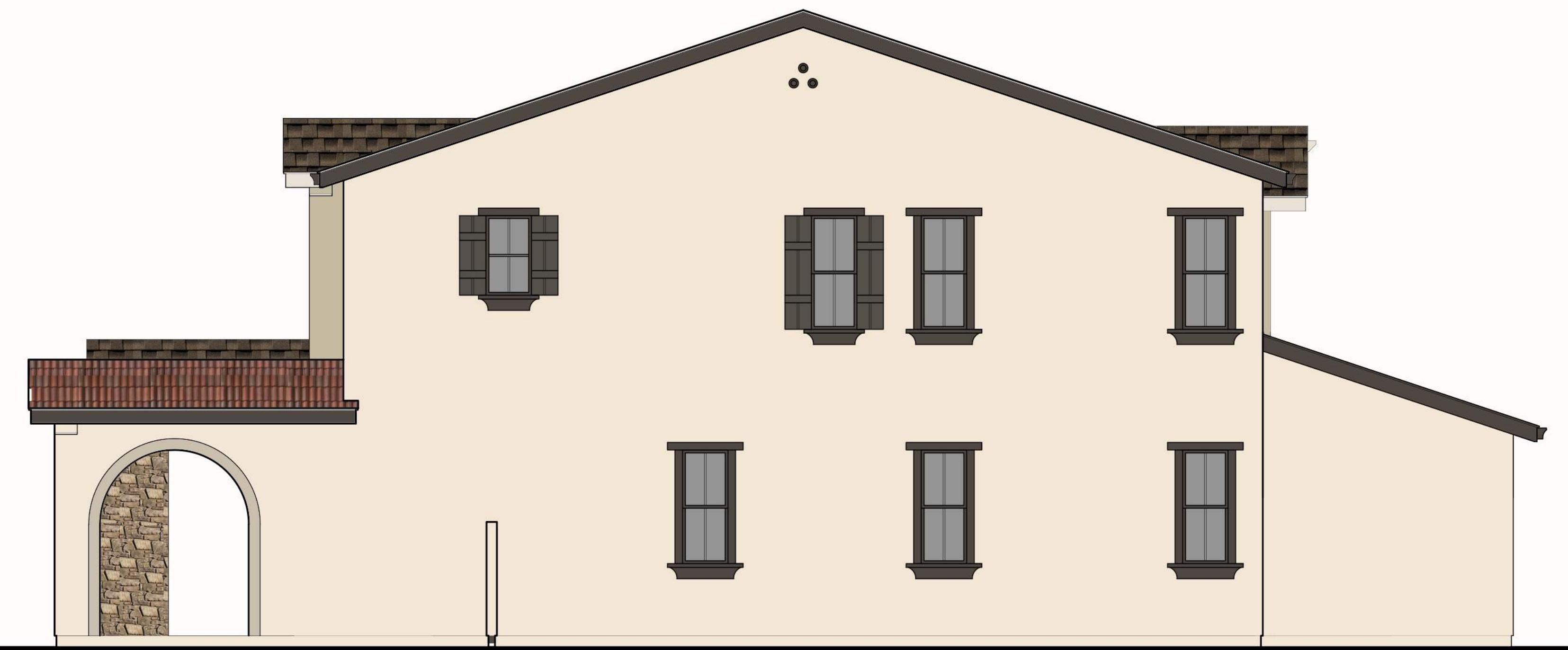
LEFT ELEVATION



PLAN 1R-C

DUET 1R-3 ELEVATION 'C-B'
COUNTRY EUROPEAN-MEDITERRANEAN REVIVAL

PLAN 3-B



RIGHT ELEVATION



REAR ELEVATION



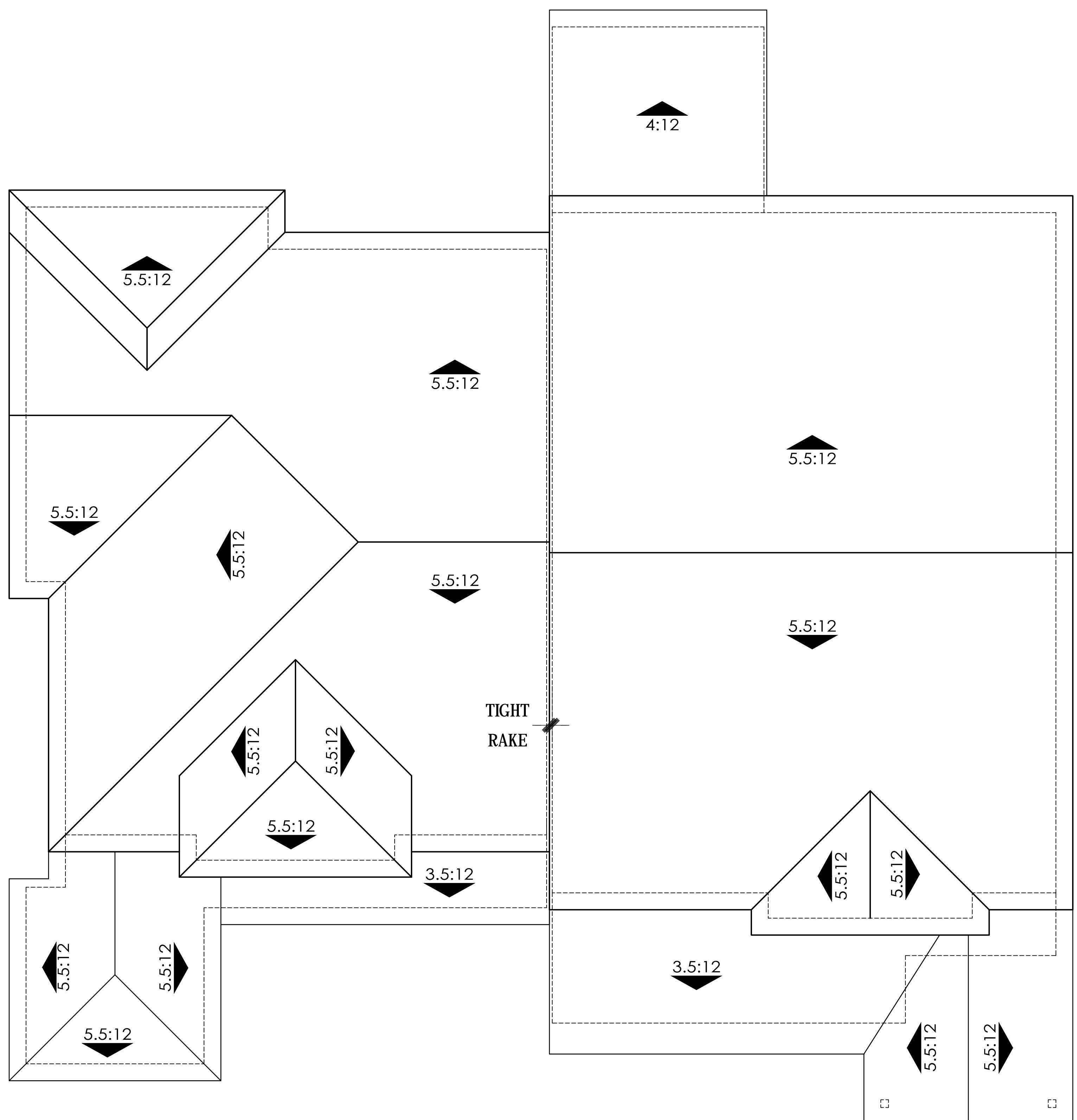
LEFT ELEVATION



PLAN 1R-D

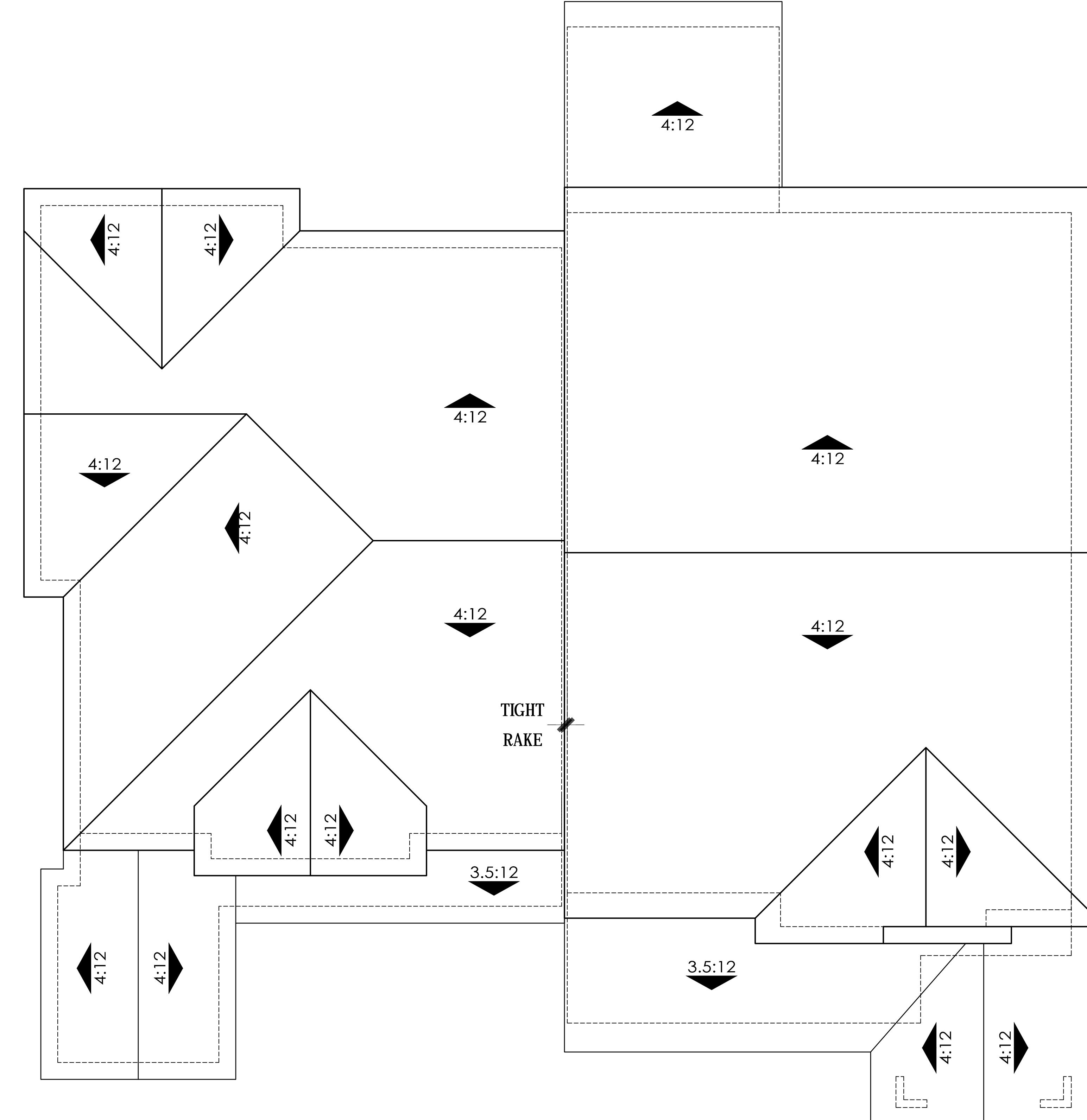
PLAN 3-A

DUET 1R-3 ELEVATION 'D-A'
CRAFTSMAN-EARLY CALIFORNIA



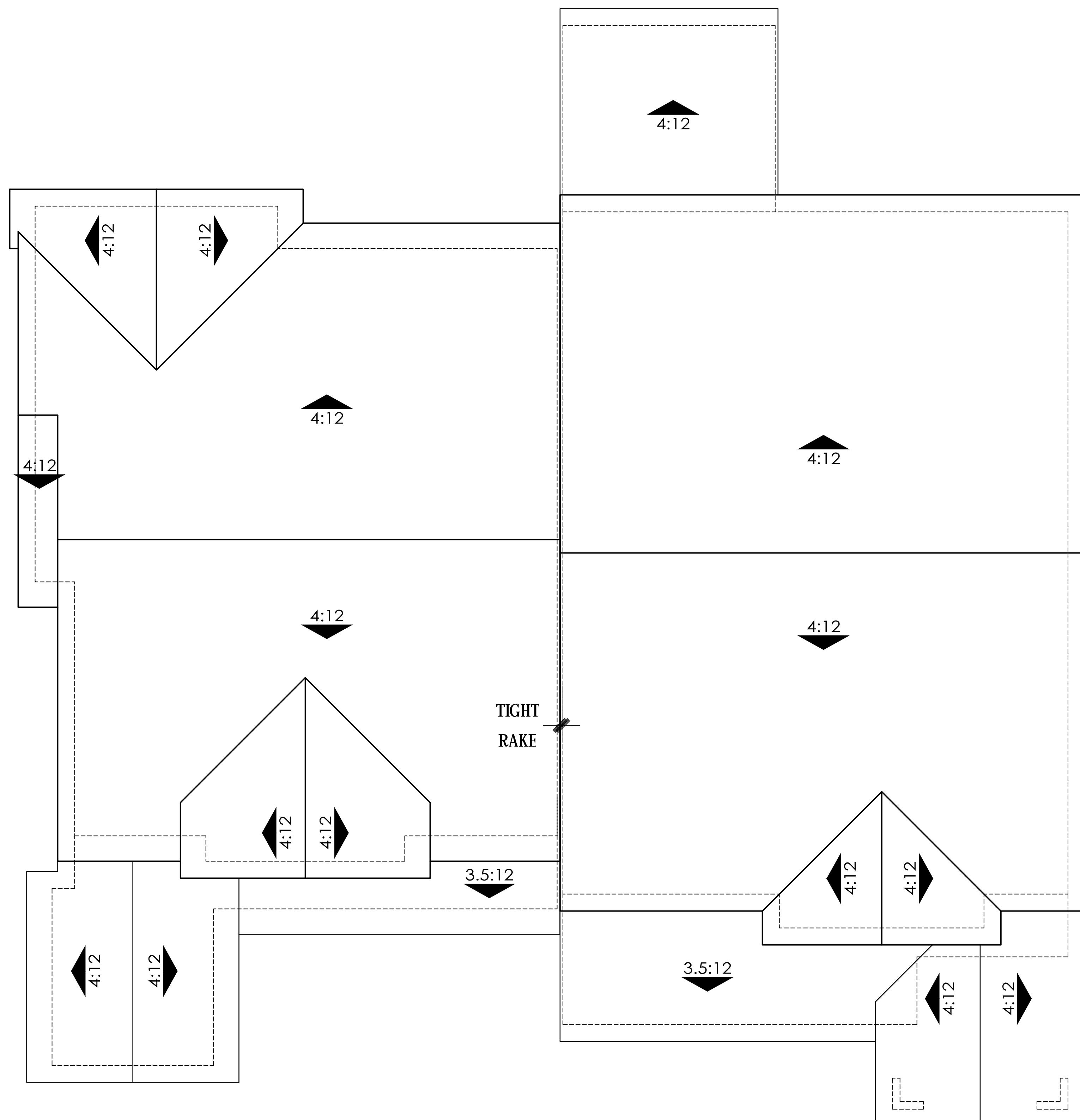
DUET 1R-3 ELEVATION 'B-C'
ROOF PLAN

OVERHANG: 12", U.N.O.
RAKE: 12", U.N.O.
SLOPE: 5.5:12, U.N.O.



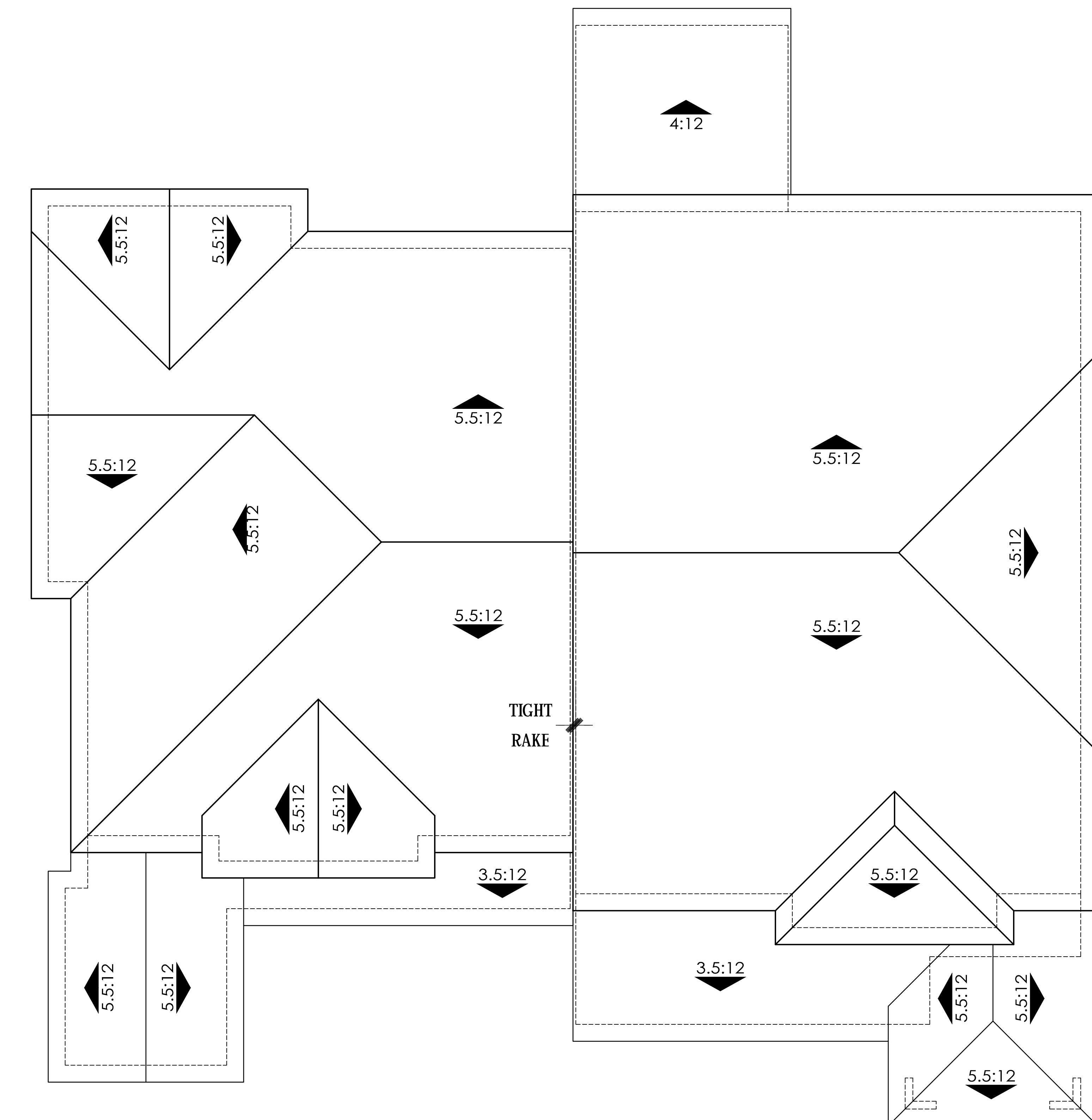
DUET 1R-3 ELEVATION 'A-D'
ROOF PLAN

OVERHANG: 12" AT STYLE 'A', 18" AT STYLE 'D'
RAKE: 12", U.N.O.
SLOPE: 4:12, U.N.O.



DUET 1R-3 ELEVATION 'D-A'
ROOF PLAN

OVERHANG: 12" AT STYLE 'A', 18" AT STYLE 'D'
RAKE: 12", U.N.O.
SLOPE: 4:12, U.N.O.



DUET 1R-3 ELEVATION 'C-B'
ROOF PLAN

OVERHANG: 12"
RAKE: 12", U.N.O.
SLOPE: 5.5:12, U.N.O.



**INITIAL STUDY
FOR
PROPOSED AMENDMENT TO THE
TRACY HILLS SPECIFIC PLAN FOR
VILLAGE 7C PROJECT**

September 2020

Prepared For:

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INTRODUCTION

This Initial Study 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 Village 7C Project (Project site) as shown in Figure 1: Regional Location Map and Figure 2: Project Vicinity Map. Overall, the proposed Project would result in a land use designation change from low density residential to medium density residential within the Project site, as shown in Figure 3: Proposed THSP Zoning Concept and Figure 4: Proposed THSP Land Use Concept.

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]) and certified the final subsequent EIR on April 5, 2016. The THSP SEIR was a “program” EIR within the meaning of Section 15168 of the CEQA Guidelines. 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.

California Environmental Quality Act

This Initial Study 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 15162(a) of the State CEQA Guidelines states the following:

- (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.
- (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.
- (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;
 - (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.

Pursuant to Section 15168, the City has prepared this Initial Study to determine whether any of the conditions described in Section 15162(a) would occur, or whether any changes or additions would be required to the THSP SEIR, if the proposed Project is approved.

Based on the analysis and evaluation provided in this Initial Study, 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(a) of the CEQA Guidelines have occurred or would occur with approval of the proposed Project. In addition, no changes or additions to the certified THSP SEIR were or are required for review and approval of the Project. Therefore, based on Section 15168(c)(2) of the CEQA Guidelines, the City can approve the proposed Project as within the scope of the development program evaluated in the THSP SEIR and no further environmental document is required.

PROPOSED AMENDMENT TO THE APPROVED THSP PROJECT

An application for an Amendment to the previously approved THSP, General Plan Amendment, and Vesting Tentative Map (together, the proposed Project) has been submitted to the City of Tracy for consideration. The purpose of the Amendment would change the land use designations for properties within the current boundaries of the THSP (specifically in the area referred to as Tracy Hills Village 7C Project) and respective revisions to Figure 2-2, Land Use Designations of the City General Plan. The following provides a comprehensive description of the proposed 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

The THSP Amendment would change the land use designations for properties within the current boundaries of the THSP, specifically in the area referred to as Tracy Hills Village 7C 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 the 7C Village from Low Density Residential to Medium Density Residential, resulting in an additional 66 dwelling units. The breakdown is as follows:

- Low Density Residential (LDR): decrease of 28 acres
- Medium Density Residential (MDR): increase of 28 acres

As shown in Table 1: Land Use Plan Buildout (2035), the project would result in an increase of 28 acres of MDR and a decrease of 28 acres of LDR. Therefore, there would be no change in the total acres of land considered for THSP. It is important to note that the projected number of dwelling units shown in Table 1 are based on a standard formula used across the entire THSP, and are representative estimates based on developable acreage and allowable FAR. The Vesting Tentative Map proposed as part of this Project includes an increase of 66 dwelling units on the Project site, which is within the maximum allowable limit denoted in Table 1.

The MDR allows for 5.9 to 12.0 DU/AC compared to the LDR density limit of 2.1 to 5.8 DU/AC. Given that the density in the MDR Zoning District is more intensive than that of the LDR Zoning District, land uses would be slightly more intense than those considered for the 7C Village in the THSP. However, the land uses would be generally consistent with the overall intensity considered for the THSP as a whole.

Although the number of people utilizing the Project site daily would be slightly more than previously considered in the THSP SEIR, the vehicle trips generated by the proposed Project would only result in an overall daily a.m. peak hour increase of approximately 36 trips, and an overall daily p.m. peak hour trips increase of approximately 70 trips (see Section XV, Transportation). As discussed below in Section XV,

Transportation, the overall total trips generated from the proposed Project would remain substantially less than the originally approved trip generation from the THSP SEIR.

The proposed THSP Amendment also includes a minor addition to Table 2-3, Development Standards - Residential Zoning Districts of the THSP to provide clarification for attached residential developments. The minimum setback standard as originally approved in the THSP allowed for a minimum of 3 feet. Modifications to setback development standards for MDR would allow the minimum side yard setback for MDR to be reduced to zero for attached residential developments. The developer would be required to demonstrate that every lot has size and dimensions capable of meeting the land use, public utilities, and development standards of the THSP.

General Plan Amendment

The proposed General Plan Amendment (GPA) would change the land use designations for properties within the current boundaries of the THSP, specifically in the area referred to as Tracy Hills Village 7C Project (Project site). Refer to Figure 5: *Proposed General Plan Land Use Concept*. The Project proposes to re-designate and shift land uses for the 7C Village from Residential Low to Residential Medium to be consistent with the THSP Amendment.

PROPOSED REVISIONS TO THE VESTING TENTATIVE SUBDIVISION MAP

A revised Vesting Tentative Subdivision Map (VTSM) to the previously approved VTSM for the Village 7C Project site has been submitted to the City of Tracy for consideration. The previously approved VTSM for Phase 1A was approved for 66 lots (70-foot wide lots) for the Village 7C area as shown in *Figure 6: Existing Vesting Tentative Subdivision Map*. The proposed VTSM would roughly split each lot in half, resulting in a total of 132 lots (35-foot wide lots) as shown in *Figure 7: Proposed Vesting Tentative Subdivision Map*. This would be an increase of 66 lots from the previously approved VTSM. There would be no change to block and street layout from the previously approved VTSM.

The proposed Project would re-designate and shift zoning for the 7C Village from LDR to MDR, allowing up to 28 acres of MDR (See Table 1). As shown in Figure 7, The proposed VTSM shows the 132 lots on approximately 19 acres rather than 28 acres because it excludes the State's drainage basin and a few Homeowner Associated landscape parcels adjacent to the 100-foot wide conservation easement.

DEVELOPMENT REVIEW PERMIT

An application for a Development Review Permit has been submitted to the City of Tracy for consideration to approve the residential architecture for Village 7C, which is proposed as a "duets design". The duets design combines attached single family developments in pairs with each unit on a separate lot.

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	1,188	852.5	3,150	-28.0	-23.8	-88
Medium Density Residential	5.9-12.0	348.1 ¹	295.9	2,204 DU	376.1	319.7	2,381	+28.0	+23.8	+177
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	72.4 ¹	61.5	535,788 SF	N/A	N/A	N/A	No change	No change	No Change
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	N/A	N/A	N/A	No change	No change	No change

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)
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 Railroad	N/A	12.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Totals								0	0	+89 DU

Notes:

¹ 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 The number of projected dwelling units shown in Table 1 are based on a formula used across the entire Specific Plan. Numbers shown in this table are only estimates and not actual development. The actual increase to Village 7C will be 66 units, as described in text and shown in Figure 7, *Proposed Vesting Tentative Subdivision Map*.

Source: Application For Tracy Hill Specific Plan Amendment For the 7C Village Project, June 2020; Tracy Hill Specific Plan (amended 2020), June 2020.

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

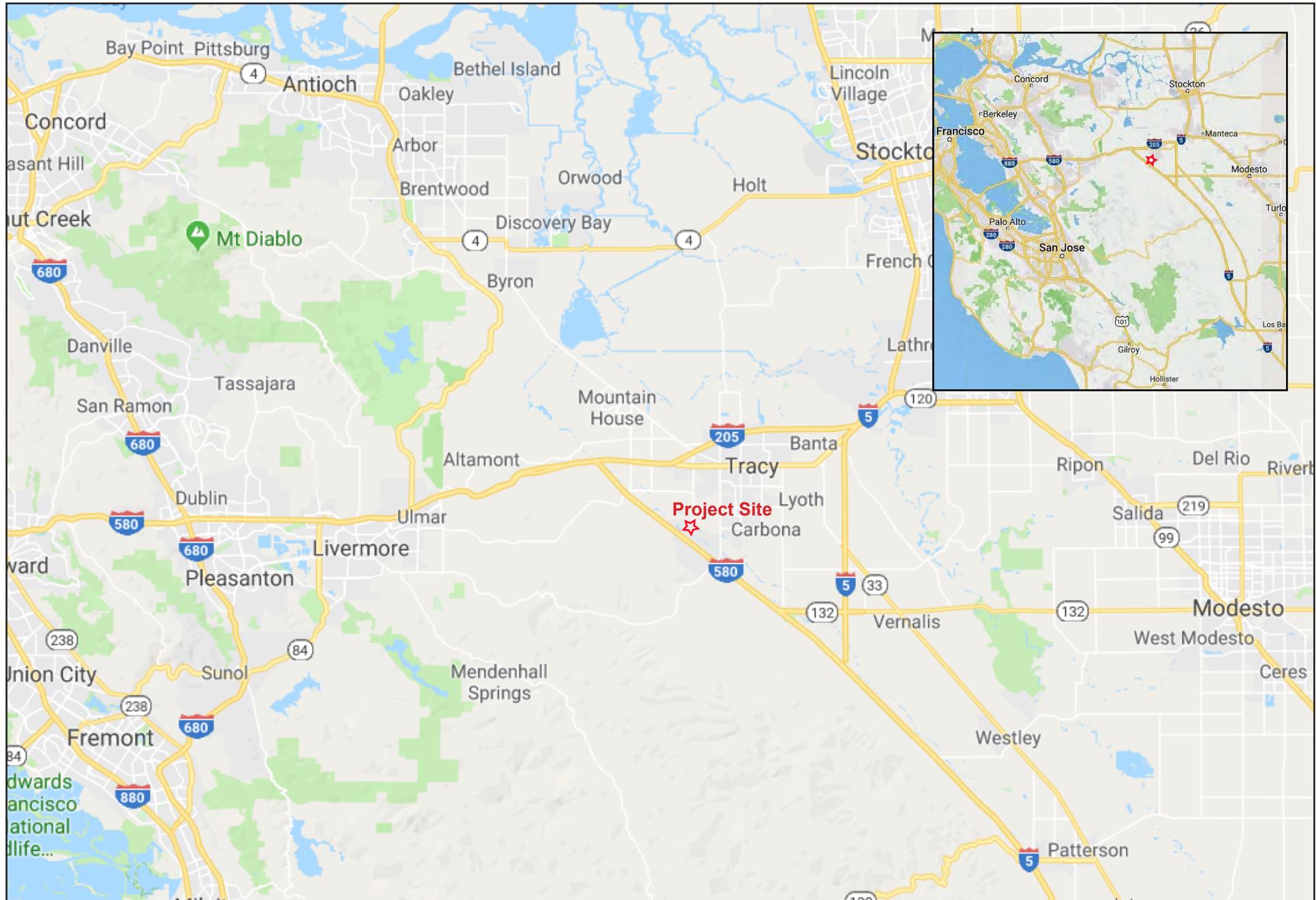
		<ul style="list-style-type: none"> • Conflict with tree preservation policy or ordinance • Conflict with Habitat Conservation Plan/Natural Community Conservation Plan
Cultural Resources	N/A	<ul style="list-style-type: none"> • Damage to cultural resources (buried archeological deposits) • Damage to paleontological 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 • Soil erosion and sedimentation • Storm water runoff volumes

		<ul style="list-style-type: none"> • 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) • Level of service at intersections during construction (Phase 1) • Impact to the 2035 roadway and freeway network (Phase 1 and Cumulative) 	<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

	<ul style="list-style-type: none">• Impact to the 2035 roadway and freeway network (Buildout)• Impact to Altamont Pass, Corral Hollow Road, Patterson Pass, roadways in Alameda County (Phase 1)• Impact on existing Phase 1a street network and streets surrounding the school site (Phase 1)• Impact to bicycle and pedestrian connection from Spine Road along Corral Hollow Road	
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It was determined in the THSP SEIR that implementation of mitigation measures identified in the THSP SEIR would reduce the severity of several of the aforementioned impacts to a level of less than significant. Where the THSP SEIR identified significant and unavoidable impacts, even after the consideration of mitigation measures, such impacts are identified herein as significant and unavoidable. Where applicable, mitigation measures stemming from the previously certified THSP SEIR and adopted as conditions of THSP approval would be incorporated into the proposed Project.

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



Source: Google Maps, 2020

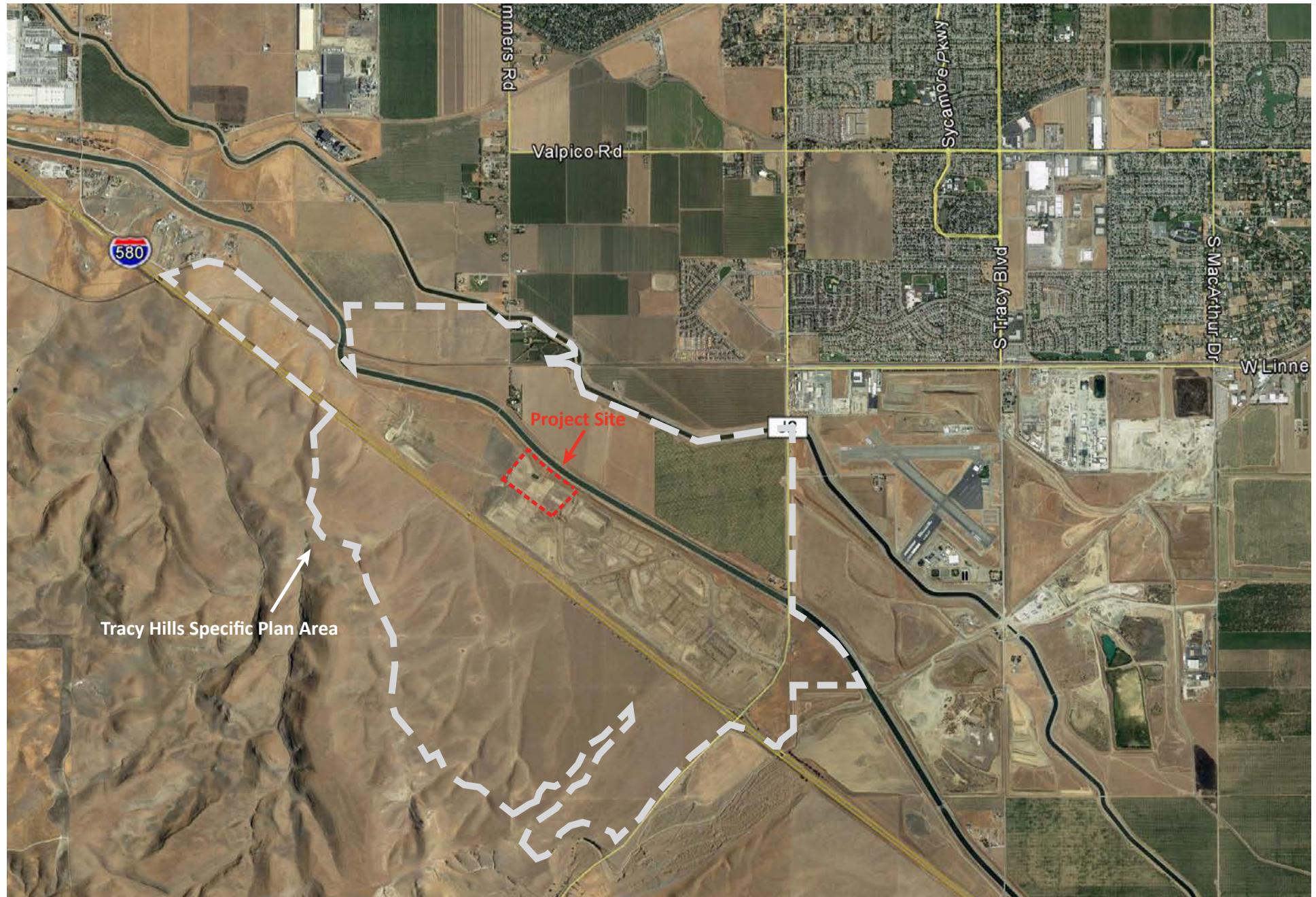
Figure 1: Regional Location Map



Not to scale

Kimley » Horn

Expect More. Experience Better.



Source: Google Maps, 2019

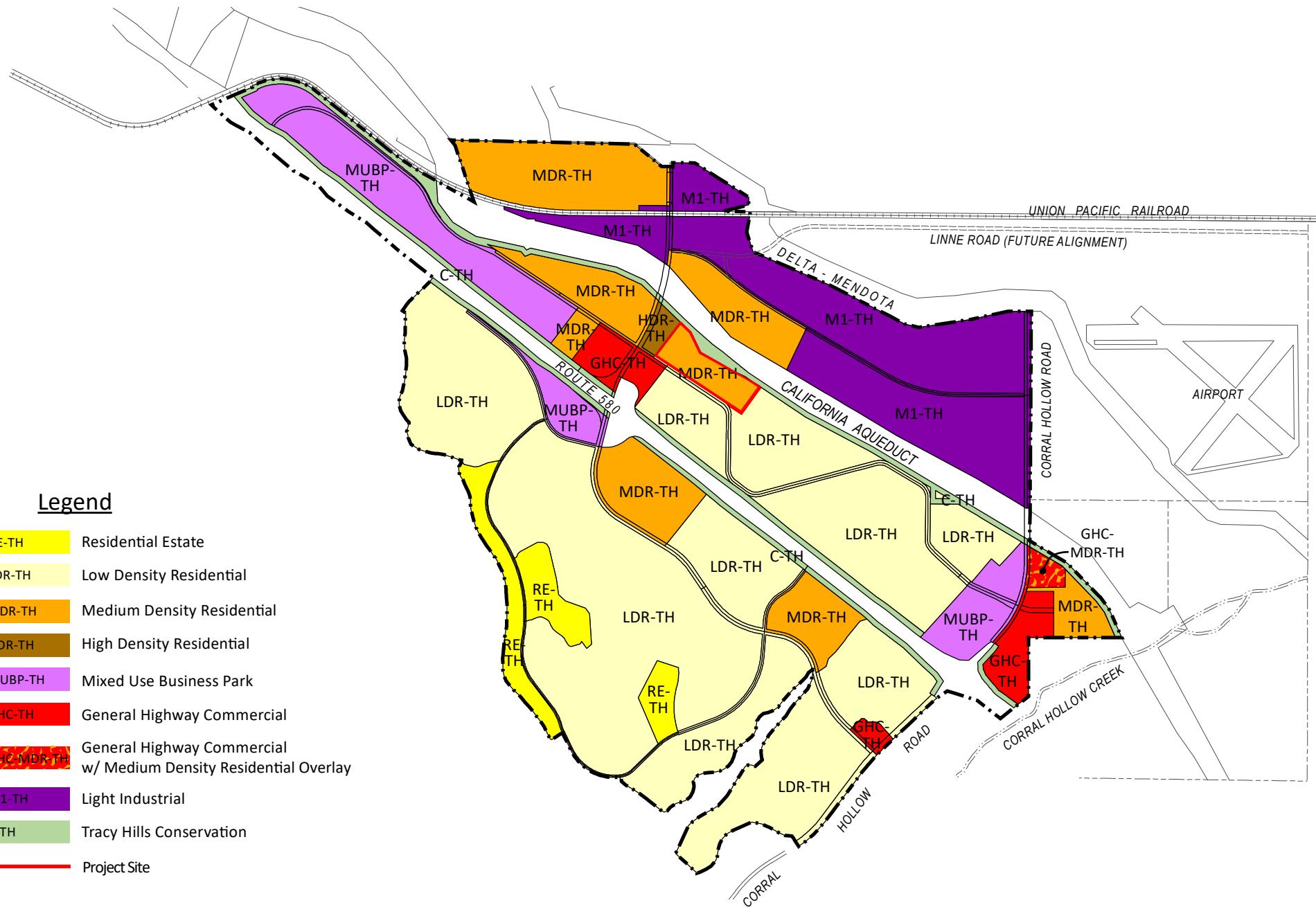
Figure 2: Project Vicinity Map



Not to scale

Kimley»Horn

Expect More. Experience Better.



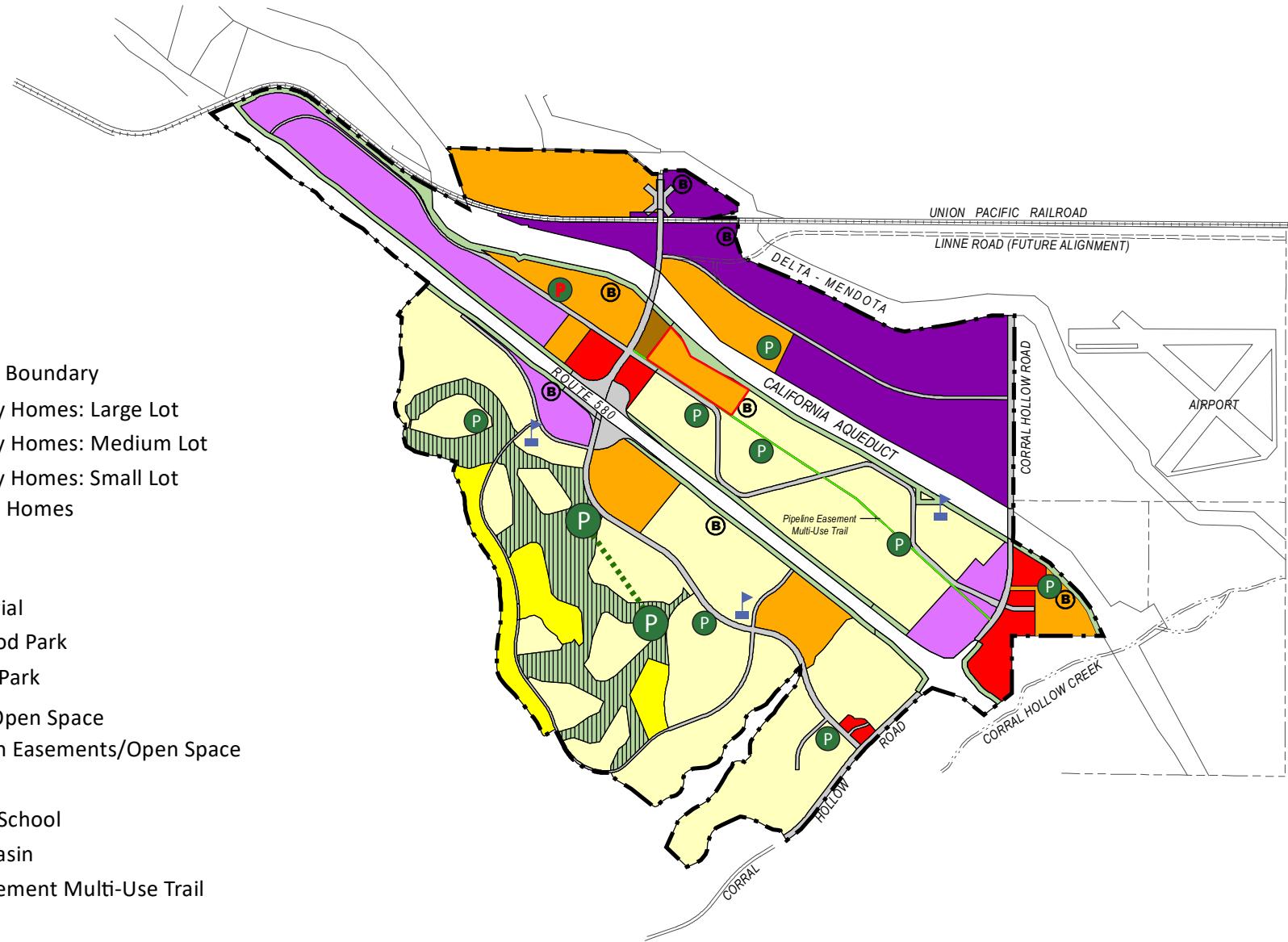
Legend

RE-TH	Residential Estate
LDR-TH	Low Density Residential
MDR-TH	Medium Density Residential
HDR-TH	High Density Residential
MUBP-TH	Mixed Use Business Park
GHC-TH	General Highway Commercial
GHC-MDR-TH	General Highway Commercial w/ Medium Density Residential Overlay
M1-TH	Light Industrial
C-TH	Tracy Hills Conservation
Project Site	

Figure 3: Proposed THSP Zoning Concept

Legend

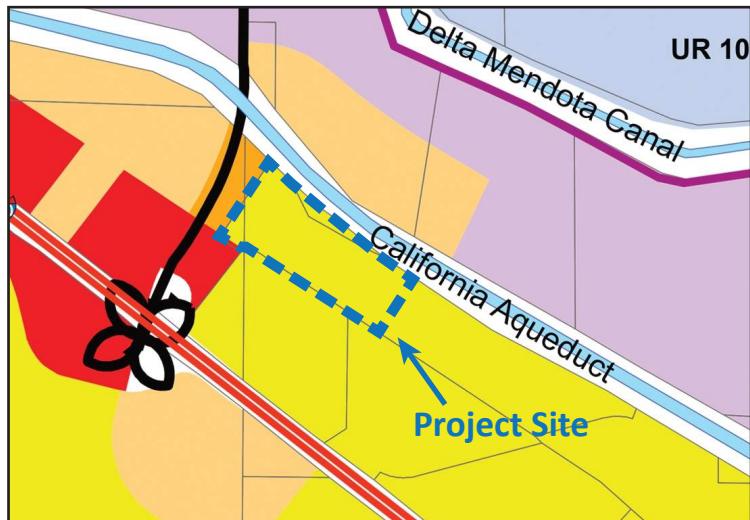
- Specific Plan Boundary
- █ Single Family Homes: Large Lot
- █ Single Family Homes: Medium Lot
- █ Single Family Homes: Small Lot
- █ Multi-Family Homes
- █ Mixed Use
- █ Commercial
- █ Light Industrial
- P Neighborhood Park
- P P Community Park
- ████ Recreation Open Space
- ██ Conservation Easements/Open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



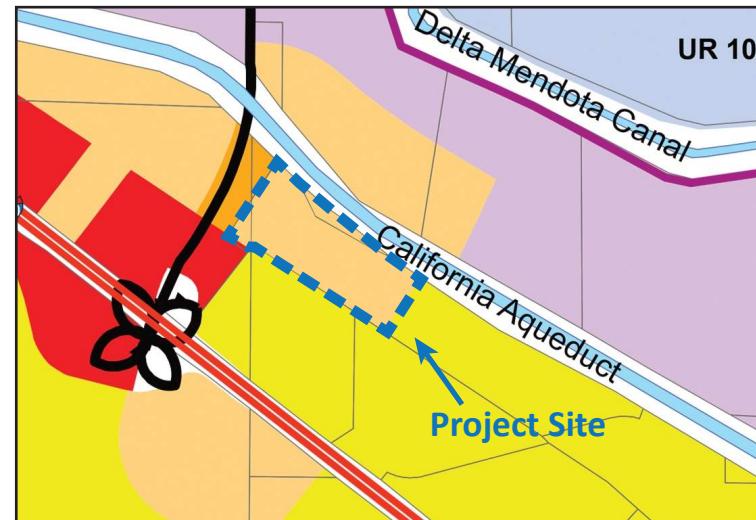
NOTES:

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

Figure 4: Proposed THSP Land Use Concept



Current THSP Land Use Concept

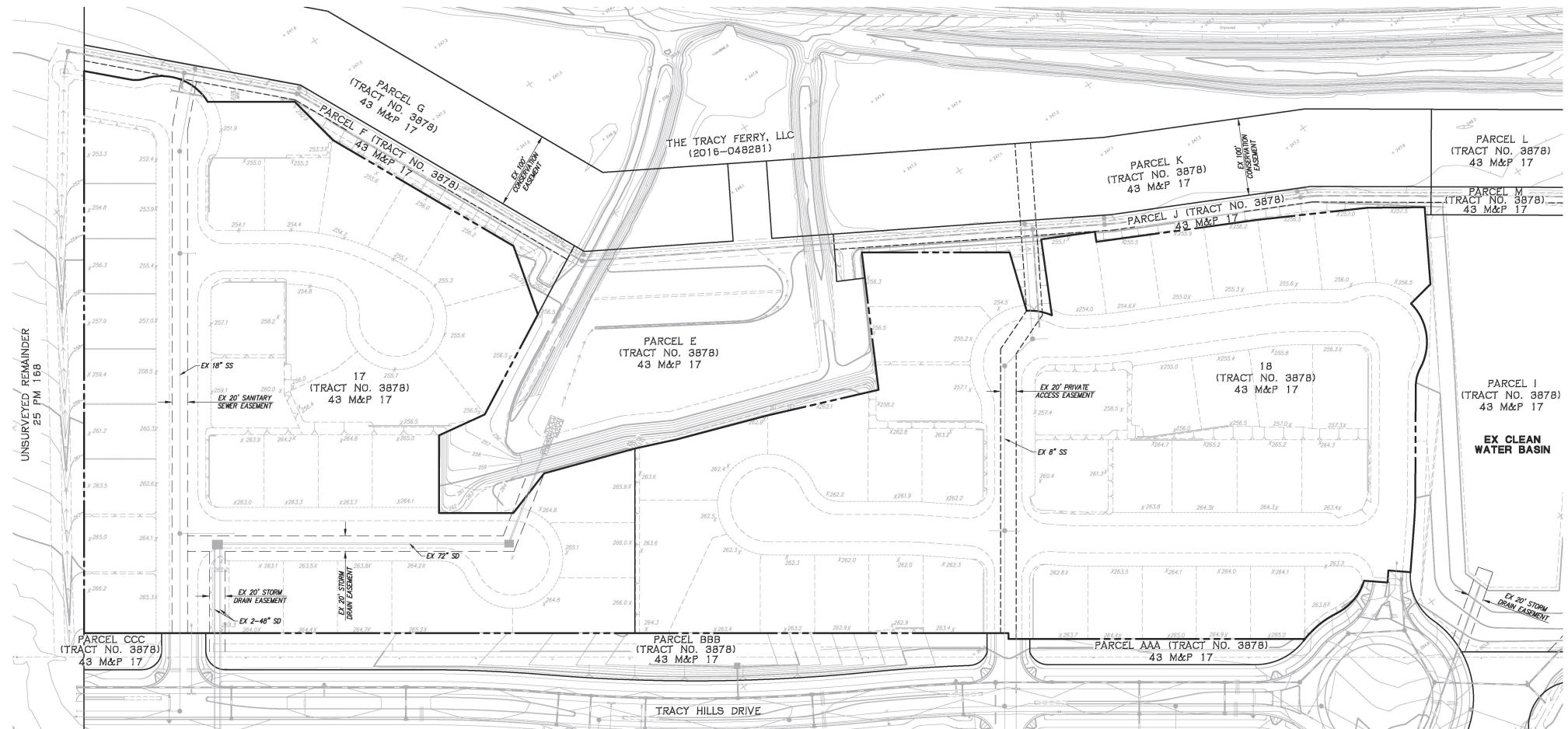


Proposed THSP Land Use Concept

City of Tracy General Plan Land Use Designations

■	Commercial	■	Residential Low
■	Residential High	■	Industrial
■	Residential Medium		

Figure 5: Proposed General Plan Land Use Concept



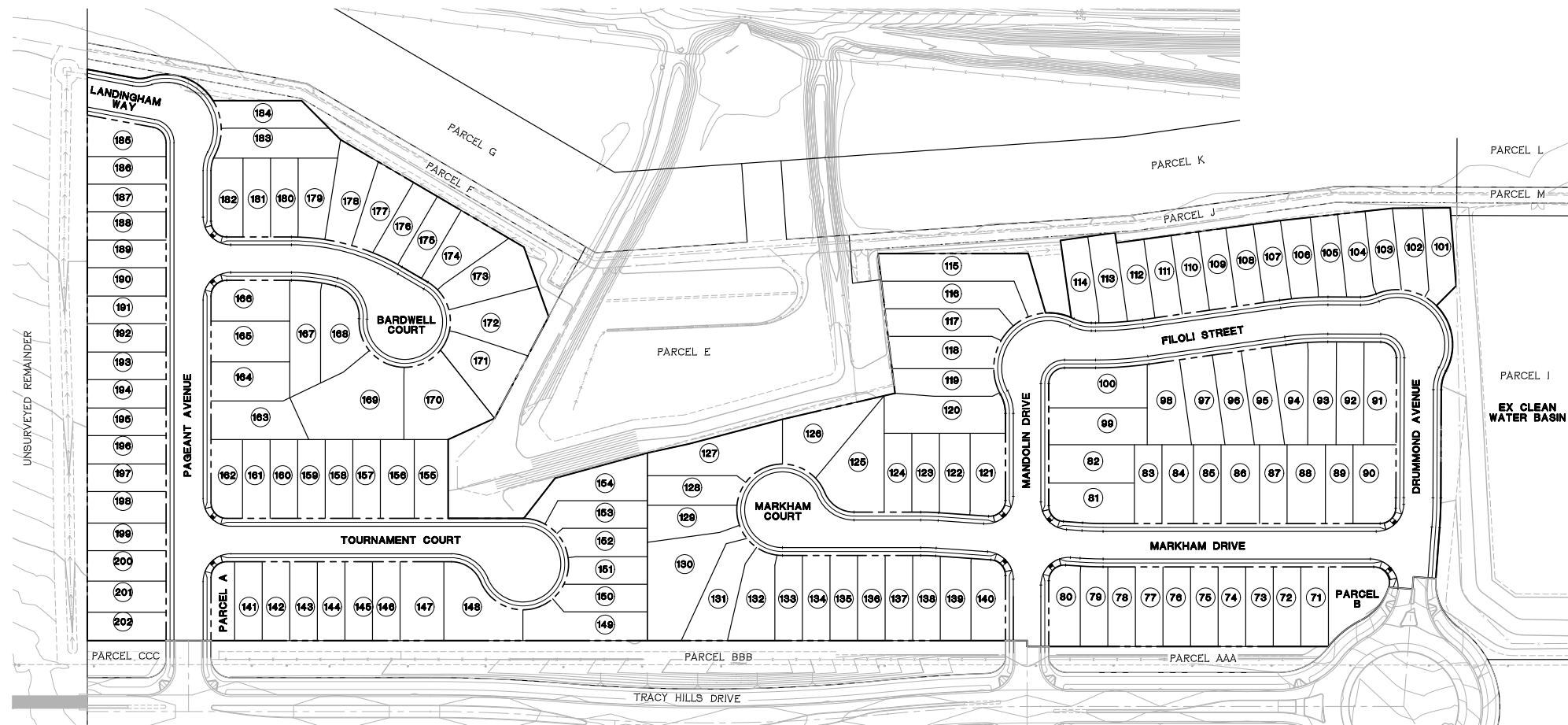


Figure 7: Proposed Vesting Tentative Subdivision Map

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. Implementation of the THSP would alter the visual character and views to and from the 2,732-acre THSP area with development (buildings, structures, lighting). The THSP SEIR concluded that with implementation of Mitigation Measure AES 4.1-1 in the THSP SEIR, impacts to scenic vistas would still remain significant and unavoidable.

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

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

The proposed Project would result in a net increase of medium density residential units and a net decrease in low density residential, as compared to the THSP (See Table 1: *Land Use Plan Buildout*). Although the proposed Project would change land use density limitations and increase development intensity in the project area, the conversion of undeveloped land to urbanized development would remain the same. Height limitations would remain the same within the project area and the overall mass and scale of development would be similar to that considered in the THSP SEIR. The proposed Project would have the

potential to create a substantial adverse impact on a scenic vista, similar to the approved THSP. With implementation of the above mitigation measure, the proposed Project's impact on a scenic vista would remain significant and unavoidable. However, 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]*

Project implementation 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. Although development intensity would increase slightly within the Project site, the addition of 66 dwelling units to the Project site would not change the overall scale and massing of the Project site, as compared to the THSP SEIR. Therefore, impacts would still remain significant and unavoidable even with implementation of the above mitigation measure. This would not be a new specific impact or a substantial 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?

The THSP SEIR concluded that impacts related to degradation of the existing visual character or quality of the site and its surroundings were considered significant and unavoidable. The THSP at buildout would

transition 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 an additional 66 dwelling units on the Project site, the overall visual character of the Project site would not be changed because the land uses, heights, and development designs would all be similar to those considered in the THSP SEIR. As such, similar to the approved THSP, the proposed Project would 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 be a substantial increase in 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. THSP implementation 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]*

Project implementation would result in the development of more dwelling units than previously analyzed in the THSP SEIR, which would be considered sources of light and glare. However, the sources of light from these additional residential units would not be considered new light sources to the Project site, compared to the assumptions in the THSP SEIR, because the Project site was already considered to be developed with residential uses. 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 a substantial 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 a substantial 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

² THSP SEIR, Figure 4.2-1

agricultural resources within the THSP Area were previously considered in the impact analysis in the Tracy 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. The Project would not result in additional conversion of undeveloped land to urbanized development, as compared to the THSP, because the THSP already considered the Project site would be entirely developed.

Further, 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 a substantial 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 a substantial 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.

³ THSP SEIR, page 4.2-9

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 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 residential uses within the Project site. Given that no Important Farmland exists on the Project site, Project implementation would not result in conversion of farmland to non-agricultural uses and impacts would be less than significant. This would not be a new specific impact or a substantial 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 a substantial 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:

	<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>
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 SJVAPCD's significance thresholds. As discussed in the THSP SEIR buildout of the THSP would result in exceedances of the SJVAPCD thresholds for criteria pollutants including inconsistencies with the 2013 Ozone Plan and the 2012 PM_{2.5} Plan in this regard.

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

Mitigation Measure AQ 4.3-1a: Prior to the issuance of any grading permit the City Engineer and the Chief Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that, in compliance with SJVAPCD Regulation VIII, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:

- *All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover;*
- *All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant;*
- *All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking;*
- *When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained;*
- *All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions.) (Use of blower devices is expressly forbidden.);*
- *Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant;*
- *Within urban areas, trackout shall be immediately removed when it extends 50 or more feet from the site and at the end of each workday;*
- *Any site with 150 or more vehicle trips per day shall prevent carryout and trackout;*
- *Limit traffic speeds on unpaved roads to 15 mph;*

- *Install sandbags or other erosion control measures to prevent silt run-off to public roadways from sites with a slope greater than one percent;*
- *Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the THSP Project Area; and*
- *Fugitive dust emanating from the Project site shall not exceed 20 percent opacity, per SJVAPCD Regulation VIII.*
- *Applicant shall consult with the County Public Health Services Department or California Department of Public Health to develop a Valley Fever Dust Management Plan that addresses Valley Fever exposure. The Plan shall be provided to the City and shall include a program to evaluate the potential for exposure to Valley Fever from construction activities and to identify appropriate dust management and safety procedures that shall be implemented, as needed, to minimize personnel and public exposure to potential Valley Fever- containing dust. [This is Mitigation Measure 4.3-1a in the THSP SEIR]*

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

- *Use of construction equipment rated by the United States Environmental Protection Agency (EPA) as having Tier 3 or higher exhaust emission limits for equipment over 50 horsepower that are onsite for more than 5 days, if available and feasible. Tier 3 engines between 50 and 750 horsepower are available for 2006 to 2008 model years. After January 1, 2015, encourage the use of equipment over 50 horsepower that are on-site for more than 5 days to meet the Tier 4 standards, if available and feasible. A list of construction equipment by type and model year shall be maintained by the construction contractor onsite, which shall be available for City review upon request.*
- *Use of alternative-fueled or catalyst-equipped diesel construction equipment, if available and feasible; and*
- *Clearly posted signs that require operators of trucks and construction equipment to minimize idling time (e.g., 5-minute maximum).*
- *Properly and routinely maintain all construction equipment, as recommended by manufacturer's manuals, to control exhaust emissions.*
- *Use electric equipment for construction whenever possible in lieu of fossil fuel-fired equipment. [This is Mitigation Measure 4.3-1b in the THSP SEIR]*

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

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

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

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

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

The boundaries of the proposed Project site would not extend beyond those analyzed in the THSP SEIR. Project implementation would result in an increase of development intensity with a net increase of 66 dwelling units, as compared to the previously approved THSP. Although the proposed Project would change land use density limitations and increase development intensity, the additional 66 dwelling units would be consistent with analysis in the THSP SEIR.

The net increase of medium density residential units would result in a proportional increase in vehicle trips. According to the *Traffic Study for Phase 1A Village 7C* (July 2020) the Project would result in a net increase of 36 vehicle trips in the a.m. peak hour and a net increase of 70 vehicle trips in the p.m. peak hour, compared to what was previously analyzed in the THSP SEIR. While the proposed Project would increase development density within the Project area, associated impacts with regards to peak hour vehicle trips would represent a minor portion of total THSP vehicle trips. Therefore, 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 a substantial 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 buildup of the THSP were estimated in the previously certified THSP SEIR using the California Emissions Estimator Model (CalEEMod). Based on the THSP SEIR, buildup 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 AQ4.3-1a through 4.3-1c, in the THSP SEIR.

Construction impacts from the proposed Project would be considered significant and unavoidable. The additional 66 dwelling units would be consistent with analysis in the THSP SEIR and the conversion of undeveloped land to urbanized development would remain the same. While Project implementation would nominally increase the amount of impervious surfaces throughout the Project site due to an increase in development density, the 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 a substantial 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 buildup of the THSP. Operational emissions for land use development projects are typically distinguished as mobile, energy, and area sources of emissions. Operational emissions for buildup of the THSP were estimated using CalEEMod and analyzed in the THSP SEIR. According to the THSP SEIR, buildup 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 Phase 1A Village 7C Traffic Study* (July, 2020) found that the proposed Project would result in a net increase of 36 a.m. peak hour trips and net increase of 70 p.m. peak hour trips compared to the THSP. As discussed in Threshold (a) the Project proposes land uses that are more intense than those analyzed in the THSP and would generate proportionally more operational emissions.

The proposed Project would comply with Mitigation Measure 4.3-2 (in the THSP SEIR) that 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 effects of implementation of the THSP.

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 proposed Project is located within a region 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 SJVAPCD'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 would allow for development of additional dwelling units, as compared to the THSP SEIR. Therefore, as discussed in Threshold (a) and (b) above construction and operational air quality impacts would be proportionally greater as compared to 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 a substantial 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 1,100 feet from I-580 and outside of CARB's 500-foot buffer. Therefore, the Project would not increase risk hazards from freeway exposure. Under the same combined scenario, cancer risk at sensitive receptors adjacent to the THSP Area would have risk up to 4.61 new cases per million persons (in nine-year exposure) and would not exceed the SJVAPCD significance threshold. The HRA determined that the 30- and 70-year exposure periods would exceed SJVAPCD significance thresholds for cancer risk. However, with project design features including Minimum Efficiency Reporting Value (MERV) 13 (or equivalent air filtration system), all three exposure periods would not exceed the significance threshold.

Impacts associated with the Specific Plan related to criteria pollutant emissions during construction were identified as significant and unavoidable within the THSP SEIR. The proposed Project would result in a net

increase of medium density residential units and a net decrease in low density residential, as compared to the THSP. Although the proposed Project would change land use density limitations and increase development intensity in the Project area, the conversion of undeveloped land to urbanized development would remain consistent with the THSP SEIR. The Project proposes land uses that are nominally more intense than those analyzed in the THSP SEIR and 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 a substantial 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 result in a minor increase in operational intensity (including increased development density and additional peak hour vehicle trips) compared to those analyzed in the THSP SEIR. However, this increase would represent a minor change to impacts 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 a substantial 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 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 a substantial 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 ROGs as determined above would have a significant cumulative effect. In the event direct impacts from a project are less than significant, a project may still have a cumulatively considerable impact on air quality if the emissions from the project, in combination with the emissions from other proposed, or reasonably foreseeable future projects are in excess of screening levels identified above, and the project's contribution accounts for more than an insignificant proportion of the cumulative total emissions. With regard to past and present projects, the background ambient air quality, as measured at the monitoring stations maintained and operated by the SJVAPCD, reflects 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 buildup of the THSP Area. The THSP SEIR found full buildup 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 would slightly increase development intensity as compared to the THSP, however, 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, although not to a less than significant level. Therefore, air quality impacts would not be greater than those previously analyzed. The proposed Project would not cause either a new cumulative impact to occur, nor a substantial increase in the severity of a cumulative impact previously disclosed.

IV. 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 or areas adjacent to the THSP Area, including a 3,500 acre preserve. The California Red Legged Frog (CRLF) was documented 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. The THSP SEIR determined that all areas of the THSP that could potentially support the CRLF are outside the THSP's development 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 fortyfive (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 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.*
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 initiated 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 is 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 breeding season for burrowing owl runs from February 15 through August 31.

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

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

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

1. *The preconstruction surveys shall be conducted by the qualified biologist no later than 14 days prior to the start of vegetation removal or initiating project grading.*
2. *If birds protected under the Migratory Bird Treaty Act are found nesting, then appropriate construction buffers shall be established to avoid disturbance of the nests until such time that the young have fledged. The size of the nest buffer shall be determined by the biologist in consultation with CDFW, and shall be based on the nesting species, its sensitivity to disturbance, and expected types of disturbance. Typically, these buffers range from 75 to 250 feet from the nest location.*
3. *Nesting activities shall be monitored periodically by a qualified biologist to determine when construction activities in the buffer area can resume.*
4. *Once the qualified biologist has determined that young birds have successfully fledged, a monitoring report shall be prepared and submitted to the City of Tracy Development Services for review and approval prior to initiating construction activities within the buffer area. The monitoring report shall summarize the results of the nest monitoring, describe construction restrictions currently in place, and confirm that construction activities can proceed within the buffer area without jeopardizing the survival of the young birds. Construction within the designated buffer area shall not proceed until the written authorization is received by the applicant from the Development Services Director. The above provisions are in addition to the preconstruction surveys to confirm presence or absence of nesting Swainson's hawk, burrowing owl, and other special-status species as required under the Incidental Take Minimization Measures of the SJMSCP. [This is Mitigation Measure 4.4-1j in the THSP SEIR]*

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

Mitigation Measure BIO 4.4-1l: *Prior to construction, the Project applicant will stake, flag, fence or otherwise conspicuously delineate all environmentally sensitive areas that are to be protected in place and remain undisturbed during construction. Environmentally sensitive areas would include wetlands, 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 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]*

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]*

Project implementation would result in the conversion of undeveloped land to urban uses, eliminating potential suitable habitat for numerous special status animal species. However, the Project would not result in an increase of conversion of undeveloped land, because the Project site was already considered for development in the THSP. 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. This would not be a new specific impact or a substantial 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 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. All proposed development within the THSP would be contained within the THSP boundaries and the THSP SEIR found that it would not impact the Corral Hollow Creek area.

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. This would not be a new specific impact, or a substantial 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 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.

According to the THSP SEIR, no jurisdictional wetlands are located within the Project site. Therefore, the proposed Project would not affect jurisdictional wetlands. Implementation of the above mitigation measures would reduce the proposed Project's impact on jurisdictional wetlands to a less than significant level. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would it be a substantial increase in 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. Terrestrial wildlife movement within the THSP Area are currently limited by the California Aqueduct and Delta-Mendota Canal. Mitigation Measure BIO 4.4-4a in the THSP SEIR would ensure 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. This measure ensures that known wildlife movement corridors remain intact, and allow for an appropriate number and size of permeable wildlife passages through Project boundaries, ensuring connectively to areas that already are subject to conservation easements, such as the 3,500 acre preserve located adjacent to Area C. [This is Mitigation Measure 4.4-4a in the THSP SEIR]

Implementation of the proposed Project would result in the conversion of undeveloped land to urban uses, eliminating non-native vegetation and low-grade habitat for any native wildlife species. The proposed Project would not impact or interfere with the incorporation of a 100-foot wide conservation easement along the canal. While the Project site is located adjacent to the canal, and would result in an additional 66 dwelling units, the previously planned conservation easement between the Project site and the canal would remain unchanged. Incorporation of the 100-foot wide conservation easement would be consistent with the requirements of Mitigation Measure BIO4.4-4a 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 it be a substantial increase in 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 THSP, 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 it be a substantial increase in the impact previously identified be any more severe as a result of the proposed Project.

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 SJMSCP 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 B of the San Joaquin Multi Species Conservation Plan (SJMSCP).⁴ 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 a substantial increase in the impact previously identified be any more

⁴ THSP Draft EIR, page 4.4-5

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 a substantial increase in the severity of a cumulative impact previously disclosed.

V. 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 into law, which requires tribal cultural resources to be considered during the CEQA process. AB 52 is applicable to projects for which a Notice of Preparation (NOP) is filed on or after July 2015. Because the THSP SEIR filed a NOP in 2014, tribal cultural resources are not required to be analyzed under the Section 15164 standards because it was not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent. However, mitigation measures related to potential impacts to historic and archeological resources in the THSP Area are described in this section.

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

The THSP Area contains one historic resource (P-39-000090 California Aqueduct) that is listed on the National Register or California Register and is considered a historical resource for the purposes of CEQA. While the historic resource crosses through the THSP Area, it was determined in the THSP SEIR that implementation of the THSP would have no direct impacts to the aqueduct. The 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. Project implementation would increase development intensity within the Project area from low density residential to medium density residential uses, resulting in an increase of 66 dwelling units. However, the proposed Project would be within the same development footprint analyzed in the THSP SIER and would maintain a similar building massing, including maximum building height. Therefore, Project implementation would not create visual effects that might indirectly impact the resources to a degree any greater than previously analyzed in the THSP SEIR.

Additional historic and archeologically significant resources within the THSP area include a historic site that has been relocated, a portion of the WPRR (now Union Pacific Railroad), Corral Hollow Road, and Historic Homestead. These resources are not located within the 7C Village and 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 a substantial increase in 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 cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Six previously unrecorded archaeological resources were located within the THSP Area during surveys. Of these six, one historic site was relocated while the other five, including the California Aqueduct, would not be impacted by Project implementation. Notwithstanding, 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]

Similar to the THSP, 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 development footprint analyzed in the THSP SEIR. Given that the proposed Project would be located in the same footprint, and the additional 66 dwelling units allowed by the Project would not require substantially different ground disturbance than 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, 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 it be a substantial 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 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

⁵ THSP Draft EIR, page 4.5-25

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]

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, development of the proposed Project has the potential to impact unknown paleontological resources during grading and construction activities because the City of Tracy likely contains undiscovered paleontological resources. 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 be a substantial increase in 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 it be a substantial increase in the severity of the impact previously 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 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 a substantial increase in the severity of a cumulative impact previously disclosed.

VI. GEOLOGY AND SOILS

WOULD THE PROJECT:

	<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>
		<i>Less than Significant Impact</i>	<i>No Impact</i>	<i>Reviewed Under Previous Document</i>			
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 wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 ground shaking 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. See analysis in Section VI (c) below for discussion related to landslides.

Conversion of undeveloped land to urbanized development within the Project site would be the same as considered in the THSP. While the increase in development intensity would incrementally increase the residential population within the Project site, implementation of the requirements of the CBC and the General Plan would ensure Project would not expose persons or structures to seismic hazards and impacts associated with the proposed Project would be less than significant. As such, the impacts on humans associated with seismic hazards would not be any greater than previously analyzed in the THSP SEIR. The proposed Project would not result in a new specific impact or a substantial 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 nominally increase the amount of impervious surfaces due to an increase in development density. However, the additional 66 dwelling units would be consistent with what was 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 similar to those impacts previously analyzed in the THSP SEIR. This would not be a new specific impact or a substantial 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 a substantial 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 $\frac{1}{2}$ -inch to $\frac{3}{4}$ -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 same 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 a substantial 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 wastewater disposal systems where sewers are not available for the disposal of waste water?

The topic in respect to the use of septic tanks was not analyzed in the THSP SEIR because no septic tanks were proposed as part of the THSP. Likewise, no septic tanks would be used as part of the proposed Project. For these reasons, this topic is not analyzed further in this analysis.

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 a substantial increase in the severity of a cumulative impact previously disclosed.

VII. 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 Project proposes an additional 66 medium density residential units within the Project site. However, the Project would be within the allowed number of dwelling units as a result of the THSP Amendment and would not impact the THSP development footprint. Further, the above mitigation measure from the THSP SEIR is applicable to the proposed Project. While the proposed Project would incrementally increase emissions within the Project site, the severity of the impact would not change as compared to the THSP SEIR. Despite the implementation of the above mitigation measure, the impact would remain significant

and unavoidable. Therefore, the proposed Project would not result in a new specific impact or a substantial 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.

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 in Threshold (a) 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. As noted in MM GHG 4.7-1, the proposed Project would incorporate design features to ensure consistency with statewide GHG plans, policies, and regulations. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. 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 a substantial 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 a substantial increase in the severity of a cumulative impact previously disclosed.

VIII. 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, development 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]*

The proposed Project would allow 66 additional dwelling units within the Project site but would not introduce any new land uses that were not considered for the Project site in the THSP. Similar to the THSP, hazardous materials associated with residential land uses would be limited to 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 it be a substantial increase in the severity of 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 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 implementation of Mitigation Measure HAZ 4.8-2a and 4.8-2b would reduce impacts to a less than significant level. 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.-Upon completion of site characterization activities, the Site Characterization specialist shall recommend remedial activities, if necessary, subject to approval of the City of Tracy Engineering Division. [This is Mitigation Measure 4.8-2a in the THSP SEIR]*

Mitigation Measure HAZ 4.8-2b: *Prior to issuance of grading permits, the Project Applicant shall work with Conoco Phillips and Shell to implement and observe a site damage-prevention plan to the satisfaction of the City of Tracy Engineering Division. This may potentially include the following:*

- *Designing a site development plan incorporating permanent land use over the pipeline right-of-way that minimizes the potential for damage to the lines (as discussed above, this is already an integrated plan design feature, but is listed here because it is an important component of a damage prevention plan);*
- *Prominently marking the line locations prior to site development, maintaining markings throughout the development process, and final marking after work is complete;*
- *Communicate plans for significant excavation or land contouring work;*
- *Identify changes in land contour that could significantly reduce the soil cover over the pipelines;*
- *Evaluate the effects of heavy construction vehicles crossing the lines, designate areas for heavy construction vehicles to cross the lines, and provide temporary fill or other temporary protection over the lines where necessary;*
- *Minimize installations of new buried utilities and services across the existing pipelines;*
- *Evaluate whether the existing lines should be lowered to increase vertical separation between the pipelines and new surface features; and*
- *Develop other damage-prevention measures as may be necessary.*

In addition to the damage prevention measures listed above, the Project Applicant and the pipeline operators should consider other measures for reducing risk suggested in the Pipelines and Informed Planning Alliance (PIPA) recommended practices on informed land use. PIPA recommended practices are not “mandated”, but they are best management practices intended to reduce risk and enhance pipeline safety. [This is Mitigation Measure 4.8-2b in the THSP SEIR]

As identified in Figure 4.8-4 of the THSP SEIR, a PPL 16-inch crude oil pipeline is located along the southern boundary of the 7C Village site. 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 it be a substantial increase in the severity of the 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 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 although the Shell pipeline is at a significant distance from the proposed school site, the surface flow of crude oil could enter existing drainage culverts, risking a significant impact. 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 1.3 miles west 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 is located along the southern boundary of the Project site. 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, no crude oil pools would be located within the Project site.

Given that the Project proposes only residential uses, 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 regarding 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 it be a substantial increase in the severity of the 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 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 would be reduced to a less- than- significant level by ensuring that tentative and final maps comply with 2009 ALUCP. With implementation of Mitigation Measure HAZ 4.8-6, potential impacts regarding retention basins attracting wildlife that could be hazardous to aircrafts associated with the Tracy Municipal Airport would be less-than-significant.

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

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

Refer to **Mitigation Measure LU 4.10-1** in Section X, Land Use.

As identified in Figure 4.10-2 of the THSP SEIR, the Project site would be within the San Joaquin ALUCP Airport Influence Area Zone 8. Airport hazards within Zone 8 are limited and associated development conditions apply only to review of tall objects (greater than 100 feet). The MDR Zoning District has a maximum building limit of 35 feet, far below the airport's safety zone restrictions. Therefore, the list of

conditions outlined in the THSP SEIR related to Traffic Pattern Zone 7 are not applicable to the 7C Village. In addition, the proposed retention basins within other portions of the THSP 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 it be a substantial increase in the severity of the impact that was identified in the THSP SEIR and would therefore 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.*

The addition of 66 dwelling units to the Project site, which was previously considered for residential development, would not change emergency response or evacuation plans because the Project site would be designed with adequate emergency access. Further, 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 it be a substantial increase in the severity of the impact that was

identified in the THSP SEIR and would therefore 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 disced in order to minimize the amount of fuel to sustain or allow the spread of fire, reducing potential impacts to a less than significant level.

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

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

Mitigation Measure HAZ 4.8-8a: *Provide a 100-foot firebreak between developed areas and any land that is covered with flammable material such as grass, brush, or forest covered land, including conservation easements (including but not limited to CE 1, CE 2, and CE 3), but excluding conservation corridors. Grasses or weeds including the conservation corridor, that can be expected to burn shall be cattle grazed, disked or mowed to a height of no more than 4 inches pursuant to the terms of the adopted Preserve Management Plan (dated October 2011), and in accordance with City of Tracy Municipal Code in order to minimize the amount of fuel to sustain or allow the spread of fire. [This is Mitigation Measure 4.8-8a in the THSP SEIR]*

Mitigation Measure HAZ 4.8-8b: *Provide fire department access to all easement corridors and conservation easements (including but not limited CE 1, CE 2, and CE 3) for the purpose of suppressing wildland fires outside of firebreaks. [This is Mitigation Measure 4.8-8b in the THSP SEIR]*

Mitigation Measure HAZ 4.8-8c: *All new buildings that are located on the south side of I-580 and immediately adjacent to conservation easements (including but not limited to portions of CE 1, Southern CE 2, and CE 3) shall include measures that increase the likelihood that a structure would withstand intrusion by fire. This shall be accomplished by constructing those buildings on the edge of development to the standards of the California Building Code, Chapter 7A, Building and Construction Methods for Exterior Wildfire Exposure. [This is Mitigation Measure 4.8-8c in the THSP SEIR]*

Project implementation would result in an increase of residents on the Project site, as compared to what was analyzed in the THSP SEIR. This would potentially expose more people within the Project site to the previously identified risk. 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 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 it be a substantial increase in the severity of the 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 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 a substantial increase in the severity of a cumulative impact previously disclosed.

IX. 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.

Potential water quality impacts associated with the proposed Project would include short-term construction-related erosion/sedimentation and long-term operational stormwater discharge. As compared to the THSP, the Project would have the potential for additional stormwater runoff due to increased impervious surface area. Similar to the THSP, 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.

Project implementation would have an increase in impervious surfaces through construction of buildings, parking areas, roadways, and other improvements. 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 it be a substantial increase in the severity of the 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 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 (WSA) 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.

Medium density residential uses have a lower average water demand than low density residential uses.⁶ Project implementation would introduce an additional 177 additional MDR dwelling units, it would include a net decrease of 88 LDR dwelling units. As such, the Project would result in 17,118 gpd more water demand than considered in the THSP SEIR. While the proposed Project has a greater water demand than analyzed for the Project site in the THSP, there is a net change of 17,118 gpd as compared to 3,329,929 gpd (3,730 acre feet per year)⁷ that was considered in the THSP SEIR (0.5 percent). Therefore, Project implementation would have a similar water demand as analyzed in the THSP SEIR. Further, as determined in the WSA for the THSP SEIR, there are sufficient capacities to meet water demand for the THSP Area.

While the Project would increase impervious surfaces due to an increase of 66 dwelling units on the Project site, it would not result in any change to the THSP open space, retention basins, or natural channels. 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 it be a substantial increase in the severity of the impact that was identified in the THSP SEIR and would therefore be consistent with the effects of implementation of the THSP. 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?

⁶ Medium Density Residential uses 310 gpd/du and Low Density Residential uses 429 gpd/du. (City of Tracy, 2014) Available here: https://www.ci.tracy.ca.us/documents/Water_Supply_Assessment.pdf

⁷ THSP SEIR, page 4.12-39

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 nominal increase of impervious surfaces through construction of buildings, parking areas, roadways, and other improvements because the proposed Project would result in an additional 66 dwelling units on site. Although the proposed Project would change land use density limitations and increase development intensity, the additional 66 dwelling units would be consistent with analysis in the THSP SEIR. Therefore, 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 it be a substantial increase in the severity of the 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 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 result in an additional 66 dwelling units on site. Although the proposed Project would change land use density limitations and increase development intensity, the total developable acreage would be consistent with analysis in the THSP SEIR. With implementation of the drainage improvements as described in the SDMP and THSP SEIR, the proposed Project's impact on surface runoff 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 it be a substantial increase in the severity of the impact that was identified in the THSP SEIR and would therefore 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 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 include storm drainage features as part of its land plan to accommodate the THSP's drainage as well as drainage from certain other existing surrounding uses and adhere to the City's Storm Drainage Master Plan, which has plans for improvements that accommodate development proposed under the THSP.

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. The proposed Project would result in an additional 66 dwelling units on site. Although the proposed Project would change land use density limitations and increase development intensity, the additional 66 dwelling units would be consistent with analysis 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 it be a substantial increase in the severity of the impact that was identified in the THSP SEIR and would therefore 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 result in an additional 66 dwelling units on site. Although the proposed Project would change land use density limitations and increase development intensity, the additional 66 dwelling units would be consistent with analysis 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 it be a substantial increase in the severity of the 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 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.

THSP SEIR Figure 4.9-3A and Figure 4.9-3B maps the proposed Project outside the 100-year and 500-year floodplain areas. 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 it be a substantial increase in the severity of the impact that was identified in the THSP SEIR and would therefore be consistent with the effects of implementation of the THSP.

Threshold (h) Would the project place structures within a 100-year flood hazard area, which would impede or redirect flood flows?

As identified in the THSP SEIR, the majority of the development within the THSP Area would be located outside of the 100-year floodplain and therefore, the floodplain would not impact development. However, as described above, a small portion of the THSP was mapped in the THSP SEIR as being located in 100-year and 500-year floodplains for Corral Hollow Creek. The easternmost edge of the THSP Area, specifically the General Highway Commercial land uses, encroaches 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.

THSP SEIR Figure 4.9-3A and Figure 4.9-3B map the proposed Project outside the 100-year and 500-year floodplain areas. 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 it be a substantial increase in the severity of the impact that was identified in the THSP SEIR and would therefore 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. Since 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 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 a substantial increase in the severity of a cumulative impact previously disclosed.

X. LAND USE AND PLANNING

WOULD THE PROJECT:

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Reviewed Under Previous Document
Would the project:					
a. Physically divide an established community?	<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, THSP implementation 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, THSP implementation would not physically divide an established community and impacts would be less than significant.

Currently the Project site has a General Plan designation of Residential Low and the surrounding land uses in the immediate vicinity of the Project site are designated as Residential High, Residential Low, and 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. The additional 66 dwelling units allowed by the Project would not create any additional potential to divide an established community, as compared to the THSP. 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 it be a substantial increase in the severity of the 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 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 would be reduced to a less- than- significant level by ensuring that tentative and final maps comply with 2009 ALUCP.

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

Mitigation Measure LU 4.10-1: All tentative and final maps within the THSP shall conform to the provisions of the 2009 ALUCP (or the ALUCP in effect at the time of Project Applicant submissions), including but not limited to:

- Land use restrictions of the ALUCP;
- *All proposed school sites within a 2-mile radius of the airport runway must obtain approval by the State Department of Transportation Division of Aeronautics. [This is Mitigation Measure 4.10-1 in the THSP SEIR]*

The 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 increase the land development intensity by an additional 66 dwelling units. Since the number of people utilizing the Project site daily would be more intense than previously considered in the THSP SEIR, the vehicle trips generated by the proposed Project would be proportionally greater than considered in the THSP. Compared to the THSP, the proposed Project would result in an overall daily a.m. peak hour increase of approximately 36 trips, and an overall daily p.m. peak hour trips increase of approximately 70 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 Airport Influence Area Zone 8. The Area Zone 8 does not have restrictive building conditions. Furthermore, the maximum height of buildings within the Medium Density Residential District is 35 feet, far below any height restrictions outlined in the ALUCP. With implementation of the above mitigation measure, the proposed Project's impact on land use plans, policies, or regulations would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would

it be a substantial increase in the severity of the 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 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 it be a substantial increase in the severity of the 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 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 a substantial increase in the severity of a cumulative impact previously disclosed.

XI. 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.

Although the proposed Project would change land use density limitations and increase development intensity in the Project area, the conversion of undeveloped land to urbanized development would remain the same. The Project site is not located inside of the small aggregate area identified in the THSP SEIR and 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 regard 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 it be a substantial increase in the severity of the 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 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 a substantial increase in the severity of a cumulative impact previously disclosed.

XII. NOISE

WOULD THE PROJECT:

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated			Reviewed Under Previous Document
		Less than Significant Impact	No Impact		
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.

Project implementation would result in a higher development intensity and an increase of 66 dwelling units as compared to uses analyzed for the Project site in the THSP. Therefore, noise sources generated by the proposed Project would proportionally greater but would include similar noise 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 4.11-3c: *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 THSP 7C Village which is located 0.36-mile north of I-580, approximately one-mile east of Corral Hollow Road, immediately adjacent to the California Aqueduct, and 0.33 mile south of the Union Pacific Railroad. Within the Project area, there are no new sensitive receptors beyond those identified in the THSP SEIR. The nearest identified sensitive receptor is single-family residential uses located approximately one-mile northeast of the Project site. At this distance, construction and operational noise levels would remain low. The proposed Project would result in an increase of 66 dwelling units within the Project area and stationary noise impacts during Project operations would be nominally greater than the stationary noise impacts analyzed in the THSP SEIR. However, 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 a substantial increase in the severity of an impact that was previously identified in the THSP SEIR. 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.

While the Project would increase the number of residential units, the development footprint and construction duration would remain the same as previously considered in the THSP SEIR. 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 it cause a substantial increase in the severity of the impact that was previously identified in the THSP SEIR and would therefore 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, THSP 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 THSP 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.

⁹ THSP Draft EIR, page 4.11-22.

The proposed Project would include land uses that are developmentally more intense than those analyzed in the THSP SEIR. The Traffic Study for Phase 1A Village 7C found an increase of 36 a.m. peak hour trips and an increase of 70 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 cause a substantial increase in 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 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. The Project would have similar operational noise conditions to the previously approved THSP, and there would not be a new specific impact, nor a substantial increase in 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 proposed Project includes more intense building development as compared to the THSP, but construction of the proposed Project would include similar construction equipment and maintain the schedule as 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 compliance with the Tracy Municipal Code and implementation of MM NOI 4.11-1, which includes requirements for the use of noise attenuation mufflers for construction equipment, coordination with a Noise Disturbance Coordinator, proper notification to surrounding uses of construction activities, and limiting construction to the less noise sensitive periods of the day (i.e., between the hours of 7:00 AM and 10:00 PM per Tracy Municipal Code Section 4.12.820). 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 a substantial

increase in 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 (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 1.3 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 a substantial 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 a substantial increase in the severity of a cumulative impact previously disclosed.

XIII. POPULATION AND HOUSING

WOULD THE PROJECT:

Issues	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated			Reviewed Under Previous Document
		Less than Significant Impact	No Impact		
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 buildup 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.

Buildout of the THSP Area is projected to result in 5,689¹⁰ dwelling units for the buildup of THSP from residential uses. Using a multiplier of 3.27 persons per household (pph), approximately 18,423 residents were projected for the buildup of the THSP.¹¹ As shown in Table 4.13-18a, *Project Buildout (Post 2035) Trip Generation* of the THSP SEIR, approximately 1,751 employees were projected for the buildup of the THSP from commercial land uses.

¹⁰ The total of 5,689 dwelling units referenced herein is from Table 1-1 of the Project Application materials (dated May 4, 2020).

¹¹ The THSP SEIR had determined the THSP does not exceed the maximum dwelling units or non-residential square footage already anticipated in the certified 2011 General Plan EIR for the THSP Area. The City of Tracy 2011 General Plan EIR used a multiplier of 3.27 pph based on the 2008 Department of Finance estimate to determine total buildup of the City. Thus, for the purposes of this analysis, a multiplier of 3.27 pph is used to determine buildup of the THSP.

Within the Project site, the proposed Project would result in an increase of medium density residential dwelling units, allowing up to 89 additional dwelling units, as compared to the THSP (See Table 1: *Land Use Plan Buildout*). As a result of the proposed Project, the THSP Area would have a total of 5,778 dwelling units at buildout, as compared to 5,689 dwelling units considered in the THSP SEIR. This would be an increase of 1.6 percent in comparison to the dwelling units considered in the THSP SEIR. For the purposes of this analysis, an increase of 66 dwelling units on the Project site is analyzed to reflect the Vesting Tentative Map proposed as part of this Project, which is within the maximum allowable limit denoted in Table 1.

Consistent with the THSP SEIR assumptions of 3.27 persons per household (pph), implementation of the proposed Project would result in an increase of 216¹² new residents in the THSP Area from what was previously determined in the THSP SEIR. This would result in an increase of 1.2 percent, a total of 18,197 residents at buildout of the THSP as compared to the 17,981 residents assumed in the THSP SEIR.

The 2011 General Plan EIR determined total buildout of the General Plan would result in approximately 151,500 people and 46,800 housing units.¹³ The City has a Growth Management Ordinance (GMO) that limits residential permits to an average of 600 units per year, a maximum of 750 units in any single year. This is intended to meet the goals and policies of the General Plan, including concentrated growth, and infill development. The City's GMO would help to reduce the potential impacts from future development by managing growth in a manner that is commensurate with available services and utilities. Residential growth under the General Plan was determined to be limited by the GMO in the 2011 General Plan EIR. The GMO would allow for 600 building permits per year between 2013 and 2025. The additional 66 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 it be a substantial increase in the severity of the 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 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.

¹² The City of Tracy 2011 General Plan EIR (page 3-41) used a multiplier of 3.27 persons per household (pph) based on the 2008 Department of Finance estimate to determine total buildout. The project number of new residents was determined by multiplying 66 dwelling units x 3.27 pph = 216 people

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

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 it be a substantial increase in the severity of the 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 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 a substantial increase in the severity of a cumulative impact previously disclosed.

XIV. 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 an 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 implemented¹⁴. 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 unit 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

¹⁴ 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, a fire station and all related equipment shall be constructed and operational in Phase 1A to serve Tracy Hills in accordance with the Citywide Public Safety Master Plan. [This is Mitigation Measure 4.12-3 in the THSP SEIR]*

As discussed above, the increase of 66 dwelling units from implementation of the proposed Project would result in 216 new residents that were not considered in the THSP SEIR. The THSP SIER assumed that two fire stations within the THSP Area would be constructed. As discussed in the Section XIII, Population and Housing, the additional 66 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 it be a substantial increase in the severity of the impact that was identified in the THSP SEIR and would therefore 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, buildup 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]*

As discussed above, the increase of 66 dwelling units from implementation of the proposed Project would result in 216 new residents that were not considered in the THSP SEIR. The THSP SIER 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. As discussed in the Section XIII, Population and Housing, the additional 66 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 construction of a new police station. As such, this impact would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would it be a substantial increase in the severity of the impact that was identified in the THSP SEIR and would therefore 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. The final number and locations of the schools will be determined in accordance with the Jefferson School District Facilities Master Plan as the THSP is built out. Implementation of the approved THSP would generate a maximum of 5,689 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.¹⁵ Based on these generation rates, 2,2503 grade K-5 and 1,138 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.

The 66 additional dwelling units allowed by the Project would result in 216 new residents that were not considered in the THSP SEIR. Using the generation rates from THSP SEIR, an increase of 29 grade K-5, 13 grade 6-8 students, and 20 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 total 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 than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would it be a substantial increase in the severity of the impact that was identified in the THSP SEIR and would therefore 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?

¹⁵ THSP Draft EIR, page 4.12-38

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.

As discussed above, the increase of 66 dwelling units from Project implementation would result in 216 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."¹⁶ The Project would be required to meet the parkland goals and comply with the Parks Master Plan, or pay development impact fees for recreational facilities. The slight increase in new residents from the proposed Project would be considered a less than significant impact. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would it be a substantial increase in the severity of the 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 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 it be a substantial increase in the severity of the impact that

¹⁶ THSP, page 2-19

was identified in the THSP SEIR and would therefore 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 buildup of the THSP Area. Although buildup 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 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 4.12-7a: *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]*

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 it be a substantial increase in the severity of the impact that was identified in the THSP SEIR and would therefore 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 buildup 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 buildup 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 not increase the amount of impervious surfaces because the proposed Project would increase development density as compared to what was previously analyzed in the THSP SEIR. However, 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 a substantial 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.

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). Project implementation would introduce 66

additional MDR dwelling units, resulting in a water demand of 20,460 gpd. The THSP SEIR analyzed XX dwelling units on the Project site, which resulted in a water demand of XX gpd. While the proposed Project has a greater water demand than analyzed for the Project site in the THSP, there is a net change of XX gpd (XX percent). Therefore, Project implementation would have a similar water demand as analyzed in the THSP SEIR. Further, as determined in the WSA for the THSP SEIR, there are sufficient capacities to meet water demand for the THSP Area.

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 WSID, Naglee-Burk Irrigation District, Plain View Water District (now part of the Byron Bethany Irrigation District), and BCID). Groundwater Management Policy was adopted by the City in 2001 to establish a maximum annual groundwater extraction rate of 9,000 af/yr.

The proposed Project would result in an increase of net potable water demand of 23 af/yr from the proposed Project, more than previously analyzed in the THSP SEIR. However, the City has sufficient supply to serve the additional units and the 23 af/yr represents a nominal percent increase compared to the available groundwater yields. 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 it be a substantial increase in the severity of the impact that was identified in the THSP SEIR and would therefore 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)¹⁷.

To avoid impacts associated with wastewater treatment, the THSP SEIR required that the THSP pay appropriate development impact fees. Payment of these development impact fees was determined to reduce this potentially significant impact to a less than significant level.

Future development that may occur under the proposed Project would be located within 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. Since the proposed Project would fall within the same footprint of the THSP, future developments in the City's wastewater treatment system upgrades would serve the Project site.

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 it be a substantial increase in the severity of the impact that was identified in the THSP SEIR and would therefore 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 buildup of the THSP Area is considered a small addition to the overall tons per day the City of Tracy currently generates.¹⁸ 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.

While Project implementation would increase the number of dwelling units in the THSP Area, future development under the proposed Project would be located in the same footprint of the THSP. Therefore, 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 1,624 pounds of solid waste per day, or 0.81 tons.¹⁹ The THSP SEIR assumed approximately 54 tons of solid waste generated 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 it be a substantial increase in the severity of the impact that was identified in the THSP SEIR and would therefore be consistent with the effects of implementation of the THSP.

¹⁷ THSP Draft EIR, page 4.12-44

¹⁸ THSP Draft EIR, page 4.12-47

¹⁹ [216 people] * [7.52 lbs waste/person/day] = [1,624 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.²⁰ 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 it be a substantial increase in the severity of the 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 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 a substantial increase in the severity of a cumulative impact previously disclosed.

²⁰ THSP Draft EIR, page 4.15-45

XV. 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 Study was prepared by Kimley-Horn and Associates, Inc. (July 2020) 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 Low/Mid Density Residential.

The trip generation calculation included a comparison between the previously certified THSP SEIR buildout trips, the latest approved THSP Amendment for the KT Project (approved by City Council on May 19, 2020),²¹ and the proposed Project buildout trips. This comparison is provided below in Table 3: Trip Generation Comparison. 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. The total trips generated for the previously approved THSP with the May 2020 KT Project Amendment (herein referred to as "KT Project") is 6,771 (3,250 IN / 3,521 OUT) a.m. peak hour trips and 12,145 (6,158 IN / 5,987 OUT) p.m. peak hour trips. The proposed Project is anticipated to generate 6,807 (3,259 IN / 3548 OUT) a.m. peak hour trips and 12,215 (6,202 IN / 6,013 OUT) p.m. peak hour trips.

Approval of the KT Project created an overall decrease of approximately 1,060 (-697 IN / -363 OUT) a.m. peak hour trips and decrease of approximately 1,921 (-892 IN / -1,029 OUT) p.m. peak hour trips as compared to the previously approved THSP.

The proposed Project would increase the a.m. peak hour trips by approximately 36 trips (9 IN / 27 OUT), and the p.m. peak hour trips would increase by approximately 70 trips (44 IN / 26 OUT), as compared to the originally approved THSP. However, the May 2020 KT Project created a large deficit of trips, as compared to the originally approved THSP. While the proposed Project would increase trip generation as compared to what was considered for the Project site in the originally approved THSP, the total number of vehicle trips for the entire THSP buildout would remain substantially less than the originally approved trip generation for the THSP SEIR analysis.

²¹ The trip generation calculation includes the approved KT Project to account for slight modifications made by the same project applicant.

Table 3: Trip Generation

Trip Generation Rates	ITE Land Use Code/Reference	Units	Weekday AM				Weekday PM				
			Rate	IN	/	OUT	Rate	IN	/	OUT	
Low/Mid Density Residential & Residential Estate	Model	No. of Dwelling Units	0.55	25%	/	75%	1.05	63%	/	37%	
High Density Residential	Model	No. of Dwelling Units	0.31	20%	/	80%	0.59	65%	/	35%	
Retail	Model	Employees	1.9	62%	/	38%	3.46	48%	/	52%	
Office	Model	Employees	0.22	88%	/	12%	0.42	17%	/	83%	
Other (Industrial/Warehousing)	Model	Employees	0.17	79%	/	21%	0.33	25%	/	75%	
School	ITE (520 & 530)	School	0.48	55%	/	45%	0.15	49%	/	51%	
Original Approved Specific Plan											
Trip Generation Rates	Square Feet	Units	Weekday AM				Weekday PM				
			Total	IN	/	OUT	Total	IN	/	OUT	
Low/Mid Density Residential & Residential Estate	-	5,374	No. of Dwelling Units	2,956	739	/	2,217	5,643	3,555	/	2,088
High Density Residential	-	125	No. of Dwelling Units	39	8	/	31	74	48	/	26
Retail	758,944	1,751	Employees	3,327	2,063	/	1,264	6,058	2,908	/	3,150
Office	1,562,933	1,872	Employees	412	363	/	49	786	134	/	652
Other (Industrial/Warehousing)	3,360,654	4,197	Employees	713	563	/	150	1,385	346	/	1,039
School	-	800	Students	384	211	/	173	120	59	/	61
Total Trips			7,831	3,947	/	3,884	14,066	7,050	/	7,016	
Specific Plan with KT Approved (February 2020)											
Trip Generation Rates	Square Feet	Units	Weekday AM				Weekday PM				
			Total	IN	/	OUT	Total	IN	/	OUT	
Low/Mid Density Residential & Residential Estate	-	5,565 ^{1,2}	No. of Dwelling Units	3,061	765	/	2,296	5,843	3,681	/	2,162
High Density Residential	-	125	No. of Dwelling Units	39	8	/	31	74	48	/	26
Retail	493,186 ²	1,138 ^{1,2}	Employees	2,162	1,340	/	822	3,937	1,890	/	2,047
Office	1,562,933	1,872	Employees	412	363	/	49	786	134	/	652
Other (Industrial/Warehousing)	3,360,654	4,197	Employees	713	563	/	150	1,385	346	/	1,039
School	-	800	Students	384	211	/	173	120	59	/	61
Total Trips			6,771	3,250	/	3,521	12,145	6,158	/	5,987	
Net New Trips			-1,060	-697	/	-363	-1,921	-892	/	-1,029	
Specific Plan with Project											
Trip Generation Rates	Square Feet	Units	Weekday AM				Weekday PM				
			Total	IN	/	OUT	Total	IN	/	OUT	
Low/Mid Density Residential & Residential Estate	-	5,631 ^{1,3}	No. of Dwelling Units	3,097	774	/	2,323	5,913	3,725	/	2,188
High Density Residential	-	125	No. of Dwelling Units	39	8	/	31	74	48	/	26
Retail	493,186	1,138	Employees	2,162	1,340	/	822	3,937	1,890	/	2,047
Office	1,562,933	1,872	Employees	412	363	/	49	786	134	/	652
Other (Industrial/Warehousing)	3,360,654	4,197	Employees	713	563	/	150	1,385	346	/	1,039
School	-	800	Students	384	211	/	173	120	59	/	61
Total Village 6B Trips			6,807	3,259	/	3,548	12,215	6,202	/	6,013	
Net New Trips (Original Approved Specific Plan)			-1,024	-688	/	-336	-1,851	-848	/	-1,003	
Net New Trips (Specific Plan with KT Approved)			36	9	/	27	70	44	/	26	

Notes:

DU = Dwelling Units, Emp. = Employees

1. Proposed changes are shown in **BOLD**

2. Project changes are consistent with the Tracy Hills KT Project, approved May, 2020.

3. Village 7C changes include an additional 66 homes in Phase 1A.

Source: Kimley-Horn, July 2020

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 buildup 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 traffic impact fees (TIFs) and seeking grant funding to implement the planned improvements. The THSP SEIR previously concluded that if, at the time interchange improvements are required to provide adequate capacity to mitigate the project impacts, the City does not have sufficient funds for implementation, the Project Applicant may be required to fund the improvements upfront and enter into a reimbursement agreement with the City or receive a TIF credit.

A trigger analysis was performed to 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 buildup of the THSP would result in increased V/C ratios to greater than 0.89 at some locations. Impacts were found to be significant and unavoidable. As identified in the THSP SEIR, implementation of Mitigation Measure 4.13-7b would reduce impacts related to overcapacity traffic conditions but would still remain significant and unavoidable because the City cannot control the timing of the improvements as they fall outside of their immediate control.

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

Mitigation Measure TRANS 4.13-7b: The Applicant shall pay the applicable City TIF, County TIF, SJCOG RTF, the JPA TIF, and any other applicable transportation fees that may be in place when individual projects are processed under the THSP in accordance with applicable laws and regulations. [This is Mitigation Measure 4.13-7b in the THSP SEIR]

As shown in Table 4, the THSP SEIR considered 7,831 daily AM trips and 14,066 daily PM trips within the THSP area. In May 2020, the City approved the KT Project, which resulted in a net decrease of vehicle trips within the THSP area, as compared to the THSP SEIR. The proposed Project would generate more daily vehicle trips than what was considered for the previously approved THSP²², however, 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 for Project implementation. Under cumulative conditions, Project

²² For the purpose of this analysis, the 'previously approved THSP' includes the THSP KT approval (May, 2020)

implementation would generate more 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 a substantial 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 (SJCOC) 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 more trips in both AM and PM peak hours compared to the previously approved THSP, however, Project implementation would not impact previously identified intersection improvements or mitigation measures. 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]*

An approximate equivalent number of 2,536 single family dwelling units (equivalent to 2,588 AM peak hour vehicle trips, as referenced in Mitigation Measure 4.13-2) can be built before improvements detailed in Mitigation Measure 4.13-2 along Corral Hollow Road or Lammers Road would be required. The Project would result in the construction of less than 2,536 dwelling units, and would therefore not trigger the improvements noted in Mitigation Measure 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 SEIR, however buildup of THSP would still remain significant and unavoidable in this regard.

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 3: 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 a substantial increase in the severity of an impact previously disclosed.

DETERMINATION OF APPROPRIATE CEQA DOCUMENTATION

Section 15162(a) of the CEQA Guidelines states the following:

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.
- (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.
- (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;
 - (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.

Based on the preceding evaluation, the City has determined that (a) none of the conditions described in Section 15162(a) have occurred or will occur with approval of the proposed Project, and (b) no changes or additions are required to the certified THSP SEIR. Because no changes or additions are required to the THSP SEIR, an addendum to the THSP SEIR is not necessary. And based on the foregoing determinations, pursuant to Section 15168(c)(2) of the CEQA Guidelines, the City can approve the proposed Project as within the scope of the development program evaluated in the THSP SEIR and no further environmental document is required.

This document provides substantial evidence for City of Tracy records to support its approval of the Project pursuant to Section 15168(c)(2) of the CEQA Guidelines.

CONCLUSION

This Initial Study 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 15168 of the State CEQA Guidelines, exist in connection with the proposed Amendment. No revisions are 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 THSP SEIR, 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. Project implementation would not create significant environmental effects or create a substantial increase in the severity of previously identified significant effects. Therefore, pursuant to Section 15168(c)(2), the City can approve the Project as within the scope of the development program evaluated in the THSP SEIR and no further environmental document is required. This document will be maintained in the administrative record files at City of Tracy City Hall.

Attachment A

Tracy Hills Phase 1A Village 7C Traffic Study

MEMORANDUM

From: Frederik Venter, P.E. and Colin Ogilvie | Kimley-Horn and Associates

To: Robert Armijo, P.E. | City of Tracy

Date: September 16, 2020

Re: **Tracy Hills Village 7C Traffic Study**

1. Executive Summary

This memorandum provides a review of the proposed lot changes in Tracy Hills Phase 1A Village 7C that will increase the number of homes by 66 compared to previous traffic study assumptions.

It was determined that the addition of 66 homes in Village 7C will not trigger new near-term intersection deficiencies or Tracy Hills Specific Plan CEQA impacts.

2. Introduction

Village 7C is located in the northwest portion of the Tracy Hills Phase 1A development and the applicant is proposing lot changes that will increase the number of homes by 66.

This report determines if the proposed increase will trigger deficiencies to the surrounding road network for near-term conditions. In addition, this report compares the specific plan cumulative CEQA trip generation to the cumulative trip generation for the new the lot changes.

3. Methodology

Scenarios

The following scenarios were studied for this analysis:

- Near-Term Conditions (Base Condition) - 2025 volumes plus background projects. This is consistent with the *Tracy Hills KT Vesting Tentative Map Review Memorandum* dated February 25, 2020.
- Near-Term Plus Project – 2025 volumes plus background projects plus the proposed additional 66 dwelling units in Village 7C (Project)
- Tracy Hills Specific Plan Buildout

Near-Term Study Intersections:

The following intersections were studied for this analysis:

2. Corral Hollow Road & Tracy Hills Drive
8. Corral Hollow Road & I-580 Westbound Ramps
9. Corral Hollow Road & I-580 Eastbound Ramps
10. Corral Hollow Road & Linne Road

These study intersections correspond to the *Tracy Hills KT Vesting Tentative Map Review Memorandum*. Intersections missing from this study are specific to the KT development and were not analyzed for this memorandum.

Near-Term volumes are 2019 traffic counts grown to 2025 using the Tracy Transportation Management Plan (TMP) growth rates. This represents “opening day”.

4. Near-Term Conditions

Near-Term Conditions serve as the base condition analysis scenario. This LOS results from this scenario was taken from the *Tracy Hills KT Vesting Tentative Map Review Memorandum* dated February 25, 2020.

Figure 1 provides a map of the study intersections used for this study. **Figure 2** provides the traffic control and geometry. **Figure 3** provides the peak hour volumes for the Near-Term Plus Phase 1A Plus KT scenario.

Background Projects

- **Phase 1A** – 1137 low/mid density residential dwelling units and no business park
- **KT Approved** – 185 low/mid density residential dwelling units

Level of Service Results

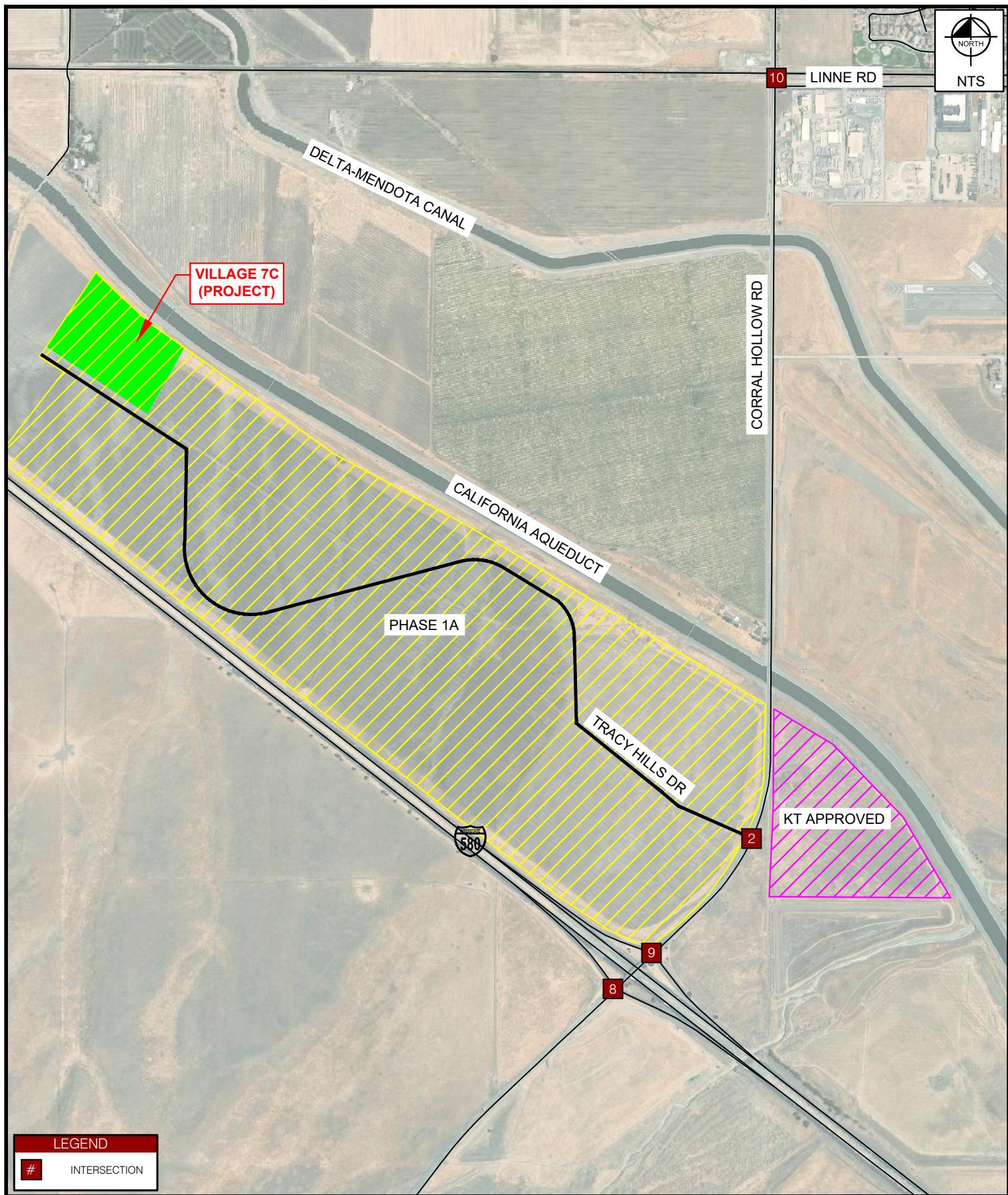
It was determined that all intersections will operate at an acceptable LOS if all mitigations provided in the *Tracy Hills KT Vesting Tentative Map Review Memorandum* are implemented. Near-Term Conditions intersection LOS results are shown in **Table 1**.

Table 1 – Near-Term (2025) Plus Phase 1A Plus KT Homes Conditions LOS Results

#	Intersection ¹	LOS & V/C Standard ^{2,3,4}	Control Type ⁵	Near Term Conditions ⁶				
				AM Peak Hour		PM Peak Hour		
				V/C ⁷	Delay ⁸	LOS	V/C ⁷	Delay ⁸
2	Corral Hollow Rd & Tracy Hills Dr/Street D	D	Signal	-	29.0	C	-	44.9
6	Corral Hollow Rd & Street A	NOT ANALYZED						
8	Corral Hollow Rd & I-580 EB Ramps	C/D	RAB	0.407	7.5	A	0.452	7.2
9	Corral Hollow Rd & I-580 WB Ramps	C/D	RAB	0.730	10.0	A	0.548	7.3
10	Corral Hollow Rd & Linne Rd	0.85	Signal	-	19.2	B	-	15.0

Notes:

1. Analysis performed using HCM 6 methodologies.
2. Overall level of service (LOS) standard for the City is D.
3. Overall level of service (LOS) standard for Caltrans is C/D
4. Volume to Capacity Ratio (V/C) standard for FHWA is 0.85
5. Signal – Signal Control Intersection, RAB - Roundabout
6. Near Term Conditions include:
 - 2025 Volumes
 - Phase 1A Development
 - KT Approved Site Plan
7. Delay indicated in seconds/vehicle.
8. Intersections that fall below LOS standard are shown in **bold**.
9. This condition assumes all mitigations identified in the *Tracy Hills KT Vesting Tentative Map Review Memorandum* (2/25/20) are implemented



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Figure 1
Village 7C Study Intersections

TRACY HILLS PHASE 1A VILLAGE 7C TRAFFIC STUDY

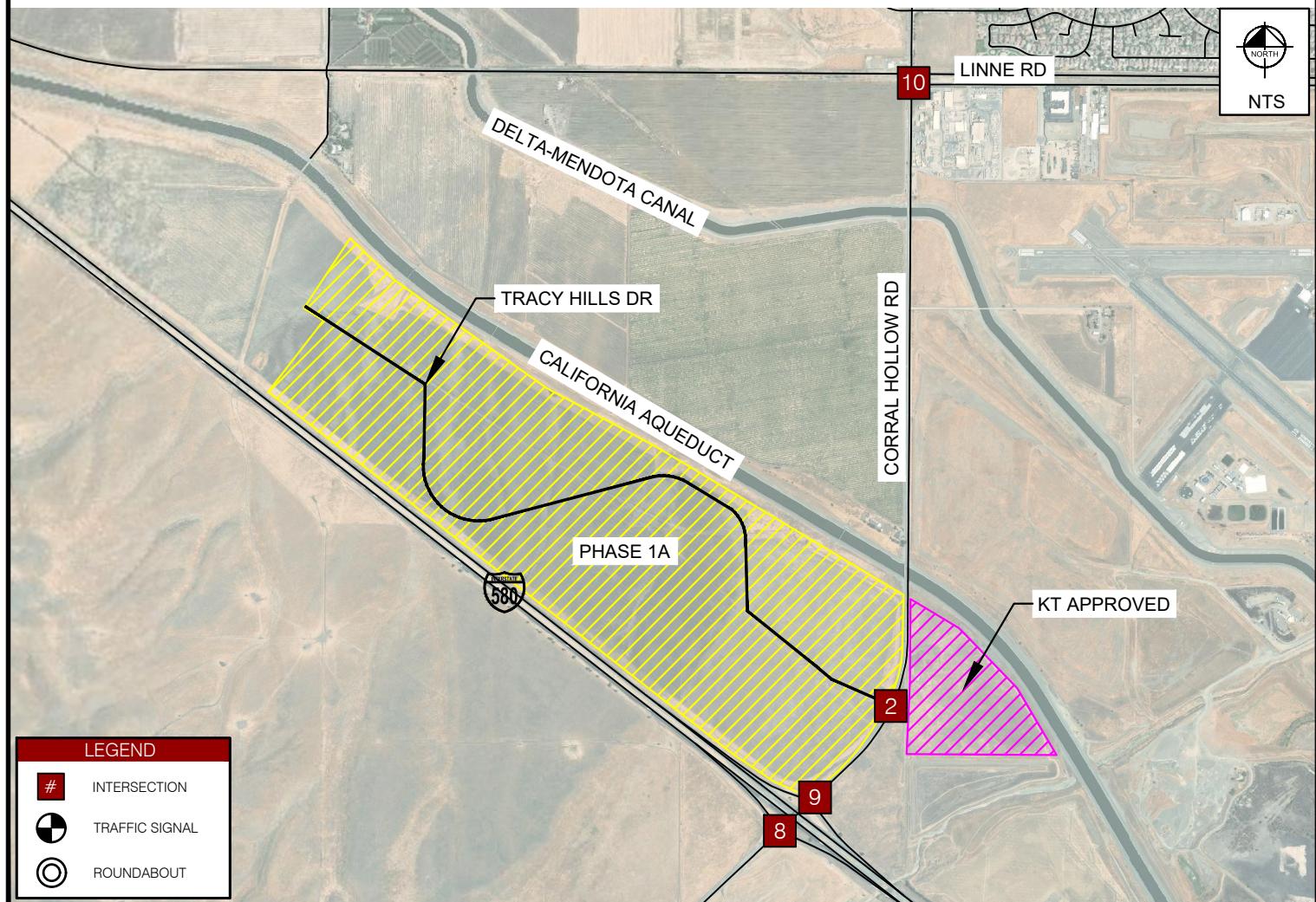
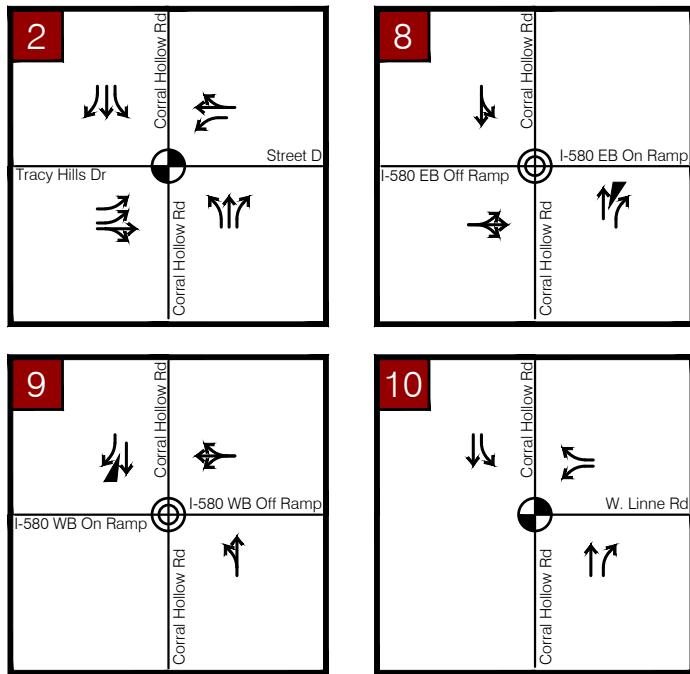
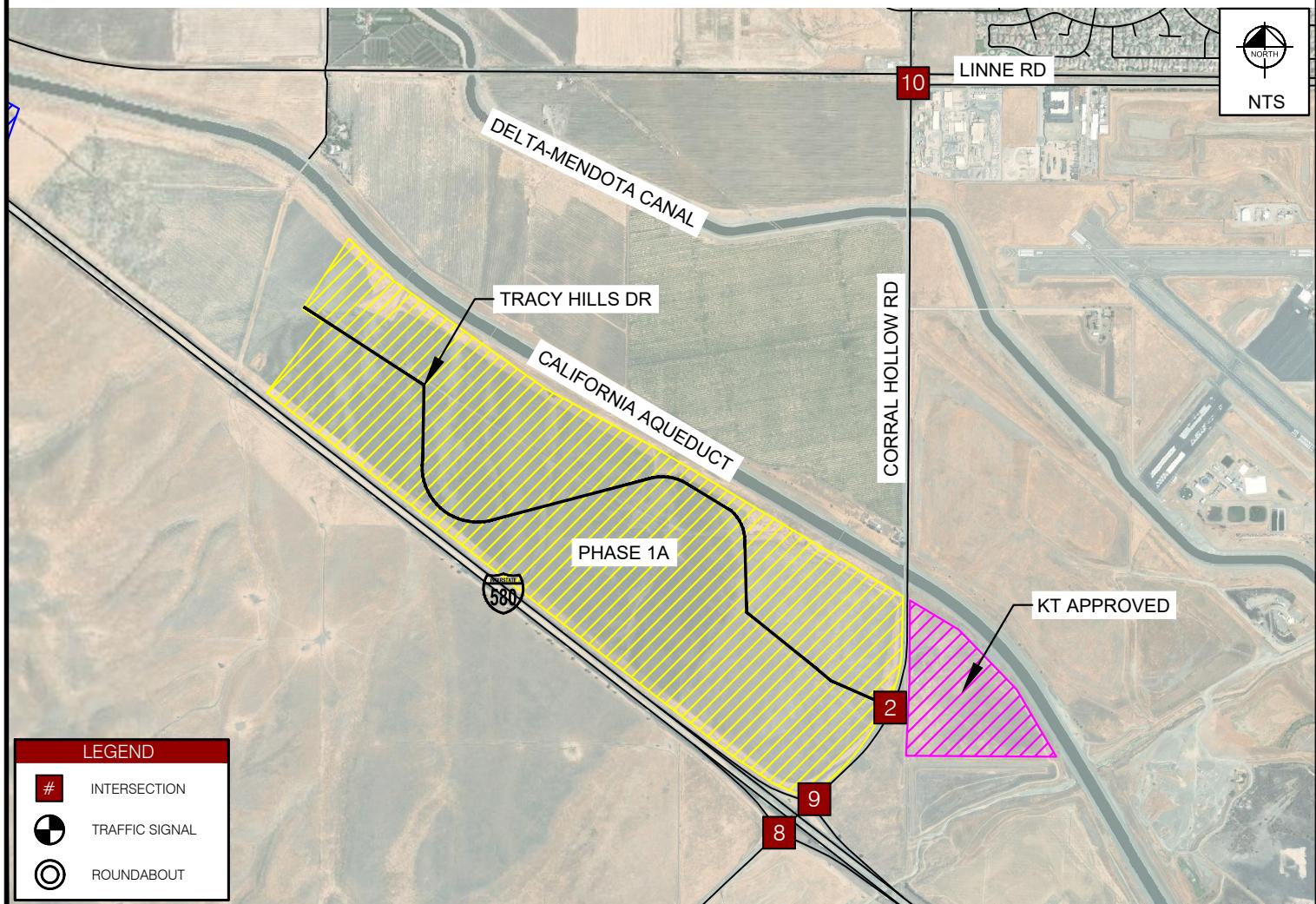
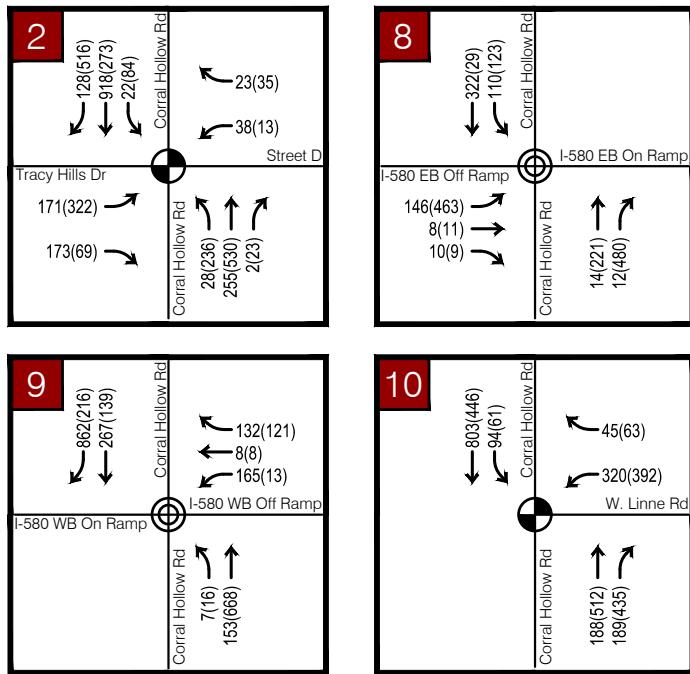


Figure 2
Near-Term Conditions
Traffic Control and Geometry



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TRACY HILLS PHASE 1A VILLAGE 7C TRAFFIC STUDY

Figure 3
Near-Term Conditions
Peak Hour Volumes

5. Near-Term Plus Project Conditions

Trip Generation

Trip generation was prepared using rates from the *Tracy Hills Specific Plan Recirculated Draft Subsequent EIR*. **Table 2** provides the estimated Project trip generation used for this analysis.

Table 2 – Trip Generation

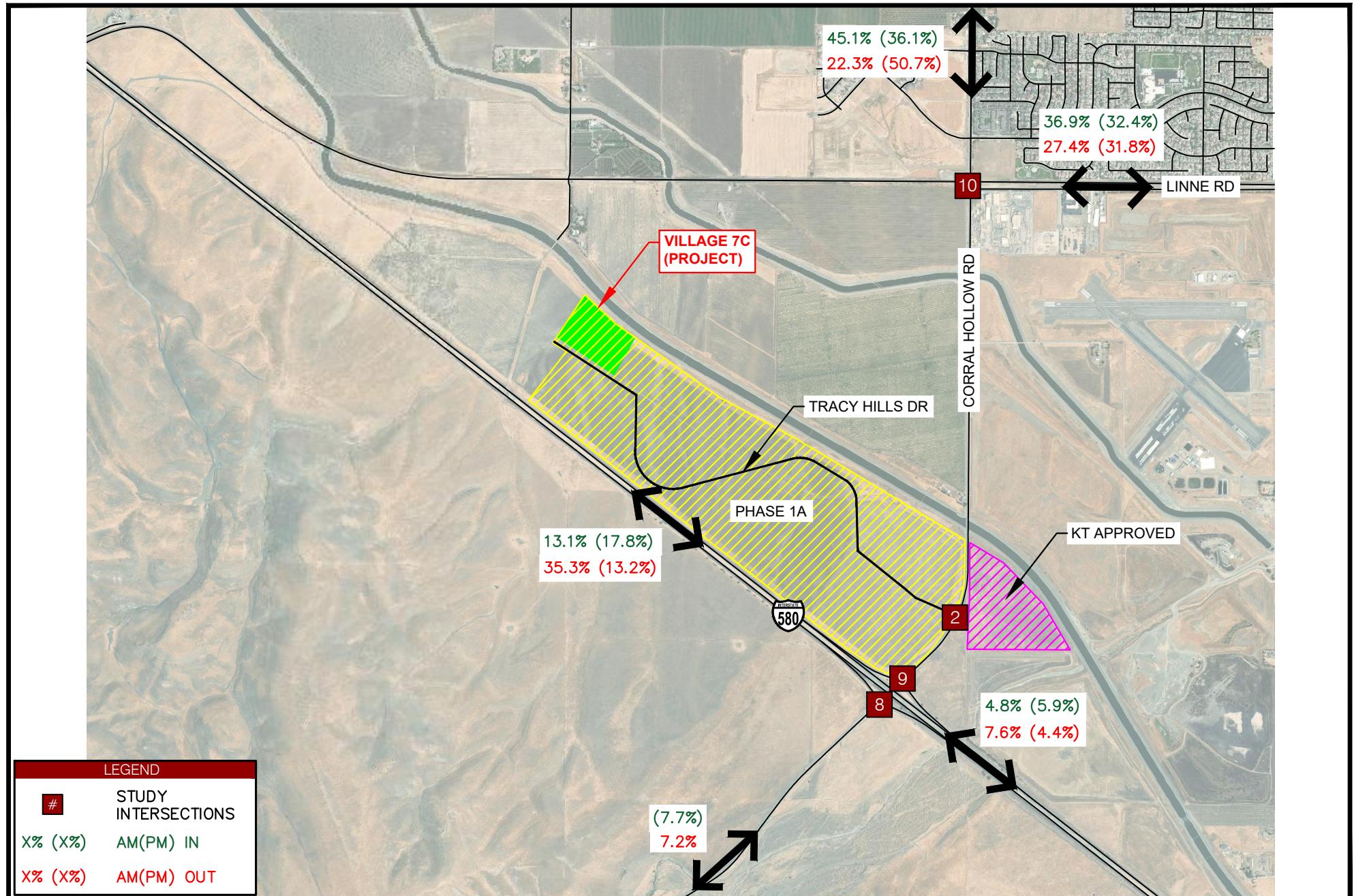
Trip Generation Rates	ITE Land Use Code/Reference	Units	Weekday AM				Weekday PM			
			Rate	IN	/	OUT	Rate	IN	/	OUT
Low/Mid Density Residential & Residential Estate	Model	No. of Dwelling Units	0.55	25%	/	75%	1.05	63%	/	37%
Village 7C										
Trip Generation Rates	Units		Weekday AM				Weekday PM			
			Total	IN	/	OUT	Total	IN	/	OUT
Low/Mid Density Residential & Residential Estate	66	No. of Dwelling Units	36	9	/	27	69	43	/	26

Trip Distribution and Assignment

For this scenario, the trip distributions were based on the Phase 1A distributions provided by Figure 4.13-20 of the Tracy Hills EIR (October 2015) with the following minor change:

- Distribution was added to and from south Corral Hollow Road (Tesla Road) to reflect current travel patterns.

Refer to **Figure 4** and **Figure 5** for the trip distribution and Project trip assignment, respectively.

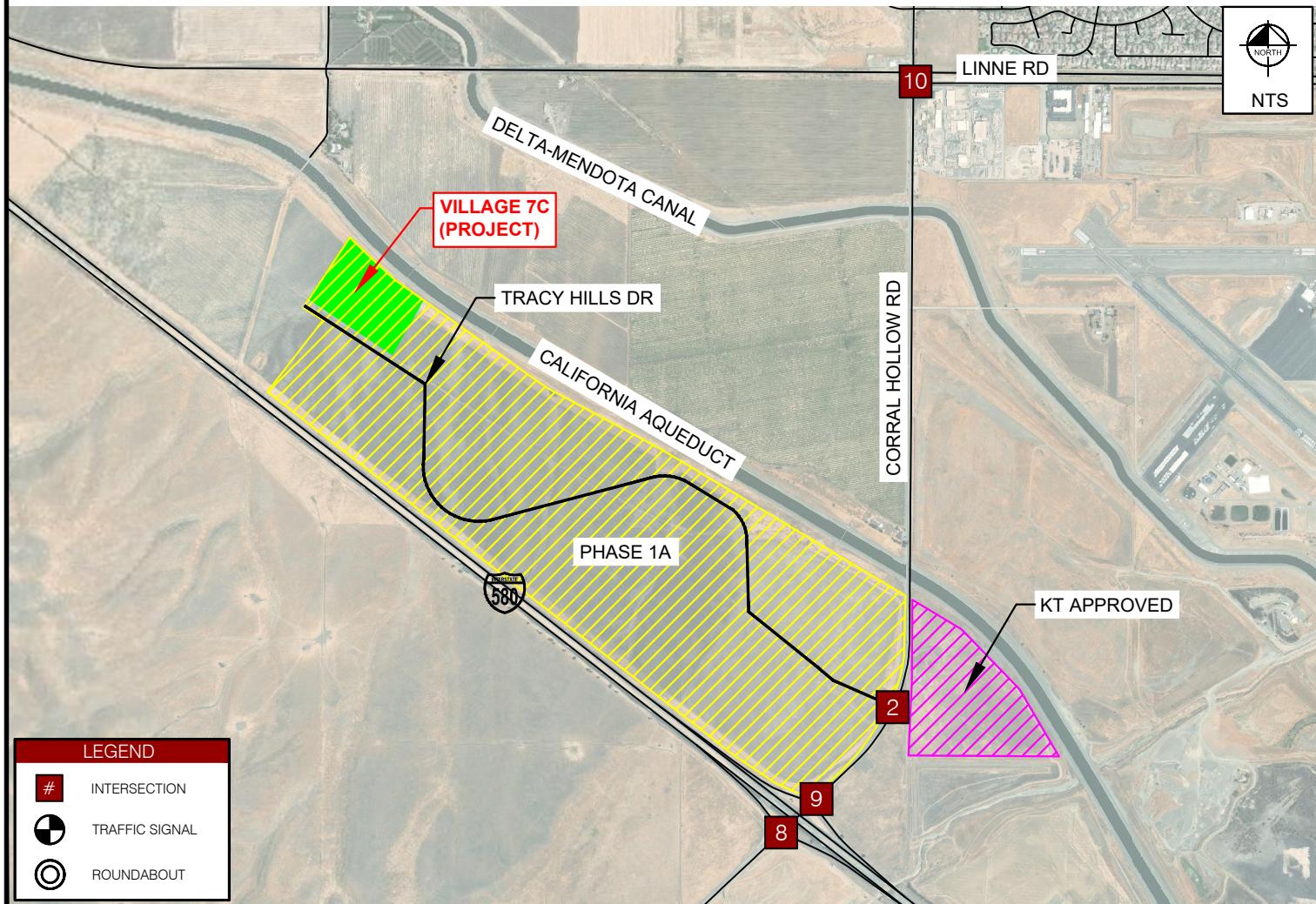
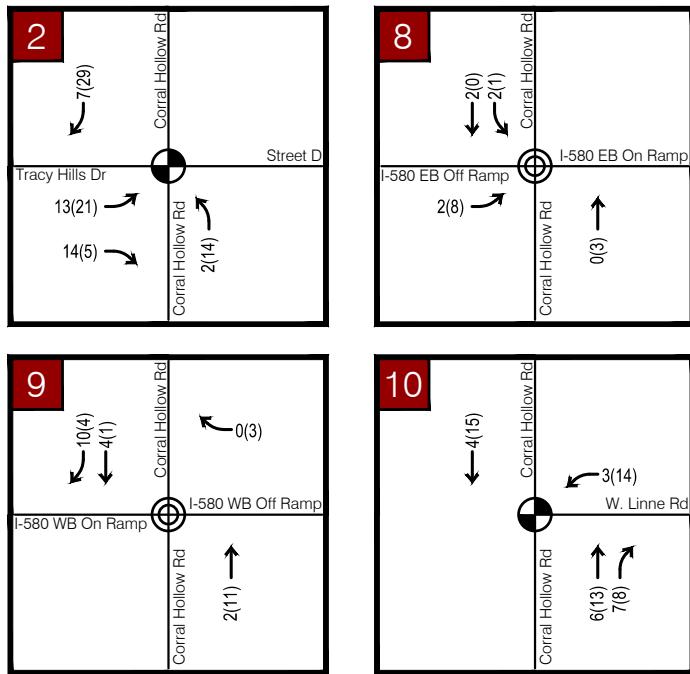


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Figure 4
Village 7C
Trip Distribution

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Figure 5
Village 7C
Project Assignment

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Level of Service Results

Figure 6 and **Figure 7** illustrate the traffic geometry and peak hour volumes for the Near-Term Plus Project Conditions, respectively.

Table 3 provides the Near Term Plus Project Conditions LOS results.

The intersection of Corral Hollow Road and Tracy Hills Drive/Street D operates at an acceptable LOS if all mitigations provided in the *Tracy Hills KT Vesting Tentative Map Review Memorandum* are implemented; however, the signal is nearing capacity.

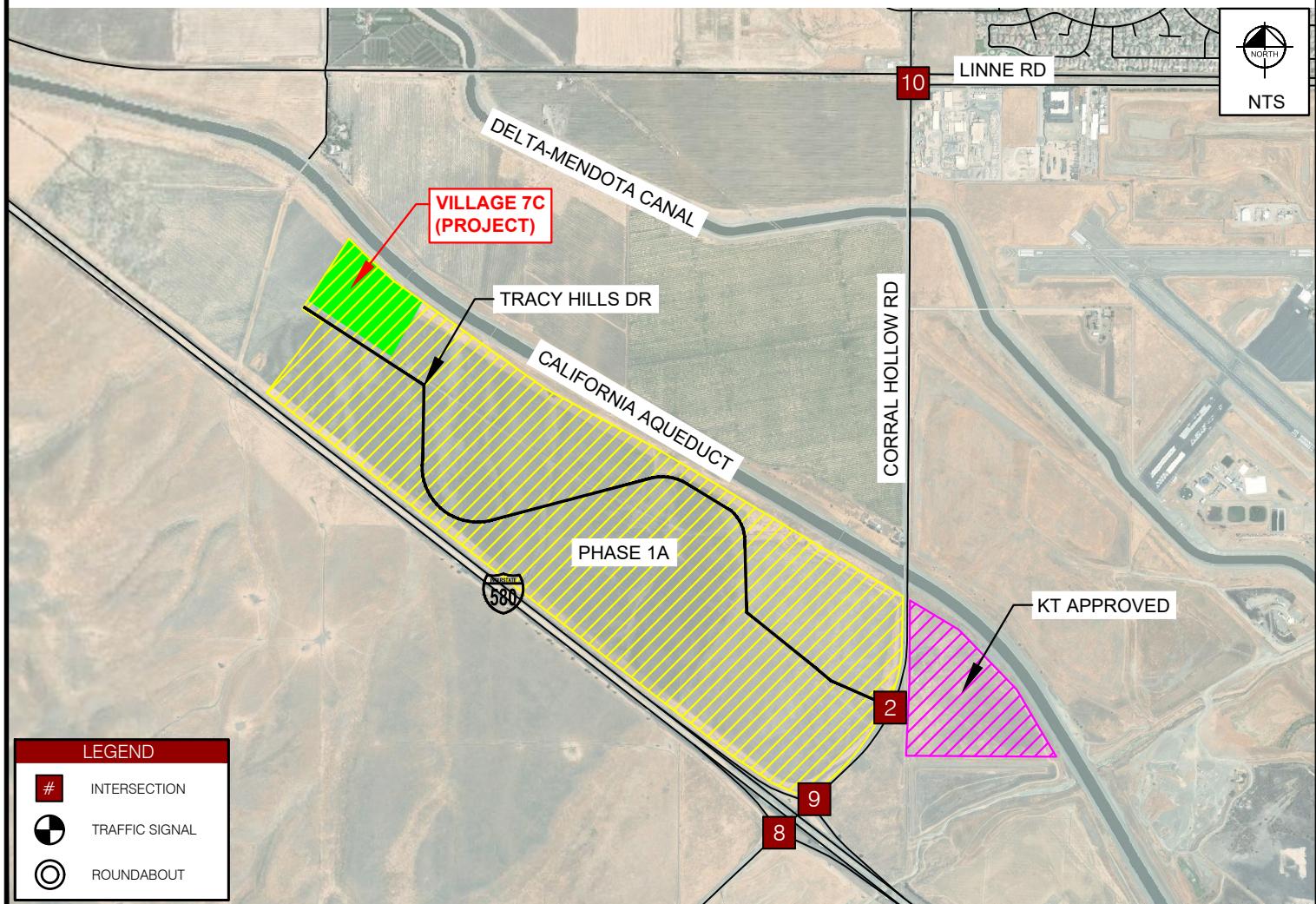
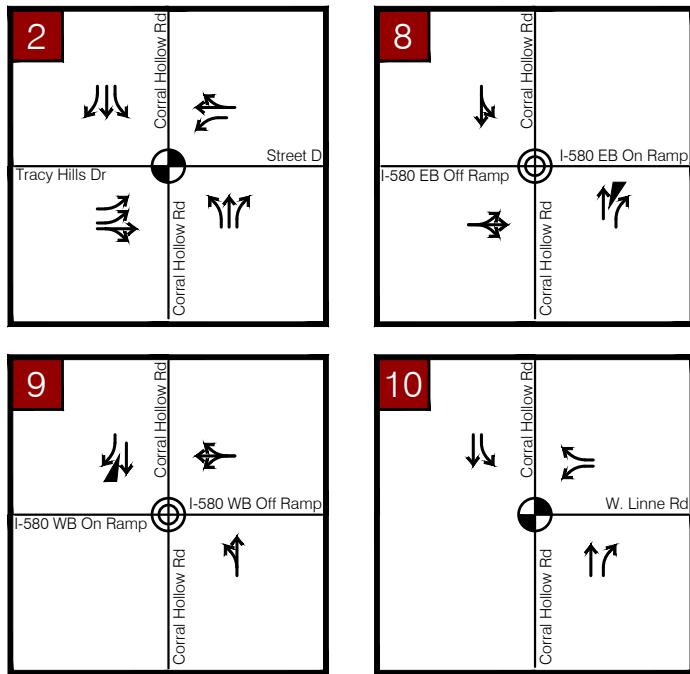
Table 3 – Near-Term Plus Project LOS Results

#	Intersection ¹	LOS Standard ^{2,3}	Control Type ⁴	Near Term Conditions ⁵				Near-Term Plus Project Conditions			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				Delay ⁶	LOS	Delay ⁶	LOS	Delay ⁶	LOS	Delay ⁶	LOS
2	Corral Hollow Rd & Tracy Hills Dr/Street D	D	Signal	29.0	C	44.9	D	30.6	C	53.4	D

Notes:

1. Analysis performed using HCM 6 methodologies.
2. Overall level of service (LOS) standard for the City is D.
3. Overall level of service (LOS) standard for Caltrans is C/D
4. Signal – Signal Control Intersection, RAB - roundabout
5. Near Term Conditions include:
 - 2025 Volumes
 - Phase 1A Development
 - KT Approved Site Plan
6. Delay indicated in seconds/vehicle.
7. Intersections that fall below LOS standard are shown in **bold**.
8. This condition assumes all mitigations identified in the Tracy Hills KT Vesting Tentative Map review (2/25/20) are implemented

Only Intersection #2 was analyzed for this scenario because all other intersections were failing and improved to an acceptable LOS in the base conditions. It was determined that the intersection of Corral Hollow Road and Tracy Hills Drive/Street D would trigger impacts before all other study intersections; therefore, it was assumed that the additional 66 homes would not trigger any new impacts on the road network.

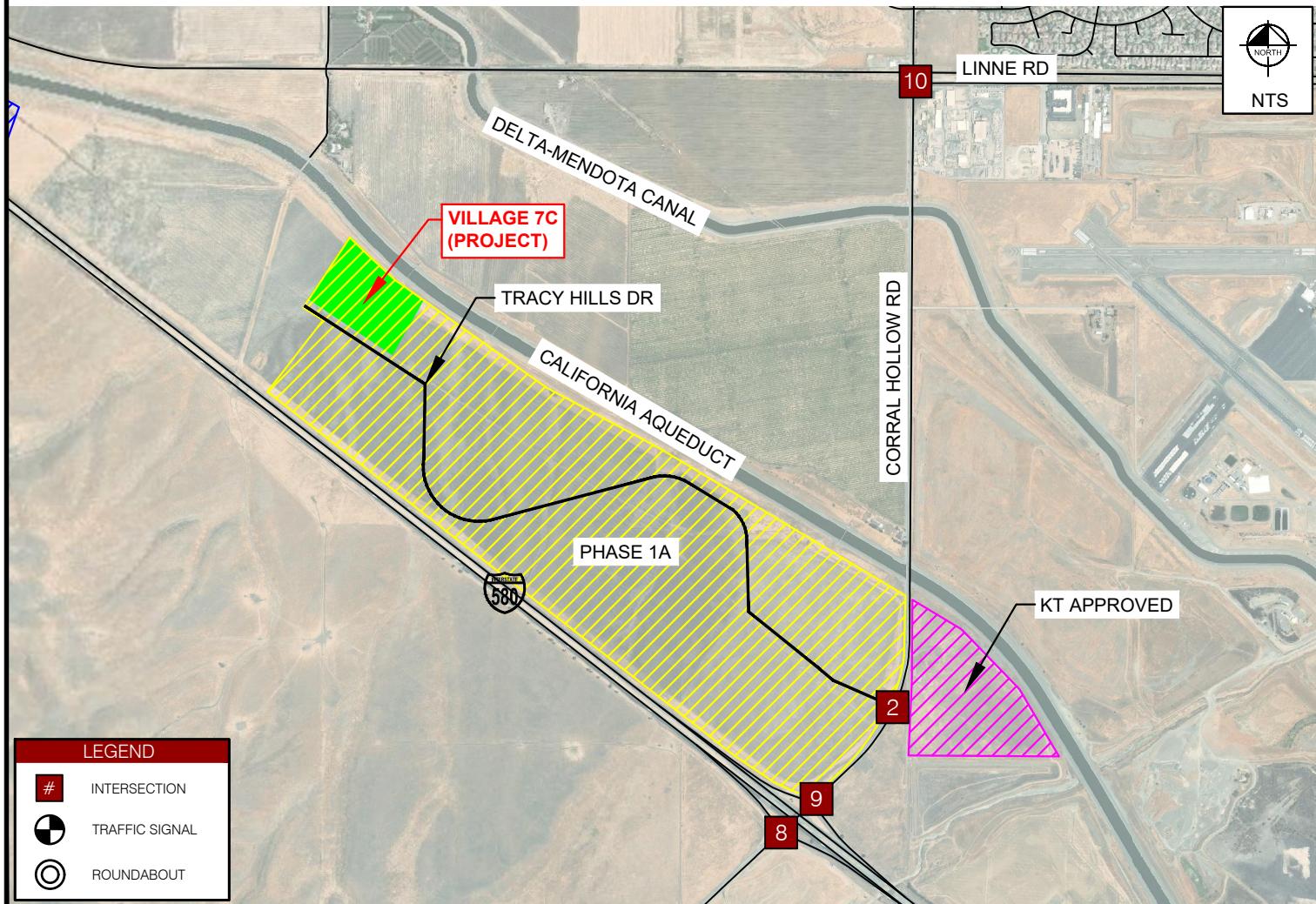
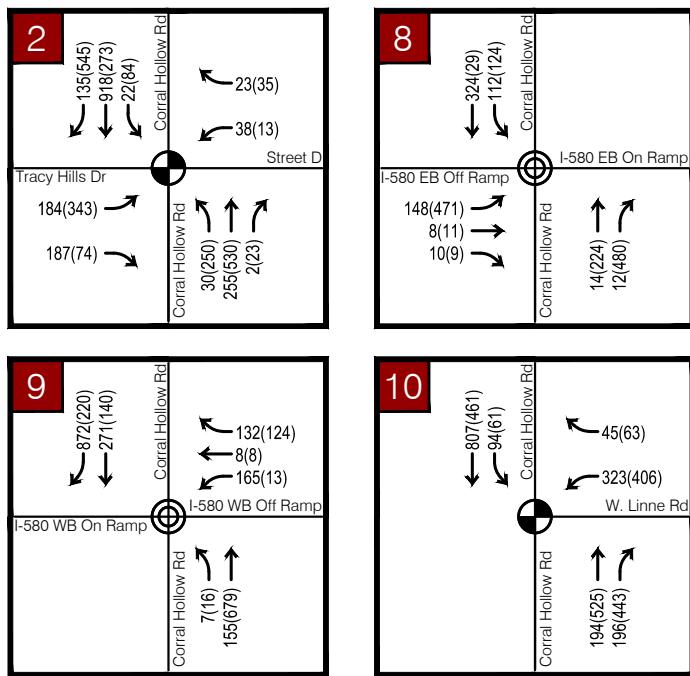


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Figure 6
Near-Term+Project
Traffic Control and Geometry

TRACY HILLS PHASE 1A VILLAGE 7C TRAFFIC STUDY



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TRACY HILLS PHASE 1A VILLAGE 7C TRAFFIC STUDY

Figure 7
Near-Term+Project
Peak Hour Volumes

6. Tracy Hills Specific Plan Buildout

VMT

In 2018, the California state legislature, in approving SB 743, directed the Office of Planning and Research (OPR) to develop guidelines for assessing transportation impacts based on vehicle miles traveled (VMT). As of this writing, land use agencies across California are working to develop their own “thresholds” for measuring VMT in order to comply with these changes in CEQA. All land use agencies must apply the “VMT analysis methodology” by July 1, 2020.

In instances when public agencies are considering changes to already approved projects that were analyzed using LOS, OPR states the following:

“When determining whether subsequent and supplemental analyses are required under Public Resources Code section 21166, the agency should focus the inquiry on whether there are substantial changes in the project or circumstances that would require major revisions of the document, or if new information, which was not known and could not have been known at the time of becomes available. (Pub. Resources Code, § 21166; CEQA Guidelines, §§ 15162-15163.) Agencies should review other streamlining provisions governing the bases for those analyses (see, e.g., CEQA Guidelines, § 15164 [addendum to an EIR or negative declaration]).

In reviewing the applicability of these conditions, an agency may use its discretion to determine that a VMT analysis is not required for later-prepared documents. (See, e.g., *CREED v. San Diego* (2011) 196 Cal.App.4th 515; *Concerned Dublin Citizens v. City of Dublin* (2013) 214 Cal.App.4th 1301, 1320.) But note that the agency’s determination should be supported by substantial evidence and should be guided by the circumstances of the project.”

None of the conditions described above would call for preparation for a VMT analysis as a result of the proposed Amendment. At the time of its approval in April 2016, the THSP SEIR had assessed transportation impacts based on the LOS methodology and did not consider VMT. This addendum to the THSP SEIR would not warrant a VMT analysis because the proposed revisions are minimal and would not result in new significant environmental effects beyond those addressed and identified in the THSP SEIR.

Trip Generation Comparison

Table 4 provides a trip generation comparison between the original approved EIR trip generation for the Tracy Hills Specific Plan area, the latest approved Specific Plan Amendment (KT Approved) and the current proposed Project.

The Project adds more trips to the Specific Plan Buildout trip generation as compared to the KT Approved Specific Plan Amendment, but total trips remain substantially less than the original approved EIR trip generation. Therefore, the additional 66 Village 7C homes are not anticipated cause additional new CEQA impacts.

Table 4 – Trip Generation Comparison

Trip Generation Rates	ITE Land Use Code/Reference	Units	Weekday AM				Weekday PM				
			Rate	IN	/	OUT	Rate	IN	/	OUT	
Low/Mid Density Residential & Residential Estate	Model	No. of Dwelling Units	0.55	25%	/	75%	1.05	63%	/	37%	
High Density Residential	Model	No. of Dwelling Units	0.31	20%	/	80%	0.59	65%	/	35%	
Retail	Model	Employees	1.9	62%	/	38%	3.46	48%	/	52%	
Office	Model	Employees	0.22	88%	/	12%	0.42	17%	/	83%	
Other (Industrial/Warehousing)	Model	Employees	0.17	79%	/	21%	0.33	25%	/	75%	
School	ITE (520 & 530)	School	0.48	55%	/	45%	0.15	49%	/	51%	
Original Approved Specific Plan											
Trip Generation Rates	Square Feet	Units	Weekday AM				Weekday PM				
			Total	IN	/	OUT	Total	IN	/	OUT	
Low/Mid Density Residential & Residential Estate	-	5,374	No. of Dwelling Units	2,956	739	/	2,217	5,643	3,555	/	2,088
High Density Residential	-	125	No. of Dwelling Units	39	8	/	31	74	48	/	26
Retail	758,944	1,751	Employees	3,327	2,063	/	1,264	6,058	2,908	/	3,150
Office	1,562,933	1,872	Employees	412	363	/	49	786	134	/	652
Other (Industrial/Warehousing)	3,360,654	4,197	Employees	713	563	/	150	1,385	346	/	1,039
School	-	800	Students	384	211	/	173	120	59	/	61
Total Trips				7,831	3,947	/	3,884	14,066	7,050	/	7,016
Specific Plan with KT Approved (February 2020)											
Trip Generation Rates	Square Feet	Units	Weekday AM				Weekday PM				
			Total	IN	/	OUT	Total	IN	/	OUT	
<u>Low/Mid Density Residential & Residential Estate</u>	-	5,565^{1,2}	No. of Dwelling Units	3,061	765	/	2,296	5,843	3,681	/	2,162
High Density Residential	-	125	No. of Dwelling Units	39	8	/	31	74	48	/	26
<u>Retail</u>	<u>493,186¹</u>	<u>1,138^{1,2}</u>	<u>Employees</u>	<u>2,162</u>	<u>1,340</u>	<u>/</u>	<u>822</u>	<u>3,937</u>	<u>1,890</u>	<u>/</u>	<u>2,047</u>
Office	1,562,933	1,872	Employees	412	363	/	49	786	134	/	652
Other (Industrial/Warehousing)	3,360,654	4,197	Employees	713	563	/	150	1,385	346	/	1,039
School	-	800	Students	384	211	/	173	120	59	/	61
Total Trips				6,771	3,250	/	3,521	12,145	6,158	/	5,987
Net New Trips				-1,060	-697	/	-363	-1,921	-892	/	-1,029
Specific Plan with Project											
Trip Generation Rates	Square Feet	Units	Weekday AM				Weekday PM				
			Total	IN	/	OUT	Total	IN	/	OUT	
<u>Low/Mid Density Residential & Residential Estate</u>	-	5,631^{1,3}	No. of Dwelling Units	3,097	774	/	2,323	5,912	3,724	/	2,188
High Density Residential	-	125	No. of Dwelling Units	39	8	/	31	74	48	/	26
Retail	493,186	1,138	Employees	2,162	1,340	/	822	3,937	1,890	/	2,047
Office	1,562,933	1,872	Employees	412	363	/	49	786	134	/	652
Other (Industrial/Warehousing)	3,360,654	4,197	Employees	713	563	/	150	1,385	346	/	1,039
School	-	800	Students	384	211	/	173	120	59	/	61
Total Village 7C Trips				6,807	3,259	/	3,548	12,215	6,202	/	6,013
Net New Trips (Original Approved Specific Plan)				-1,024	-688	/	-336	-1,851	-848	/	-1,003
Net New Trips (Specific Plan with KT Approved)				36	9	/	27	70	44	/	26

Notes:

1. Proposed changes are shown in **BOLD**
2. Project changes are consistent with the *Tracy Hills KT Vesting Tentative Map Review Memorandum* dated February 25, 2020.
3. Village 7C changes include an additional 66 homes in Phase 1A.

Kimley»Horn

Appendix

A.1 – Near-Term Synchro & Sidra Outputs

A.2 – Near-Term Plus Project Synchro Outputs

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑	↑		↑	↑	↑	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	171	0	173	38	0	23	28	255	2	22	918	128
Future Volume (veh/h)	171	0	173	38	0	23	28	255	2	22	918	128
Initial Q (Q _b), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	186	0	188	41	0	25	30	277	2	24	998	139
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	266	0	230	52	182	154	41	1098	930	35	1092	925
Arrive On Green	0.08	0.00	0.15	0.03	0.00	0.10	0.02	0.59	0.59	0.02	0.58	0.58
Sat Flow, veh/h	3456	0	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	186	0	188	41	0	25	30	277	2	24	998	139
Grp Sat Flow(s), veh/h/ln	1728	0	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	5.2	0.0	11.3	2.2	0.0	1.4	1.6	7.0	0.1	1.3	46.7	3.9
Cycle Q Clear(g_c), s	5.2	0.0	11.3	2.2	0.0	1.4	1.6	7.0	0.1	1.3	46.7	3.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	266	0	230	52	182	154	41	1098	930	35	1092	925
V/C Ratio(X)	0.70	0.00	0.82	0.79	0.00	0.16	0.74	0.25	0.00	0.69	0.91	0.15
Avail Cap(c_a), veh/h	634	0	488	160	400	339	73	1399	1186	111	1439	1220
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.2	0.0	40.7	47.3	0.0	40.6	47.7	9.8	8.4	47.8	18.2	9.3
Incr Delay (d2), s/veh	3.3	0.0	7.0	22.4	0.0	0.5	22.8	0.1	0.0	21.4	7.6	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	2.3	0.0	4.7	1.3	0.0	0.6	1.0	2.5	0.0	0.8	18.5	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.5	0.0	47.6	69.7	0.0	41.1	70.5	9.9	8.4	69.2	25.8	9.4
LnGrp LOS	D	A	D	E	A	D	E	A	A	E	C	A
Approach Vol, veh/h	374				66			309			1161	
Approach Delay, s/veh	47.5				58.9			15.8			24.8	
Approach LOS	D				E			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+R _c), s	7.0	63.8	8.0	19.3	7.3	63.5	12.7	14.6				
Change Period (Y+R _c), s	5.1	6.2	5.1	5.1	5.1	6.2	5.1	5.1				
Max Green Setting (Gmax), s	6.1	73.4	8.8	30.2	4.0	75.5	18.0	21.0				
Max Q Clear Time (g_c+l1), s	3.3	9.0	4.2	13.3	3.6	48.7	7.2	3.4				
Green Ext Time (p_c), s	0.0	1.5	0.0	1.0	0.0	8.5	0.4	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			29.0									
HCM 6th LOS				C								

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	15	447	2	0	1068
Future Vol, veh/h	0	15	447	2	0	1068
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	486	2	0	1161

Major/Minor Minor1 Major1 Major2

Conflicting Flow All	-	487	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	581	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	581	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach WB NB SB

HCM Control Delay, s	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WB Ln1	SBT
Capacity (veh/h)	-	-	581	-
HCM Lane V/C Ratio	-	-	0.028	-
HCM Control Delay (s)	-	-	11.4	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

LANE SUMMARY

▼ Site: 101 [INT 8 - Corral Hollow & I-580 EB Ramps_AM]

New Site

Site Category: (None)

Roundabout

Lane Use and Performance													
	Demand Flows			Deg.	Lane	Average	Level of	95% Back of	Queue	Lane	Lane	Cap.	Prob.
	Total	HV	Cap.	Satn	Util.	Delay	Service	Veh	Dist	Config	Length	Adj.	Block.
	veh/h	%	veh/h	v/c	%	sec			ft		ft	%	%
South: Corral Hollow													
Lane 1 ^d	17	0.0	982	0.017	100	3.8	LOS A	0.1	1.6	Full	1600	0.0	0.0
Lane 2	14	0.0	1201	0.012	100	3.1	LOS A	0.0	1.1	Short	200	0.0	NA
Approach	31	0.0		0.017		3.5	LOS A	0.1	1.6				
North: Corral Hollow													
Lane 1 ^d	520	7.9	1279	0.407	100	6.8	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	520	7.9		0.407		6.8	LOS A	0.0	0.0				
West: I-580 EB Ramp													
Lane 1 ^d	198	25.6	620	0.319	100	10.1	LOS B	1.1	34.3	Full	1600	0.0	0.0
Approach	198	25.6		0.319		10.1	LOS B	1.1	34.3				
Intersection	749	12.2		0.407		7.5	LOS A	1.1	34.3				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

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LANE LEVEL OF SERVICE

Lane Level of Service

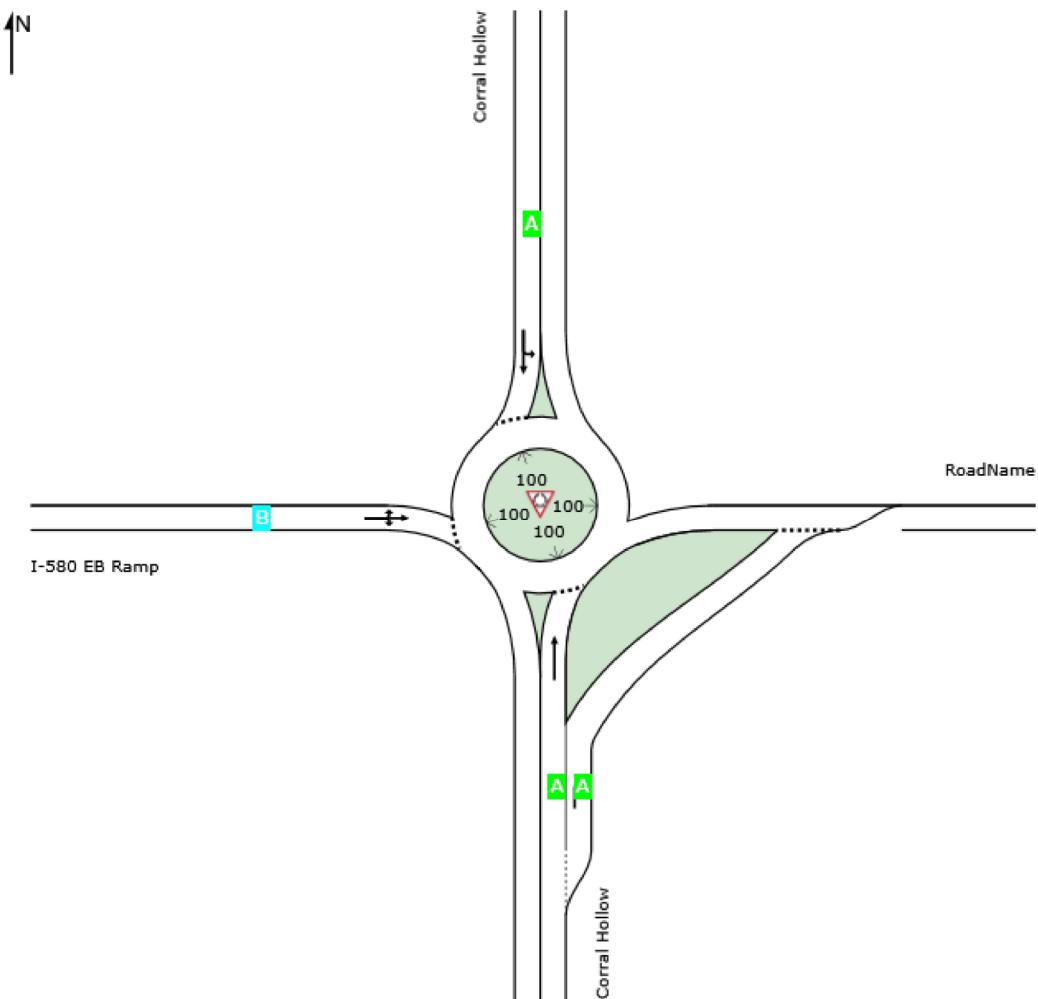
Site: 101 [INT 8 - Corral Hollow & I-580 EB Ramps_AM]

New Site

Site Category: (None)

Roundabout

	Approaches			Intersection
	South	North	West	
LOS	A	A	B	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

LANE SUMMARY

▼ Site: 101 [INT 9 - Corral Hollow & I-580 WB Ramps_AM]

New Site

Site Category: (None)

Roundabout

Lane Use and Performance														
	Demand Flows			Deg.	Lane	Average	Level of	95% Back of	Queue	Lane	Lane	Cap.	Prob.	
	Total	HV	Cap.	Satn	Util.	Delay	Service	Veh	Dist	Config	Length	Adj.	Block.	
	veh/h	%	veh/h	v/c	%	sec			ft		ft	%	%	
South: Corral Hollow														
Lane 1 ^d	184	23.0	1122	0.164	100	4.7	LOS A	0.0	0.0	Full	1600	0.0	0.0	
Approach	184	23.0		0.164		4.7	LOS A	0.0	0.0					
East: I-580 WB Ramp														
Lane 1 ^d	351	10.6	991	0.354	100	7.4	LOS A	1.7	47.2	Full	1600	0.0	0.0	
Approach	351	10.6		0.354		7.4	LOS A	1.7	47.2					
North: Corral Hollow														
Lane 1 ^d	307	9.0	1075	0.285	100	6.1	LOS A	1.3	33.7	Full	1600	0.0	0.0	
Lane 2	991	3.0	1357	0.730	100	13.1	LOS B	9.0	230.9	Short	200	0.0	NA	
Approach	1298	4.4		0.730		11.4	LOS B	9.0	230.9					
Intersection	1832	7.5		0.730		10.0	LOS A	9.0	230.9					

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

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LANE LEVEL OF SERVICE

Lane Level of Service

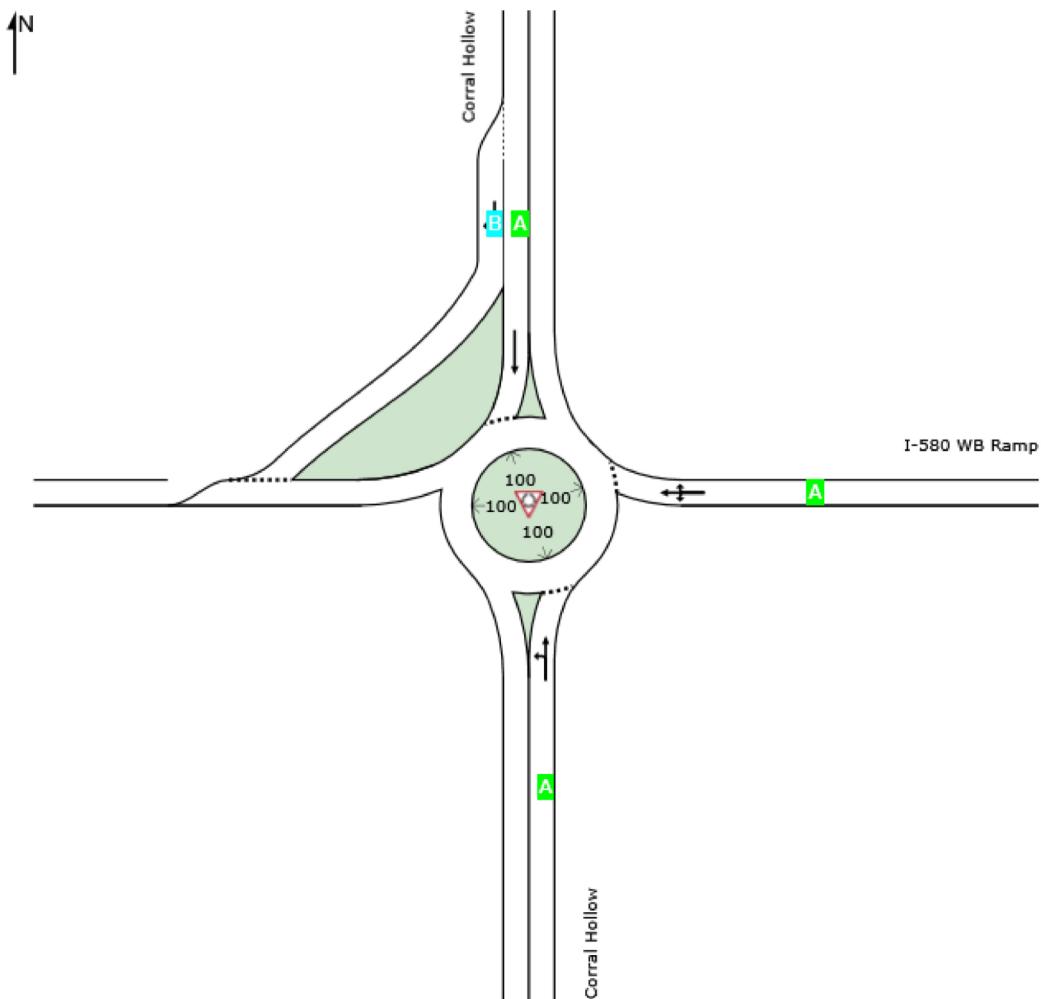
Site: 101 [INT 9 - Corral Hollow & I-580 WB Ramps_AM]

New Site

Site Category: (None)

Roundabout

	Approaches			Intersection
	South	East	North	
LOS	A	A	B	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	320	45	188	189	94	803
Future Volume (veh/h)	320	45	188	189	94	803
Initial Q (Q _b), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1707	1144	1796	1292	1544	1885
Adj Flow Rate, veh/h	360	51	211	212	106	902
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	13	51	7	41	24	1
Cap, veh/h	417	249	952	581	500	1000
Arrive On Green	0.26	0.26	0.53	0.53	0.53	0.53
Sat Flow, veh/h	1626	970	1796	1095	796	1885
Grp Volume(v), veh/h	360	51	211	212	106	902
Grp Sat Flow(s), veh/h/ln	1626	970	1796	1095	796	1885
Q Serve(g_s), s	11.9	2.3	3.5	6.3	4.6	24.2
Cycle Q Clear(g_c), s	11.9	2.3	3.5	6.3	8.1	24.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	417	249	952	581	500	1000
V/C Ratio(X)	0.86	0.21	0.22	0.37	0.21	0.90
Avail Cap(c_a), veh/h	497	296	1143	697	585	1200
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	16.4	7.0	7.7	9.2	11.9
Incr Delay (d2), s/veh	12.8	0.4	0.1	0.4	0.2	8.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	5.2	0.5	0.9	1.0	0.6	8.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	32.8	16.8	7.1	8.1	9.4	20.4
LnGrp LOS	C	B	A	A	A	C
Approach Vol, veh/h	411		423		1008	
Approach Delay, s/veh	30.8		7.6		19.3	
Approach LOS	C		A		B	
Timer - Assigned Phs		2		6		8
Phs Duration (G+Y+R _c), s	36.0			36.0		20.2
Change Period (Y+R _c), s	6.2			6.2		5.8
Max Green Setting (Gmax), s	35.8			35.8		17.2
Max Q Clear Time (g_c+l1), s	8.3			26.2		13.9
Green Ext Time (p_c), s	1.7			3.6		0.6
Intersection Summary						
HCM 6th Ctrl Delay			19.2			
HCM 6th LOS			B			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑	↑		↑	↑	↑	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	322	0	69	13	0	35	236	530	23	84	273	516
Future Volume (veh/h)	322	0	69	13	0	35	236	530	23	84	273	516
Initial Q (Q _b), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00		1.00	1.00		1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	350	0	75	14	0	38	257	576	25	91	297	561
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	454	0	261	24	87	74	304	919	778	118	723	613
Arrive On Green	0.13	0.00	0.16	0.01	0.00	0.05	0.17	0.49	0.49	0.07	0.39	0.39
Sat Flow, veh/h	3456	0	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	350	0	75	14	0	38	257	576	25	91	297	561
Grp Sat Flow(s), veh/h/ln	1728	0	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	7.9	0.0	3.4	0.6	0.0	1.9	11.3	18.4	0.7	4.1	9.4	27.3
Cycle Q Clear(g_c), s	7.9	0.0	3.4	0.6	0.0	1.9	11.3	18.4	0.7	4.1	9.4	27.3
Prop In Lane	1.00			1.00	1.00		1.00	1.00		1.00	1.00	1.00
Lane Grp Cap(c), veh/h	454	0	261	24	87	74	304	919	778	118	723	613
V/C Ratio(X)	0.77	0.00	0.29	0.59	0.00	0.52	0.85	0.63	0.03	0.77	0.41	0.92
Avail Cap(c_a), veh/h	720	0	662	88	484	410	547	1146	971	239	823	698
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.1	0.0	29.7	39.8	0.0	37.8	32.6	15.2	10.7	37.3	18.1	23.6
Incr Delay (d2), s/veh	2.8	0.0	0.6	21.1	0.0	5.5	6.4	0.7	0.0	10.3	0.4	15.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	3.4	0.0	1.3	0.4	0.0	0.8	5.0	6.6	0.2	2.0	3.6	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.9	0.0	30.3	60.9	0.0	43.3	39.0	15.9	10.7	47.6	18.5	39.3
LnGrp LOS	D	A	C	E	A	D	D	B	B	D	B	D
Approach Vol, veh/h		425				52			858		949	
Approach Delay, s/veh		35.7				48.0			22.7		33.6	
Approach LOS		D				D			C		C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.5	46.0	6.2	18.4	18.9	37.6	15.8	8.9				
Change Period (Y+Rc), s	5.1	6.2	5.1	5.1	5.1	6.2	5.1	5.1				
Max Green Setting (Gmax), s	10.9	49.7	4.0	33.9	24.9	35.7	16.9	21.0				
Max Q Clear Time (g_c+l1), s	6.1	20.4	2.6	5.4	13.3	29.3	9.9	3.9				
Green Ext Time (p_c), s	0.1	3.6	0.0	0.4	0.5	2.1	0.7	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			30.2									
HCM 6th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	24	872	15	0	873
Future Vol, veh/h	0	24	872	15	0	873
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	26	948	16	0	949
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	956	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	313	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	313	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	17.5	0	0			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT		
Capacity (veh/h)	-	-	313	-		
HCM Lane V/C Ratio	-	-	0.083	-		
HCM Control Delay (s)	-	-	17.5	-		
HCM Lane LOS	-	-	C	-		
HCM 95th %tile Q(veh)	-	-	0.3	-		

LANE SUMMARY

▼ Site: 101 [INT 8 - Corral Hollow & I-580 EB Ramps_PM]

New Site

Site Category: (None)

Roundabout

Lane Use and Performance													
	Demand Flows			Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue Veh	Queue Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
	Total veh/h	HV %	Cap. veh/h	v/c	%	sec							
South: Corral Hollow													
Lane 1 ^d	233	0.0	784	0.297	100	8.0	LOS A	1.3	31.7	Full	1600	0.0	0.0
Lane 2	505	0.0	1242	0.407	100	6.9	LOS A	2.4	59.9	Short	200	0.0	NA
Approach	738	0.0		0.407		7.3	LOS A	2.4	59.9				
North: Corral Hollow													
Lane 1 ^d	160	4.0	1326	0.121	100	3.7	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	160	4.0		0.121		3.7	LOS A	0.0	0.0				
West: I-580 EB Ramp													
Lane 1 ^d	507	3.8	1121	0.452	100	8.1	LOS A	2.8	72.7	Full	1600	0.0	0.0
Approach	507	3.8		0.452		8.1	LOS A	2.8	72.7				
Intersection	1405	1.8		0.452		7.2	LOS A	2.8	72.7				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

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Project: K:\SJC_TPTO\City of Tracy\097008269 - Tracy Hills Phase 1B Tentative Map\05 Design & Analysis\Village 7C\Sidra\NT+1A +KT.sip8

LANE LEVEL OF SERVICE

Lane Level of Service

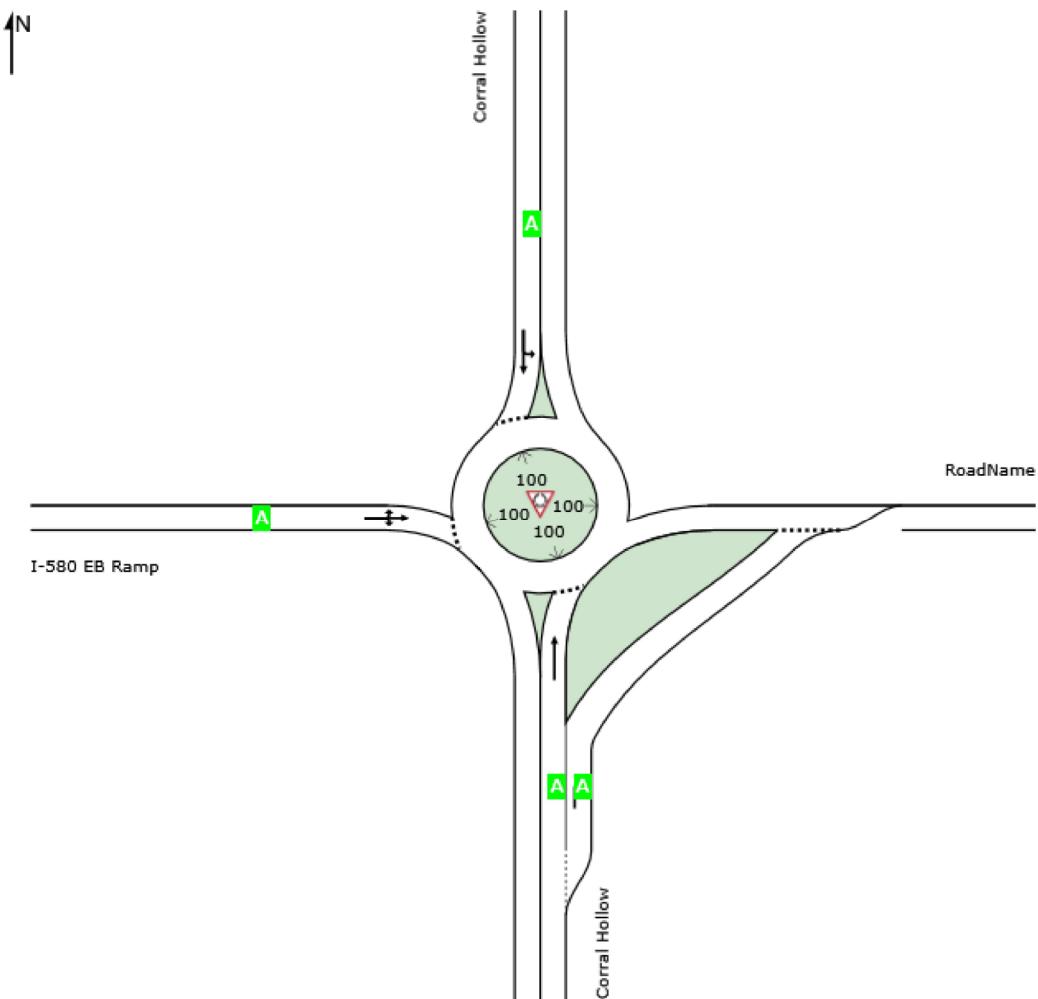
Site: 101 [INT 8 - Corral Hollow & I-580 EB Ramps_PM]

New Site

Site Category: (None)

Roundabout

	Approaches			Intersection
	South	North	West	
LOS	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

LANE SUMMARY

Site: 101 [INT 9 - Corral Hollow & I-580 WB Ramps_PM]

New Site

Site Category: (None)

Roundabout

Lane Use and Performance													
	Demand Flows			Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue Veh	Queue Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
	Total veh/h	HV %	Cap. veh/h	v/c	%	sec							
South: Corral Hollow													
Lane 1 ^d	742	2.0	1354	0.548	100	8.6	LOS A	0.0	0.0	Full	1600	0.0	0.0
Approach	742	2.0		0.548		8.6	LOS A	0.0	0.0				
East: I-580 WB Ramp													
Lane 1 ^d	154	6.8	597	0.259	100	9.4	LOS A	1.0	26.8	Full	1600	0.0	0.0
Approach	154	6.8		0.259		9.4	LOS A	1.0	26.8				
North: Corral Hollow													
Lane 1 ^d	151	4.0	1316	0.115	100	3.7	LOS A	0.5	12.2	Full	1600	0.0	0.0
Lane 2	235	8.0	1284	0.183	100	4.3	LOS A	0.8	20.7	Short	200	0.0	NA
Approach	386	6.4		0.183		4.1	LOS A	0.8	20.7				
Intersection	1283	3.9		0.548		7.3	LOS A	1.0	26.8				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

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Project: K:\SJC_TPTO\City of Tracy\097008269 - Tracy Hills Phase 1B Tentative Map\05 Design & Analysis\Village 7C\Sidra\NT+1A +KT.sip8

LANE LEVEL OF SERVICE

Lane Level of Service

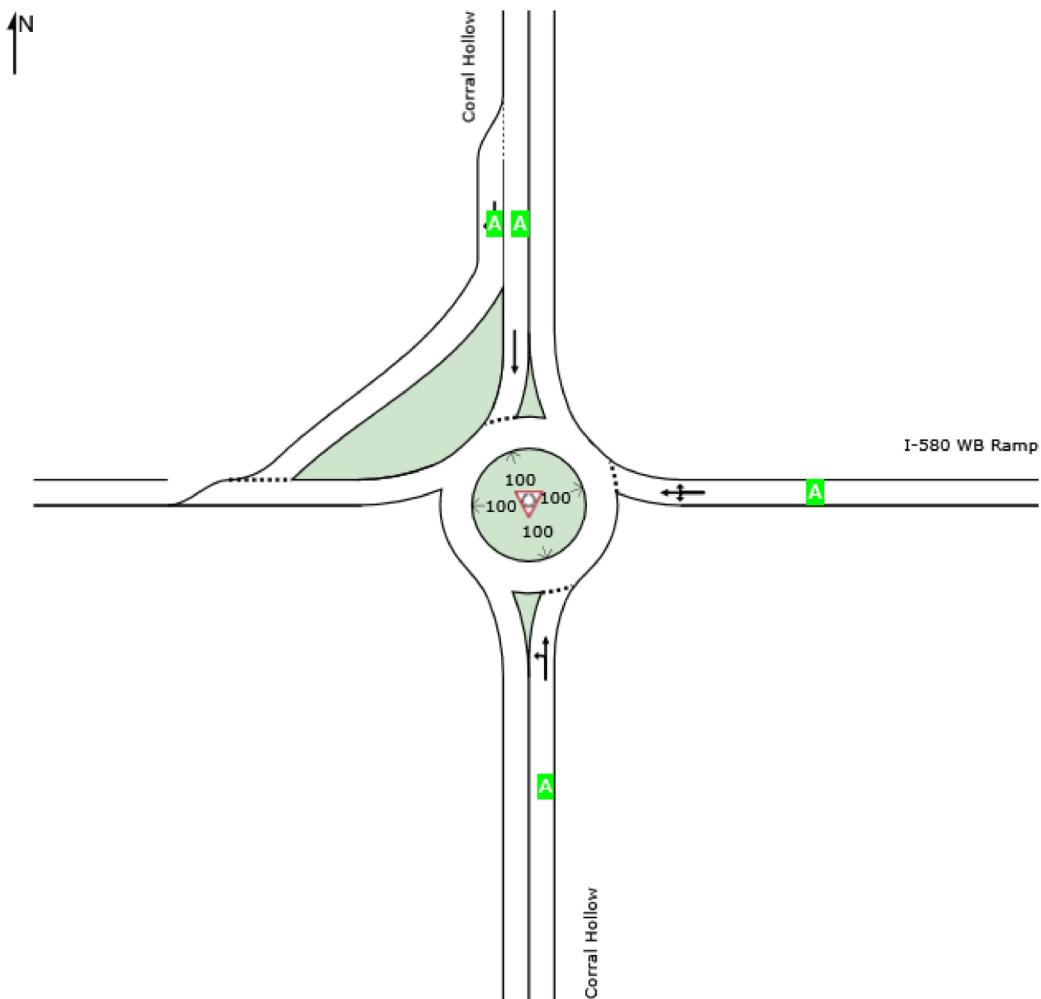
Site: 101 [INT 9 - Corral Hollow & I-580 WB Ramps_PM]

New Site

Site Category: (None)

Roundabout

	Approaches			Intersection
	South	East	North	
LOS	A	A	A	A



Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	392	63	512	435	61	446
Future Volume (veh/h)	392	63	512	435	61	446
Initial Q (Q _b), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1737	1870	1870	1841	1811	1870
Adj Flow Rate, veh/h	431	69	563	478	67	490
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	11	2	2	4	6	2
Cap, veh/h	507	486	798	665	254	798
Arrive On Green	0.31	0.31	0.43	0.43	0.43	0.43
Sat Flow, veh/h	1654	1585	1870	1560	525	1870
Grp Volume(v), veh/h	431	69	563	478	67	490
Grp Sat Flow(s), veh/h/ln	1654	1585	1870	1560	525	1870
Q Serve(g_s), s	11.0	1.4	11.1	11.4	5.4	9.2
Cycle Q Clear(g_c), s	11.0	1.4	11.1	11.4	16.5	9.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	507	486	798	665	254	798
V/C Ratio(X)	0.85	0.14	0.71	0.72	0.26	0.61
Avail Cap(c_a), veh/h	633	606	865	721	273	865
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.6	11.3	10.6	10.7	17.4	10.0
Incr Delay (d2), s/veh	8.8	0.1	2.4	3.2	0.5	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	4.1	0.4	3.2	2.9	0.6	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	23.5	11.4	13.0	13.8	17.9	11.2
LnGrp LOS	C	B	B	B	B	B
Approach Vol, veh/h	500		1041		557	
Approach Delay, s/veh	21.8		13.4		12.0	
Approach LOS	C		B		B	
Timer - Assigned Phs	2			6		8
Phs Duration (G+Y+R _c), s	25.4			25.4		19.6
Change Period (Y+R _c), s	6.2			6.2		5.8
Max Green Setting (Gmax), s	20.8			20.8		17.2
Max Q Clear Time (g_c+l1), s	13.4			18.5		13.0
Green Ext Time (p_c), s	2.8			0.7		0.8
Intersection Summary						
HCM 6th Ctrl Delay			15.0			
HCM 6th LOS			B			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑	↑		↑	↑	↑	↑↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	184	0	187	38	0	23	30	255	2	22	918	135
Future Volume (veh/h)	184	0	187	38	0	23	30	255	2	22	918	135
Initial Q (Q _b), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	200	0	203	41	0	25	33	277	2	24	998	147
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	0	244	52	192	163	43	1095	928	35	1087	921
Arrive On Green	0.08	0.00	0.15	0.03	0.00	0.10	0.02	0.59	0.59	0.02	0.58	0.58
Sat Flow, veh/h	3456	0	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	200	0	203	41	0	25	33	277	2	24	998	147
Grp Sat Flow(s), veh/h/ln	1728	0	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	5.7	0.0	12.6	2.3	0.0	1.5	1.9	7.3	0.1	1.4	48.6	4.3
Cycle Q Clear(g_c), s	5.7	0.0	12.6	2.3	0.0	1.5	1.9	7.3	0.1	1.4	48.6	4.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	278	0	244	52	192	163	43	1095	928	35	1087	921
V/C Ratio(X)	0.72	0.00	0.83	0.79	0.00	0.15	0.78	0.25	0.00	0.70	0.92	0.16
Avail Cap(c_a), veh/h	613	0	471	154	387	328	70	1352	1146	107	1391	1179
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.6	0.0	41.7	49.0	0.0	41.5	49.3	10.2	8.7	49.5	19.1	9.8
Incr Delay (d2), s/veh	3.5	0.0	7.2	22.2	0.0	0.4	25.4	0.1	0.0	22.1	8.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	2.6	0.0	5.3	1.3	0.0	0.6	1.1	2.6	0.0	0.8	19.7	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.0	0.0	48.9	71.2	0.0	42.0	74.6	10.4	8.7	71.6	27.5	9.9
LnGrp LOS	D	A	D	E	A	D	E	B	A	E	C	A
Approach Vol, veh/h	403					66			312			1169
Approach Delay, s/veh	49.0					60.1			17.1			26.2
Approach LOS	D					E			B			C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+R _c), s	7.1	65.7	8.1	20.7	7.5	65.2	13.3	15.5				
Change Period (Y+R _c), s	5.1	6.2	5.1	5.1	5.1	6.2	5.1	5.1				
Max Green Setting (Gmax), s	6.1	73.4	8.8	30.2	4.0	75.5	18.0	21.0				
Max Q Clear Time (g_c+l1), s	3.4	9.3	4.3	14.6	3.9	50.6	7.7	3.5				
Green Ext Time (p_c), s	0.0	1.5	0.0	1.0	0.0	8.4	0.4	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			30.6									
HCM 6th LOS				C								

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑	↑		↑	↑	↑	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	343	0	74	13	0	35	250	530	23	84	273	545
Future Volume (veh/h)	343	0	74	13	0	35	250	530	23	84	273	545
Initial Q (Q _b), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00		1.00	1.00		1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	373	0	80	14	0	38	272	576	25	91	297	592
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	491	0	284	24	95	81	192	838	710	117	759	643
Arrive On Green	0.14	0.00	0.18	0.01	0.00	0.05	0.11	0.45	0.45	0.07	0.41	0.41
Sat Flow, veh/h	3456	0	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	373	0	80	14	0	38	272	576	25	91	297	592
Grp Sat Flow(s), veh/h/ln	1728	0	1585	1781	1870	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	7.6	0.0	3.2	0.6	0.0	1.7	7.9	18.0	0.6	3.7	8.2	25.9
Cycle Q Clear(g_c), s	7.6	0.0	3.2	0.6	0.0	1.7	7.9	18.0	0.6	3.7	8.2	25.9
Prop In Lane	1.00			1.00	1.00		1.00	1.00		1.00	1.00	1.00
Lane Grp Cap(c), veh/h	491	0	284	24	95	81	192	838	710	117	759	643
V/C Ratio(X)	0.76	0.00	0.28	0.58	0.00	0.47	1.42	0.69	0.04	0.78	0.39	0.92
Avail Cap(c_a), veh/h	797	0	734	97	536	455	192	881	747	148	835	708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.2	0.0	26.0	35.9	0.0	33.8	32.7	16.1	11.3	33.7	15.4	20.6
Incr Delay (d2), s/veh	2.5	0.0	0.5	20.2	0.0	4.2	214.8	2.1	0.0	18.2	0.3	16.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	3.2	0.0	1.2	0.4	0.0	0.7	14.6	6.7	0.2	2.0	3.0	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.7	0.0	26.5	56.1	0.0	38.0	247.4	18.2	11.4	51.9	15.7	37.2
LnGrp LOS	C	A	C	E	A	D	F	B	B	D	B	D
Approach Vol, veh/h	453					52			873			980
Approach Delay, s/veh	31.6					42.9			89.5			32.0
Approach LOS	C					D			F			C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.9	39.0	6.1	18.2	13.0	35.9	15.5	8.8				
Change Period (Y+Rc), s	5.1	6.2	5.1	5.1	5.1	6.2	5.1	5.1				
Max Green Setting (Gmax), s	6.1	34.5	4.0	33.9	7.9	32.7	16.9	21.0				
Max Q Clear Time (g_c+l1), s	5.7	20.0	2.6	5.2	9.9	27.9	9.6	3.7				
Green Ext Time (p_c), s	0.0	2.9	0.0	0.4	0.0	1.8	0.8	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			53.4									
HCM 6th LOS				D								
Notes												
User approved pedestrian interval to be less than phase max green.												

RESOLUTION 2020-_____

RECOMMENDING THAT THE CITY COUNCIL APPROVE A GENERAL PLAN AMENDMENT FOR THE TRACY HILLS VILLAGE 7C AREA, APPLICATION NUMBER GPA20-0002

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 Tracy Hills Phase 1A, which consists of approximately 417 acres and includes approximately 1,160 single-family residential lots, and

WHEREAS, The entire residential area of Tracy Hills Phase 1A has a General Plan designation of Residential Low, and

WHEREAS, On May 5, 2020, an application was submitted for a proposed General Plan Amendment to the Tracy Hills Village 7C area, which consists of approximately 28 acres located within Tracy Hills Phase 1A in the vicinity of Tracy Hills Drive, Application Number GPA20-0002, and

WHEREAS, The proposed General Plan Amendment would change the General Plan land use designation on Tracy Hills Village 7C from Residential Low to Residential Medium, which is a change to the General Plan Land Use Designations Map, Figure 2-2, and

WHEREAS, The General Plan's Residential Medium designation has a density range of 5.9 to 12.0 dwelling units per acre, and

WHEREAS, Allowing a greater variety of lot types, building types and densities within residential neighborhoods is beneficial to accommodating a wide range of housing objectives, buyer needs, and affordability, and is encouraged by the General Plan, as stated in the following General Plan policies:

LU-4.1 Policy P1: Residential neighborhoods should contain a mix of housing types including single-family homes on a range of lot sizes; townhomes; duplexes, triplexes and fourplexes, and apartments.

CC-6 Policy P2: Neighborhoods shall be designed to provide a mix of housing types such as single-family, duplex, triplex, fourplex, townhomes and apartments, and

WHEREAS, An Environmental Impact Report (EIR) was certified by the City Council on April 5, 2016 for the Tracy Hills Specific Plan. An Initial Study has been prepared in accordance with the provisions of the California Environmental Quality Act (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 15168 of the CEQA Guidelines, exist in connection with the proposed Tracy Hills Village 7C Project. Therefore, pursuant to Section 15168(c)(2), no further environmental document is required, and

WHEREAS, On September 23, 2020, the Planning Commission conducted a duly noticed public hearing to consider the proposed General Plan Amendment for the Tracy Hills Village 7C area;

NOW, THEREFORE BE IT RESOLVED as follows:

Recitals. The foregoing recitals are true and correct and are incorporated herein as findings.

NOW, THEREFORE BE IT FURTHER RESOLVED, That the Planning Commission recommends that the City Council approve the General Plan Amendment for the Tracy Hills Village 7C area (Application Number GPA20-0002), as shown in Attachment A of the Planning Commission staff report dated September 23, 2020.

* * * * *

The foregoing Resolution 2020-_____ was passed and adopted by the Planning Commission of the City of Tracy on the 23rd day of September 2020, by the following vote:

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

CHAIR

ATTEST:

STAFF LIAISON

RESOLUTION 2020-_____

RECOMMENDING THAT THE CITY COUNCIL INTRODUCE AND ADOPT AN ORDINANCE TO APPROVE AN AMENDMENT TO THE TRACY HILLS SPECIFIC PLAN FOR THE TRACY HILLS VILLAGE 7C PROJECT, APPLICATION NUMBER SPA20-0003

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 Tracy Hills Phase 1A, which consists of approximately 417 acres and includes approximately 1,160 single-family residential lots, and

WHEREAS, All residential areas within Tracy Hills Phase 1A are currently zoned as Low Density Residential, and

WHEREAS, On May 5, 2020, an application was submitted for a proposed amendment to the Tracy Hills Specific Plan for the Tracy Hills Village 7C Project, which consists of approximately 28 acres located within Tracy Hills Phase 1A in the vicinity of Tracy Hills Drive, Application Number SPA20-0003, and

WHEREAS, The proposed Tracy Hills Specific Plan Amendment (SPA) includes rezoning the Village 7C area from Low Density Residential (LDR-TH) to Medium Density Residential (MDR-TH), and

WHEREAS, The proposed SPA also includes a series of updates to the development standards for the MDR-TH zoning district to allow for duets, which is a building type involving two attached single-family homes on separate lots, and

WHEREAS, Additionally, the proposed SPA includes revisions to allow more flexibility related to design specifications for the lighting standards, and

WHEREAS, The proposed rezoning of Village 7C from Low Density Residential to Medium Density Residential would allow a greater range of lot types, building types and densities within Tracy Hills Phase 1A, and

WHEREAS, The proposed SPA is consistent with the General Plan designation of Residential Medium, as amended, and

WHEREAS, Allowing a greater variety of lot types, building types and densities within residential neighborhoods is beneficial to accommodating a wide range of housing objectives, buyer needs, and affordability, and is encouraged by the General Plan, as stated in the following General Plan policies:

LU-4.1 Policy P1: Residential neighborhoods should contain a mix of housing types including single-family homes on a range of lot sizes; townhomes; duplexes, triplexes and fourplexes, and apartments.

CC-6 Policy P2: Neighborhoods shall be designed to provide a mix of housing types such as single-family, duplex, triplex, fourplex, townhomes and apartments, and

WHEREAS, An Environmental Impact Report (EIR) was certified by the City Council on April 5, 2016 for the Tracy Hills Specific Plan. An Initial Study has been prepared in accordance with the provisions of the California Environmental Quality Act (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 15168 of the CEQA Guidelines, exist in connection with the proposed Tracy Hills Village 7C Project. Therefore, pursuant to Section 15168(c)(2), no further environmental document is required, and

WHEREAS, On September 23, 2020, the Planning Commission conducted a duly noticed public hearing to consider the proposed amendment to the Tracy Hills Specific Plan for the Tracy Hills Village 7C Project;

NOW, THEREFORE BE IT RESOLVED, as follows:

Recitals. The foregoing recitals are true and correct and are incorporated herein as findings.

NOW, THEREFORE BE IT FURTHER RESOLVED, That the Planning Commission recommends that the City Council introduce and adopt an ordinance, as shown in Exhibit "1" attached, to approve the amendment to the Tracy Hills Specific Plan for the Tracy Hills Village 7C Project (Application Number SPA20-0003), as shown in Attachment B of the Planning Commission staff report dated September 23, 2020.

* * * * *

The foregoing Resolution 2020-_____ was passed and adopted by the Planning Commission of the City of Tracy on the 23rd day of September 2020, by the following vote:

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

CHAIR

ATTEST:

STAFF LIAISON

ORDINANCE _____

AN ORDINANCE OF THE CITY OF TRACY APPROVING AN AMENDMENT TO THE TRACY HILLS SPECIFIC PLAN FOR THE TRACY HILLS VILLAGE 7C PROJECT
APPLICATION NUMBER SPA20-0003

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 Tracy Hills Phase 1A, which consists of approximately 417 acres and includes approximately 1,160 single-family residential lots, and

WHEREAS, All residential areas within Tracy Hills Phase 1A are currently zoned as Low Density Residential, and

WHEREAS, On May 5, 2020, an application was submitted for a proposed amendment to the Tracy Hills Specific Plan for the Tracy Hills Village 7C Project, which consists of approximately 28 acres located within Tracy Hills Phase 1A in the vicinity of Tracy Hills Drive, Application Number SPA20-0003, and

WHEREAS, The proposed Tracy Hills Specific Plan Amendment (SPA) includes rezoning the Village 7C area from Low Density Residential (LDR-TH) to Medium Density Residential (MDR-TH), and

WHEREAS, The proposed SPA also includes a series of updates to the development standards for the MDR-TH zoning district to allow for duets, which is a building type involving two attached single-family homes on separate lots, and

WHEREAS, Additionally, the proposed SPA includes revisions to allow more flexibility related to design specifications for the lighting standards, and

WHEREAS, The proposed rezoning of Village 7C from Low Density Residential to Medium Density Residential would allow a greater range of lot types, building types and densities within Tracy Hills Phase 1A, and

WHEREAS, The proposed SPA is consistent with the General Plan designation of Residential Medium, as amended, and

WHEREAS, Allowing a greater variety of lot types, building types and densities within residential neighborhoods is beneficial to accommodating a wide range of housing objectives,

buyer needs, and affordability, and is encouraged by the General Plan, as stated in the following General Plan policies:

LU-4.1 Policy P1: Residential neighborhoods should contain a mix of housing types including single-family homes on a range of lot sizes; townhomes; duplexes, triplexes and fourplexes, and apartments.

CC-6 Policy P2: Neighborhoods shall be designed to provide a mix of housing types such as single-family, duplex, triplex, fourplex, townhomes and apartments, and

WHEREAS, An Environmental Impact Report (EIR) was certified by the City Council on April 5, 2016 for the Tracy Hills Specific Plan. An Initial Study has been prepared in accordance with the provisions of the California Environmental Quality Act (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 15168 of the CEQA Guidelines, exist in connection with the proposed Tracy Hills Village 7C Project. Therefore, pursuant to Section 15168(c)(2), no further environmental document is required, and

WHEREAS, The Planning Commission considered this matter at a duly noticed public hearing held on September 23, 2020 and recommended that the City Council _____ the proposed Tracy Hills Specific Plan Amendment for the Tracy Hills Village 7C Project, Application Number SPA20-0003, and

WHEREAS, The City Council considered this matter at a duly noticed public hearing held on _____, 2020;

The City Council of the City of Tracy does ordain as follows:

SECTION 1. The foregoing recitals are true and correct and are incorporated herein as findings.

SECTION 2. The City Council hereby approves the Tracy Hills Specific Plan Amendment for the Tracy Hills Village 7C Project, Application Number SPA20-0003, as attached to the _____, 2020 City Council staff report as Attachment "B."

SECTION 3. This Ordinance shall take effect 30 days after its final passage and adoption.

SECTION 4. This Ordinance shall either (1) be published once in a newspaper of general circulation, within 15 days after its final adoption, or (2) be published in summary form and posted in the City Clerk's office at least five days before the ordinance is adopted and within 15 days after adoption, with the names of the Council Members voting for and against the ordinance. (Gov't. Code §36933.)

* * * * *

This Ordinance ____ was introduced at a regular meeting of the Tracy City Council on the __ day of _____, 2020, and finally adopted on the ____ day of ____, 2020, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

MAYOR

ATTEST:

CITY CLERK

RESOLUTION 2020-_____

RECOMMENDING THAT THE CITY COUNCIL APPROVE A VESTING TENTATIVE SUBDIVISION MAP FOR THE TRACY HILLS VILLAGE 7C PROJECT TO CREATE 132 SINGLE-FAMILY RESIDENTIAL LOTS ON APPROXIMATELY 19 ACRES LOCATED WITHIN TRACY HILLS PHASE 1A IN THE VICINITY OF TRACY HILLS DRIVE APPLICATION NUMBER TSM20-0001

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 Tracy Hills Phase 1A, which consists of approximately 417 acres and includes approximately 1,160 single-family residential lots, and

WHEREAS, On January 23, 2020, an application was submitted for a Vesting Tentative Subdivision Map for the Tracy Hills Village 7C Project to create 132 single-family residential lots on approximately 19 acres located within Tracy Hills Phase 1A in the vicinity of Tracy Hills Drive, Application Number TSM20-0001, and

WHEREAS, The proposed Vesting Tentative Subdivision Map is consistent with the General Plan and the Tracy Hills Specific Plan, as amended, and

WHEREAS, The proposed Vesting Tentative Subdivision Map is consistent with the Tracy Municipal Code, Title 12, Subdivisions, and

WHEREAS, The site is physically suitable for the type of development and will be developed in accordance with City standards, and

WHEREAS, The site is physically suitable for the proposed density of development. The proposed density of 6.9 dwelling units per gross acre is consistent with the General Plan Residential Medium designation, which provides for a density range of 5.9 to 12.0 dwelling units per gross acre. Traffic circulation is designed in accordance with City standards for the proposed density to ensure adequate traffic service levels are met, and

WHEREAS, The design of the subdivision or the proposed improvements will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat, and

WHEREAS, The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision, and

WHEREAS, The Project complies with all other applicable ordinances, regulations and guidelines of the City, including but not limited to, the local floodplain ordinance. The subject property is not located within any floodplain and the project, with conditions, will meet all applicable City design and improvement standards, and

WHEREAS, All public facilities necessary to serve the subdivision or mitigate any impacts created by the subdivision will be constructed or assured before approval of a final map or issuance of a building or grading permit, and

WHEREAS, An Environmental Impact Report (EIR) was certified by the City Council on April 5, 2016 for the Tracy Hills Specific Plan. An Initial Study has been prepared in accordance with the provisions of the California Environmental Quality Act (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 15168 of the CEQA Guidelines, exist in connection with the proposed Tracy Hills Village 7C Project. Therefore, pursuant to Section 15168(c)(2), no further environmental document is required, and

WHEREAS, The Planning Commission considered this matter at a duly noticed public hearing held on September 23, 2020;

NOW, THEREFORE BE IT RESOLVED, as follows:

Recitals. The foregoing recitals are true and correct and are incorporated herein as findings.

NOW, THEREFORE BE IT FURTHER RESOLVED, That the Planning Commission recommends that the City Council approve the Vesting Tentative Subdivision Map for the Tracy Hills Village 7C Project to create 132 single-family residential lots on approximately 19 acres located within Tracy Hills Phase 1A in the vicinity of Tracy Hills Drive, Application Number TSM20-0001, subject to the conditions stated in Exhibit "1" attached and made part hereof.

* * * * *

The foregoing Resolution 2020-_____ was passed and adopted by the Planning Commission of the City of Tracy on the 23rd day of September 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 Village 7C Project
Vesting Tentative Subdivision Map
Application Number TSM20-0001
September 23, 2020**

Project: These Conditions of Approval shall apply to the Vesting Tentative Subdivision Map for the Tracy Hills Village 7C Project, Application Number TSM20-0001, including approximately 132 single-family residential lots and two HOA landscape parcels.

Property: The property consists of approximately 19 acres located in Village 7C of Tracy Hills Phase 1A, west of Corral Hollow Road in the vicinity of Tracy Hills Drive, Application Number TSM20-0001.

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.
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 TSM20-0001), which was received by the Development Services Department on September 16, 2020 and approved by the City Council on _____, 2020, unless modified by these Conditions.

6. **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.

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 by Resolution No. 2016-063, dated April 5, 2016, and any amendments thereto.
 - b) *Tracy Hills Specific Plan Recirculated Draft Subsequent Environmental Impact Report*, Volume I; Section 4.13-Traffic and Circulation, prepared by Kimley-Horn and Associates, dated October 2015, and
Traffic Analysis of Tracy Hills Specific Plan Area- Phase 1a Residential Units and School Only Analysis, prepared by Kimley-Horn and Associates, dated April 27, 2015. (“Traffic Analysis”)
 - c) *Tracy Hills Phase 1A and 1B Sanitary Sewer Study Technical Memorandum* prepared by Ruggeri-Jensen-Azar, dated December 12, 2013 (“Sanitary Sewer Study”) and reviewed by CH2M Hill.
 - d) *Tracy Hills Water Study Technical Memorandum* prepared by Ruggeri-Jensen-Azar, dated December 5, 2014 (“Water Study”) and reviewed by West Yost Associates.
 - e) *Tracy Hills Storm Drainage Master Plan* prepared by Ruggeri-Jensen-Azar, dated November 2013 (“Storm Drainage Master Plan”) and reviewed by Stormwater Consulting, Inc.
 - f) *Tier 2 Storm Drainage Study for Tracy Hills Phase 1A*, prepared by Ruggeri-Jensen-Azar, dated July 2015 (“Tier 2 Storm Drainage Study”) and reviewed by Stormwater Consulting, Inc.
 - g) *Citywide Water System Master Plan* prepared by West Yost Associates, dated December 2012,
 - h) *Plan Line Study – Corral Hollow Road* prepared by Ruggeri-Jensen-Azar (“Corral Hollow Road Plan Line”) reviewed by the City Engineer.

- 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 Phase 1A Vesting Tentative Subdivision Map, Application No. TSM13-0005.
- j) *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.
- k) *Pipeline Safety Hazard Assessment, Tracy Hills Specific Plan* prepared by Place Works dated September 2014.
- l) *Amendment to the Tracy Hills Specific Plan for the Tracy Hills Village 7C Project*, approved by City Council by Resolution No. 2020-____, dated _____, 2020.
- m) *Deferred Improvement Agreement, Tracy Hills-Phase 1A*, executed between the City of Tracy and Subdivider, recorded February 12, 2020, in the official records of San Joaquin County as Document Number 2018-016153, and any amendments thereto.
- n) *Tracy Hills Phase 1A Village 6B (7C) Traffic Study*, prepared by Kimley-Horn, Associates, dated August 10, 2020.
- o) *Engineering Division Conditions of Approval*, as contained in the *Conditions of Approval for Tracy Hills Phase 1A Small-Lot Vesting Tentative Subdivision Map, Application Number TSM13-0005*, approved by City Council by Resolution No. 2016-066, dated April 5, 2016, and any amendments thereto ("Original Conditions").

C.1.2 Subdivider shall comply with the requirements of the Development Agreement, approved by City Council on April 19, 2016, by Ordinance No. 1213 (hereafter, the "Development Agreement").

C.1.3 Timing of Compliance: The Applicant shall satisfy each of the following conditions prior to filing the Final Map unless a different time for compliance is specifically stated in these Conditions of Approval. Any condition requiring an improvement that has already been designed and completed under a City-approved improvement agreement may be considered satisfied at the discretion of the City Engineer.

C.1.4 Incorporation by Reference. These Engineering Division Conditions of Approval for the Tracy Hills Village 7C Vesting Tentative Subdivision Map (TSM20-0001) hereby incorporate by reference all conditions set forth in the Original Conditions as referenced above. All conditions set forth in the Original Conditions shall remain in full force and effect, to the extent that such conditions are specifically applicable

to or triggered by the development of Tracy Hills Village 7C as approved herewith.

C.2. Improvement Plans

C.2.1 General

The Subdivider shall complete the Improvement Plans to comply with all applicable laws, including the City Regulations (defined above) and these Conditions of Approval. Improvement Plans shall contain the design, construction details and specifications of improvements that is/are required to serve the Project. The Improvement Plans shall be drawn on a 24" x 36" size 4-mil thick polyester film (mylar) and shall be prepared under the supervision of, and stamped and signed by a Registered Civil, Traffic, Electrical, Mechanical Engineer, and Registered Landscape Architect for the relevant work.

C.2.2 Storm Drainage

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 Master Plan, Tier 2 Storm Drainage Study and City Regulations.

C.2.3 Sanitary Sewer

All sanitary sewer lines and associated improvements shall be designed and installed per the Sanitary Sewer Study and City Regulations. Before approval of the Final Map for the Project, Subdivider shall submit improvement plans and obtain approval for the plans for all on-site sewer improvements.

C.2.4 Water Distribution System

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.2.5 Street Improvements

C.2.5.1 Subdivider is required to design and construct roadway and underground utility improvements to serve the Project. All improvements shall comply with City Regulations, and Tracy Hills Design Standards. Such improvements shall include, but are not limited to, roadways, water supply 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.

C.2.5.2 The Subdivider shall dedicate all rights-of-way that are necessary to construct the in-tract streets based on their respective 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.

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.

C.2.5.3 All intersections shall be designed to accommodate fire truck movements as required by the Fire Department.

C.2.5.4 Subdivider must provide and verify sight distances, where applicable, with regard to reverse lots and fence placements as required by the City Engineer.

C.2.6 Public Utility Easements

C.2.6.1 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 Final Map, the Subdivider shall complete the necessary coordination work with the respective owner(s) of the utilities to for approval.

C.2.6.2 Public Utility Easements on sideyard lots shall be adjusted in final neighborhood designs based on actual joint trench design requirements.

C.2.7 Phillips 66 Oil Pipeline Easement and Facilities

The Subdivider shall notify in writing the future buyers of lots about the existing Philips 66 easement and any requirements /restrictions relating to the existence of the easement. The Disclosure Statement(s) shall be made part of the Sale Deeds and recorded in compliance with the applicable law.

C.3. Final Map

The City will not approve the 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 The 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 The 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 the Final Map, the Subdivider shall execute a Subdivision Improvement

Agreement (for the public facilities required to serve the real property described by the Final Map), and post all required improvement security in accordance with City Regulations.

C.3.7 **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 as required in Condition C.2 above.

C.4. 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 including, but not limited to, the following, except that the timing of payment of fees shall be as approved in the Development Agreement:

- C.4.1 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.4.2 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.4.3 Check payment of any applicable Agricultural Conversion or Mitigation Fee as required in Chapter 13.28 of the Tracy Municipal Code and the Mitigation Monitoring and Reporting Program of Tracy Hills Final Environmental Impact Report and these Conditions of Approval.
- C.4.4 Payment of the San Joaquin County Facilities Fees as required in Chapter 13.24 of the TMC.
- C.4.6 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. Said condition shall be incorporated into any development agreement or similar agreement if entered into by the developer and the City of Tracy. Said condition shall constitute the only regional traffic impact fee charged against the Project.

C.5. 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.5.1 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.5.2 The Subdivider shall pay a fair share towards the cost of constructing the interim improvements at the Lammers Road/Old Schulte Road intersection, as determined by the City Engineer.

C.6. Temporary or Final Building Certificate of Occupancy

No Final Building Inspection shall be performed or a Temporary or Final Building Certificate of Occupancy will be issued by the City until after the Subdivider provides reasonable documentation which demonstrates, to the satisfaction of the City Engineer, that:

- C.6.1 The Subdivider has satisfied all the requirements set forth in these Conditions of Approval.
- C.6.2 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.7. 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.7.1 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.7.2 Subdivider has completed the 90-day public landscaping maintenance period.
- C.7.3 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.7.4 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.8. 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.9. Special Conditions

- C.9.1. 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.9.2 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.9.3. 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.9.4. 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.9.5. 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.

RESOLUTION 2020-_____

RECOMMENDING THAT THE CITY COUNCIL APPROVE A DEVELOPMENT REVIEW PERMIT FOR THE ARCHITECTURAL DESIGN OF THE TRACY HILLS VILLAGE 7C PROJECT, WHICH CONSISTS OF A 132-LOT RESIDENTIAL SUBDIVISION WITH ATTACHED SINGLE-FAMILY DWELLINGS, DESIGNED AS DUETS, ON APPROXIMATELY 19 ACRES LOCATED WITHIN TRACY HILLS PHASE 1A IN THE VICINITY OF TRACY HILLS DRIVE, APPLICATION NUMBER D20-0023

WHEREAS, On July 14, 2020, an application was submitted for a Development Review Permit for the architectural design of the Tracy Hills Village 7C Project, which consists of a 132-lot residential subdivision with attached single-family dwellings, designed as duets, on approximately 19 acres located within Tracy Hills Phase 1A in the vicinity of Tracy Hills Drive, Application Number D20-0023, and

WHEREAS, The building type is a duets product, which involves the pairing of two attached single-family homes on separate lots, and

WHEREAS, The proposed architecture includes three floor plans with four elevations for each plan type, and

WHEREAS, The duets would be constructed in three different building configurations, pairing Plans 1 and 2, Plans 1 and 3, and Plans 2 and 3, and

WHEREAS, The floor plan sizes would be approximately 1,800 square feet for Plan 1, approximately 2,000 square feet for Plan 2, and approximately 2,300 square feet for Plan 3, and

WHEREAS, In order to break up the building façade and deemphasize the view of the paired garages, one of each two garages would be pushed back five feet or more from the face of the other garage so that both garages would not be on the same plane, and

WHEREAS, 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 architecture is consistent with the Tracy Hills Specific Plan and has incorporated significant variation between the floor plans and elevations, and used a mix of building materials and architectural features on all four sides of each house, and

WHEREAS, The proposal conforms to Chapter 10.08, Zoning Regulations, of the Tracy Municipal Code, the Tracy Hills Specific Plan, the City of Tracy General Plan, the Citywide Design Goals and Standards, applicable Infrastructure Master Plans, and other City regulations, and

WHEREAS, An Environmental Impact Report (EIR) was certified by the City Council on April 5, 2016 for the Tracy Hills Specific Plan. An Initial Study has been prepared in accordance with the provisions of the California Environmental Quality Act (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 15168 of the CEQA Guidelines, exist in connection with the proposed Tracy Hills Village 7C Project. Therefore, pursuant to Section 15168(c)(2), no further environmental document is required, and

WHEREAS, The Planning Commission considered this matter at a duly noticed public hearing held on September 23, 2020;

NOW, THEREFORE BE IT RESOLVED, as follows:

Recitals. The foregoing recitals are true and correct and are incorporated herein as findings.

NOW, THEREFORE BE IT FURTHER RESOLVED, That the Planning Commission recommends that the City Council approve the Development Review Permit for the architectural design of the Tracy Hills Village 7C Project, which consists of a 132-lot residential subdivision with attached single-family dwellings, designed as duets, on approximately 19 acres located within Tracy Hills Phase 1A in the vicinity of Tracy Hills Drive, Application Number D20-0023, subject to the conditions stated in Exhibit "1" attached and made part here of.

* * * * *

The foregoing Resolution 2020-_____ was passed and adopted by the Planning Commission of the City of Tracy on the 23rd day of September 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 Village 7C Project
Development Review Permit
Application Number D20-0023
September 23, 2020**

These Conditions of Approval shall apply to the Development Review permit for the architectural design of the Tracy Hills Village 7C Project, which consists of a 132-lot residential subdivision with attached single-family dwellings, designed as duets, on approximately 19 acres located within Tracy Hills Phase 1A in the vicinity of Tracy Hills Drive, Application Number D20-0023.

A. Definitions.

The following definitions shall apply to these Conditions of Approval:

1. "Applicant" means any person, or other legal entity, defined as a "Developer".
2. "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.
3. "City Engineer" means the City Engineer of the City of Tracy, or any other duly licensed engineer designated by the City Manager, the Development Services Director, or the City Engineer, to perform the duties set forth herein.
4. "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.
5. "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, policies, procedures, and the City's Design Documents (including the Standard Plans, Standard Specifications, Design Standards, and relevant Public Facility Master Plans).
6. "Conditions of Approval" means these conditions of approval applicable to the Development Review permit for the architectural design of the Tracy Hills Village 7C Project, which consists of a 132-lot residential subdivision with attached single-family dwellings, designed as duets, on approximately 19 acres located within Tracy Hills Phase 1A in the vicinity of Tracy Hills Drive, Application Number D20-0023.
7. "Property" means the subject property of the Development Review permit for the architectural design of the Tracy Hills Village 7C Project, which consists of a 132-lot residential subdivision with attached single-family dwellings, designed as duets, on approximately 19 acres located within Tracy Hills Phase 1A in the vicinity of Tracy Hills Drive, Application Number D20-0023.

B. Planning Division Conditions of Approval

1. The Developer 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. Unless specifically modified by these Conditions of Approval, the Developer shall comply with all City Regulations.
3. Pursuant to Government Code Section 66020, including Section 66020 (d)(1), the City HEREBY NOTIFIES the Developer that the 90-day approval period (in which the Developer 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 commence on the date of the conditional approval of this Project. If the Developer fails to file a protest of the Exactions within this 90-day period, complying with all of the requirements of Government Code Section 66020, the Developer 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.
4. The project shall be developed in substantial compliance with the architectural packet received by the Development Services Department on September 16, 2020, to the satisfaction of the Development Services Director.
5. Prior to issuance of any building permits for Tracy Hills Village 7C, a development plan shall be submitted that complies with the Tracy Hills Specific Plan and the following requirements, to the satisfaction of the Development Services Director:
 - a. Maximum of three houses with the same architectural style (e.g. Modern Spanish, Modern Cottage, etc.) may be located next to each other.
 - b. No cases of the same floor plan used on three consecutive lots.
 - c. No cases of the same floor plan with the same elevation used on two consecutive lots or directly across the street from each other.