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, October 14, 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 OCTOBER 14, 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, October 14, 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:** 126 857 1675 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 – 9/23/20

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 KT PROJECT, WHICH INCLUDES APPROVAL OF A TRACY HILLS SPECIFIC PLAN AMENDMENT AND A VESTING TENTATIVE SUBDIVISION MAP TO INCREASE THE NUMBER OF LOTS IN THE TRACY HILLS KT PROJECT FROM 185 TO 214, LOCATED ON APPROXIMATELY 45 ACRES EAST OF CORRAL HOLLOW ROAD IN THE VICINITY OF TRACY HILLS DRIVE. THE APPLICANT IS JOHN PALMER. APPLICATION NUMBERS SPA20-0008 AND TSM20-0002

   B. PUBLIC HEARING TO CONSIDER RECOMMENDATIONS TO THE CITY COUNCIL REGARDING THE TRACY HILLS PHASE 1B/1C PROJECT, WHICH INCLUDES APPROVAL OF A GENERAL PLAN AMENDMENT, A TRACY HILLS SPECIFIC PLAN AMENDMENT, A LARGE-LOT VESTING TENTATIVE SUBDIVISION MAP, AND A SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP TO CREATE 432 SINGLE-FAMILY RESIDENTIAL LOTS AND 74 OTHER PARCELS LOCATED ON APPROXIMATELY 310 ACRES IN THE VICINITY OF TRACY HILLS DRIVE, WEST OF PHASE 1A. THE APPLICANT IS JOHN PALMER. APPLICATION NUMBERS GPA19-0001, SPA19-0002, TSM18-0007 AND TSM18-0006

2. ITEMS FROM THE AUDIENCE

3. DIRECTOR'S REPORT

4. ITEMS FROM THE COMMISSION

5. ADJOURNMENT

Posted: October 8, 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 23, 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 7:00 p.m.

PLEDGE OF ALLEGIANCE

Chair Orcutt led the pledge of allegiance.

ROLL CALL

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

MINUTES

Chair Orcutt introduced the Minutes from the September 9, 2020 meeting.

ACTION: It was moved by Commissioner Wood and seconded by Chair Orcutt to approve the Planning Commission meeting minutes from September 9, 2020. A roll call vote found all in favor; passed and so ordered; 5-0-0-0.

DIRECTOR'S REPORT REGARDING THIS AGENDA

None.

ITEMS FROM THE AUDIENCE

There were no comments from the Public.

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

Scott Claar, Senior Planner, delivered the staff report and a PowerPoint presentation. John Palmer, Applicant, also addressed the Commission and presented a PowerPoint presentation.

Chair Orcutt opened the Public Hearing at 7:49 p.m.

There were no comments from the Public.

Chair Orcutt closed the Public Hearing at 7:53 p.m.

Commission and Staff discussion followed.

ACTION: It was moved by Commissioner Wood and seconded by Commissioner Atwal 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:

- 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)

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

2. ITEMS FROM THE AUDIENCE

There were no comments from the Public.

3. DIRECTOR'S REPORT

Bill Dean, Assistant Director of Development Services, thanked the commissioners for attending the APA California Virtual conference last week. Mr. Dean also thanked the behind-the-scenes staff who make these virtual Commission meetings possible.

4. ITEMS FROM THE COMMISSION

Vice Chair Hudson brought up the question regarding fire safety that he brought up last Commission meeting. Mr. Dean reassured him that the applicant is aware of the issue.

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; 5-0-0-0.

Time: 8:02 p.m.

_____
CHAIR

_____
STAFF LIAISON

October 14, 2020

AGENDA ITEM 1.A

REQUEST

PUBLIC HEARING TO CONSIDER RECOMMENDATIONS TO THE CITY COUNCIL REGARDING THE TRACY HILLS KT PROJECT, WHICH INCLUDES APPROVAL OF A TRACY HILLS SPECIFIC PLAN AMENDMENT AND A VESTING TENTATIVE SUBDIVISION MAP TO INCREASE THE NUMBER OF LOTS IN THE TRACY HILLS KT PROJECT FROM 185 TO 214, LOCATED ON APPROXIMATELY 45 ACRES EAST OF CORRAL HOLLOW ROAD IN THE VICINITY OF TRACY HILLS DRIVE. THE APPLICANT IS JOHN PALMER. APPLICATION NUMBERS SPA20-0008 AND TSM20-0002

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.

On June 2, 2020, City Council approved a General Plan Amendment, a Tracy Hills Specific Plan Amendment, and a Vesting Tentative Subdivision Map for the Tracy Hills KT Project to create 185 single-family residential lots and two commercial parcels on approximately 45 acres located east of Corral Hollow Road in the vicinity of Tracy Hills Drive.

DISCUSSION

This agenda item involves a Planning Commission public hearing to make recommendations to the City Council regarding revisions to the Tracy Hills KT Project. The Tracy Hills KT Project consists of approximately 45 acres located east of Corral Hollow Road in the vicinity of Tracy Hills Drive. Specifically, the Planning Commission will be asked to make a recommendation to the City Council on the following items:

- Approval of a Tracy Hills Specific Plan Amendment (Application Number SPA20-0008)
- Approval of a Vesting Tentative Subdivision Map (TSM20-0002)

Overview of the Tracy Hills Specific Plan Amendment

The proposed Tracy Hills Specific Plan Amendment (SPA) includes revisions to several exhibits in Appendix A of the Tracy Hills Specific Plan that show the subdivision design

for the Tracy Hills KT Project (Attachment A: Tracy Hills Specific Plan Amendment). As described below, a proposed Vesting Tentative Subdivision Map has been submitted to increase the number of lots in the Tracy Hills KT Project from 185 to 214. The proposed revisions to the exhibits in Appendix A of the Tracy Hills Specific Plan are to reflect the proposed changes to the Vesting Tentative Subdivision Map. No other changes are proposed or needed for the Tracy Hills Specific Plan. The proposed changes to the exhibits are consistent with all other parts of the Tracy Hills Specific Plan, including the zoning of Medium Density Residential (MDR-TH), and the General Plan.

Overview of the Vesting Tentative Subdivision Map

The previously approved Vesting Tentative Subdivision Map for the Tracy Hills KT Project consists of approximately 185 single-family residential lots, two commercial parcels, and various other parcels, such as a linear park and an HOA recreation area. The approved subdivision design includes two different typical lot types and neighborhood designs. Village 1 consists of lots with typical dimensions of 41' x 68' (2,788 s.f.) that front onto private lanes/motor courts, which connect to public neighborhood streets. Village 2 consists of lots with typical dimensions of 47' x 70' (3,290 s.f.) that front onto public neighborhood streets.

The proposed Vesting Tentative Subdivision Map would increase the number of single-family residential lots from 185 to 214 (Attachment B: Vesting Tentative Subdivision Map). The previous two-Village concept would be revised to a single neighborhood design with no reference to Villages. The lot pattern design and dimensions of the previous Village 1 area would remain the same as the previous approval. The previous Village 2 area would be revised to typical lot dimensions of 41' x 68', using a design similar to Village 1 throughout the entire subdivision, including lots fronting onto private lanes/motor courts, which connect to public neighborhood streets.

The two commercial parcels would remain the same as previously approved. The other components of the overall subdivision, such as the linear park and HOA recreation area, would remain primarily the same as previously approved with minor revisions to parcel configurations to accommodate the changes to the neighborhood design. As previously approved, a linear park is proposed along the eastern edge of the KT Project, adjacent to a 100-foot wide conservation easement corridor that runs along the California Aqueduct. The linear park would include a trail that connects to a comprehensive Class 1 bikeway and pedestrian system within Tracy Hills. This linear park would be a public park dedicated to the City. The proposed KT Project also includes a private HOA park and recreation facility, which may include a swimming pool and other amenities.

The small-lot design of the proposed Vesting Tentative Subdivision Map is consistent with the Tracy Hills Specific Plan zoning of Medium Density Residential (MDR-TH). The small-lot design would expand the diversity of lot sizes and house types in the Tracy Hills area, which is beneficial to accommodating a wide range of housing objectives, buyer needs, and affordability, and is encouraged by the General Plan.

The City conducted a traffic analysis of the proposed Project, which concluded that the addition of 29 homes in the Tracy Hills KT Project (for a new total of 214) 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.

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 KT Project (Attachment C: CEQA Initial Study). Therefore, pursuant to Section 15168(c)(2), no further environmental document is required. Further, the Initial Study documents that the KT Project is consistent with the development density established by an approved community plan, for which an EIR is certified, and that no project-specific impacts would result from implementation of the KT Project. Therefore, pursuant to Section 15183 of the CEQA Guidelines, 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 KT Project, as stated in the Planning Commission Resolutions, dated September 23, 2020 (Attachments D and E: Planning Commission Resolutions):

- Approve a Tracy Hills Specific Plan Amendment (Application Number SPA20-0008)
- Approve a Vesting Tentative Subdivision Map (Application Number TSM20-0002)

MOTION

Move that Planning Commission recommend that the City Council take the following actions for the Tracy Hills KT Project, as stated in the Planning Commission Resolutions, dated October 14, 2020:

- Approve a Tracy Hills Specific Plan Amendment (Application Number SPA20-0008)
- Approve a Vesting Tentative Subdivision Map (Application Number TSM20-0002)

Prepared by: Scott Claar, Senior Planner

Approved by: Bill Dean, Assistant Development Services Director

ATTACHMENTS

A: Tracy Hills Specific Plan Amendment
B: Vesting Tentative Subdivision Map
C: CEQA Initial Study
D: Planning Commission Resolution regarding the Tracy Hills Specific Plan Amendment
E: Planning Commission Resolution regarding the Vesting Tentative Subdivision Map

APPENDIX A
KT LANDSCAPE DESIGN GUIDELINES

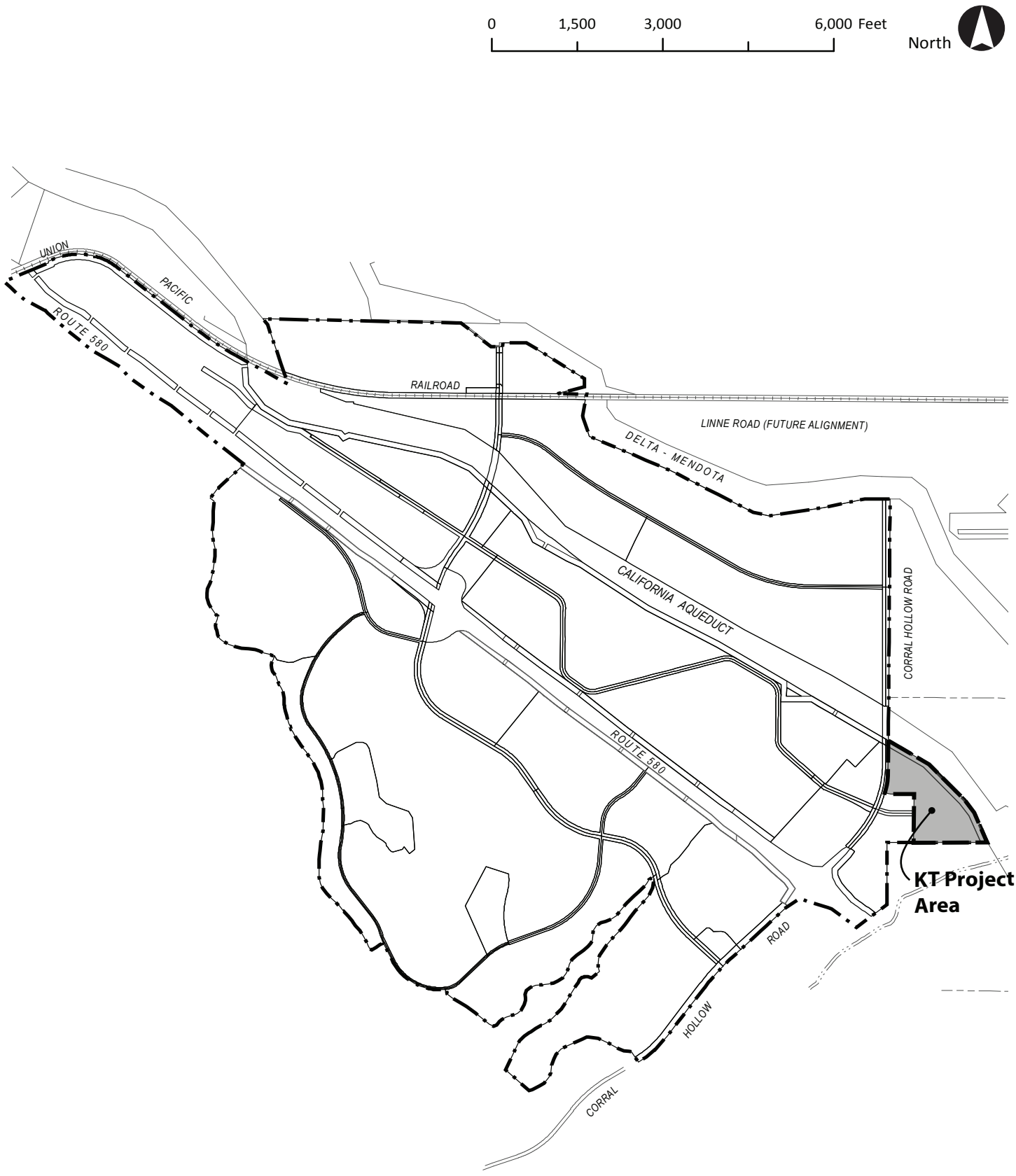
1. PURPOSE AND SCOPE

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

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

2. LOCATION

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



TRACY HILLS
Specific Plan

Figure A-1
Location Map - KT Project

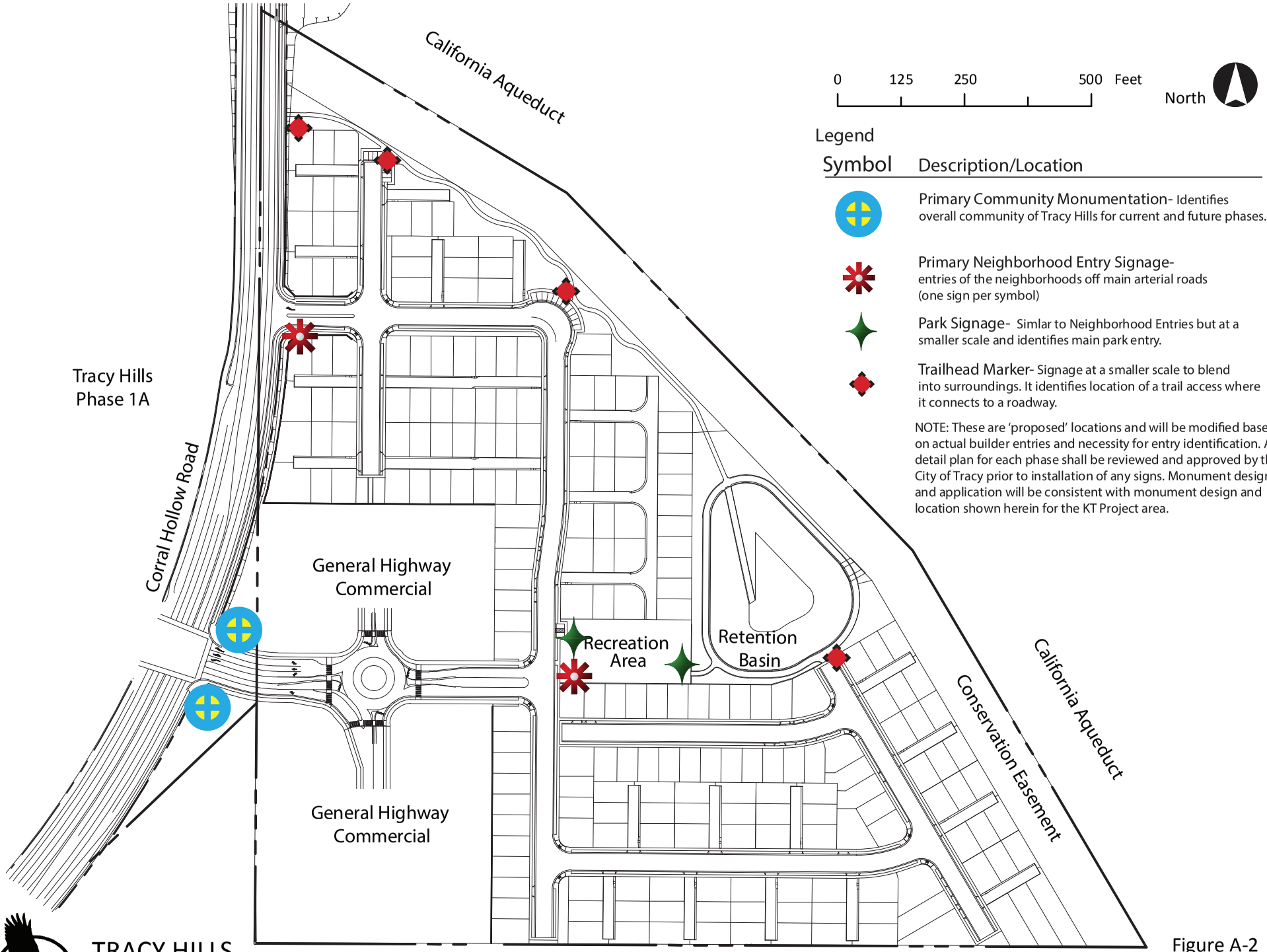
3. COMMUNITY MONUMENTATION

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

3.1. Community Monumentation Detail Reference

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

- Primary Community Monumentation - Refer to Figure 3-2a
- Primary Neighborhood Entry Signage - Refer to Figure 3-3
- Park Signage - Refer to Figure 3-4
- Trailhead Marker - Refer to Figure 3-5



TRACY HILLS
Specific Plan

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

4. CIRCULATION

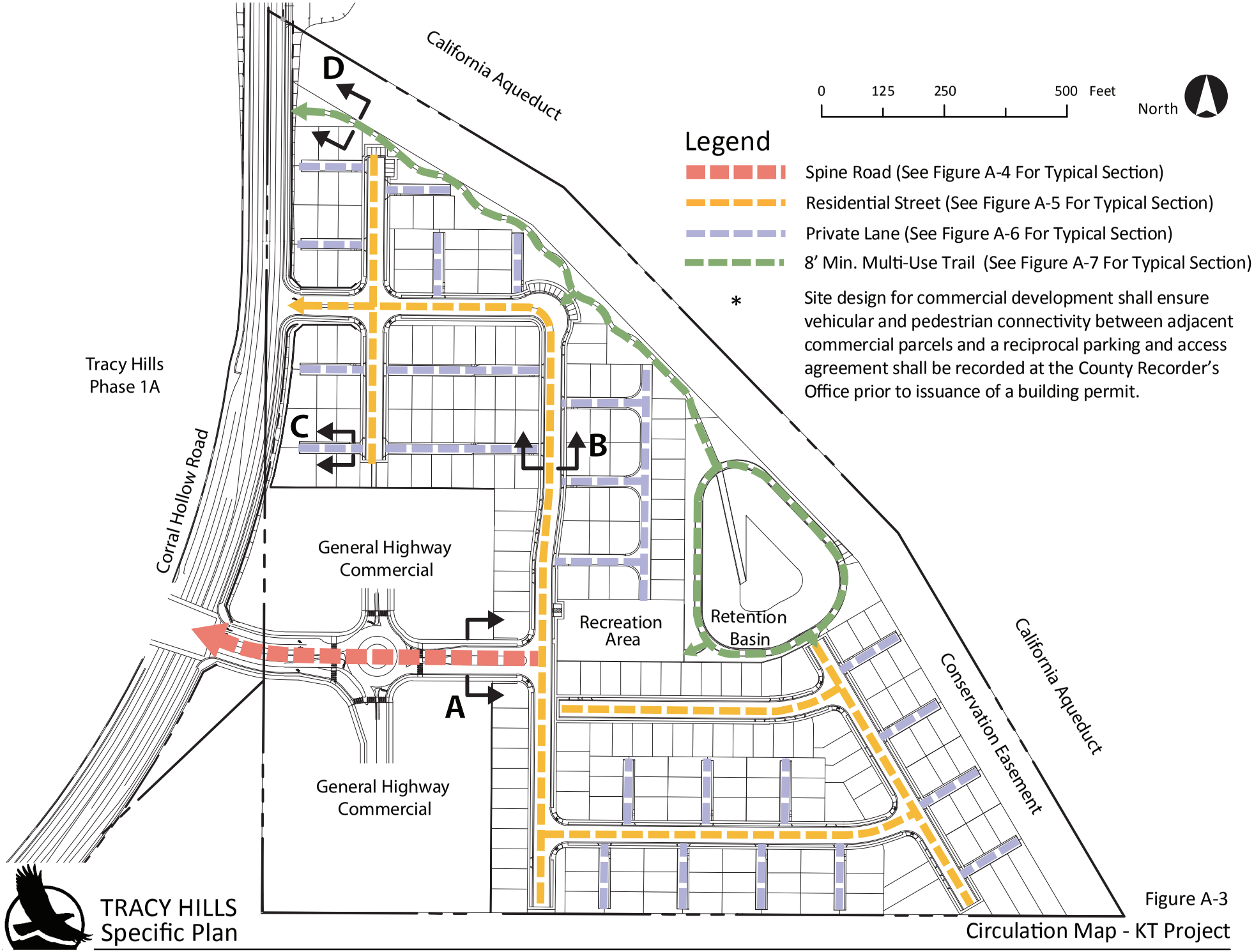
A hierarchy of streets and trails are proposed within the KT Project which provide separate facilities for vehicles and pedestrians. Primary access is provided from Corral Hollow Road at an intersection with the spine road from Phase 1A. The spine road is extended to the KT Project boundary where it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

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

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

4.1. Streetscape and Trails

The following figures illustrate a hierarchy of streetscapes and circulation which provide distinctive landscape treatments for each planned roadway and trail. Landscape and hardscape treatments include elements such as landscaped medians, sidewalks, enhanced paving at pedestrian crossings and primary/secondary entries, trails and parkway trees. Consistent with Phase 1A, enhanced paving used is defined as any paving other than natural gray concrete or asphaltic concrete and the use of enhanced paving is strongly encouraged. Streetscapes and trails are shown in Figures A-4 to A-7 depict conceptual landscape application. Street trees shall be consistent with those shown in Figure A-143. Shrub and groundcover plant material shall be consistent with the species in the Landscape Plant Matrix in Section 3.4.15 of the Specific Plan.



TRACY HILLS
Specific Plan

Figure A-3
Circulation Map - KT Project

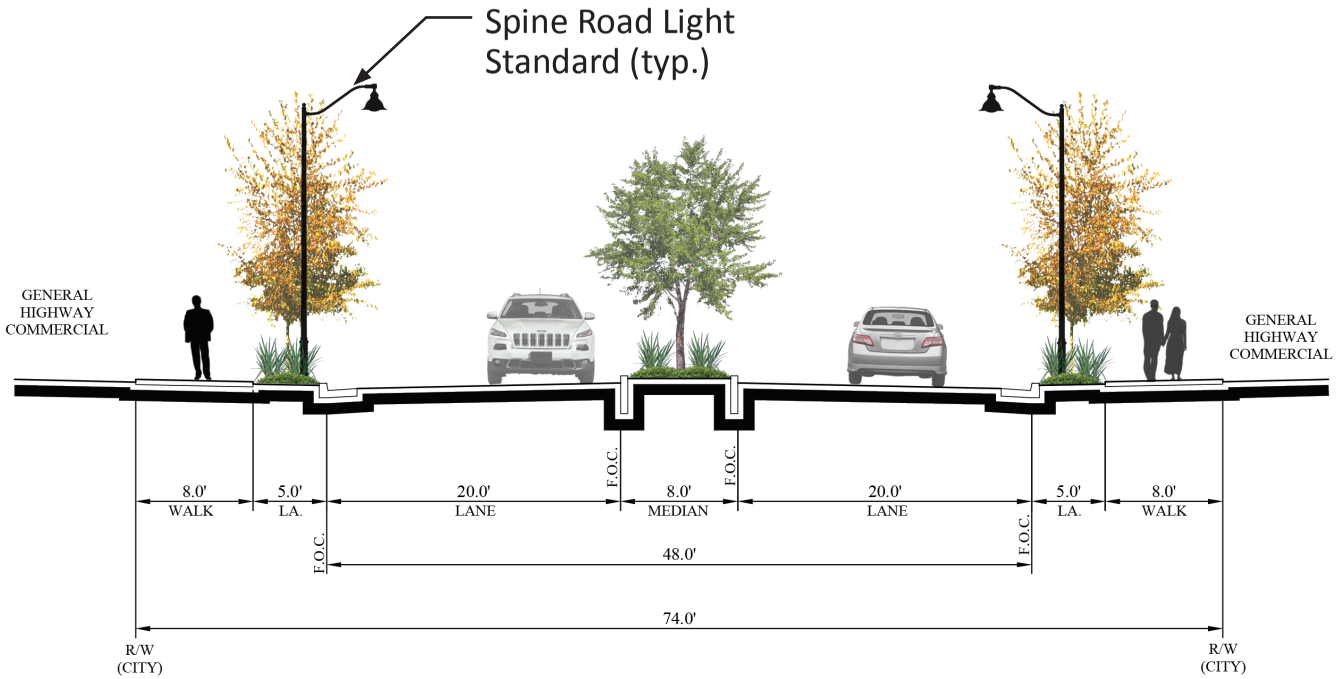


Figure A-4
Section A, Typical Spine Road

Notes:
- Street section is preliminary and subject to change.
- Landscape shown for illustrative purposes only. Refer to Figure A-1~~4~~3 for specified street trees.
- Rolled curbs may be utilized along public streets within the KT Project phase.

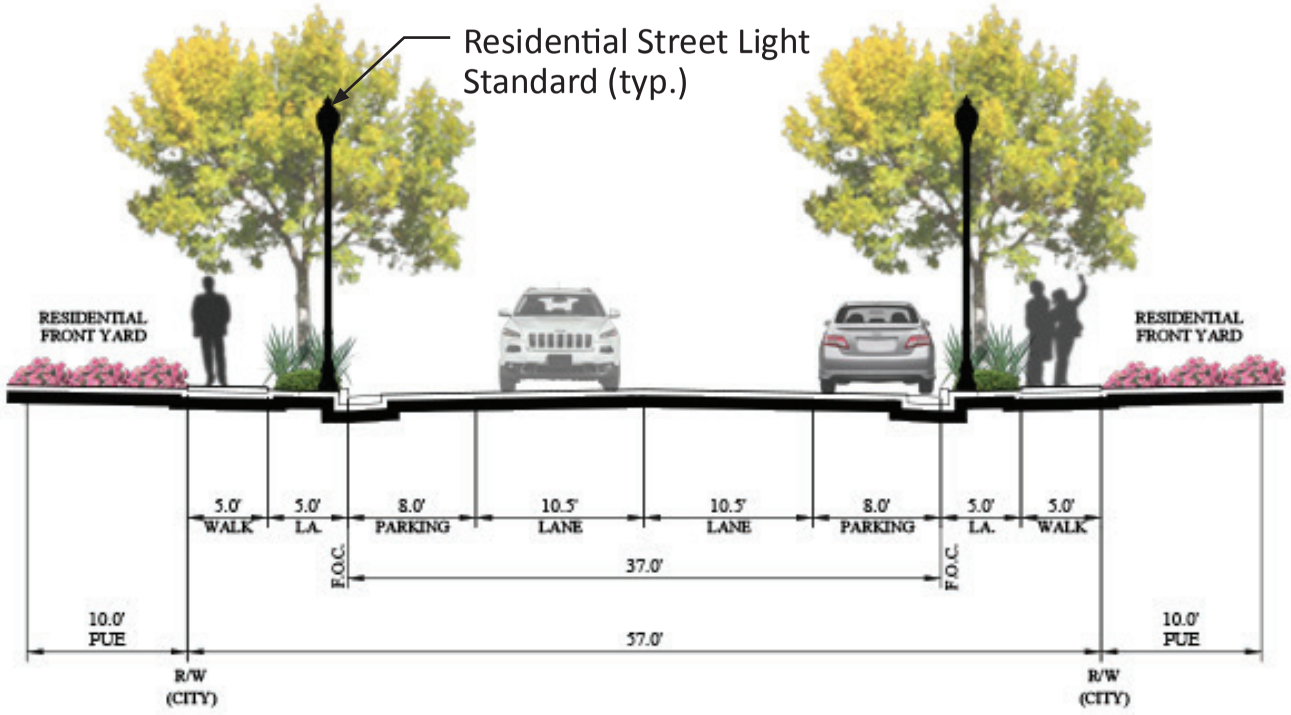


Figure A-5
Section B, Residential Street

Notes:
- Landscape shown for illustrative purposes only. Refer to Figure A-1~~4~~3 for specified street trees.
- Rolled curbs may be utilized along public streets within the KT Project phase.

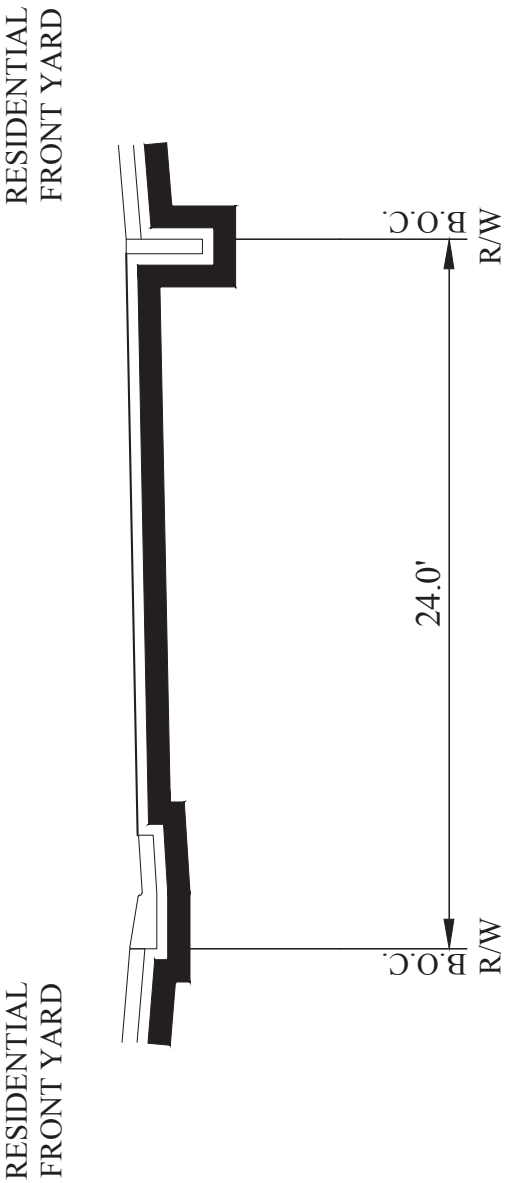


Figure A-6
Section C, Private Lane

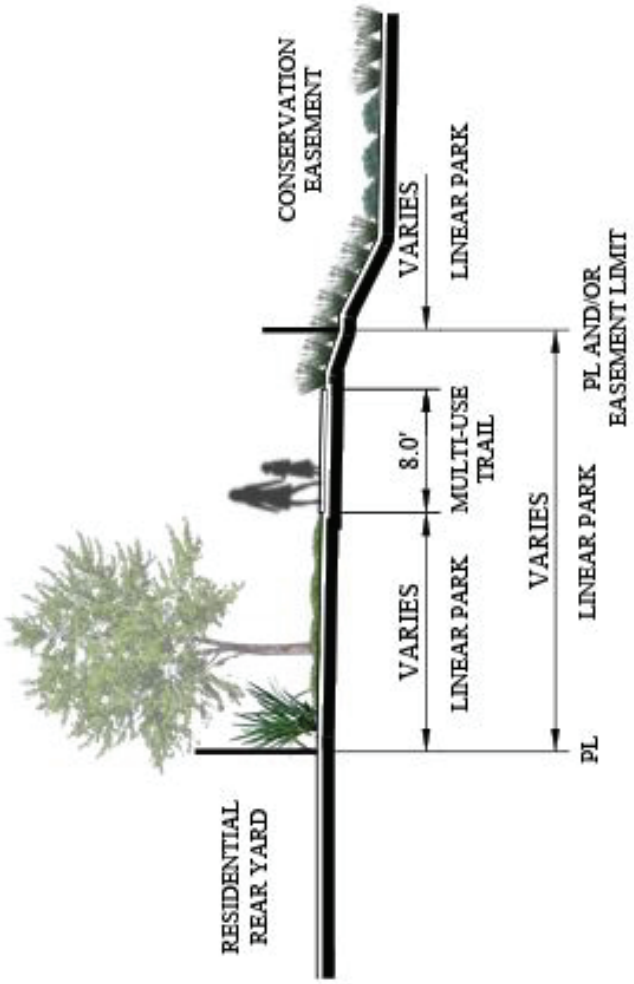


Figure A-7
Section D, 8' Multi-Use Trail & Linear Park

5. EDGE CONDITIONS/EASEMENTS

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

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

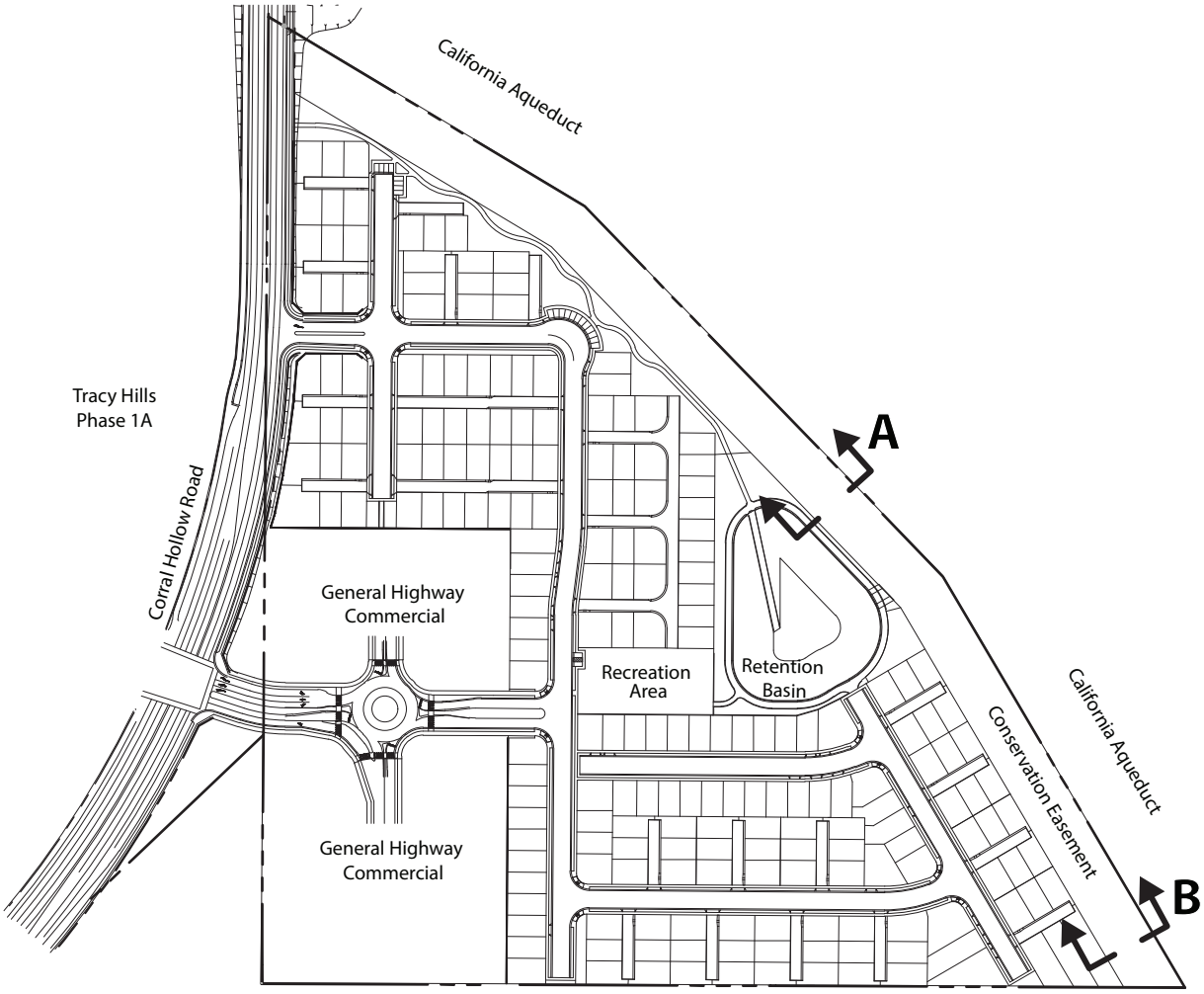


Figure A-8
Edge Conditions/Easements Key Map

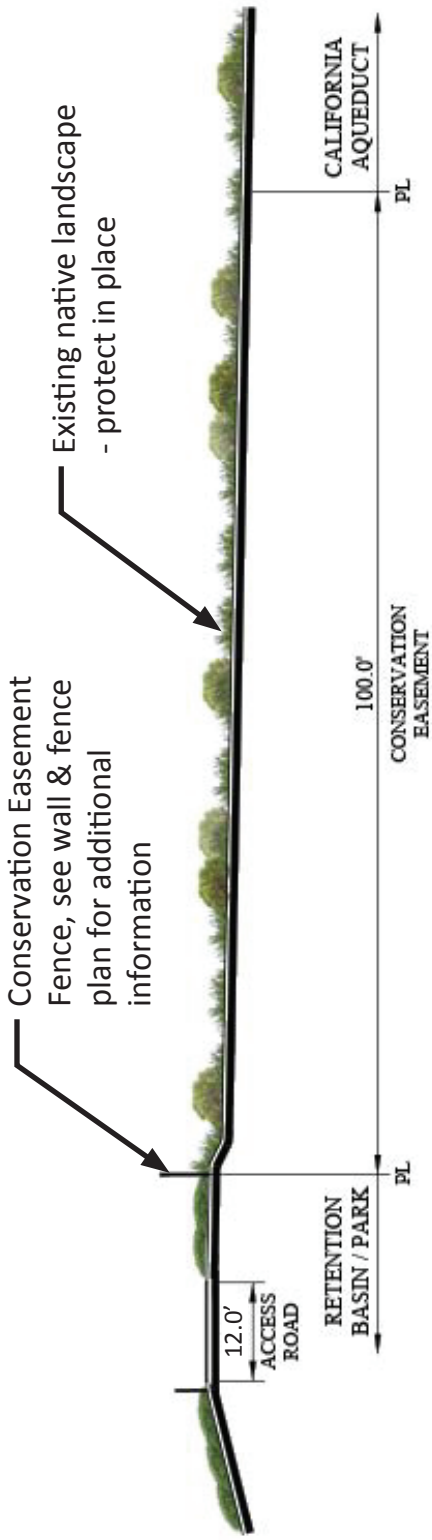


Figure A-9
Section A

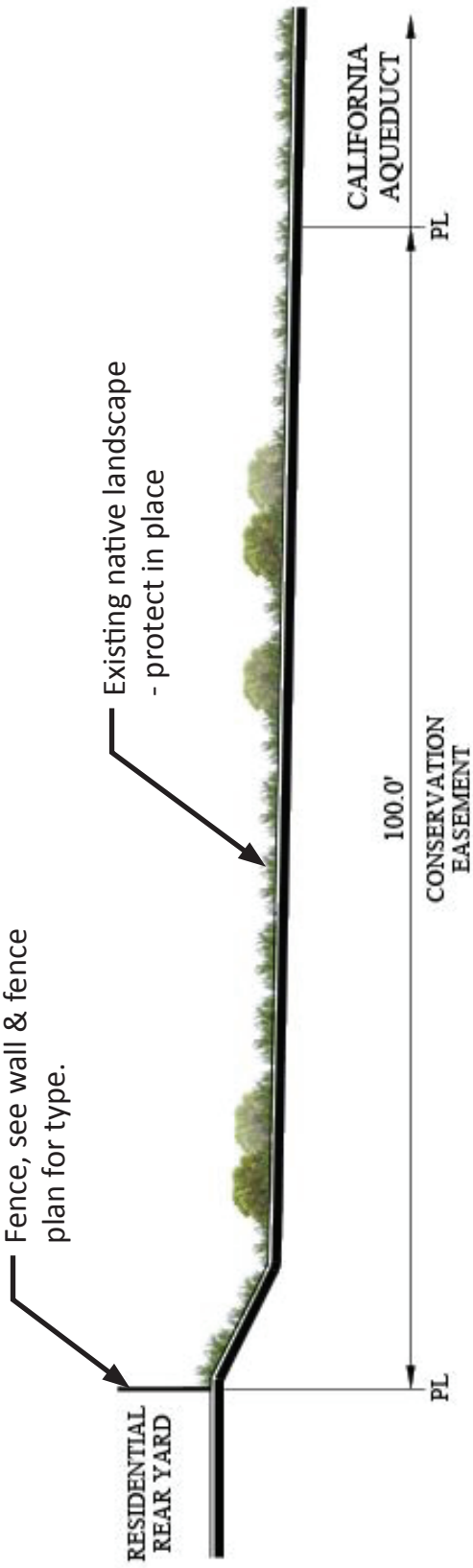


Figure A-10
Section B

6. CONCEPTUAL OVERALL ILLUSTRATIVE PARKS AND LANDSCAPE PLAN

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

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

The KT Project also include a private HOA park and recreational facility that may include but not limited to active and passive recreational features such as playground equipment, pool including deck/lounge area, BBQ area, open turf, restroom and shower facilities, and shade structure. The HOA park and recreational facilities will be sized appropriately to serve the KT Project. The design of the HOA park, including amenity components, will be finalized through the preparation of improvement plans that will be reviewed and approved by the City.

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

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



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

7. LIGHTING

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

8. WALLS AND FENCES

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

The following types of walls and view fences were selected for use within different areas of the project site, consistent with their application in Phase 1A. All wall and fence heights are measured from the higher grade elevation on either side of the wall or fence. Refer to Figure A-12 Master Wall and Fence Plan KT Project for general wall and fence locations. Wall and fence policies below as established in Phase 1A shall be applicable to the KT Project.

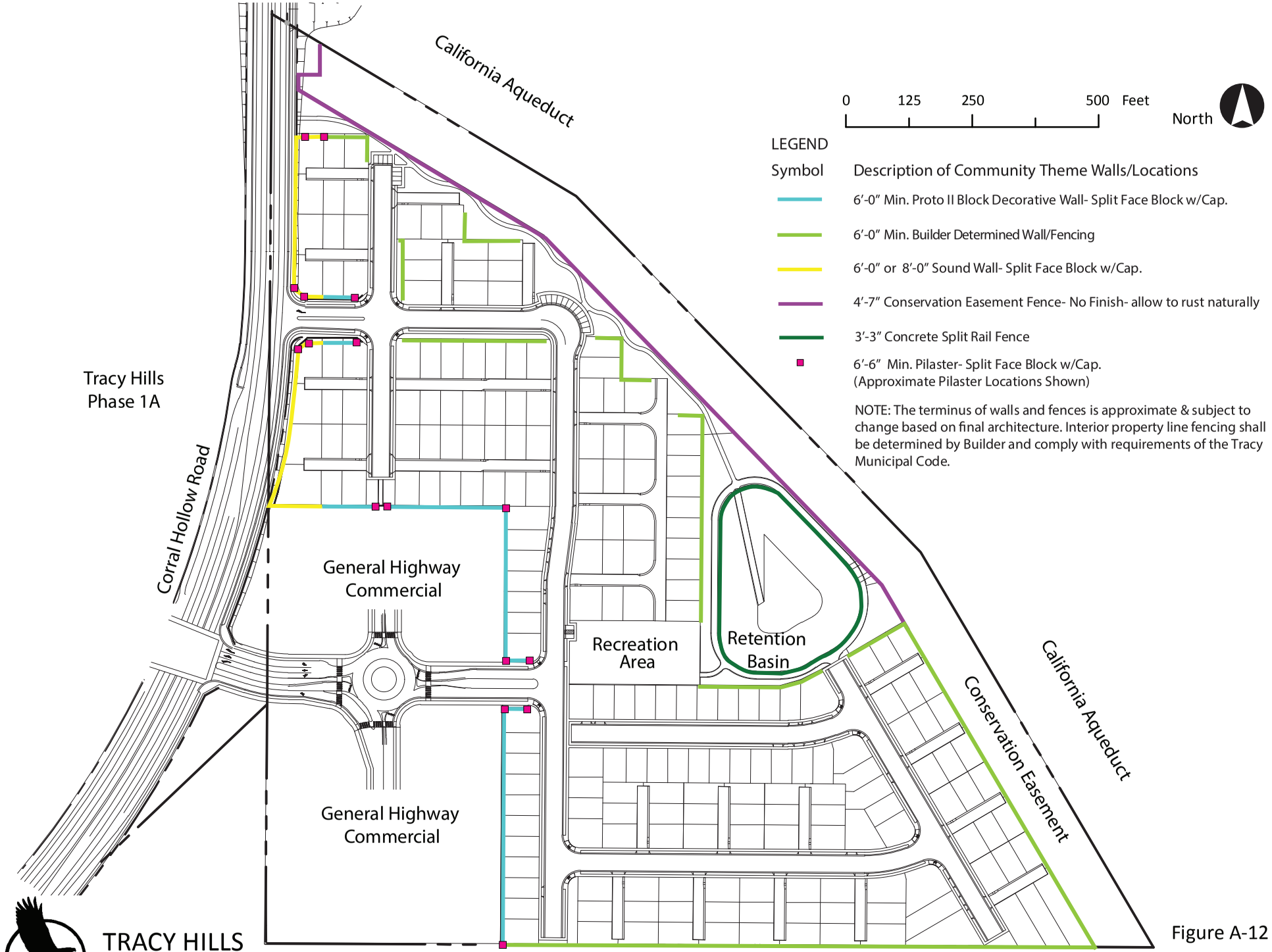
- Decorative walls and/or screen walls shall be integrated with the community design intent, as well as the overall landscape design.
- All community theme walls and fences shall be consistent in design as outlined herein.
- View fencing of full height tubular steel may be used and pilasters incorporated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

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

8.1. Wall and Fence Detail References

Majority of the wall and fence types utilized in the KT Project were originally used and detailed in Phase 1A. Such fencing shall reference the details used in Phase 1A to ensure consistency throughout the Tracy Hills Specific Plan area. Please refer to the list below for detail references to the fencing shown in Figure A-12 Master Wall and Fence Plan - KT Project.

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



TRACY HILLS
Specific Plan

Figure A-12

Master Wall and Fence Plan - KT Project

9. LANDSCAPE MASTER TREE PLAN

The plant list for this project was developed to reinforce the community theme and to create some seasonal change with a mixture of deciduous and evergreen plants while maintaining a well-balanced landscape. Many plants on this list are considered low water and drought tolerant species and were chosen based on their specific growth characteristics, including flowering and foliage color, texture and form. Refer to Figure A-143 Master Tree Plan - KT Project for the street tree plan for this Phase of Tracy Hills.

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

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

9.1. Landscape Irrigation

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

9.2. Utility and Equipment Screening

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

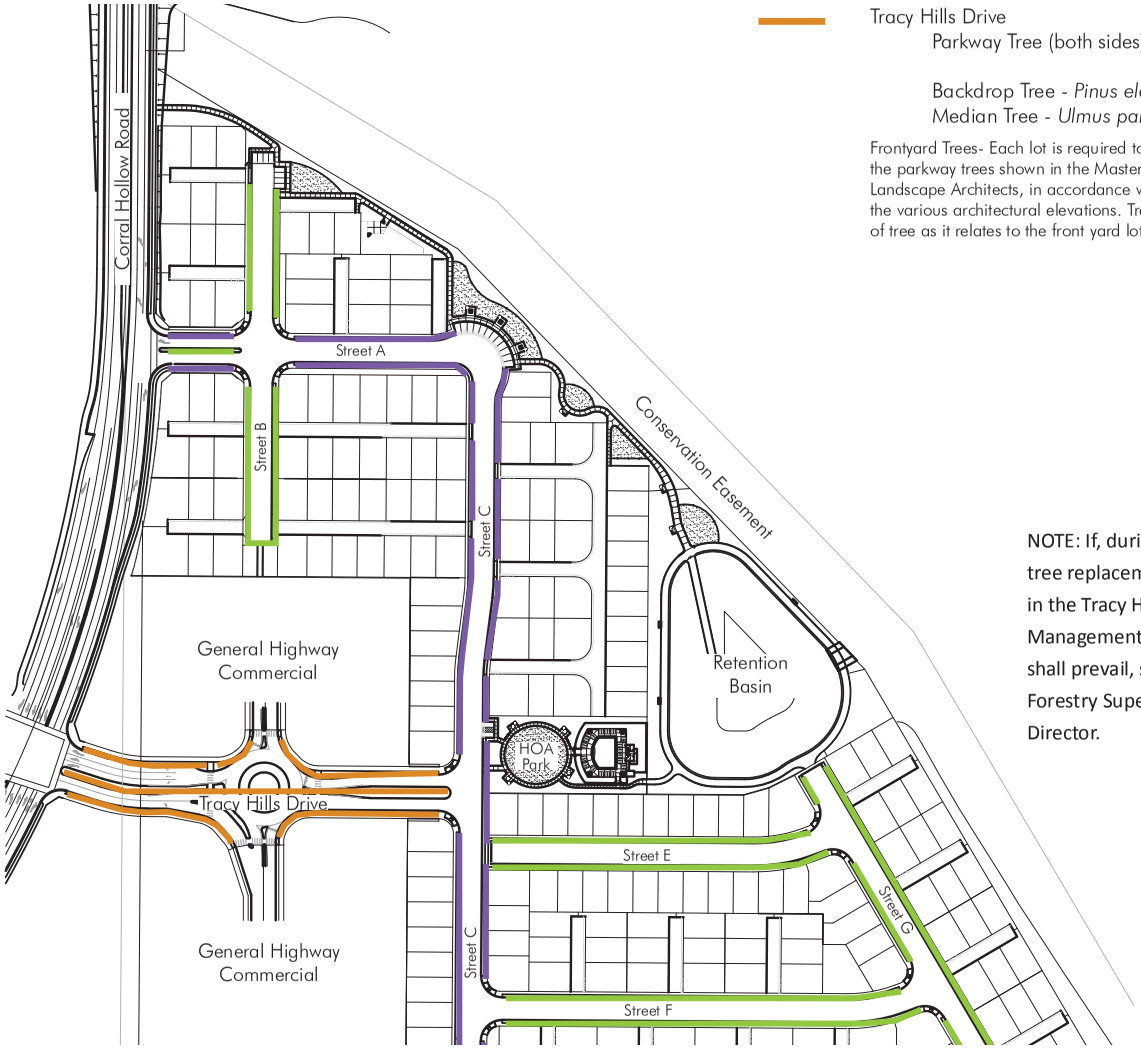
9.3. Landscape Plant Matrix

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

LEGEND

Symbol	Description/Location
	Village Parkway Trees*
	Primary Tree - *Ulmus parvifolia* 'Drake' - (Drake Chinese Elm)
	Secondary Tree - *Lagerstroemia* 'Centennial Spirit'- (Crape Myrtle)
	*Minimum 15 Gallon at 30' O.C. (staked)
	Tracy Hills Drive
	Parkway Tree (both sides) - *Platanus x acerifolia* 'Columbia' at 35' O.C. *Minimum 15 Gallon Std. (staked)
	Backdrop Tree - *Pinus eldarica* (informal massing) *Minimum 15 Gallon Std. (staked)
	Median Tree - *Ulmus parvifolia* 'Drake' at 35' O.C. *Min. 15 Gallon Std. (staked)

Frontyard Trees- Each lot is required to receive (1) 15 Gallon tree, where feasible, in addition to the parkway trees shown in the Master Tree Plan. Tree species to be determined by the builders' Landscape Architects, in accordance with the enclosed Plant Matrix, and shall be associated with the various architectural elevations. Tree selection shall take into consideration size/growth/maturity of tree as it relates to the front yard lot size.



NOTE: If, during the City's review of improvement plans or subsequent tree replacements, there is a conflict between a tree species shown in the Tracy Hills Specific Plan and a later adopted Urban Forestry Management Plan (UFMP), then the tree species shown in the UFMP shall prevail, subject to the review and approval of the City Urban Forestry Supervisor/Arborist or other designee of the Public Works Director.

Figure A-13
Master Tree Plan - KT Project

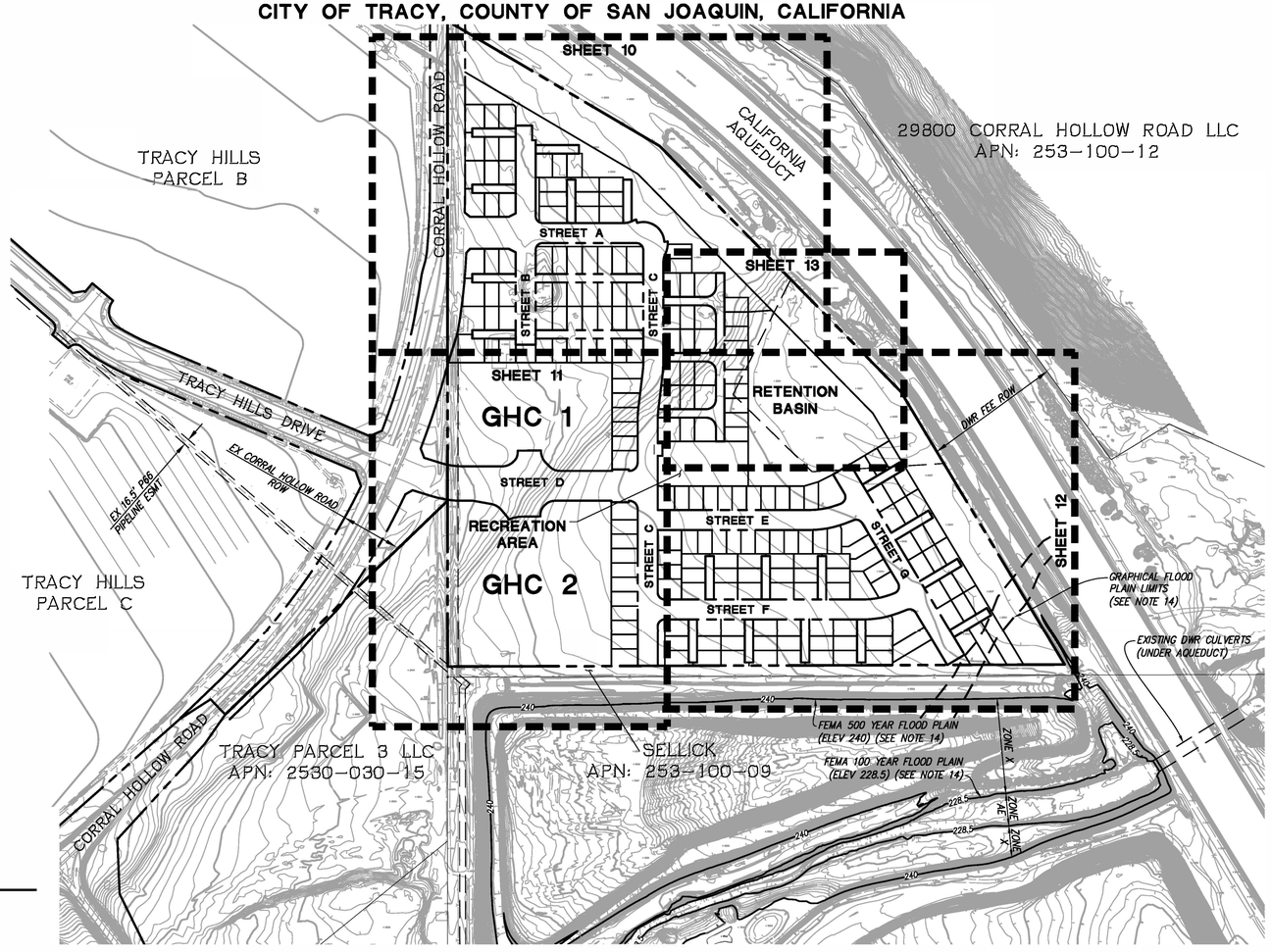
VESTING TENTATIVE MAP - TRACT 4037
KT PROPERTY
CITY OF TRACY, COUNTY OF SAN JOAQUIN, CALIFORNIA

BASIS OF BEARING:

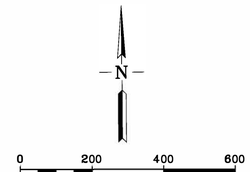
THE BEARING BETWEEN THE FOUND MONUMENTS IN CORRAL HOLLOW ROAD AT THE NORTHWEST CORNER AND THE WEST ¼ CORNER OF SECTION 17, T. 3 S., R. 5 E., TAKEN AS NORTH 00°25'03" EAST.

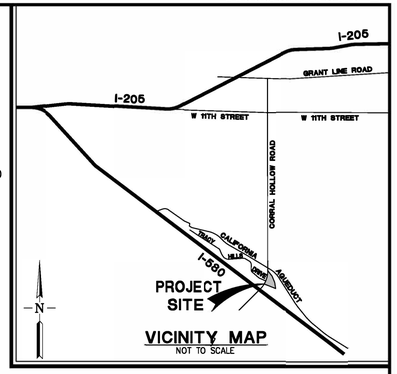
BENCHMARK:

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



LOCATION/INDEX MAP
SCALE: 1"=200'





VICINITY MAP
NOT TO SCALE

ABBREVIATIONS

(#)	DENOTES SHEET NOTE NUMBER	JUT	JOINT UTILITY TRENCH
AB	AGGREGATE BASE	LP	LOW POINT
AC	ASPHALT CONCRETE	P	PAD ELEVATION
BLDG	BUILDING	PAE	PRIVATE ACCESS EASEMENT
C & G	CURB & GUTTER	PUE	PUBLIC UTILITY EASEMENT
CMP	CORRUGATED METAL PIPE	R	RADIUS
DG	DECOMPOSED GRANITE	RCW	RECLAIMED WATER
DRN	DRAINAGE OPEN SPACE	REC	RECREATIONAL
EX	EXISTING	RET	RETAINING WALL
FC	FACE OF CURB	ROW	RIGHT OF WAY
FSW	FRONT OF SIDEWALK	SD	STORM DRAIN
GB	GRADE BREAK	SS	SANITARY SEWER
HP	HIGH POINT	SSFM	SANITARY SEWER FORCE MAIN
		TC	TOP OF CURB
		W	WATER

LEGEND

PROPOSED	DESCRIPTION	EXISTING
	TRACT BOUNDARY	
	EASEMENT LINE	
	LOT LINE	
	RIGHT OF WAY	
	CENTER LINE	
	FLOW LINE	
12"SD	STORM DRAIN	EX 12"SD
8"SS	SANITARY SEWER	EX 12"SS
8"W	WATER	EX 8"W
	RETAINING WALL	
	SOUND WALL	
	DRAINAGE DITCH/SWALE	
	CURB & GUTTER	
	SIDEWALK	
	PAVED ACCESS ROAD/EVA	
	TRAIL	
	STORM WATER INLET	
	FIELD INLET	
	MANHOLE	
	FIRE HYDRANT	
	BLOWOFF RISER	
	GATE VALVE	
x x x	FENCE	x x x
	SLOPE	
130	CONTOUR ELEVATIONS	130
x 525.2	SPOT ELEVATION	×525.2
	MONUMENT	

SHEET INDEX

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	EXISTING CONDITION PLAN
3A	STREET SECTIONS AND DETAILS
3B	GRADING DETAILS
4	STORM DRAIN DETAILS
5	RESIDENTIAL LOT AREA SUMMARY
6	OWNERSHIP EXHIBIT
7	OVERALL SANITARY SEWER PLAN
8	OVERALL STORM DRAIN SYSTEM PLAN
9	OVERALL WATER SYSTEM & HYDRANT PLAN
10	KT PROPERTY
11	KT PROPERTY, GHC PARCEL 1 & GHC PARCEL 2
12	KT PROPERTY
13	KT PROPERTY, RETENTION BASIN, RECREATION CENTER & PARK

GENERAL NOTES:

1. OWNER/DEVELOPER: INTEGRAL COMMUNITIES/TRACY HILLS
24 W. 10TH STREET
TRACY, CA 95376
CONTACT: JOHN PALMER

2. CIVIL ENGINEER: RUGGERI-JENSEN-AZAR
2541 WARREN DRIVE, SUITE 100
ROCKLIN, CA 95677
(916) 630-8900
CONTACT: CHRIS RUGGERI, RCE 60901

3. GEOTECHNICAL ENGINEER: ENGEO INCORPORATED
580 N. WILMA AVENUE, SUITE A
RIPON, CA 95366
(209) 835-0610
CONTACT: STEVE HARRIS, GE

4. ASSESSOR'S PARCEL NUMBERS: 253-100-150 & 253-100-16

5. LEGAL DESCRIPTION: PER FIRST AMERICAN TITLE PRELIMINARY REPORT ORDER NUMBER 0131-623114ala DATED: OCTOBER 3, 2018

REAL PROPERTY IN THE CITY OF TRACY, COUNTY OF SAN JOAQUIN, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

THAT CERTAIN PARCEL BEING A PORTION OF THE NORTHWEST ¼ OF SECTION 17, TOWNSHIP 3 SOUTH, RANGE 5 EAST, MOUNT DIABLO BASE AND MERIDAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF THE NORTHWEST ¼ OF SAID SECTION 17; THENCE NORTH 0°24'05" EAST ALONG WESTERLY LINE OF SAID NORTHWEST ¼ BEING ALSO THE CENTER LINE OF CORRAL HOLLOW ROAD (60 FEET WIDE), 30.00 FEET TO THE POINT OF BEGINNING; THE FROM SAID POINT OF BEGINNING; NORTH 0°24'05" EAST ALONG THE AFOREMENTIONED WESTERLY LINE AND CENTER LINE, 1840.75 FEET TO A POINT ON THE SOUTHWESTERLY LINE OF SAID STATE OF CALIFORNIA AQUEDUCT; THENCE ALONG SAID SOUTHWESTERLY LINE OF SAID STATE OF CALIFORNIA AQUEDUCT THE FOLLOWING COURSES AND DISTANCES.

SOUTH 59°04'11" EAST, 702.86 FEET; SOUTH 44°03'00" EAST, 980.90 FEET; SOUTH 30°30'00" EAST, 907.37 FEET TO A POINT ON THE NORTHERLY LINE OF A 30 FOOT WIDE STATE OF CALIFORNIA DEPARTMENT OF WATER RESOURCES RIGHT OF WAY, THE SOUTHERLY LINE OF SAID RIGHT OF WAY BEING THE SOUTHERLY LINE OF THE NORTHWEST ¼ OF SAID SECTION 17; THENCE NORTH 89°45'34" WEST ALONG SAID NORTHERLY RIGHT OF WAY LINE, 1758.35 FEET TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THAT PORTION OF SAID LAND SHOWN AS:

PARCEL "A", AS DESIGNATED ON THAT CERTAIN PARCEL MAP FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN JOAQUIN COUNTY, CALIFORNIA ON JUNE 5, 1981, IN VOL. 10 OF PARCEL MAPS, PAGE 64, BEING A PORTION OF THE NORTHWEST ¼ OF SECTION 17, TOWNSHIP 3 SOUTH, RANGE 5 EAST, MOUNT DIABLO BASE AND MERIDAN.

6. CURRENT USE: AGRICULTURAL/GRAZING
7. ZONING: TRACY HILLS SPECIFIC PLAN
8. GENERAL PLAN LAND USE DESIGNATION: GENERAL HIGHWAY COMMERCIAL (GHC-TH)
9. GROSS AREA: 45.1± ACRES
10. TOTAL PROPOSED RESIDENTIAL LOTS: 214 LOTS
11. UTILITIES:

WATER:	CITY OF TRACY
GAS & ELECTRIC:	PACIFIC GAS & ELECTRIC
SANITARY SEWER:	CITY OF TRACY
STORM DRAIN:	CITY OF TRACY
FIRE:	CITY OF TRACY
TELEPHONE:	AT&T
CABLE TV:	COMCAST

12. TOPOGRAPHY SHOWN IS BASED ON AN AERIAL TOPOGRAPHIC MAP PREPARED BY TETRATECH IN JANUARY 2013.
13. BOUNDARY AS SHOWN IS BASED ON A RESOLVED BOUNDARY PREPARED BY RUGGERI-JENSEN-AZAR IN JULY 2019.
14. PER FLOOD INSURANCE RATE (FIRM) MAP NUMBER 06077C0740F, EFFECTIVE DATE, OCTOBER 20, 2016, THE 100 YEAR FLOOD ELEVATION IS DEFINED AS 228.5. ALTHOUGH THE FIRM MAP SHOWS A GRAPHICAL ENCROACHMENT ONTO THE CORNER OF THIS PROJECT, ACTUAL ELEVATIONS SHOW NO SPECIAL FLOOD HAZARDS WITHIN THE PROPOSED DEVELOPMENT BASED ON ABOVE PUBLISHED ELEVATIONS AND EXISTING SITE TOPOGRAPHY.
15. THE DEVELOPER MAY FILE MULTIPLE FINAL MAPS AFTER TENTATIVE MAP APPROVAL.
16. IMPROVEMENTS SHOWN ON THIS VTM ARE SUBJECT TO REVISION IN FINAL DESIGN.

CITY ENGINEER'S STATEMENT

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

CITY ENGINEER _____ DATE _____

PLANNING COMMISSION FILING CERTIFICATE

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

CITY COUNCIL CERTIFICATE

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

CITY CLERK _____ _____ DATE _____

ENGINEER'S STATEMENT

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

CHRISTOPHER P. RUGGERI, RCE 60901 _____ DATE _____

REGISTERED PROFESSIONAL ENGINEER
CHRISTOPHER P. RUGGERI
No. 60901
Exp. 12-31-20
CIVIL
STATE OF CALIFORNIA

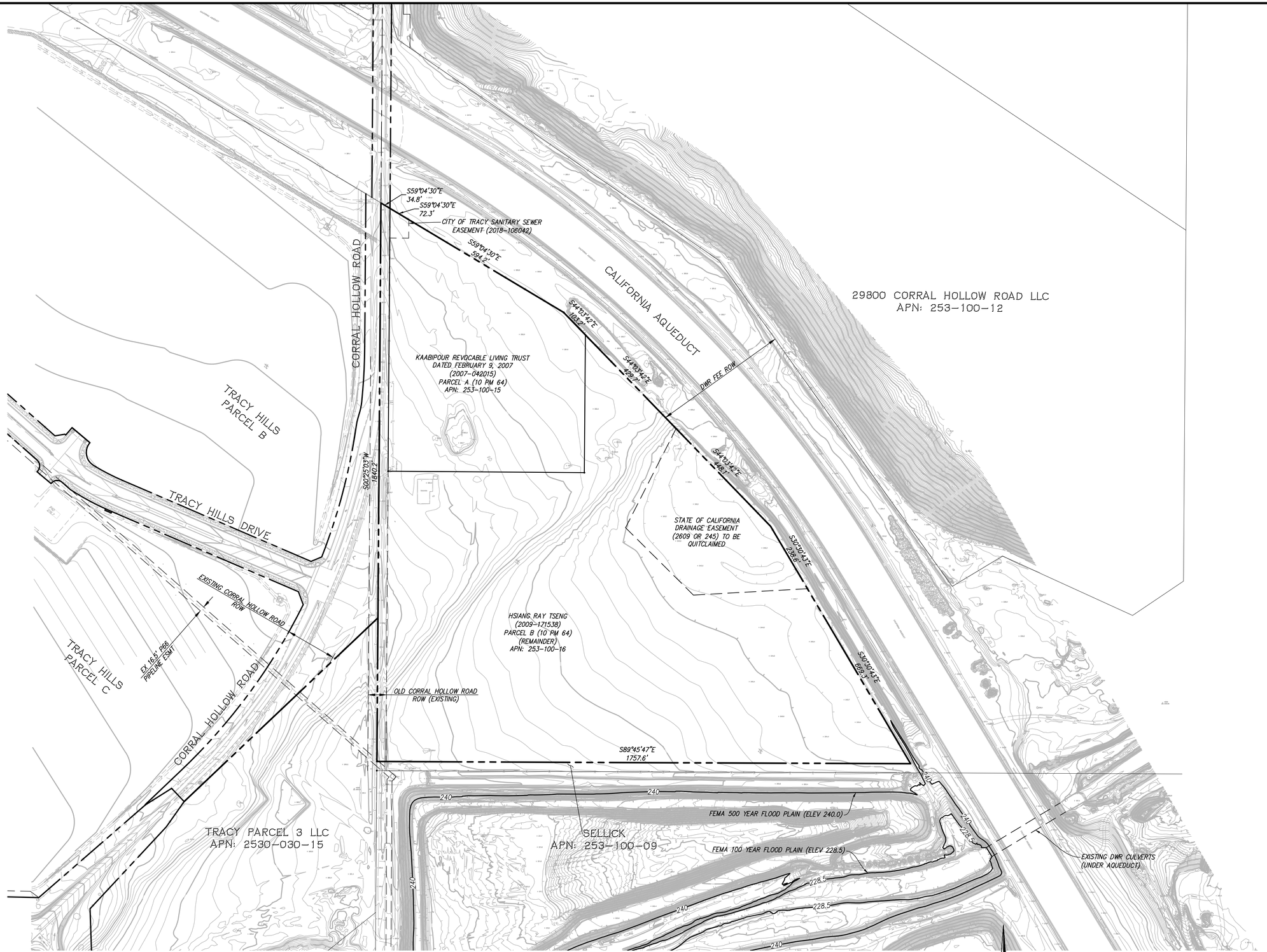
OWNER/DEVELOPER

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

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

DATE: OCTOBER 1, 2020 JOB NO.: 185023 SHEET 1 OF 14

G:\JOBS\185023\MAP\01-TS-185023VTMDWG 9/17/2020 6:45:07 PM RYAN WHEELER



VESTING TENTATIVE MAP - TRACT 4037

EXISTING CONDITION PLAN

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA

N

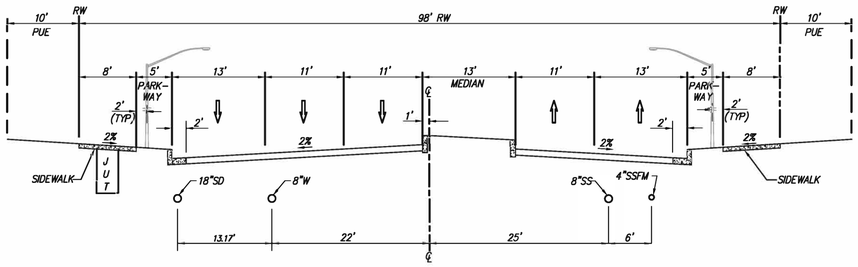
0 150 300 450

1 inch = 150 ft.

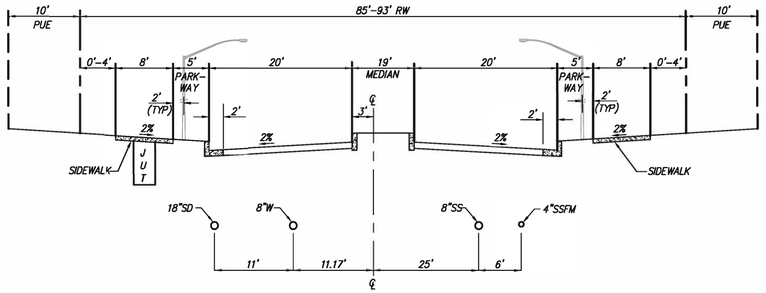
RJA
RUGGERI-JENSEN-AZAR
ENGINEERS ▪ PLANNERS ▪ SURVEYORS
2541 WARREN DRIVE, SUITE 200, ROCKLIN, CA 95677
PHONE: (916) 630-8900 FAX: (916) 630-8909

DATE: OCTOBER 1, 2020 JOB NO.: 185023 SHEET 2 OF 14

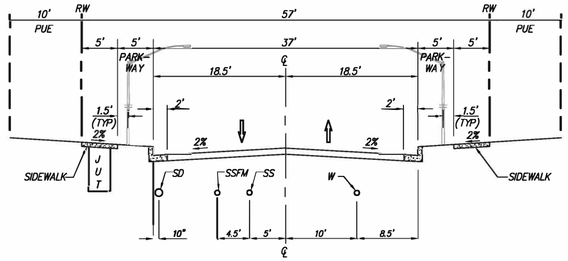
C:\JOBS\185\185023\MAPS\02-EX-185023-TM.DWG 9/17/2020 6:36:29 PM RYAN WHEELER



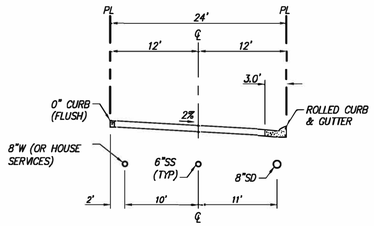
STREET D
NO SCALE
STATION: 2+75± – 4+14±



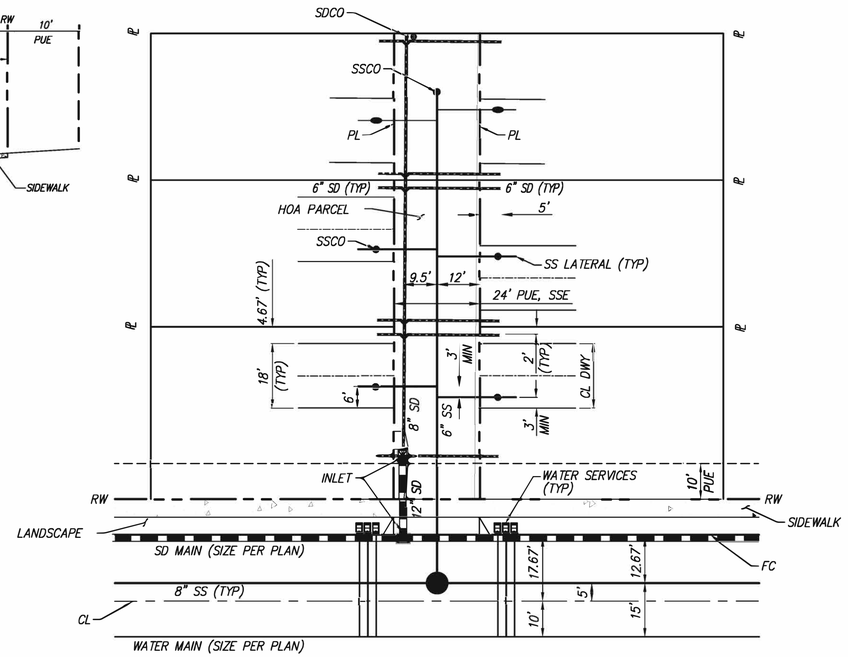
STREET D
NO SCALE
STATION: 8+10± – 9+42±



INTERNAL RESIDENTIAL STREET
NO SCALE



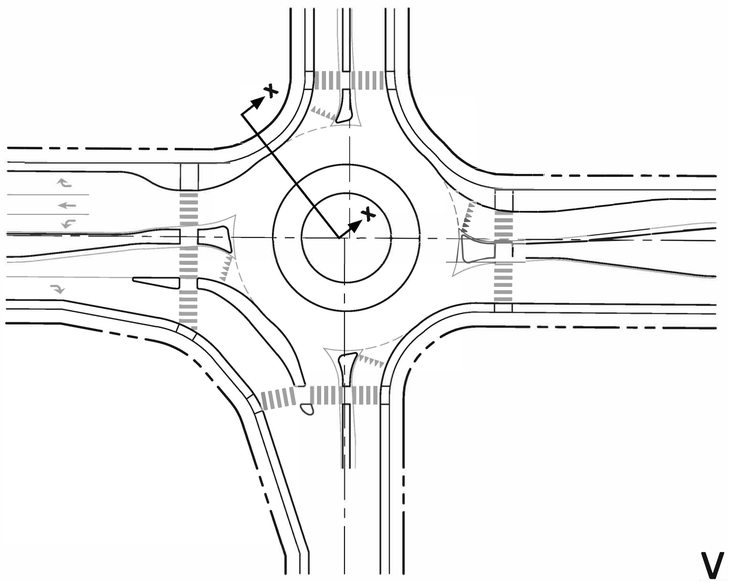
PRIVATE LANE DETAIL
NO SCALE



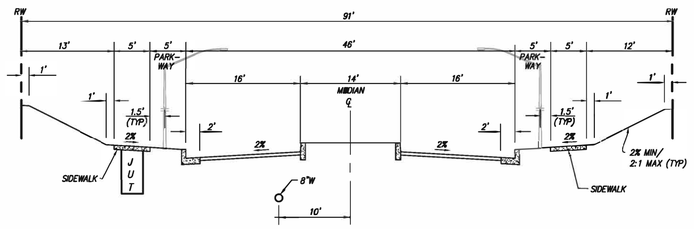
TYPICAL PRIVATE LANE UTILITY LAYOUT
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NOTES:

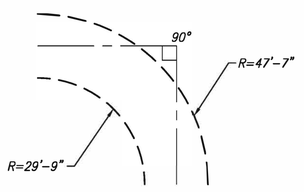
1. 12" STORM DRAIN BE CLASS III RCP 6" & 8" SD SHALL BE HDPE
2. SANITARY SEWER PIPE SHALL BE SDR–26 PVC.
3. SANITARY SEWER LATERALS SHALL BE LOCATED IN THE DRIVEWAY.



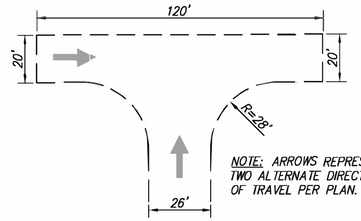
STREET D ROUNDABOUT DETAIL
SCALE: 1"=40'
STATION 4+14 – 8+10



STREET A
NO SCALE
STATION: 1+55± – 3+93±



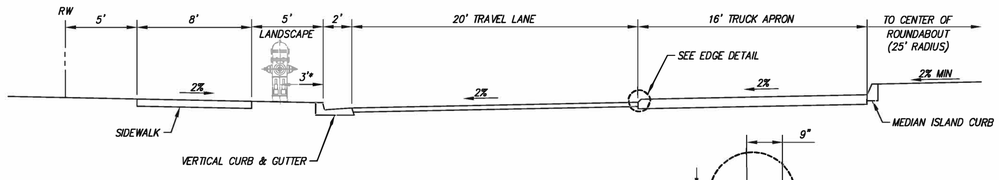
90° TURN DETAIL



NOTE: ARROWS REPRESENT TWO ALTERNATE DIRECTIONS OF TRAVEL PER PLAN.

HAMMERHEAD DETAIL

FIRE TRUCK TURN TEMPLATES



*HYDRANTS LOCATED BEHIND SIDEWALK ARE SET 2' BEHIND SIDEWALK

ROUNDABOUT SECTION X-X
NO SCALE

EDGE DETAIL

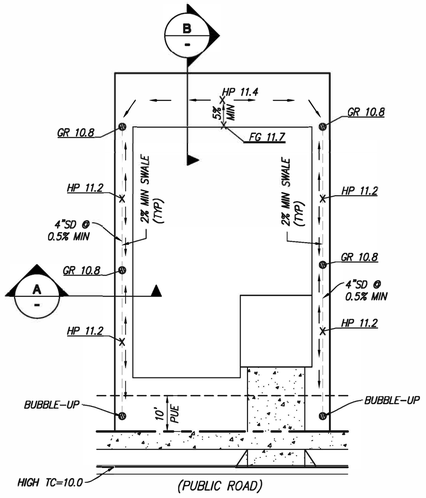
VESTING TENTATIVE MAP - TRACT 4037
STREET SECTIONS AND DETAILS

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA

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

DATE: OCTOBER 1, 2020 JOB NO.: 185023 SHEET 3A OF 14

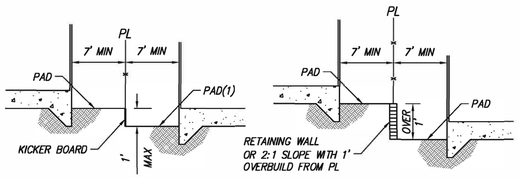
G:\JOBS\185023\MAP\03A-ST-185023-TM.DWG 9/16/2020 12:29:16 PM RYAN WHEELER



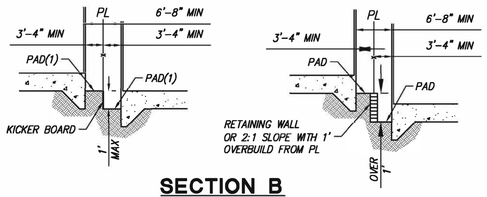
41'x68' TYPICAL PUBLIC ROAD LOT GRADING DETAIL

SCALE: 1"=20'

(1) SEE SWALE DETAIL HEREON



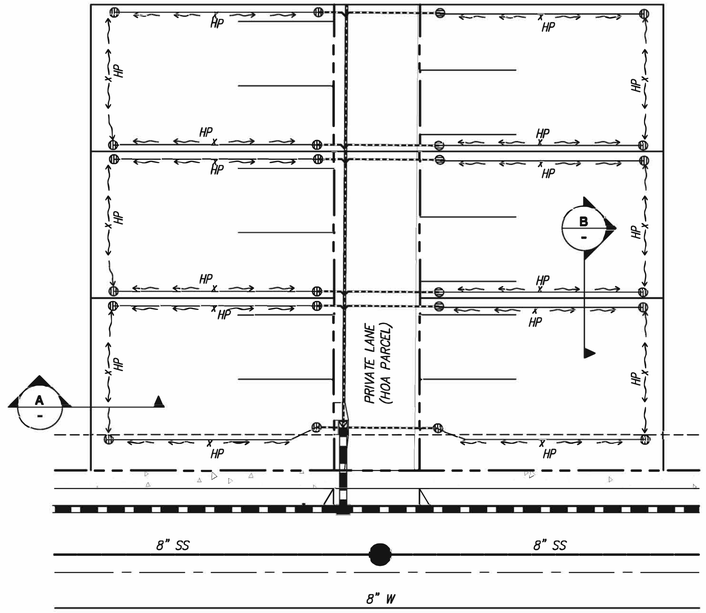
SECTION A



SECTION B

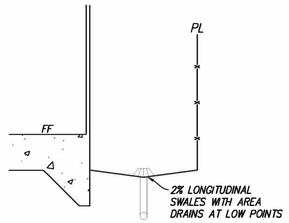
(1) SEE SWALE DETAIL HEREON

(1) SEE TRACY HILLS SPECIFIC PLAN FOR BUILDING SETBACKS



41'x68' TYPICAL PRIVATE LANE LOT GRADING DETAIL

SCALE: 1"=20'



SWALE DETAIL

NOT TO SCALE

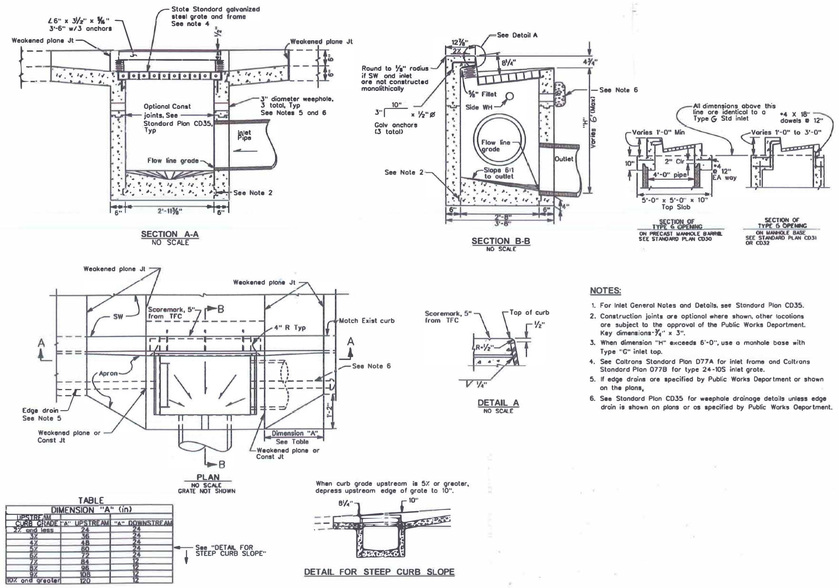
NOTE: SWALES TO BE SHOWN ON PLOT PLANS

VESTING TENTATIVE MAP - TRACT 4037
STREET SECTIONS AND DETAILS

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA

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

G:\JOBS\185023\MAP\03B-ST-185023-FINAL.DWG 9/17/2020 6:29:09 PM RYAN WHEELER



TABLE

DIMENSION "A" (in)		
LONGITUDINAL CURB SLOPE	"A" UPSTREAM	"A" DOWNSTREAM
5% and less	24	24
6%	36	24
7%	48	24
8%	60	24
9%	72	24
10%	84	12
11%	96	12
12%	108	12
13% and greater	120	12

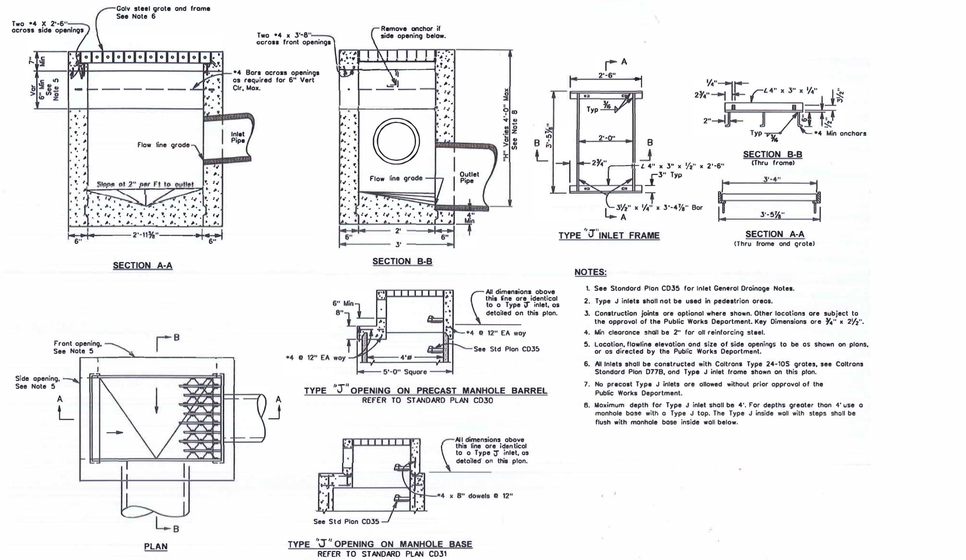
See "DETAIL FOR STEEP CURB SLOPE"

NOTES:

1. For Inlet General Notes and Details, see Standard Plan CD35.
2. Construction joints are optional where shown, other locations are subject to the approval of the Public Works Department. Key dimensions: ¾" x 3".
3. When dimension "H" exceeds 6'-0", use a manhole base with Type "G" inlet top.
4. See Caltrans Standard Plan D77A for inlet frame and Caltrans Standard Plan D77B for type 24-105 inlet grate.
5. If edge drains are specified by Public Works Department or shown on the plans,
6. See Standard Plan CD35 for weephole drainage details unless edge drain is shown on plans or as specified by Public Works Department.

CD 27 - TYPE "G" INLET

NO SCALE



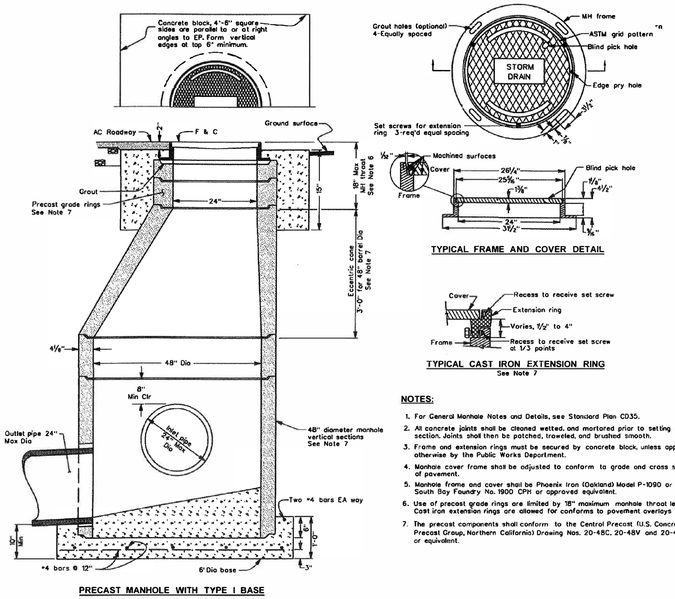
NOTES:

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 ¾" x 2½".
4. Min clearance shall be 2" for all reinforcing steel.
5. Location, flowline elevation and size of side openings to be as shown on plans, or as directed by the Public Works Department.
6. All inlets shall be constructed with Caltrans Type 24-105 grates, see Caltrans 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 inlet shall be 4'. For depths greater than 4' use a manhole base with a Type J top. The Type J inside wall with steps shall be flush with manhole base inside wall below.

CD 29 - TYPE "J" INLET

NO SCALE

STORM DRAIN DETAILS SHOWN FOR REFERENCE ONLY - SEE TRACY HILLS DESIGN GUIDELINES

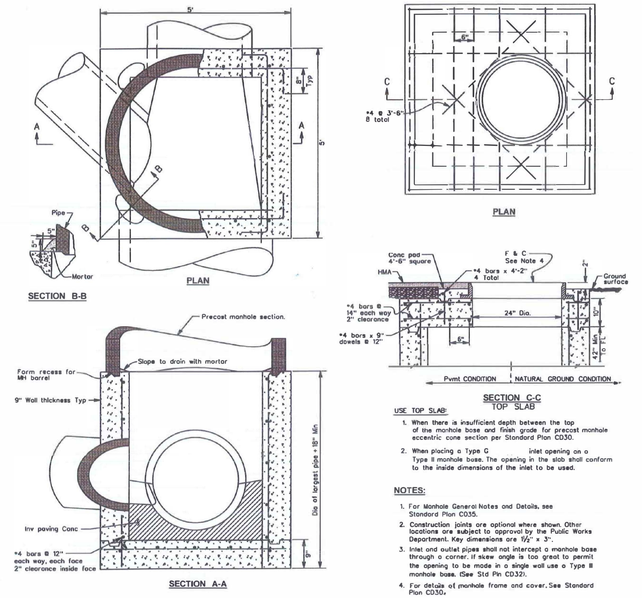


NOTES:

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

CD 30 - TYPE I MANHOLE BASE

NO SCALE



USE TOP SLAB:

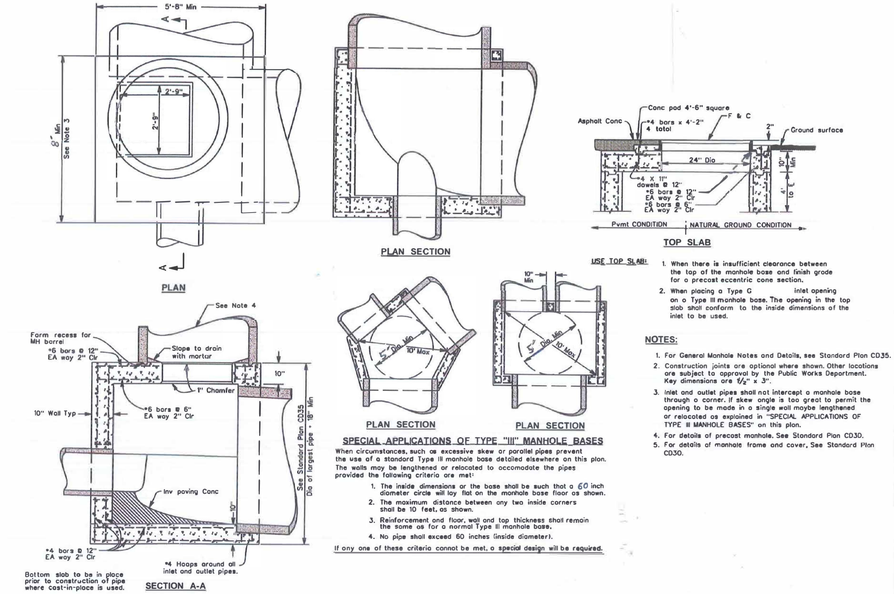
1. When there is insufficient depth between the top of the manhole base and finish grade for precast manhole eccentric cone section per Standard Plan CD30.
2. When placing a Type G inlet opening on a Type II manhole base. The opening in the slab shall conform to the inside dimensions of the inlet to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

NOTES:

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

CD 31 - TYPE II MANHOLE BASE

NO SCALE



USE TOP SLAB:

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

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 ¾" x 3".
3. Inlet and outlet pipes shall not intercept a manhole base through a corner. If skew angle is too great to permit the opening to be made in a single wall maybe lengthened or relocated as explained in "SPECIAL APPLICATIONS OF TYPE III MANHOLE BASES" on this plan.
4. For details of precast manhole, See Standard Plan CD30.
5. For details of manhole frame and cover, See Standard Plan CD30.

SPECIAL APPLICATIONS OF TYPE "III" MANHOLE BASES

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

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

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

CD 32 - TYPE III MANHOLE BASE

NO SCALE

VESTING TENTATIVE MAP - TRACT 4037

STORM DRAIN DETAILS

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA

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KT PROPERTY	
LOT #	AREA (SF)
1	2,788
2	2,788
3	2,788
4	2,788
5	2,788
6	2,788
7	2,788
8	2,788
9	2,788
10	2,788
11	2,788
12	2,788
13	2,788
14	2,788
15	2,789
16	3,025
17	5,478
18	3,264
19	2,788
20	2,866
21	2,866
22	2,788
23	3,264
24	3,264
25	2,788
26	2,866
27	2,866
28	2,788
29	3,264
30	3,264
31	2,788
32	2,866
33	2,866
34	2,788
35	3,264
36	3,447
37	2,944
38	3,022
39	6,513
40	5,436
41	5,094
42	6,101
43	4,836
44	5,937
45	4,033
46	3,174
47	3,368
48	2,991
49	2,788
50	3,264
51	3,264
52	2,788
53	3,011
54	3,031
55	2,788

KT PROPERTY	
LOT #	AREA (SF)
56	3,264
57	3,264
58	2,788
59	3,051
60	3,071
61	2,788
62	3,264
63	3,264
64	2,788
65	3,090
66	3,110
67	2,788
68	3,264
69	3,264
70	2,788
71	2,866
72	2,866
73	2,788
74	3,264
75	3,264
76	2,788
77	2,866
78	2,866
79	2,788
80	3,264
81	3,264
82	2,788
83	2,866
84	2,866
85	2,788
86	3,264
87	4,860
88	3,676
89	2,788
90	3,735
91	3,488
92	4,148
93	3,132
94	2,859
95	2,788
96	2,788
97	2,788
98	2,788
99	2,788
100	2,788
101	2,788
102	2,788
103	3,127
104	3,944
105	2,788
106	2,788
107	3,858
108	3,649
109	3,075
110	3,075

KT PROPERTY	
LOT #	AREA (SF)
111	3,075
112	3,075
113	3,075
114	3,075
115	3,075
116	3,075
117	3,075
118	3,726
119	3,918
120	2,993
121	2,993
122	3,018
123	3,183
124	3,386
125	4,026
126	3,264
127	2,788
128	2,957
129	3,006
130	2,788
131	2,788
132	3,264
133	3,264
134	2,788
135	6,955
136	5,271
137	2,787
138	3,265
139	3,264
140	2,788
141	2,981
142	2,981
143	2,788
144	2,788
145	3,264
146	3,264
147	2,788
148	2,788
149	2,981
150	2,981
151	2,788
152	3,264
153	3,265
154	2,787
155	4,396
156	4,016
157	2,952
158	3,356
159	3,759
160	3,218
161	3,442
162	3,442
163	3,218
164	3,218
165	3,759

KT PROPERTY	
LOT #	AREA (SF)
166	3,164
167	2,788
168	3,935
169	3,984
170	2,788
171	3,264
172	3,264
173	2,788
174	3,983
175	3,983
176	2,788
177	3,240
178	3,264
179	2,788
180	2,924
181	3,321
182	3,246
183	3,798
184	3,264
185	2,788
186	2,867
187	2,788
188	2,788
189	3,264
190	2,992
191	3,314
192	3,264
193	2,788
194	3,980
195	3,980
196	2,788
197	3,264
198	3,264
199	2,788
200	3,980
201	3,980
202	2,788
203	3,410
204	3,939
205	2,788
206	3,980
207	3,980
208	2,788
209	4,352
210	3,264
211	2,788
212	2,788
213	2,788
214	2,788

VESTING TENTATIVE MAP - TRACT 4037
RESIDENTIAL LOT AREA SUMMARY - 214 UNITS

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA

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DATE: OCTOBER 1, 2020 JOB NO.: 185023 SHEET 5 OF 14

G:\JOBS\185\185023\MAPS\05-LOT AREA-185023VTM.DWG 9/17/2020 6:21:41 PM RYAN WHEELER

LOT SUMMARY			
NAME	ACRES	LOT COUNT	TYPICAL LOT SIZE
KT PROPERTY	24.80*	214	41' X 68'

*ACREAGE DOES NOT INCLUDE ADDITIONAL ROW FOR PROPOSED ROUNDABOUT

PARCEL SUMMARY		
PARCEL	OWNER	ACRES
A	HOA	1.32
B	CITY	0.15
C	HOA	0.74
D	CITY	2.8
E	DEVELOPER	3.49*
F	DEVELOPER	5.06*
G	HOA	5.62
H	CITY	1.01
I	HOA	0.03
J	HOA	0.07
K	HOA	0.06
L	HOA	0.07
M	HOA	0.02
N	HOA	0.04
P	HOA	0.04
TOTAL		20.52

*LOT ACREAGE INCLUDES ADDITIONAL ROW FOR PROPOSED ROUNDABOUT

OTHER LAND USES		
PARCEL	USE	ACRES
B	SS LIFT STATION	0.15
D	RETENTION BASIN	2.80
E	COMMERCIAL	3.49*
F	COMMERCIAL	5.06*
G	CONSERVATION EASEMENT	5.62
H	CORRAL HOLLOW ROAD ULTIMATE ROW	1.01
AA–YY	PRIVATE LANE	N/A

*LOT ACREAGE INCLUDES ADDITIONAL ROW FOR PROPOSED ROUNDABOUT

PARK SUMMARY		
PARCEL	OWNER	ACRES
A (LINEAR PARK)	HOA	1.32
C (HOA REC AREA)	HOA	0.74
TOTAL		2.06

LEGEND

- LINEAR PARK (HOA OWNED & MAINTAINED)
- PROPOSED 100' CONSERVATION EASEMENT (HOA OWNED & MAINTAINED)
- IN TRACT OPEN SPACE (HOA OWNED & MAINTAINED)
- RETENTION BASIN (CITY OWNED & MAINTAINED)
- EXISTING CORRAL HOLLOW ROAD ROW TO BE VACATED

N

0 100 200 300

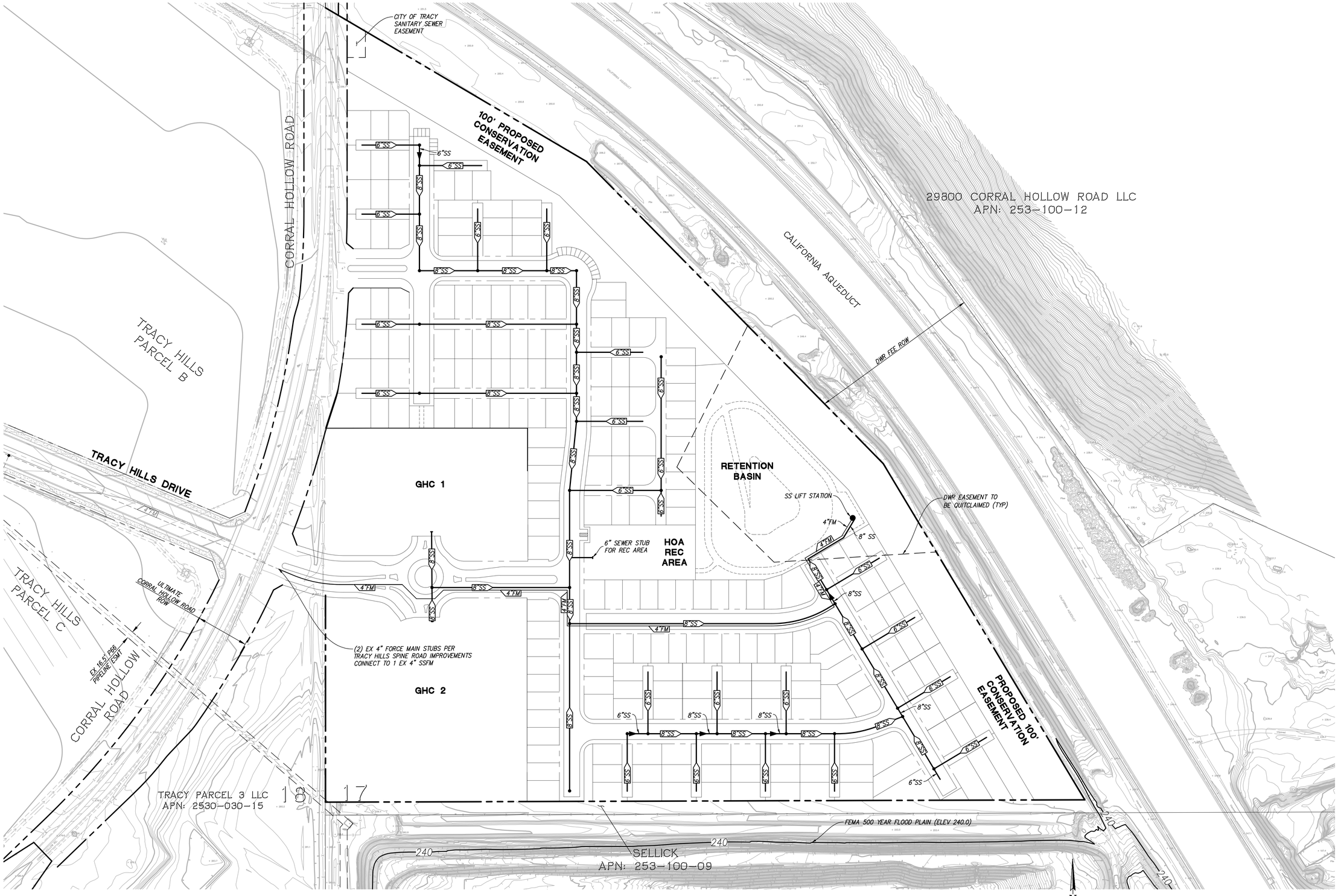
1 inch = 100 ft.

VESTING TENTATIVE MAP - TRACT 4037
OWNERSHIP EXHIBIT

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA

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C:\JOBS\185023\MAPS\06-OWN-185023(TM).DWG 9/17/2020 8:51:38 PM RYAN WHEELER



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

VESTING TENTATIVE MAP - TRACT 4037

OVERALL SANITARY SEWER PLAN

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA

N

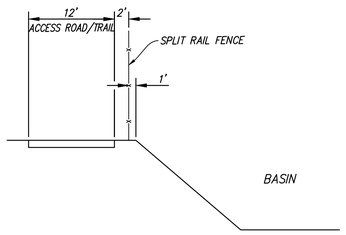
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1 inch = 100 ft.

RJA
RUGGERI-JENSEN-AZAR
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DATE: OCTOBER 1, 2020 JOB NO.: 185023 SHEET 7 OF 14

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SECTION A-A
NOT TO SCALE

CORRAL HOLLOW ROAD

100' PROPOSED CONSERVATION EASEMENT

CALIFORNIA AQUEDUCT

DWR FEE ROW

29800 CORRAL HOLLOW ROAD LLC
APN: 253-100-12

TRACY HILLS PARCEL B

TRACY HILLS DRIVE

TRACY HILLS PARCEL C

ULTIMATE CORRAL HOLLOW ROAD ROW

EX 16.5' P&G PIPELINE ESMT

CORRAL HOLLOW ROAD

GHC 1

GHC 2

HOA REC AREA

15" STORM DRAIN STUB FOR REC AREA

RETENTION BASIN

BASIN OVERFLOW

ROCK OUTFALL

DWR EASEMENT TO BE QUITCLAIMED (TYP)

TRACY PARCEL 3 LLC
APN: 2530-030-15

SELLICK
APN: 253-100-09

FEMA 500 YEAR FLOOD PLAIN (ELEV 240.0)

240

VESTING TENTATIVE MAP - TRACT 4037
OVERALL STORM DRAIN SYSTEM PLAN

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA

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

N

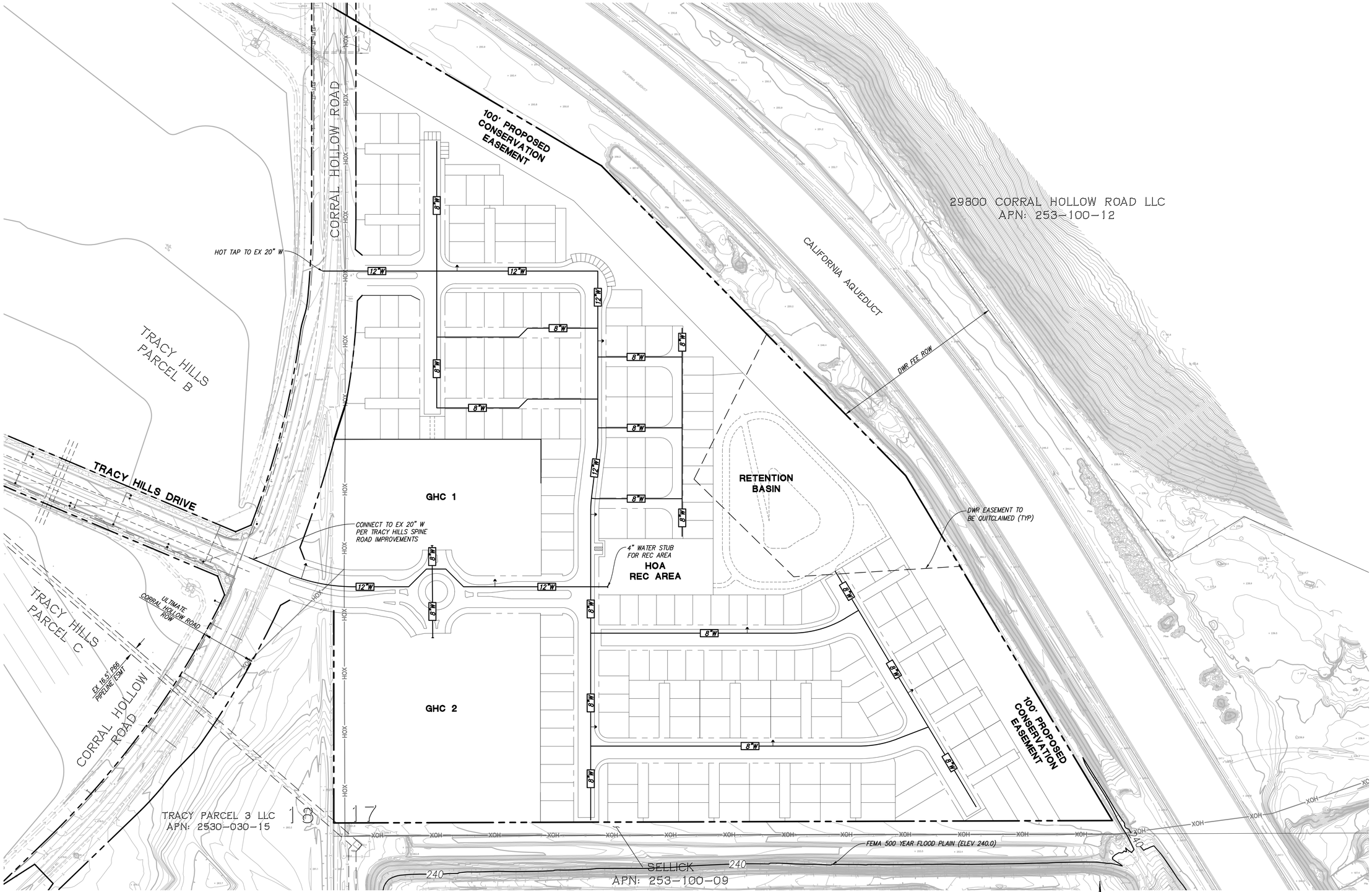
0 100 200 300

1 inch = 100 ft.

RJA
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PHONE: (916) 630-8900 FAX: (916) 630-8909

DATE: OCTOBER 1, 2020 JOB NO.: 185023 SHEET 8 OF 14

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NOTES:
1. 3-WAY OR 4-WAY VALVES WILL BE INSTALLED ON WATER MAINS AT TEE OR CROSS INTERSECTIONS, RESPECTIVELY.
2. SYSTEM LAYOUT SHOWN IS SCHEMATIC. ULTIMATE DESIGN/LAYOUT TO BE APPROVED BY THE CITY AS PART OF IMPROVEMENT PLANS.

VESTING TENTATIVE MAP - TRACT 4037
OVERALL WATER SYSTEM & HYDRANT PLAN

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA

N

0 100 200 300

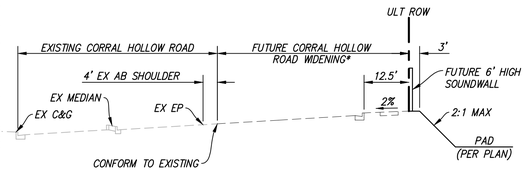
1 inch = 100 ft.

RJA
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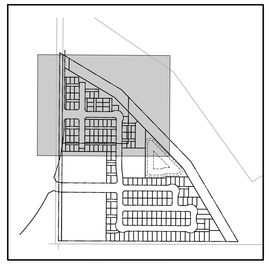
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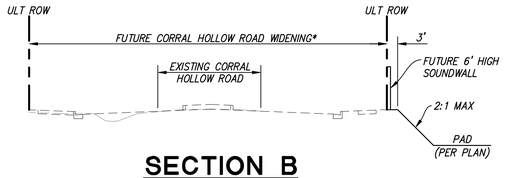
*PROJECT CONDITIONS WILL ADDRESS THE REQUIREMENTS FOR CONSTRUCTION OF CORRAL HOLLOW ROAD IMPROVEMENTS RELATIVE TO SCOPE & TIMING WITH RESPECT TO THE DEVELOPMENT OF THE KT PROPERTY



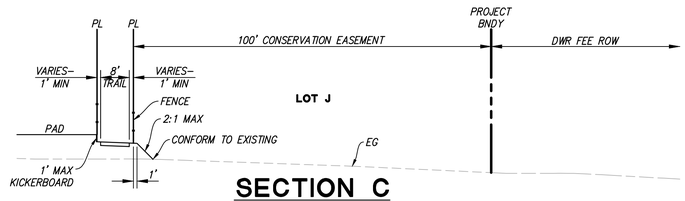
SECTION A
NOT TO SCALE



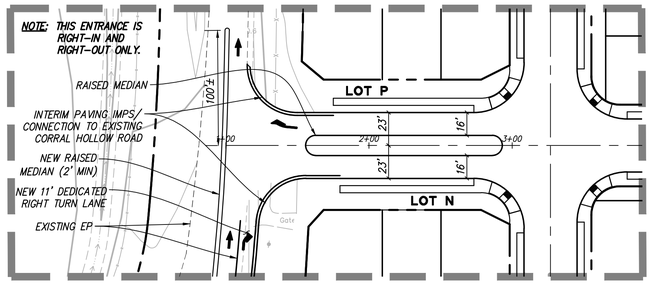
KEYMAP
NOT TO SCALE



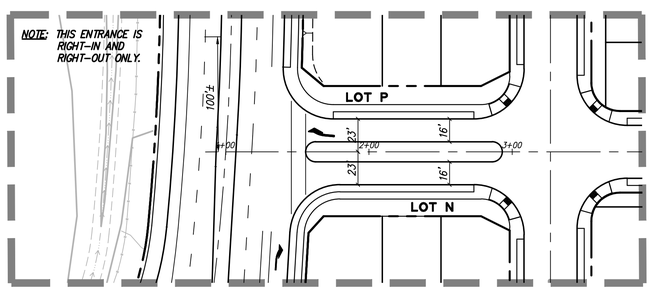
SECTION B
NOT TO SCALE



SECTION C
NOT TO SCALE



INTERIM CORRAL HOLLOW / STREET A INTERSECTION
NOT TO SCALE



ULTIMATE CORRAL HOLLOW / STREET A INTERSECTION
NOT TO SCALE

SEE RIGHT SIDE OF SHEET FOR INTERIM & ULTIMATE DETAILS

SEE SHEET 11

SEE SHEET 13

*NOTE – SIDEYARD FENCE SHALL BE PLACED TO PROVIDE ADEQUATE SITE DISTANCE.

VESTING TENTATIVE MAP - TRACT 4037

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA

N

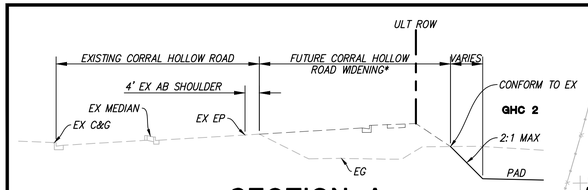
0 50 100 150

1 inch = 50 ft.

RJA
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DATE: OCTOBER 1, 2020 JOB NO.: 185023 SHEET 10 OF 14

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SECTION A

NOT TO SCALE

***PROJECT CONDITIONS WILL ADDRESS THE REQUIREMENTS FOR CONSTRUCTION OF CORRAL HOLLOW ROAD IMPROVEMENTS RELATIVE TO SCOPE & TIMING WITH RESPECT TO THE DEVELOPMENT OF THE KT PROPERTY**

SEE SHEET 10

SEE SHEET 13

SEE SHEET 12

LOT K

GHC 1 (LOT E)

GHC 2 (LOT F)

STREET D

STREET C

CORRAL HOLLOW ROAD

CORRAL HOLLOW ROAD ROW

TRACY HILLS PARCEL C

TRACY PARCEL 3 LLC APN: 2530-030-15

SELLICK APN: 253-100-09

INTERIM IMPROVEMENTS/ CONNECTION TO EXISTING CORRAL HOLLOW ROAD

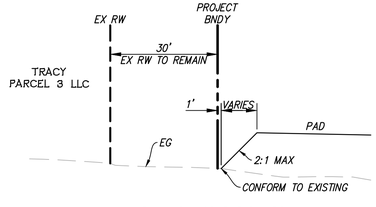
CONFORM TO EX EP

CONNECT TO EXISTING W

CONNECT TO EXISTING SSFM

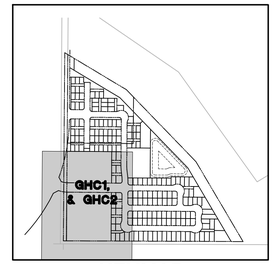
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FEMA 500 YEAR FLOOD PLAIN (ELEV 240.0)



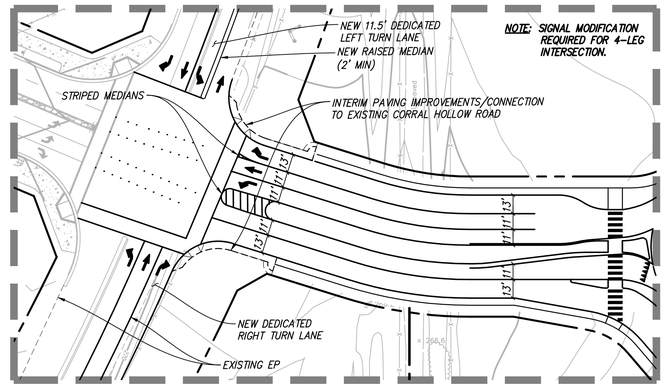
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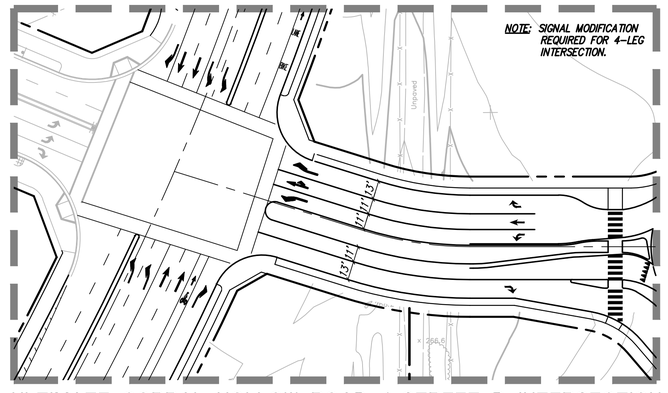


NOTE: SIGNAL MODIFICATION REQUIRED FOR 4-LEG INTERSECTION.

INTERIM CORRAL HOLLOW ROAD / STREET D INTERSECTION*

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***NOTE:** DEVELOPER MAY PHASE STREET D WITH ONLY 1 LANE IN EACH DIRECTION PRIOR TO COMMERCIAL DEVELOPMENT. 1 WESTBOUND LEFT & 1 RIGHT-TURN/THRU WILL BE REQUIRED AT THE INTERSECTION.



NOTE: SIGNAL MODIFICATION REQUIRED FOR 4-LEG INTERSECTION.

ULTIMATE CORRAL HOLLOW ROAD / STREET D INTERSECTION

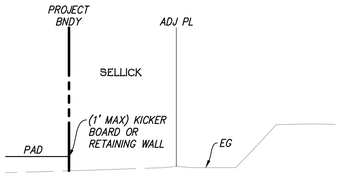
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VESTING TENTATIVE MAP - TRACT 4037
GHC PARCEL 1 & GHC PARCEL 2

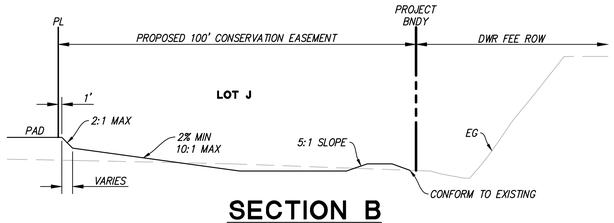
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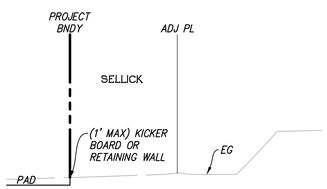
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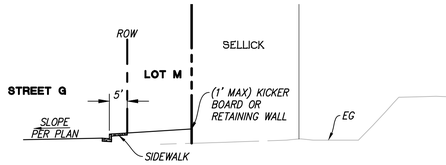
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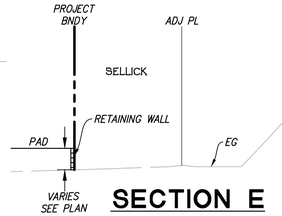
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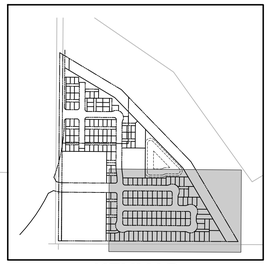
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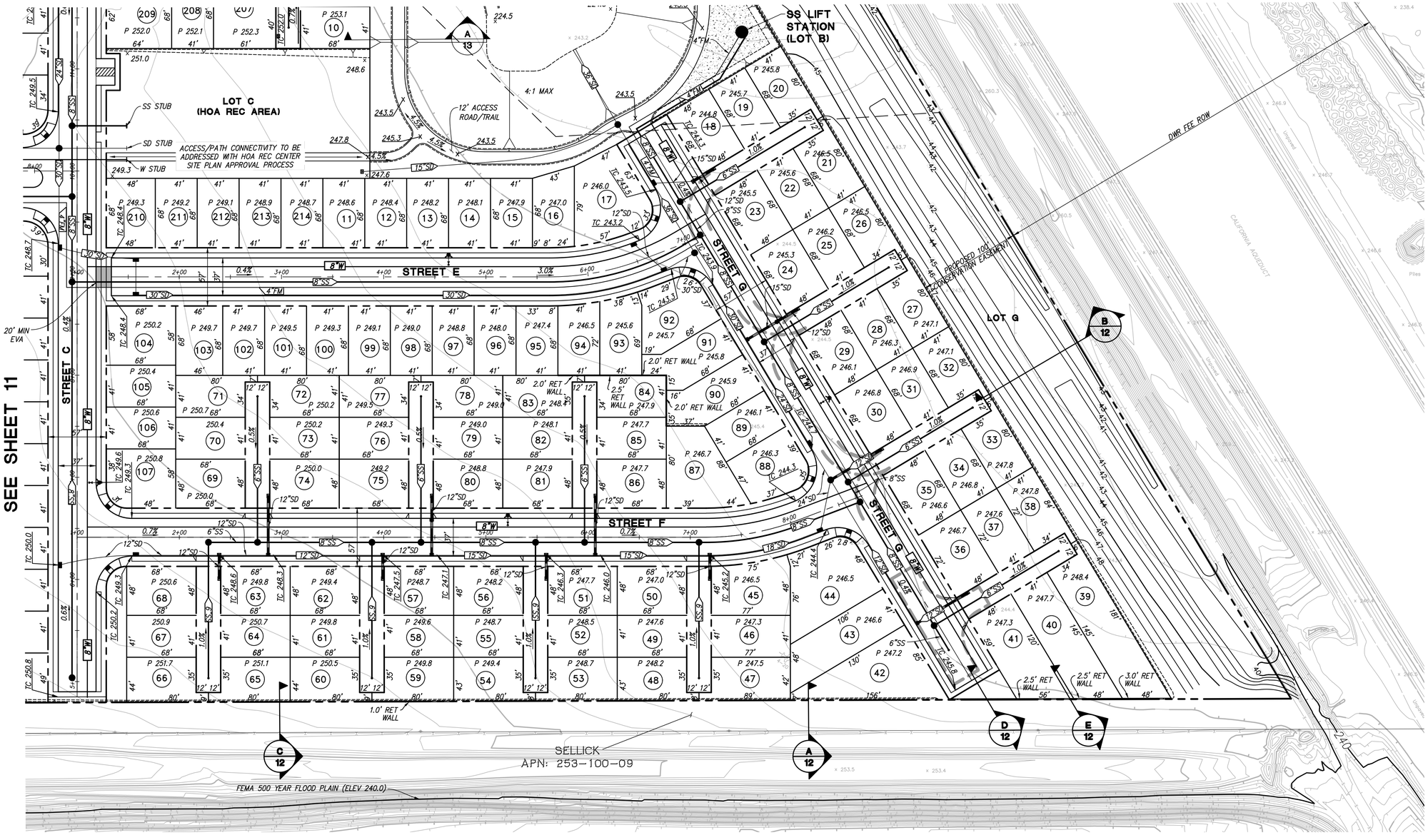
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SEE SHEET 13

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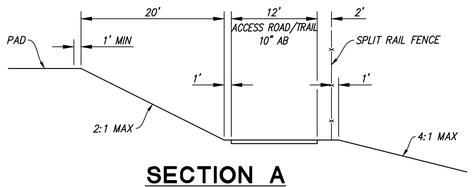


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VESTING TENTATIVE MAP - TRACT 4037

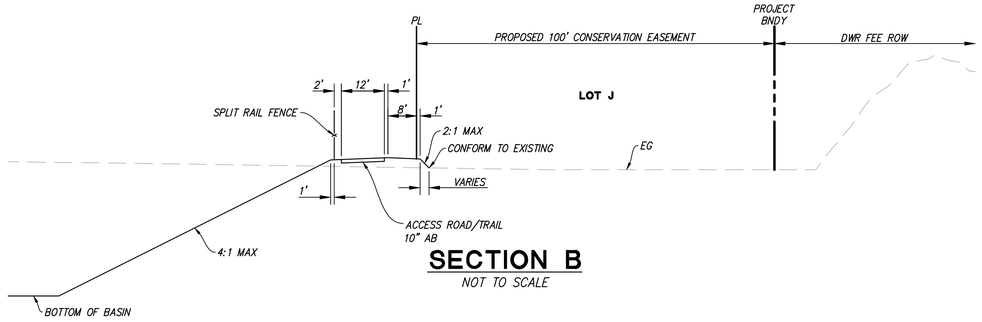
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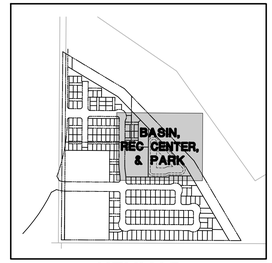
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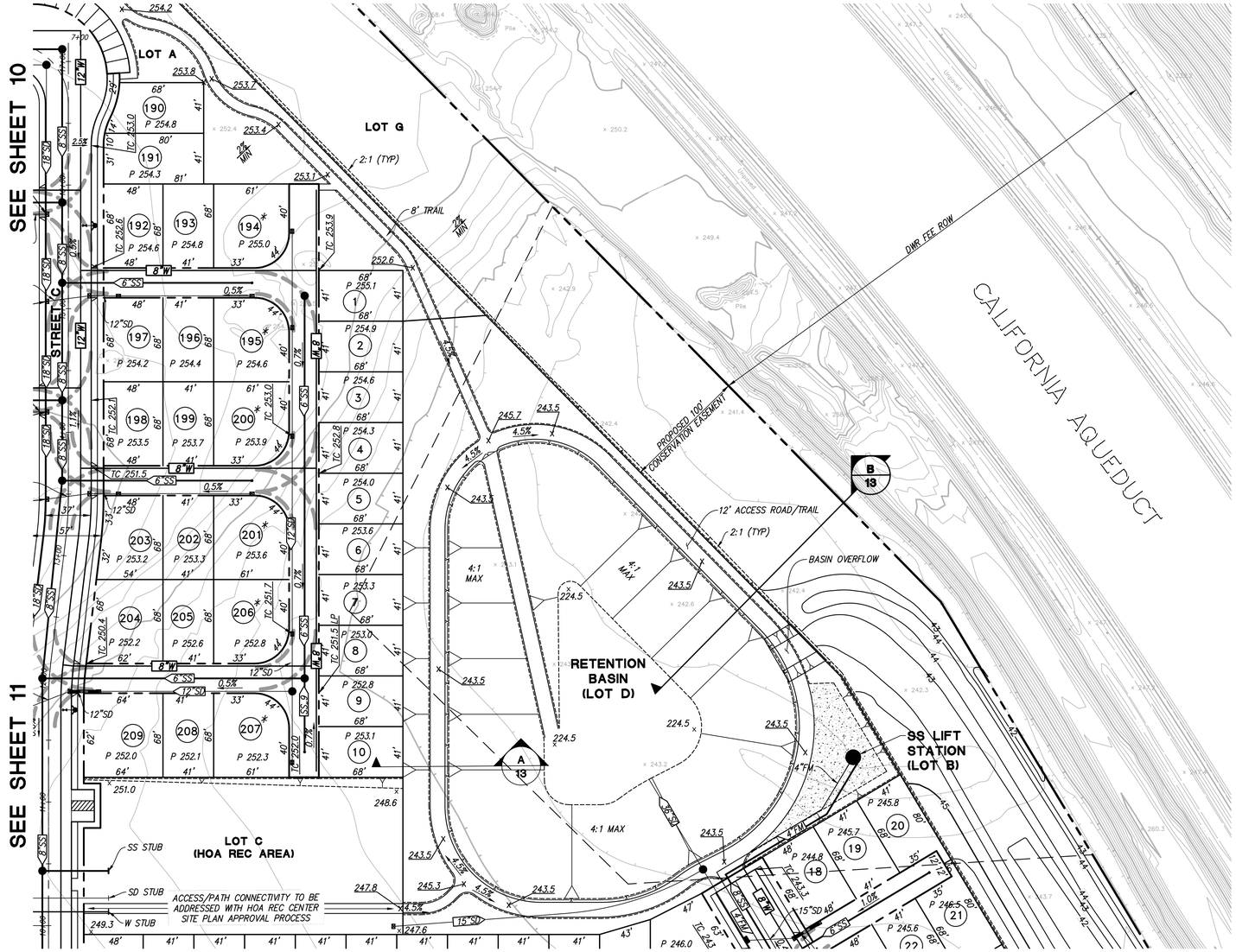
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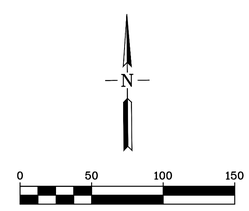
KEYMAP

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SEE SHEET 12

*NOTE – SIDEYARD FENCE SHALL BE PLACED TO PROVIDE ADEQUATE SITE DISTANCE.



VESTING TENTATIVE MAP - TRACT 4037
RETENTION BASIN, RECREATION CENTER & PARK

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA

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DATE: OCTOBER 1, 2020 JOB NO.: 185023 SHEET 13 OF 14

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Attachment C

ENVIRONMENTAL CHECKLIST/ CEQA CONSISTENCY ANALYSIS

September 2020

For the KT Project

Prepared For:

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

Prepared By:

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INTRODUCTION

This Initial Study document provides an analysis of a proposed modification of an approved Vesting Tentative Map (VTM) (the "Project") on property within the the Tracy Hills Specific Plan (THSP). The purpose of this analysis is to determine the Project's consistency with the approved THSP and zoning and within the scope of the development program evaluated in the certified THSP Supplemental Environmental Impact Report (SEIR). The approved VTM is located in the KT area of the THSP and is referred to herein as the "Project site". The approved VTM created 185 parcels for development of single family homes, and the proposed Project would reconfigure the subdivision by reducing the dimensions of all the lots to 41 feet by 68 feet, resulting in an additional 29 parcels for a total of 214 parcels.

As described in the analysis that follows, the proposed Project is consistent with the THSP and existing zoning for the Project site, both of which were analyzed in the certified THSP SEIR, and within the scope of the development program evaluated in the THSP SEIR. Therefore, in accordance with the requirements of the California Environmental Quality Act (CEQA), no further environmental review or additional environmental document is required.

PROJECT OVERVIEW

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 2,732 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 Map.

Specifically, the Project site is within the 45-acre area referred to as Tracy Hills KT site, near the eastern THSP boundary. The Project site is surrounded by the California Aqueduct to the north and east, vacant land and Corral Hollow Creek to the south, and Corral Hollow Road to the west.

The Project would not change any land use designations or zoning districts, nor increase the number of developable acres or change the existing land use or zoning designations. The Project would modify the previously approved VTM, which included 185 residential lots, to create a total of 214 residential lots.

Project Characteristics

The proposed Project would modify the approved VTM by reducing the dimensions of all the new parcels, to 41 feet by 68 feet, thereby adding 29 new parcels and allowing for a total of 214 units. The existing VTM, approved in May of 2020, allows a total of 185 units. The City prepared an Addendum to the THSP SEIR to support its approval of the May 2020 VTM, and for purposes of that environmental review it assumed that 191 units would be allowed on the Project site. As shown in Table 1: Land Use Plan Buildout (2035), the proposed Project would not change the amount of developable acres within the Project site, as compared to what was previously analyzed in the THSP SEIR. No zone change or General Plan Amendment would be required.

Although the lot reconfiguration would allow for an increase in the number of dwelling units within the Project site, as compared to the previously approved Vesting Tentative Map, the increased unit count would fall within the density range allowed by the previously approved in the THSP.

The Project site is zoned Medium Density Residential, General Highway Commercial, and General Highway Commercial with Medium Density Residential Overlay. The Medium Density Residential zoning allows up to 5.9-12.0 dwelling units per acre while the General Highway Commercial zoning allows for a mix of retail and services for local residents and travelers. The General Highway Commercial with Medium Density Residential Overlay allows for a density of 5.9-12 dwelling units per acre. The density of the proposed Project would be 8.3 dwelling units per acre. As such, the Project's proposed density is within the density range allowed by the previously approved THSP.

Table 1: Land Use Plan Buildout (2035)

Zoning District or Land Use Designation	Target Density Range or F.A.R (DU's/ac.)	Original THSP			THSP KT Amendment (May 2020)			Difference Between 2020 KT Amendment 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	No change	No change	No Change	No change	No change	No Change
Low Density Residential	2.1-5.8	1,216	876.3	3,238 DU	No change	No change	No change	No change	No change	No change
Medium Density Residential	5.9-12.0	318.1	270.4	2,014 DU	+21.3	+18.1	+135 DU	No change	No change	+23 DU
High Density Residential	12.1-25.0	9.2	7.8	125 DU	No change	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	No change	N/A	N/A	No change	No change	No change
General Highway Commercial	0.2 F.A.R	102.4	87	758,944 SF	-35.8	-30.4	-267,758	No change	No change	No change
General Highway Commercial w/ Medium	0.20 F.A.R or 5.9-12.0 DU's/ac.	N/A	N/A	N/A	+8.9	+7.6	+65,906 SF (General Highway Commercial) or	No change	No change	No change

Zoning District or Land Use Designation	Target Density Range or F.A.R (DU's/ac.)	Original THSP			THSP KT Amendment (May 2020)			Difference Between 2020 KT Amendment 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)
Density Residential Overlay[1]							+56 DU (Medium Density Residential)			
Light Industrial	0.25 F.A.R	363.1	308.6	3,360,654 SF	No change	N/A	N/A	No change	No change	No change
Conservation Corridors	N/A	123.3	N/A	N/A	+5.6	N/A	N/A	No change	No change	No change
Interstate 580 Interchange and ROW	N/A	137.5	N/A	N/A	No change	N/A	N/A	No change	No change	No change
California Aqueduct ROW	N/A	143.1	N/A	N/A	No change	N/A	N/A	No change	No change	No change
Union Pacific Rail Road	N/A	12.2	N/A	N/A	No change	N/A	N/A	No change	No change	No change
Totals		**779.2**	**1,810.8**	**5,499 DU**	**No change**	**-4.7**	**+191 DU; -199,852 SF**	No change	No change	**+23 DU**

Source: Application For KT Project Vesting Map Amendment, June 2020; Tracy Hill Specific Plan (amended May 2020), June 2020.

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

PREVIOUS ENVIRONMENTAL ANALYSIS OF THE PROJECT SITE

The Tracy City Council approved the THSP Project and certified the THSP SEIR (Tracy Hills Specific Plan SEIR [SCH# 2013102053]) on April 5, 2016. This analysis incorporates by reference, where relevant and appropriate, discussion and analysis contained in the THSP SEIR.

The THSP SEIR evaluates the potential environmental impacts resulting from the approval and implementation of the THSP. The THSP contemplates 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 and a General Plan Amendment; approval of a Zoning Map and Text Amendment; approval of a development agreement; approval of a new Storm Drainage Master Plan; tentative and final map approvals; and development permits and building permits. The THSP was prepared to set forth a comprehensive planning framework, as well as to identify development regulations and design guidelines relating to land uses, development standards, architecture, landscaping, park/recreational and open space facilities, circulation, signage, sustainability features, as well as all other necessary on- and off-site infrastructure improvements required to implement the THSP.

Since approval of THSP Project, an Amendment to the Tracy Hills Specific Plan for the KT Project was approved in May 2020. The May 2020 approvals included a General Plan amendment, THSP amendment for rezoning, and approval of the existing VTM (See Table 1). An Addendum to the THSP SEIR was prepared for the May 2020 approvals.

Although the May 2020 Addendum assumed the development of 191 Medium Density Residential dwelling units on the Project site, the approved VTM proposed only 185 units.

CEQA REQUIREMENTS FOR REVIEW OF PROPOSED PROJECT

Because the proposed Project is within the THSP Area, the development of which has already been analyzed in a certified program EIR, the environmental review of the proposed Project is governed by certain provisions of CEQA and the CEQA Guidelines. Specifically, Public Resources Code Section 21083.3 and Section 15183 of the CEQA Guidelines restrict the scope of subsequent environmental review processes for projects that are consistent with the densities established by existing zoning, community plan or general plan policies for which an EIR was certified. Similarly, Section 15168 of the CEQA Guidelines requires a lead agency to evaluate any activity that was contemplated by a development program analyzed in a certified program EIR to determine whether or not further environmental review is required for that activity. These statutory and regulatory provisions are explained in detail below.

Public Resources Code Section 21083.3 And CEQA Guidelines Section 15183

Public Resources Code Section 21083.3 and California Environmental Quality Act (CEQA) Guidelines Section 15183 mandate a streamlined environmental review process for projects that are consistent with the densities established by existing zoning, community plan or general plan policies for which an

Environmental Impact Report (EIR) was certified. Under these statutory and regulatory provisions, a subsequent project is relieved from further environmental review if it meets the criteria of Section 15183(c): all potential impacts were either addressed in a previous EIR or can be substantially mitigated by the imposition of uniformly applied development policies or standards. As noted above, the proposed Project is consistent with the land use designation and densities established by the most recent Amendment to the Tracy Hills Specific Plan for the KT Project. The provisions contained in Section 15183 of the CEQA Guidelines are presented below.

15183. Projects Consistent With a Community Plan or Zoning

(a) CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies.

(b) In approving a project meeting the requirements of this section, a public agency shall limit its examination of environmental effects to those which the agency determines, in an initial study or other analysis:

> *(1) Are peculiar to the project or the parcel on which the project would be located,*
>
> *(2) Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent,*
>
> *(3) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or*
>
> *(4) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.*

(c) If an impact is not peculiar to the parcel or to the project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, as contemplated by subdivision (e) below, then an additional EIR need not be prepared for the project solely on the basis of that impact.

(d) This section shall apply only to projects which meet the following conditions:

> *(1) The project is consistent with:*
>
> > *(A) A community plan adopted as part of a general plan,*
> >
> > *(B) A zoning action which zoned or designated the parcel on which the project would be located to accommodate a particular density of development, or*

(C) A general plan of a local agency, and

(2) An EIR was certified by the lead agency for the zoning action, the community plan, or the general plan.

(e) This section shall limit the analysis of only those significant environmental effects for which:

(1) Each public agency with authority to mitigate any of the significant effects on the environment identified in the planning or zoning action undertakes or requires others to undertake mitigation measures specified in the EIR which the lead agency found to be feasible, and

(2) The lead agency makes a finding at a public hearing as to whether the feasible mitigation measures will be undertaken.

(f) An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the city or county with a finding that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect. The finding shall be based on substantial evidence which need not include an EIR. Such development policies or standards need not apply throughout the entire city or county, but can apply only within the zoning district in which the project is located, or within the area subject to the community plan on which the lead agency is relying. Moreover, such policies or standards need not be part of the general plan or any community plan, but can be found within another pertinent planning document such as a zoning ordinance. Where a city or county, in previously adopting uniformly applied development policies or standards for imposition on future projects, failed to make a finding as to whether such policies or standards would substantially mitigate the effects of future projects, the decision-making body of the city or county, prior to approving such a future project pursuant to this section, may hold a public hearing for the purpose of considering whether, as applied to the project, such standards or policies would substantially mitigate the effects of the project. Such a public hearing need only be held if the city or county decides to apply the standards or policies as permitted in this section.

(g) Examples of uniformly applied development policies or standards include, but are not limited to:

(1) Parking ordinances.

(2) Public access requirements.

(3) Grading ordinances.

(4) Hillside development ordinances.

(5) Flood plain ordinances.

(6) Habitat protection or conservation ordinances.

(7) View protection ordinances.

(8) Requirements for reducing greenhouse gas emissions, as set forth in adopted land use plans, policies, or regulations.

(h) An environmental effect shall not be considered peculiar to the project or parcel solely because no uniformly applied development policy or standard is applicable to it.

(i) Where the prior EIR relied upon by the lead agency was prepared for a general plan or community plan that meets the requirements of this section, any rezoning action consistent with the general plan or community plan shall be treated as a project subject to this section.

(1) "Community plan" is defined as a part of the general plan of a city or county which applies to a defined geographic portion of the total area included in the general plan, includes or references each of the mandatory elements specified in Section 65302 of the Government Code, and contains specific development policies and implementation measures which will apply those policies to each involved parcel.

(2) For purposes of this section, "consistent" means that the density of the proposed project is the same or less than the standard expressed for the involved parcel in the general plan, community plan or zoning action for which an EIR has been certified, and that the project complies with the density-related standards contained in that plan or zoning. Where the zoning ordinance refers to the general plan or community plan for its density standard, the project shall be consistent with the applicable plan.

(j) This section does not affect any requirement to analyze potentially significant offsite or cumulative impacts if those impacts were not adequately discussed in the prior EIR. If a significant offsite or cumulative impact was adequately discussed in the prior EIR, then this section may be used as a basis for excluding further analysis of that offsite or cumulative impact.

15168(c). Program EIR Use with Later Activities.

Section 15168(c) of the CEQA Guidelines establishes the process by which lead agencies must evaluate activities, such as development projects that were part of a larger development project that was evaluated in a certified program EIR. According to Section 15168(c), such projects "must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared." Under subsection (c)(2), if the lead agency "finds that pursuant to Section 15162, no subsequent EIR would be required, the agency can approve the activity as being within the scope of the project covered in the program EIR, and no new environmental document [is] required."

Section 15162 of the CEQA Guidelines, referenced in Section 15168(c)(2) above, prohibits a lead agency from preparing a subsequent EIR for a project that has evaluated in a previously certified EIR unless specific conditions occur or are present. Specifically, Section 15162(a) states:

15162. Subsequent EIRs and Negative Declarations

(a) When an EIR has been certified or 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 or 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 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 effects; or*
>
> *(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:*
>
> > *(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;*
> >
> > *(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;*
> >
> > *(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*
> >
> > *(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative*

The following environmental analysis assesses the consistency of the proposed Project with the approved THSP and the development program evaluated in the THSP SEIR to determine whether further environmental review is required under Public Resources Code Section 21083.3 and Section 15183 of the CEQA Guidelines, or under Sections 15162 and 15168 of the CEQA Guidelines.

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

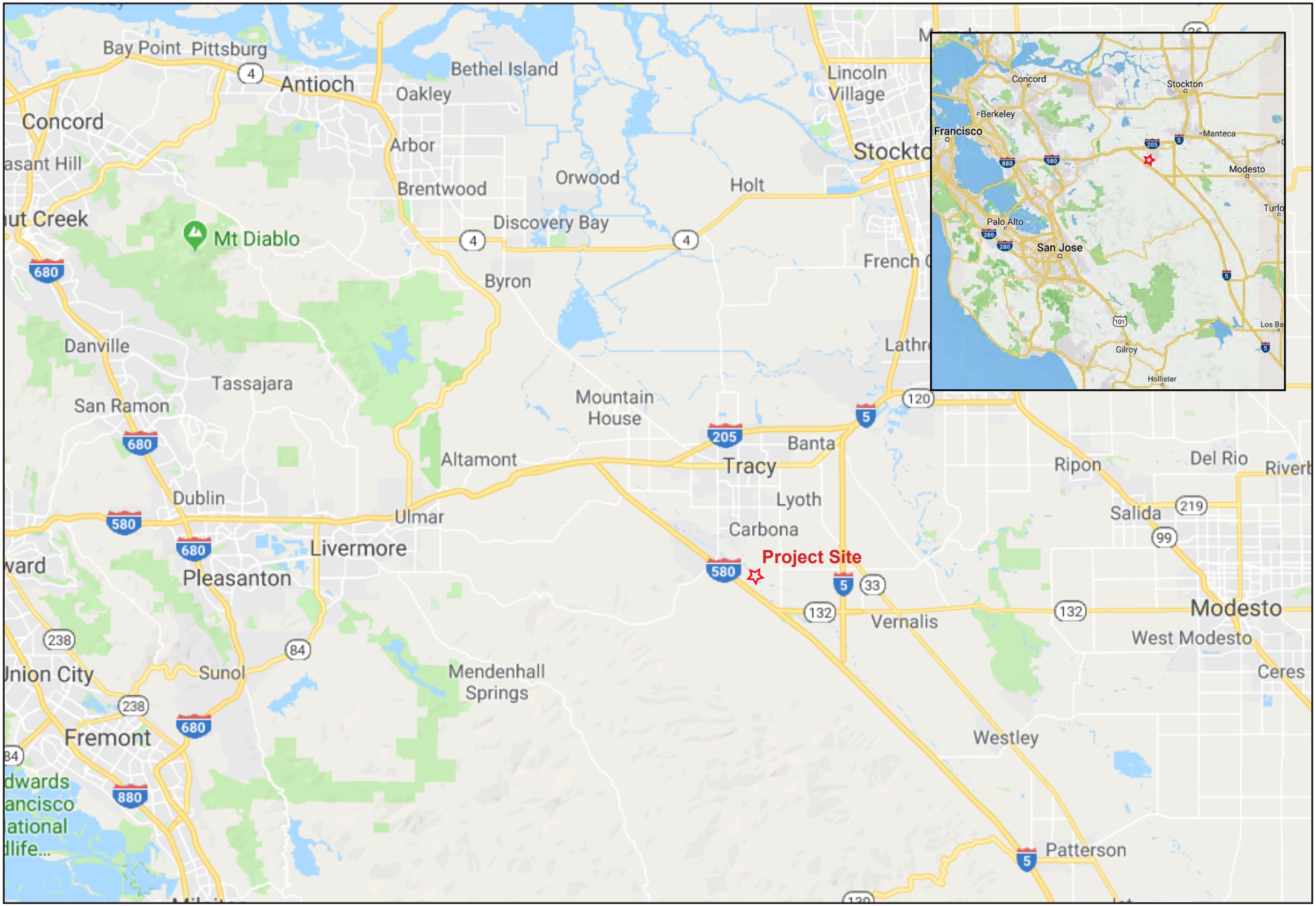
	Significant and Unavoidable Impacts	Less Than Significant with Mitigation Incorporated
		• Conflict with tree preservation policy or ordinance • Conflict with Habitat Conservation Plan/Natural Community Conservation Plan
Cultural Resources	N/A	• Damage to cultural resources (buried archeological deposits)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

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

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

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

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



Source: Google Maps, 2019

Figure 1: Regional Location Map

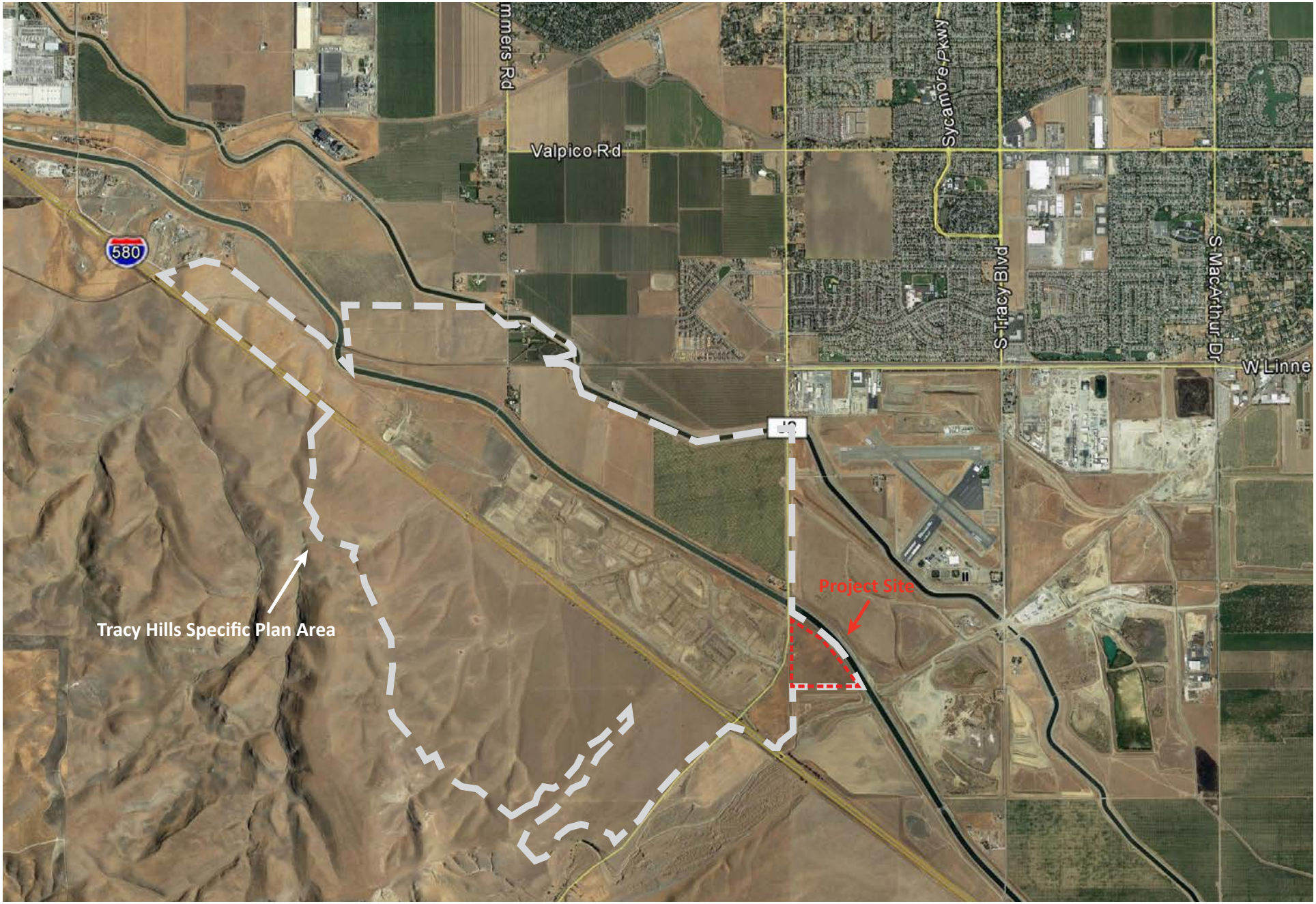
Environmental Consistency Review for the KT Project

Not to scale

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Source: Google Maps, 2019

Figure 2: Project Vicinity Map

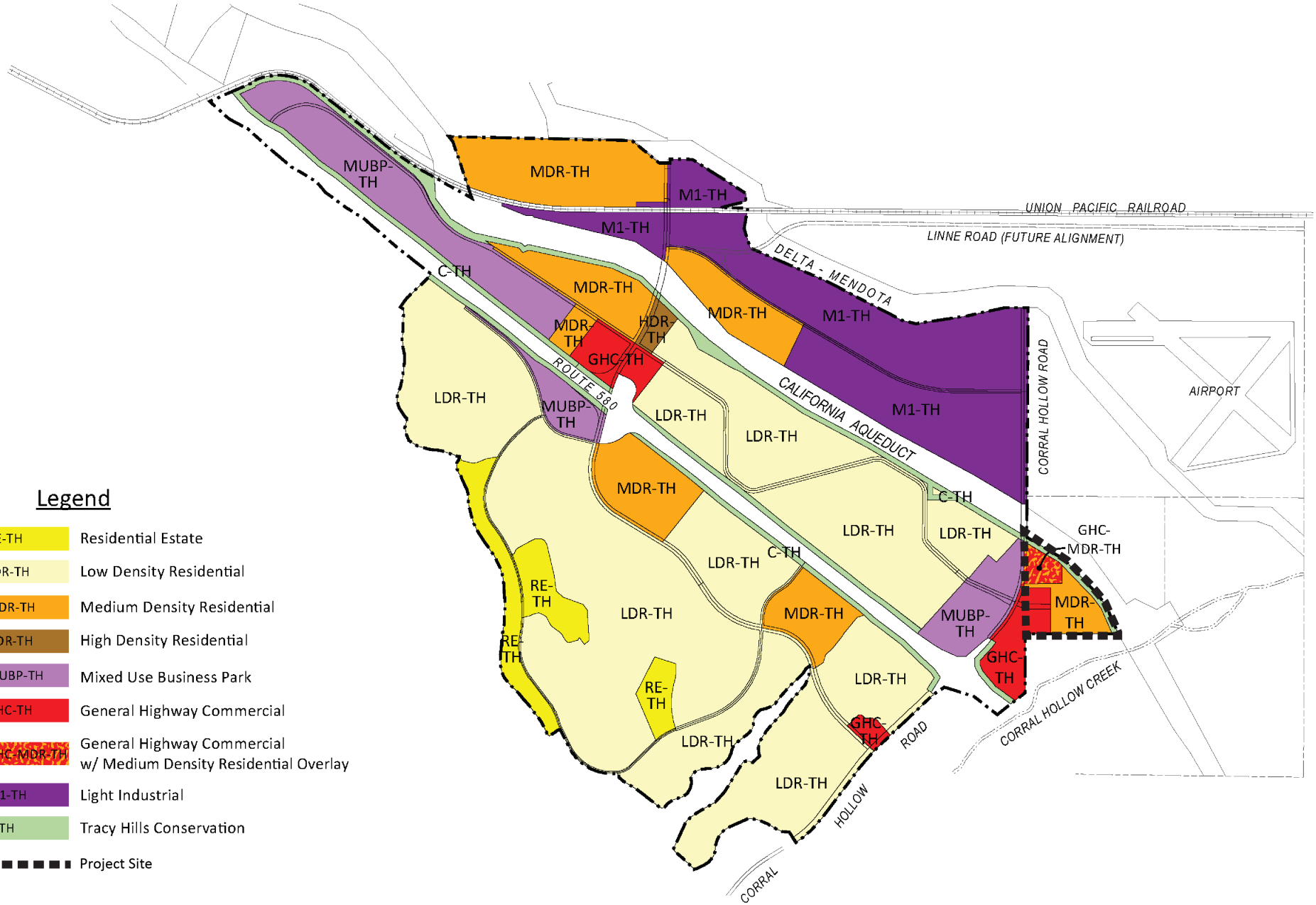
Environmental Consistency Review for the KT Project

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Source: City of Tracy, 2016

Figure 3: THSP Zoning

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

Source: City of Tracy, 2016

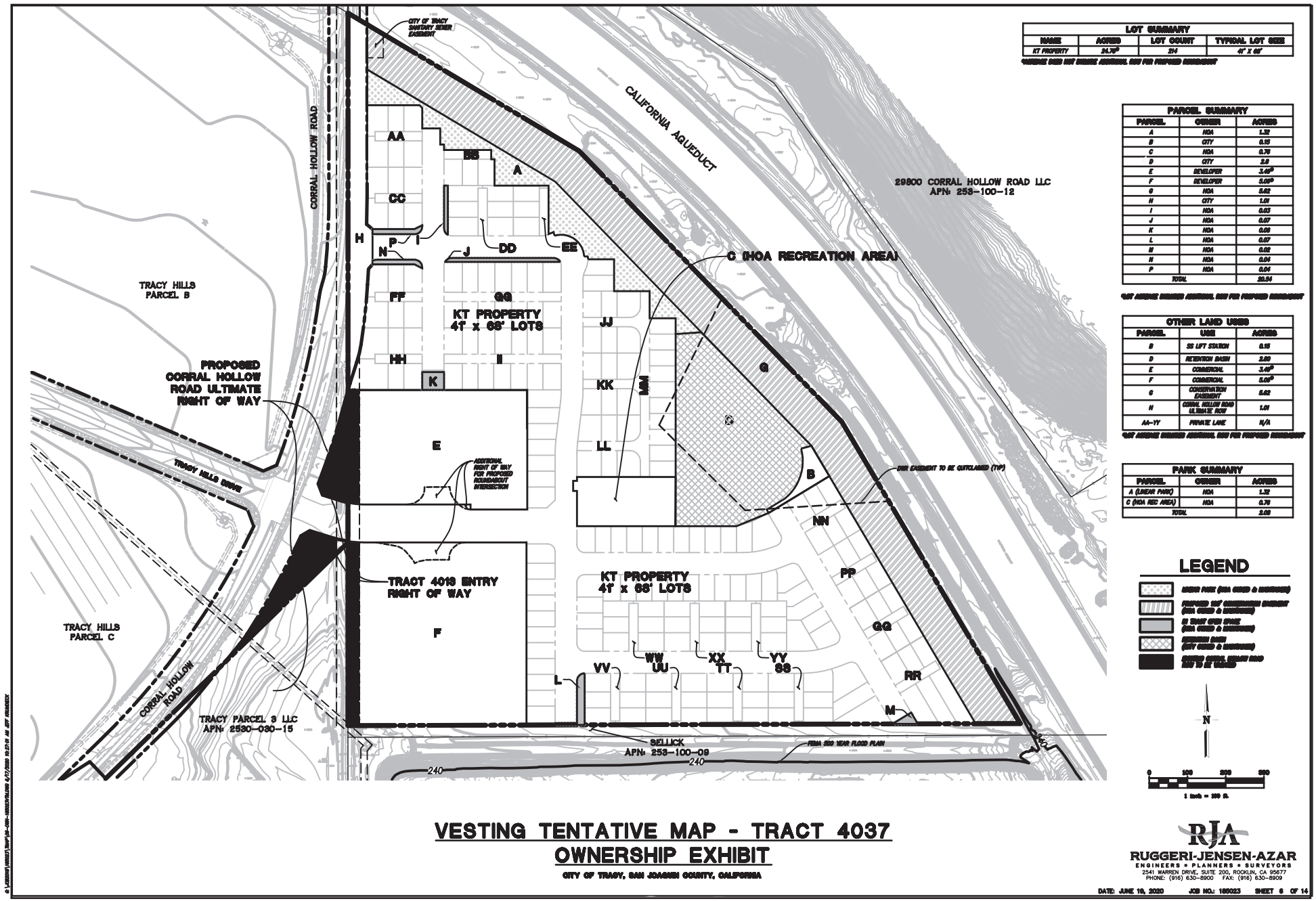
Figure 4: THSP Land Use

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VESTING TENTATIVE MAP - TRACT 4037
OWNERSHIP EXHIBIT

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA

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

DATE: JUNE 19, 2020 JOB NO.: 160023 SHEET 6 OF 14

Figure 5: Vesting Tentative Tract Map
Environmental Consistency Review for the KT Project

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ENVIRONMENTAL EVALUATION

This section assesses the consistency of the proposed Project with the approved THSP and the development program evaluated in 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?	☐	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic building along a State-designated scenic highway?	☐	☐	☐	☐	☒
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☐	☒
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

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

As identified in the THSP SEIR, impacts related to scenic vistas were considered significant and unavoidable. Impacts to scenic vistas were found to be significant and unavoidable because implementation of the THSP would change the visual character and views to and from across the approximate 2,732-acre THSP Area. The THSP SEIR concluded that with implementation of Mitigation Measure AES 4.1-1 in the THSP SEIR, impacts to scenic vistas would still remain significant and unavoidable.

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

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

Within the Project site, the proposed Project would result in a net increase of medium density residential units as compared to the THSP SEIR (See Table 1: *Land Use Plan Buildout*). However, the Project would include development density of 8.3 dwelling units per acre, which is within the maximum allowed density of 12 dwelling units per acre in the previously approved THSP. The site is currently characterized by undeveloped land. Because the proposed Project would change from undeveloped land to urbanized

development, the proposed Project would have the potential to create a substantial adverse impact on a scenic vista. The addition of 23 units, would not change the visual characteristics of the Project site, as compared to the previously approved THSP SEIR. With implementation of the above mitigation measure, the proposed Project's impact on a scenic vista would remain significant and unavoidable, consistent with the THSP SEIR. Additional environmental review is not required since this impact was addressed and is consistent with the density analyzed in the THSP EIR.

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

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

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

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

Implementation of the proposed Project would have the potential to impact views from the I-580. Similar to the approved THSP, the proposed Project would have the potential to create substantial damage to the identified scenic resources. Since the proposed Project site is within the viewshed of Interstate 580 and Corral Hollow Road, which are considered as scenic routes, project development would have the potential to significantly impact scenic views. The proposed Project's impact would remain significant and unavoidable even with implementation of the above mitigation measure. However, the addition of 23 dwelling units to the Project site, as compared to the previously approved THSP SEIR, would not change the potential effect on views from the I-580. The proposed Project would cause neither a new impact to occur, nor an increase in the severity of an impact previously disclosed. Additional environmental review is not required since this impact was addressed and is consistent with the density analyzed in the THSP EIR.

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

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

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

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

Similar to the approved THSP, the proposed Project would have the potential to degrade the existing visual character or quality of the Project site. Although the proposed Project would be consistent with the overall density targeted for the Project site, the additional 23 dwelling units would still have the potential to degrade the existing visual character in the same way that the approved THSP would. 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. However, the Project's density is within the allowable range and the additional units would not increase the severity of this impact. Therefore, the implementation of the proposed Project would result in an impact that is consistent with that already identified in the previously certified THSP SEIR.

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

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

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

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

Implementation of the proposed Project would result in the development of more single-family homes than previously analyzed in the THSP SEIR, which would be considered sources of light and glare. However, the sources of light from 23 additional residential uses would not be considered new sources of substantial light to the Project site, compared to the assumptions in the THSP SEIR. Similar to the approved THSP, compared to existing conditions, the proposed Project would have the potential to create a new source or light or glare which would adversely affect day or nighttime views in the area. With implementation of the above mitigation measure, the proposed Project's impact on light and glare would remain significant and unavoidable and the Project would not change the impact level. This finding is supported by the previously certified EIR prepared for the THSP. Because the proposed Project is consistent with the THSP, neither a new impact would occur, nor an increase in the severity of an impact previously disclosed would occur.

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

be consistent with the land use and development regulations contained in the THSP. Thus, while the proposed Project would change the appearance of the site and surrounding area, so long as the proposed Project complies with the Specific Plan guidelines, no additional cumulatively considerable impacts related to the proposed Project would occur. This finding is supported by the previously certified EIR prepared for the THSP because the proposed Project is consistent with the THSP. Therefore, the proposed Project would not cause either a new impact to occur, nor an increase in the severity of an impact previously disclosed.

II. AGRICULTURAL AND FORESTRY RESOURCES

WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

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

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. As such, the Project would have no impact on conversion of prime farmland to non-agricultural uses. The proposed Project would cause neither a new impact to occur, nor an increase in the severity of an impact previously disclosed.

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. 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 (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 Project site does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Implementation of the proposed Project would not result in any land use change. Given that no Important Farmland exist on the Project site, implementation of the proposed Project would not result in conversion of farmland to non-agricultural use. This finding is supported by the previously prepared and approved THSP SEIR. The proposed Project would cause neither a new impact to occur, nor an increase in the severity of an impact previously disclosed.

Cumulative Impacts

As discussed above, the proposed Project would not cause a new agricultural impact to occur, nor an increase in the severity of an agricultural impact previously disclosed in the THSP SEIR, with implementation of the mitigation measures discussed in this section. The proposed Project is consistent with the land use and zoning designations contained in the THSP. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor an increase in the severity of a cumulative impact previously disclosed.

III.AIR QUALITY

WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

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

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

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

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

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

- *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;*

- *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; and*

- *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]*

The THSP SEIR found that buildout of the THSP Area would be inconsistent with the SJVAPCD's air quality plans and impacts were considered significant and unavoidable within the THSP SEIR.

Mitigation Measures AQ 4.3-1a through 4.3-1c, 4.3-2 and 4.3-4b from the certified THSP SEIR are applicable to the proposed Project and would be expected to reduce the severity of the significant and unavoidable impact. However, even with mitigation incorporated, impacts would remain significant and unavoidable.

The boundaries of the proposed Project site would not extend beyond those analyzed in the THSP. The proposed Project would reconfigure all residential lots to 41 by 68 feet, resulting in an additional 23 dwelling units, as compared to the previously approved THSP SEIR. According to the *Tracy Hills KT Update Traffic Study* (2020) the Project would result in a net decrease of 1,008 vehicle trips in the a.m. peak hour and a net decrease of 1,821 vehicle trips in the p.m. peak hour, compared to what was previously analyzed

in the THSP SEIR. Given that the proposed Project land uses would be operationally less intense than those previously approved for the Project site in the THSP; the impact relative to an applicable air quality plan would be similar to what was identified in the THSP SEIR and no new impact or increase in the severity of a previously identified impact would occur.

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

Construction

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

Similar to the THSP, construction impacts from the proposed Project would be considered significant and unavoidable. The proposed Project would result in no change in developable acres and no maximum building heights for much of the Project site. Therefore, construction equipment used and phasing for the proposed Project would be roughly similar to the THSP SEIR. The proposed Project's impact relative to construction air emissions would be similar to those identified in the THSP SEIR. No new impact or increase in the severity of a previously identified impact would occur. Mitigation from the certified THSP SEIR is applicable to the proposed Project that would reduce the severity of the significant and unavoidable impact. However, even with mitigation incorporated, impacts would remain significant and unavoidable but would not be greater than the impact analyzed in THSP EIR.

Operations

Long-term operational emissions would be generated from the day-to-day operations of the buildout of the THSP. Operational emissions for land use development projects are typically distinguished as mobile, energy, and area sources of emissions. Operational emissions for buildout of the THSP were estimated using CalEEMod, and analyzed in the THSP SEIR. According to the THSP SEIR, buildout of the THSP Area would result in operational emission in exceedance of SJVAPCD thresholds for ROG, NO_X, carbon monoxide (CO), and particulate matter with a diameter smaller than 10 microns (PM_{10}) and smaller than 2.5 microns ($PM_{2.5}$). As discussed above, the *Tracy Hills KT Update Traffic Study* (2020) found that the Project would result in a net decrease of 1,008 vehicle trips in the a.m. peak hour and a net decrease of 1,821 vehicle trips in the p.m. peak hour, as compared to the 2016 THSP SEIR. As such, no new impact or increase in the severity of a previously identified impact would occur. Although the previously identified significant and unavoidable impact would remain, implementation of Mitigation Measure 4.3-2 (in the THSP SEIR) would reduce the severity of this impact to the maximum extent feasible. However, similar to the THSP SEIR, impacts would remain significant and unavoidable. Additional environmental review is not required since this impact was addressed and is consistent with the development density analyzed in the THSP SEIR.

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

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

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

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

The *CEQA Guidelines* indicate that a potentially significant impact could occur if the proposed Project would expose sensitive receptors to substantial pollutant concentrations. Exposure of toxic air contaminants was assessed in the previously certified THSP SEIR by evaluating diesel particulate matter (DPM) emissions on nearby sensitive receptors. A Health Risk Assessment (HRA) and addendum were prepared for the previously certified THSP SEIR. The HRA addressed the potential contribution of public exposure to DPM by locating sensitive receptors within 500 feet of I-580 (a generator of toxic air contaminants). The HRA determined that proposed Project operations would not exceed the 10 cases per million that is considered significant by the SJVAPCD and CARB. The proposed Project site is located 1,330 feet from I-580 and outside of CARB's 500-foot buffer. Therefore, the Project would not increase risk hazards from freeway exposure. Under the same combined scenario, cancer risk at sensitive receptors adjacent to the Specific Plan Area would have risk up to 4.61 new cases per million persons (in nine-year exposure) and would not exceed the SJVAPCD significance threshold. The HRA determined that the 30- and 70-year exposure periods would exceed SJVAPCD significance thresholds for cancer risk. However, with project design features including Minimum Efficiency Reporting Value (MERV) 13 (or equivalent air filtration system), all three exposure periods would not exceed the significance threshold.

Impacts associated with the THSP related to criteria pollutant emissions during construction were identified as significant and unavoidable within the THSP SEIR. The Project would maintain the existing zoning designations and be consistent with the density range of those analyzed in the THSP SEIR. Thus, the impact relative to exposure of toxic air contaminants would be similar to that identified in the THSP SEIR. Consistent with the THSP SEIR, with mitigation incorporated (Mitigation Measure AQ 4.3-4b), the resulting impact from the proposed Project would be less than significant. No new impact or increase in the severity of a previously identified impact in the certified THSP SEIR would occur as a result of the proposed Project.

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

CO hot spot modeling was performed for the THSP SEIR. As shown in Table 4.3-10 in the THSP SEIR, the nine highest volume intersections in the Specific Plan Area under full buildout would be well below the established standard for CO. As discussed above, the proposed land uses would be less operationally intense (including fewer peak hour vehicle trips) compared to those analyzed in the THSP SEIR. Therefore, the impact of the proposed Project related to ambient air quality CO concentrations would be less than was considered in the THSP SEIR. This would not be a new specific impact or an increase in the severity of an impact that was identified in the THSP SEIR and would therefore be consistent with the effects of implementation of the THSP and no further analysis is required.

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

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

Cumulative Impacts

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

The THSP SEIR found full buildout of the Project would exceed SJVAPCD thresholds for ROG, NO_x, CO, PM_{10}, and $PM_{2.5}$. However, the Project's construction and operational emissions would not exceed those considered in the THSP SEIR. 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.

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

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?	☐	☐	☐	☐	☒
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☐	☒
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☐	☒
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

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

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

Plants

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

Wildlife Species

As determined in the THSP SEIR, no federally or state listed species have ever been documented in the THSP Area and areas adjacent to the THSP Area, including a 3,500 acre preserve. The California Red Legged Frog (CRLF) was documented off of the THSP Area in the Corral Hollow Creek area, which is located in the adjacent 3,500 acre preserve area, and has been designated as critical habitat for the CRLF by the USFWS. It was determined that all areas of the THSP that could potentially support the CRLF are outside the THSP's footprint. The THSP SEIR also determined that the THSP could potentially support Burrowing Owl, Swainson's Hawk, Northern Harrier, Loggerhead Shrike, American Badger, San Joaquin Whipsnake, Prairie falcon, and Coast Horned Lizard. However, even though some of these species have been spotted on the THSP Area in a limited quantity, the lack of quality habitat on the THSP Area for these species was found to be less than significant. No other listed, sensitive or special status wildlife species are known to occur on the THSP, and no suitable habitat was found on the THSP to support other listed, sensitive or special status wildlife species. To ensure that the THSP's impacts on wildlife species remain less than significant, mitigation measures 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 initialed by a qualified biologist to reinforce negative findings (the continued absence of SJKF) on the Project Site with substantial evidence. A second SJKF survey shall be conducted no more than thirty (30) days prior to the onset of construction or ground disturbing activities. If SJKF are detected within portions of the Project Site proposed for development, the developer shall immediately contact the USFWS telephonically and in writing, and following consultation with the USFWS, avoidance and minimization measures specific to SJKF will be incorporated into the Project as described in the USFWS "Standard Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbing Activities (1999)" and the USFWS "San Joaquin Kit Fox Habitat Evaluation Forms (2001)" to reduce impacts to this species to a less than significant level. These SJKF avoidance and minimization measures shall include the following:*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Swainson's Hawk (2012)" to reduce impacts to Swainson's hawk to less-than significant. This measure is applicable to Areas A, B and C of the Project.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

   Mitigation Measure BIO 4.4-1i: *Pre-construction surveys shall include a survey for burrowing owl and raptor nests, which will be conducted prior to grading. Pre-construction surveys for burrowing owl will be conducted weekly, beginning no later than thirty (30) days and ending no earlier than three (3) days prior to the commencement of disturbance. If burrowing owls are found during the pre-construction survey, then replacement burrows and habitat shall be provided prior to the commencement of construction within the 3,500 acre preserve area. The Project applicant shall provide artificial replacement burrows in the event that owls are detected, either as wintering or breeding within Project boundaries.*

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

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

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

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

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

2. *If birds protected under the Migratory Bird Treaty Act are found nesting, then appropriate construction buffers shall be established to avoid disturbance of the nests until such time that the young have fledged. The size of the nest buffer shall be determined by the biologist in consultation with CDFW, and shall be based on the nesting species, its sensitivity to disturbance, and expected types of disturbance. Typically, these buffers range from 75 to 250 feet from the nest location.*

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

4. *Once the qualified biologist has determined that young birds have successfully fledged, a monitoring report shall be prepared and submitted to the City of Tracy Development Services for review and approval prior to initiating construction activities within the buffer area. The*

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

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

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

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

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

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

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

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

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

Implementation of the proposed Project would result in the conversion of undeveloped land to urban uses, eliminating potential suitable habitat for numerous special status animal species. Similar to the approved THSP, the proposed Project would have the potential to create a substantial adverse effect on special-status species because the proposed Project would be located within the same footprint of the THSP Area. With implementation of the above mitigation measures, the proposed Project's impact on special-status species would be less than significant. The proposed Project would cause neither a new impact to occur, nor an increase in the severity of an impact previously disclosed.

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

As determined in the THSP SEIR, no riparian habitat was observed within the THSP Area. The only potential riparian habitat near the THSP Area is the Corral Hollow Creek area, but the THSP Area was designed to ensure that this area is not impacted by the development of the THSP, as that area is not actually within the THSP.

There is no riparian habitat within the Project site. Thus, the proposed Project would not have an adverse effect on any riparian habitat or other sensitive natural community than what was previously analyzed in the THSP SEIR. The proposed Project would cause neither a new impact to occur, nor an increase in the severity of an impact previously disclosed in the certified THSP SEIR.

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 Regional Water Quality Control Board (RWQCB) and CDFW as state jurisdictional waters. As determined in the THSP SEIR, buildout of the THSP would be designed to avoid impacts to these jurisdictional waters. Mitigation Measures BIO 4.4-3a to 4.4-3d in the THSP SEIR would ensure that the THSP's impacts on jurisdictional waters/wetlands of the U.S. or State of California remain less than significant.

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

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

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

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

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

4. *Avoidance measures being utilized by the Project include but are not be limited to the following: 1) complete avoidance of wetlands and other water features; 2) construction of structures to maintain natural floodplains; 3) installation of open channel drainages, swales or bottomless*

culvert systems to maintain the integrity of natural water features; 4) installation of culverts for wildlife crossings in sensitive and unique habitats to allow connectivity among water features or natural lands; 5) use natural/biological materials in armoring of structures (i.e. bridges, culverts, etc.) to the greatest extent practical; 6) when feasible, install exclusionary fencing to guide wildlife away from roadways and into water features or sensitive habitats; and 7) consult with regulatory agencies to determine the most environmentally sound methods and alternatives prior to Project implementation. [This is Mitigation Measure 4.4-3a in the THSP SEIR]

***Mitigation Measure BIO 4.4-3b:** Prior to any ground disturbing activities, a wetland delineation shall be prepared by a qualified biologist to document isolated conditions and lack of Federal jurisdictional authority regarding the activities. [This is Mitigation Measure 4.4-3b in the THSP SEIR]*

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

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

According to the THSP SEIR, no jurisdictional wetlands are located within the Project site. Therefore, the proposed Project would not affect jurisdictional wetlands. With implementation of the above mitigation measures, the proposed Project's impact on jurisdictional wetlands would remain less than significant. This finding is supported by the previously certified and approved THSP SEIR. The proposed Project would cause neither a new impact to occur, nor an increase in the severity of an impact previously disclosed.

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 SEIR. Opportunities for terrestrial wildlife movement within the THSP Area are currently limited by the California Aqueduct and Delta-Mendota Canal located on the edge of the proposed Project area. Mitigation Measure BIO 4.4-4a in the THSP SEIR would ensure a 100-foot setback from the California Aqueduct be required to allow wildlife movement to persist throughout the THSP Area without any significant barriers or blockades.

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

> ***Mitigation Measure BIO 4.4-4a:*** *A 100-foot setback from the California Aqueduct shall be required to allow wildlife movement to persist throughout the Project Site without any significant barriers or blockades. Prior to development of properties adjacent to I-580 or the south side of the California Aqueduct that do not have a 100-foot wide conservation easement placed adjacent to these facilities, a 100-foot wide conservation easement shall be recorded along the I-580 and the Aqueduct. These measure ensures that known wildlife movement corridors remain intact, and allow for an appropriate number and size of permeable wildlife passages through Project boundaries, ensuring 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 incorporate a 100-foot wide conservation easement along the canal. Incorporation of the 100-foot wide conservation easement would be consistent with the requirements of Mitigation Measure 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 finding is supported by the previously certified and approved THSP SEIR. The proposed Project would cause neither a new impact to occur, nor an increase in the severity of an impact previously disclosed.

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

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

Implementation of the proposed Project would result in urbanized development within the Project site, which is within the same footprint previously analyzed in THSP SEIR. With implementation of the above mitigation measures, the proposed Project's impact on all federal, state, and local regulations regarding

sensitive species would be less than significant. The proposed Project would cause neither a new impact to occur, nor an increase in the severity of an impact previously disclosed.

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

The proposed Project area is located within the sphere of influence of the San Joaquin Multi Species Conservation Plan (SJMSCP). As set forth in Mitigation Measure BIO 4.4-1h of the THSP SEIR, applicants for individual development sites would have the option to participate in the SJMSCP to address potential impacts on special-status species associated with the conversion of existing habitat to urban uses. By participating in the SJMSCP, applicants would be required to comply with all relevant conditions of the use agreement, including the Incidental Take Minimization Measures defined in Section 5.2 of the SJMSCP. As a result, no impacts relative to conservation plans would occur as a result of the THSP.

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

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

As identified in Figure 4.4-1 of the THSP SEIR, the proposed Project is located within Area A of the San Joaquin Multi Species Conservation Plan (SJMSCP).[2] As identified in the THSP SEIR, Area A is currently covered by the SJMSCP. The proposed Project would still be within the same footprint of the previously analyzed THSP Area and would be within the sphere of influence of the SJMSCP. As such, the proposed Project's potential for impacts would not be different to that of THSP SEIR. With implementation of the above mitigation measures, the proposed Project's impact on the SJMSCP would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. The proposed Project would cause neither a new impact to occur, nor an increase in the severity of an impact previously disclosed.

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, cumulative impacts would be less than significant. This finding is supported by the previously certified and approved THSP SEIR. The proposed Project would cause neither a new impact to occur, nor an increase in the severity of an impact previously disclosed.

[2] THSP Draft EIR, page 4.4-5

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?	☐	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☐	☐	☒
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☐	☒
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

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

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

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

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

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

As shown in Figure 2, Project Vicinity Map, the California Aqueduct runs parallel to the northern boundary of the Project site. Given the proximity of the Project site, the proposed Project could have the potential to create visual effects that might indirectly impact the resource. Development of an additional 23 medium density dwelling units would result in structures that are generally similar in mass and density and would be within the same footprint as the THSP. With implementation of the above mitigation measures, the proposed Project's impact on a historical resource would be less than significant. This finding 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 (b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Although no archaeological resources were reported within the THSP Area, the City of Tracy likely contains undiscovered archaeological resources, especially in undeveloped areas. As such, build-out of the THSP Area has the potential to impact unknown archaeological resources because of its grading and construction activities. However, construction of the THSP would be required to comply with federal and state regulations and the existing Tracy General Plan policies, which would reduce any potential impacts to archaeological resources, if any archaeological resources were discovered during Project 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 discoveriesare 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 footprint of the THSP Area. Given that the proposed Project would be located in the same footprint of the THSP, impacts to unknown archaeological resources during ground disturbance activities would be similar to what was previously analyzed in the THSP SEIR. With implementation of the above mitigation measure, implementation of the proposed Project's impact on archaeological resources would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. 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 (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).[3] As such, build-out of the THSP Area has the potential to impact unknown archaeological resources because of its grading and construction activities. The THSP SEIR concluded that implementation of the THSP with mitigation measures would have a less than significant impact on paleontological resource. Mitigation Measure CUL 4.5-3a would require paleontological monitoring by a trained paleontologist and would reduce the potential impacts to paleontological resources or resource sites, or unique geological feature from implementation of the Project to a less than significant level.

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

> ***Mitigation Measure CUL 4.5-3a: Paleontological Monitoring:*** *Paleontological spot check monitoring by a trained paleontologist (a trained paleontologist should have a Bachelor of Arts/Bachelor of Science in anthropology or related field with an emphasis in paleontology OR adequate training and experience in paleontological field methods, and work under the direct supervision of a qualified paleontologist) of excavations deeper than five feet in depth within the Project area, and spot check monitoring of any excavation in valleys in the eastern portion of the Project area against the hills in several of the washes (all areas of the Oro Loma Formation as mapped on the USGS Geology Map (Dibble 2006)) shall be performed by a 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. Future development that may occur under the proposed Project site would be located within the same footprint of the THSP Area. Given that the proposed Project would be located in the same footprint of the THSP, impacts to unknown paleontological resources during ground disturbance activities would be similar to what was previously analyzed in the THSP SEIR. Similar to the THSP, the proposed Project development has the

[3] THSP Draft EIR, page 4.5-25

potential to impact unknown paleontological resources during grading and construction activities because the City of Tracy likely contains undiscovered paleontological resources, especially in undeveloped areas. Although there is the potential to disturb previously undiscovered paleontological resources, this potential was previously disclosed and mitigated for in the previously certified THSP SEIR. With Implementation of above mitigation measure, the proposed Project would not disturb paleontological resources, any greater than already analyzed in the THSP SEIR. 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 (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. Future development that may occur under the proposed Project site would be located within the same footprint of the THSP Area. Given that the proposed Project would be located in the same footprint of the THSP, impacts to unknown human remains during ground disturbance activities would be similar to what was previously analyzed in the THSP SEIR. 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. 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.

Cumulative Impacts

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

VI. GEOLOGY AND SOILS

WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

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

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

ii. Strong seismic ground shaking?

iii. Seismic-related ground failure, including liquefaction?

iv. Landslides?

The 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 (Carmergie/Corral Hollow) is located approximately eight miles southwest of the THSP Area. The THSP SEIR identified that the impact of groundshaking to people or property caused by seismic activity on nearby faults would be increased as a result of site development. The THSP SEIR concluded that implementation of the requirements of the California Building Code (CBC) and the Tracy General Plan would ensure that impacts on humans associated with seismic hazards would be less than significant. See analysis in Section VI (c) below for discussion related to landslides.

Implementation of the proposed Project would result in a net increase of medium density residential uses, increasing the number of residential structures compared to what was analyzed in the THSP SEIR. As shown in Table 1, the proposed Project would have the same amount of developable area as was previously analyzed in the THSP SEIR. Given that the number of people utilizing the Project site daily would be within the density range allowed by the THSP, and no additional developable land is being proposed, the impacts on humans associated with seismic hazards would not be any greater than previously analyzed in the THSP SEIR. With implementation of the requirements of the CBC and the General Plan, the proposed Project would not expose persons or structures to seismic hazards and impacts associated with the proposed Project would be less than significant. The proposed Project would not result in a new specific impact or an increase in the severity of an impact that was identified in the THSP SEIR and would therefore be consistent with the effects of implementation of the THSP and no further analysis is required.

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

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

Similar to the THSP, 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 not change the amount of developable acreage on the Project site, and would include building density within the allowable ranges. With implementation of the Best Management Practices during construction as required by the Project Stormwater Pollution Prevention Plan, the proposed Project's impact on soil erosion would be less than significant, similar to those impacts previously analyzed in the THSP SEIR. This would not be a new specific impact or an increase in the severity of an impact that was identified in the

THSP SEIR and would therefore be consistent with the effects of implementation of the THSP and no further analysis is required.

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

Typically, subsidence occurs in areas underlain by soils that are highly compressible, such as soft clays or silts and unconsolidated sand or fill material. Landslide and liquefaction potential for the THSP site is considered low as determined in the THSP SEIR. The THSP SEIR concluded that implementation of the THSP would have a less than significant impact related to landslide, lateral spreading, subsidence, liquefaction and/or collapse.

Similar to the THSP, the proposed Project would have the potential to be located on a geologic unit or soil that would become unstable and potentially result in on- or off-site impacts related to landslide, lateral spreading, subsidence, liquefaction and/or collapse because the proposed Project would be located within the same development footprint analyzed in the THSP SEIR. The proposed Project would be required to comply with Objective SA-1.1, Policy 1 of the City's General Plan which requires that geotechnical engineering studies be undertaken for any development in areas where potentially serious geologic risks exist. With implementation of this policy, impacts would be less than significant, similar to the previously certified THSP SEIR. This would not be a new specific impact or an increase in the severity of an impact that was identified in the THSP SEIR and would therefore be consistent with the effects of implementation of the THSP and no further analysis is required.

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

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

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

> ***Mitigation Measure GEO 4.6-4:*** *During excavation activities and prior to the placement of fill on the site, a certified geotechnical engineer shall be retained by the Project Applicant/future Project Applicants to evaluate subgrade soils for the extent of their expansive potential. For areas found to contain soft, potentially expansive clays, the soil shall be removed (i.e., over excavated) and/or stabilized prior to the placement and compaction of fill. Stabilization techniques include, but are not limited to, the placement of 18 inches of ½-inch to ¾-inch crushed rock over stabilization fabric (such as Mirafi 500X or equivalent), placement of larger, angular stabilization rock (1-inch to 3-inch, clean) and use of chemical treatments such as lime to reduce the soil's expansive potential.*

In addition, building construction alternatives, such as the use of alternative foundation types (i.e., post-tension, piles, etc.) versus end-bearing foundations, shall be considered and implemented where appropriate. Final techniques shall be (a) developed by a certified geotechnical engineer or engineering geologist and (b) reviewed and approved by the City prior to issuance of a grading permit. [This is Mitigation Measure 4.6-4 in the THSP SEIR]

As the land area covered by the proposed Project is within the same development footprint covered by the adopted THSP, the proposed Project would have the potential to be located in highly expansive soils. With Implementation of above mitigation measure, the proposed Project's impact as a result of expansive soils would be less than significant. This would not be a new specific impact or an increase in the severity of an impact that was identified in the THSP SEIR and would therefore be consistent with the effects of implementation of the THSP and no further analysis is required.

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

The topic in respect to the use of septic tanks was not analyzed in the THSP SEIR because no septic tanks were identified in the existing or proposed conditions 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 an 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?	☐	☐	☐	☐	☒
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

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

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

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

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

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

Energy Efficiency

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

Water Conservation and Efficiency

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

Solid Waste

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

The proposed Project would result in a net increase of medium density residential units as compared to the THSP SEIR (See Table 1: Land Use Plan Buildout 2030). The Project would not change the land use compared to those analyzed in the THSP SEIR and the above mitigation measure from the THSP SEIR is applicable to the proposed Project. Additionally, the a KT Update Traffic Study Update found the Project would add more trips to the Specific Plan Buildout trip generation, as compared to the May 2020 KT Project Specific Plan Amendment, but total trips remain substantially less than the original approved 2016

SEIR trip generation. Therefore, the additional 23 dwelling units are not anticipated cause additional new CEQA impacts. The additional units could incrementally increase emissions. Despite the implementation of the above mitigation measure, the impact would remain significant and unavoidable. This finding is supported by the THSP SEIR because the proposed Project is consistent with the overall land use density allowed by the THSP. Therefore, the proposed Project would not cause either a new impact to occur nor an increase in the severity of an impact previously disclosed.

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

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

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

See Mitigation Measure GHG 4.7-1 above.

The proposed Project would not result in a potentially significant conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. The proposed Project is consistent with the allowable density range per the THSP SEIR for Medium Density Residential. 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. The proposed Project is consistent with the land uses designated in the THSP and thus would be consistent with local and regional plans designed to reduce GHG emissions. Therefore, the proposed Project would not cause either a new impact to occur nor an increase in the severity of an impact previously disclosed.

Cumulative Impacts

As discussed above, the proposed Project would not cause a new greenhouse gas impact to occur, nor an increase in the severity of a greenhouse gas impact previously disclosed in the THSP SEIR, with implementation of the mitigation measures discussed in this section. The proposed Project would be required to adhere to mitigation measures identified above to reduce the severity of cumulative impacts identified in the previously certified THSP SEIR. As such, no further analysis is required.

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?	☐	☐	☐	☐	☒
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☐	☒
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☒
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☐	☒
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

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

As identified in the THSP SEIR, implementation of the THSP would have a less than significant impact related to the public with respect to hazardous materials with mitigation incorporated. The types of uses and facilities allowed in the THSP Area may generate, store, use, distribute or dispose of hazardous materials such as industrial waste, oils, solvents, paints, diesel fuel, hydraulic fluid and corrosives. With implementation of Mitigation Measure HAZ 4.8-1, implementation of the THSP would have a less than significant impact. Mitigation Measure HAZ 4.8-1 would require facilities that exceed the threshold specified by Health & Safety Code Section 25532(l) to prepare and implement a Risk Management Plan.

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

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

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

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

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

implementation of the THSP would have a less than significant impact. Mitigation Measure HAZ 4.8-2a and 4.8-2b would require a qualified Site Characterization Specialist to conduct a site characterization at the Project regarding the active pipelines prior to issuance of building permits, in consultation with Conoco Phillips, Shell and the San Joaquin Environmental Hazards Division.

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

> ***Mitigation Measure HAZ 4.8-2a:*** *Prior to issuance of grading permits, a Phase II ESA focused on soil sampling and soil vapor sampling shall be conducted near the location of the underground crude oil pipelines, as determined by a qualified Phase II/Site Characterization specialist. 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 on the THSP SEIR, a Conoco Phillips 66 pipeline (PPL) 16-inch pipeline crosses at the southwest corner of the Project site and the Project site would be located approximately 0.3 mile east of the proposed school site previously identified in the THSP SEIR. Because the land area covered by the proposed Project is within the same development footprint covered by the adopted THSP, the proposed Project would have the potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment. With implementation of the above mitigation measures, the proposed Project's impact on release of hazardous materials into the environment would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

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

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

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

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

Mitigation Measure HAZ 4.8-3: *The proposed underground storm drain system, roadways, graded slopes, and final surface topography shall be designed and constructed in accordance with the recommendations outlined in the Liquid Petroleum Pipeline Risk and California Aqueduct Flood*

Risk for the Proposed Tracy Hills School Site, Jefferson School District, City of Tracy, San Joaquin County, California prepared by Wilson Geosciences, Inc. dated May 2013 and to the satisfaction of the City of Tracy Engineering Division. [This is Mitigation Measure 4.8-3 in the THSP SEIR]

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

1. *Incorporate a minimum 13-foot setback distance from the centerline of the Phillips 66 pipeline to the nearest buildings/structures in the proposed development.*

2. *Incorporate a minimum setback distance of 25 feet from the centerline of any pipeline within the two natural gas pipelines and the Chevron crude oil pipeline. This would result in an additional 15 feet on the northeast side of the PG&E easement and an additional 20 feet on the southwest side of the easement to be dedicated as open space or public space or used for landscaping.*

3. *Incorporate designated land uses over the pipeline easements, such as public space, open space, or green space, to minimize the potential for third party damage.*

4. *Mark the pipeline locations prior to THSP development, maintaining the markings throughout the development process, and installing final markings after the work is complete.*

5. *Coordinate with the pipeline operators when development calls for excavation or utility trenching near the pipelines.*

6. *All contractors must initially pothole or hand dig to the proposed depth of the utility trench or excavation if working within 25 feet of the pipeline easements.*

7. *Consult with the pipeline operators on whether heavy construction vehicles with axle loads greater than 15,000 pounds would create stress on the pipelines at their current burial depths when crossing the lines and/or easements. Establish temporary fill or other protective measures as needed and establish permanent crossing areas for vehicles in excess of 15,000 pounds.*

8. *Avoid placing new utilities and services within the pipeline easements and minimize utility crossings over the pipeline easements to the extent feasible.*

9. *Select landscaping vegetation with shallow root structures within the setback zone to avoid root structures that damage pipeline coatings.*

10. *Avoid planting trees that prevent direct observation of the pipelines by aerial patrol.*

11. *Use non-flammable fencing along the pipeline easement.*

12. *Manage storm water runoff to prevent erosion of the pipeline bedding.*

13. *Maintain access to the pipelines by pipeline personnel and first responders in the event of an emergency.*

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

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

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

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

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

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

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

The Project site would be located approximately 0.3 mile east of the proposed school site previously identified in the THSP SEIR. As shown in Figure 4.8-3 of the THSP EIR, the closest pipeline to the Project site is the Conoco Pipeline, which does not cross the Project site. However, in the event a full pipeline rupture from the Conoco Pipeline were to occur, the THSP EIR considered hypothetical flow paths that could result in "pools" of crude oil. If a full pipeline rupture were to occur, there is the potential crude oil could flow in a down gradient towards the Project site. As illustrated in Figure 4.8-3 of the THSP EIR, a hypothetical 600-foot diameter crude oil pool resulting from a full pipeline rupture of the Conoco Pipeline could be located within the Project site (mapped as Oil Pool 'C'). The THSP SEIR concluded that a full breach of the Conoco pipeline up slope from the proposed school site and the Project site, or the drainages leading to Pools A, B and C, should produce no impact at the proposed school site from liquid pool fire.

Given the type of land uses proposed on the Project site, and the distance to the nearest school, the Project would not involve a significant transport, use, storage, or risk of upset of hazardous materials within one-quarter mile of any schools. With implementation of the mitigation measures described above, the proposed Project's impact in regards to emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of a proposed school would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the

proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

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

As identified in the THSP EIR, the THSP Area is not included on a hazardous sites list compiled pursuant to California Government Code Section 65962.5. The proposed Project does not include improvements outside the area previously analyzed in the THSP SEIR. Therefore, the propose 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 Traffic Pattern Zone 7 and Airport Influence Area Zone 8. The THSP SEIR includes a list of conditions that are applicable to the Project because the project site is within the Traffic Pattern Zone 7. These conditions state:

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

Given that the allowed maximum building height in the MDR Zoning District and General Highway Commercial Zoning District is 35 feet and 45 feet, respectively, future development within the Project site would not be greater than 100 feet tall. In addition, the proposed retention basins within the Project site would be required by Mitigation Measure HAZ 4.8-6 to be designed and constructed in accordance with the recommendations outlined in the Federal Aviation Administration Advisory Circular No. 150/5200-33B to control against wildlife that could be hazardous to aircrafts associated with the Tracy Municipal Airport. With implementation of the above mitigation measures, the proposed Project would be consistent with the conditions listed about and the impact on the San Joaquin ALUCP would be less-than-significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

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

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

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

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

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

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

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

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

The THSP Area is zoned "Moderate" in the Local Responsibility Area and "Un-zoned" in the State Responsibility Area, which represent the lowest fire severity. Although the THSP Area is within a low fire severity zone, the THSP Area is adjacent to conservation easements, which are covered primarily with grass and brush, which is considered a flammable material. The City requires brush management of any land that is covered with flammable material such as grass, brush, or forest covered land and adjacent to structures. With implementation of Mitigation Measures HAZ 4.8-8a, 4.8-8b and 4.8-8c in the THSP SEIR, grasses and brush within 100 feet of structures would be required to be mowed to a height of no more than 4 inches or disced in order to minimize the amount of fuel to sustain or allow the spread of fire, reducing potential impacts to a less than significant level.

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

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

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

The increase in residential uses compared to the previously analyzed commercial uses within the Project site, as considered in the original 2016 THSP SEIR, would expose fewer people to wildfire risks, but for longer periods of time because exposure would be to residents of the Project site. However, as identified in the previously certified THSP SEIR, there is only a limited fire threat to the THSP Area. In addition, the Project site would not expand the boundaries of the development beyond those considered in the THSP. With implementation of the above mitigation measures, the proposed Project's impact in regards to exposing people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Cumulative Impacts

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

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?	☐	☐	☐	☐	☒
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☐	☒
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☐	☒
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☐	☒
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☐	☒
f. Otherwise substantially degrade water quality?	☐	☐	☐	☐	☒
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☐	☒
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☐	☒
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☐	☒
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

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

As determined in the THSP SEIR, the buildout of the THSP would have a less than significant impact in respect to violation of water quality with the implementation of the terminal retention/percolation basins or other facilities. Construction activities for 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.

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

After construction, stormwater from the proposed Project site would be directed to the on-site retention basins. Development of the proposed Project would have similar amounts of impervious surfaces through construction of buildings, parking areas, roadways, and other improvements because the proposed Project would have the same developable acres compared to what was previously analyzed in the THSP SEIR. The proposed Project would still be required to incorporate to the extent feasible, low impact development (LID) features, including directing drainage from impervious surfaces to bioswales for infiltration as part of BMPs per the City's Manual of Stormwater Quality Control Standards. In addition, as required in the THSP, development projects greater than 100,000 square feet are required to implement specific controls, as identified in the City's SWQC Manual, and to submit a Storm Water Quality Control

Plan (SWQCP) that demonstrates that the proposed Project would conform to all requirements of the City standards. Compliance with NPDES permit requirements and implementation of BMPs during construction would ensure the proposed Project's impact on water quality standards or waste discharge requirements would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Threshold (b) Would the project substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level?

As identified in the THSP SEIR, implementation of the THSP would not have an adverse impact on groundwater recharge. The Water Supply Assessment prepared for the THSP SEIR concluded that the City's existing and additional planned future water supplies are sufficient to meet the City's existing and projected future water demands, including those future water demands associated with the THSP to the year 2035 under all hydrologic conditions.

Development of the proposed Project would result in similar amounts of impervious surfaces through construction of buildings, parking areas, roadways, and other improvements as compared to what was previously analyzed in the THSP SEIR. As identified in the THSP SEIR, on-site bioswales would still be included to facilitate groundwater recharge as part of buildout of the THSP Area as part of BMPs per the City's Manual of Stormwater Quality Control Standards. Therefore, similar to the approved THSP, implementation of the proposed Project would not deplete groundwater supplies or interfere with groundwater recharge, any greater than already analyzed in the THSP SEIR and this impact would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Threshold (c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

As identified in the THSP SEIR, with mitigation, implementation of the THSP would have a less than significant impact with respect to substantial erosion or siltation on- or off-site. The Tracy Hills Storm Drainage Master Plan (SDMP) was prepared as a guidance document to identify the primary framework of storm drainage facilities needed to serve future land development under the buildout condition for the THSP Project Area. Individual development projects within the THSP would be required to provide site-specific or project-specific storm drainage solutions that would be consistent with the overall infrastructure approach within the Tracy SDMP. The THSP SEIR determined that buildout of the THSP would increase erosion and sedimentation through the removal of vegetation during construction of THSP infrastructure. Implementation of the THSP would result in an increase in flow rates and volumes of runoff with an increase in the amount of impervious surface such as buildings, streets and parking areas.

However, with implementation of Mitigation Measure HYDRL 4.9-1a and 4.9-2 in the THSP SEIR, potential impacts on erosion and sedimentation would be less than significant.

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

> ***Mitigation Measure HYDRL 4.9-1a:*** *Prior to issuance of a grading or building permit, whichever occurs first, all Project Applicants shall demonstrate to the City of Tracy compliance with NPDES General Construction Activities Storm Water Permit Requirements established by the Clean Water Act (CWA), including the preparation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall identify specific types and sources of stormwater pollutants, determine the location and nature of potential impacts, and specify appropriate control measures to eliminate any potentially significant impacts on receiving water quality from stormwater runoff. The SWPPP shall comply with the most current standards established by the Central Valley RWQCB. Best Management Practices shall be selected from a menu according to site requirements and shall be subject to approval by the City Engineer and Central Valley RWQCB. [This is Mitigation Measure 4.9-1a in the THSP SEIR]*
>
> ***Mitigation Measure HYDRL 4.9-2:*** *All Project Applicants shall submit and obtain City approval of a drainage plan to the City of Tracy for on-site post-construction BMP drainage improvements consistent with the Tracy Hills Storm Drain Master Plan. Once City approval is received, all Project Applicants shall construct the drainage improvements as necessary and in accordance with the timing described in the Tracy Hills Storm Drain Master Plan. [This is Mitigation Measure 4.9-2 in the THSP SEIR]*

Similar to the THSP, 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. With implementation of the above mitigation measures, the proposed Project's impact on the existing drainage pattern of the Project site would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Threshold (d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding?

As identified in the THSP SEIR, majority of the THSP Area is not located within the 100-year and 500-year floodplains. Development of the THSP Area would convert a primarily undeveloped site to a developed one, which would increase flow rates, frequency, and volumes of runoff by introducing streets, buildings, parking areas, and other impervious surfaces within the THSP Area. Flows from the off-site, upstream drainages tributary to the THSP would be intercepted and conveyed through a combination of open channels and underground storm drain system and discharge to the proposed retention basins. The retention basins would capture increases in peak flow as result of development and would substantially

reduce or eliminate downstream flow. With implementation of the drainage improvements described in the SDMP, it is unlikely that the THSP Area would result in or be affected by flooding. Therefore, the THSP SEIR found that 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. With implementation of the drainage improvements as described in the SDMP and THSP SEIR, the proposed Project's impact on surface runoff which would result in flooding would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Threshold (e) Would the project create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

As identified in the THSP SEIR, with mitigation, implementation of the THSP would have a less than significant impact in respect to runoff water that exceeds the capacity of existing or planned storm water drainage systems. As discussed in Section 4.8, Hazards and Hazardous Materials of the THSP SEIR, the types of uses and facilities allowed in the THSP Area may generate, store, use, distribute or dispose of hazardous materials such as industrial waste, oils, solvents, paints, diesel fuel, hydraulic fluid and corrosives. With implementation of Mitigation Measures HYDRL 4.9-1a, 4.9-1b, 4.9-2, and 4.9-3, potential impacts from polluted runoff would be less than significant.

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

> ***See Mitigation Measures HYDRL 4.9-1a and 4.9-2 above.***
>
> ***Mitigation Measure HYDRL 4.9-1b:*** *Prior to issuance of a grading or building permit, whichever occurs first, all Project Applicants shall submit to the City Engineer for review a draft copy of the Notice of Intent (NOI) and SWPPP. After approval by the City, the NOI and SWPPP shall be sent to the State Water Resources Control Board for approval. [This is Mitigation Measure 4.9-1b in the THSP SEIR]*
>
> ***Mitigation Measure HYDRL 4.9-3:*** *All Project Applicants shall implement the following measures:*
>
> 1. *Shall implement sound Integrated Pest Management (IPM) principles and practices in an effort to minimize the use of pesticides in common landscaped areas, open space areas, or park areas. These programs shall include setting acceptable thresholds of infestations and a process for determining the best prevention or treatment method for a given pest. Pest problems in common landscaped areas, open space areas, or park maintenance shall be managed through prevention and treatment using physical, mechanical and biological controls. The use of toxic pesticides will be implemented only after other non-toxic approaches*

or products have been determined infeasible. Fertilizers shall be applied sparingly, and shall be derived from natural sources, such as fish emulsion or manure.

2. *Shall cooperate with the City to create a public education program for future business owners to increase their understanding of water quality protection, which should include but not be limited to:*

    - *Hazardous material use controls;*
    - *Hazardous materials exposure controls;*
    - *Hazardous material disposal and recycling.*

3. *Encourage the use of alternative methods to avoid hazardous materials to the extent feasible, and prohibit the dumping of hazardous materials in open space areas or the storm drain system. [This is Mitigation Measure 4.9-3 in the THSP SEIR]*

As discussed in the previously certified THSP SEIR, the THSP would be designed to include storm drainage solutions as part of its land plan to accommodate the THSP's drainage as well as drainage from certain other existing surrounding uses and adhere to the City's Storm Drainage Master Plan, which has plans for improvements that accommodate development proposed under the THSP.

Similar to 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. With implementation of above mitigation measures, the proposed Project's impact on increased runoff water would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

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

As identified in the THSP SEIR, with mitigation, implementation of the THSP would have a less than significant impact on degradation of water quality. As discussed above in Threshold (e), with implementation of Mitigation Measures HYDRL 4.9-1a, 4.9-1b, 4.9-2, and 4.9-3, implementation of the THSP would not substantially degrade water quality.

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

See Mitigation Measures HYDRL 4.9-1a, 4.9-1b, 4.9-2 and 4.9-3 above.

Similar to the THSP, the proposed Project would have the potential to degrade water quality through erosion or siltation from construction and operation activities. With implementation of the above

mitigation measures, the proposed Project's impact on water quality would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Threshold (g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

The THSP SEIR identified that a portion of the THSP Area is located in 100-year and 500-year floodplains areas associated with Corral Hollow Creek (FEMA Flood Insurance Rate Map (FIRM) Panel No. 06077C0740F for San Joaquin County, California and Incorporated Areas dated October 16, 2009). However, as identified in the THSP SEIR, there are no residential uses proposed within the 100-year and 500-year floodplains. Thus, the THSP SEIR identified that no impact would occur.

While Figure 4.9-3A and Figure 4.9-3B of the THSP SEIR mapped the Project site as being partially within the 100-year and 500-year floodplain areas, FEMA has since issued a Letter of Map Amendment clarifying that the Project site is not located in an area "inundated by the flood having a 1-percent chance of being equaled or exceeded in any given year"[4]. As such, the Project site is not located within the 100-year floodplain and there would be no impact associated with placing housing within a 100-year flood hazard area. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

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

As identified in the THSP SEIR, the majority of the development within the THSP Area would be located outside of the 100-year floodplain and therefore, the floodplain would not impact development. However, as described above, a small portion of the THSP was mapped in the THSP SEIR as being located in 100-year and 500-year floodplains for Corral Hollow Creek. The easternmost edge of the THSP Area where General Highway Commercial land uses encroach into approximately 2.2 acres of the 500-year flood elevation and 0.1 acres of the 100-year flood elevation. Depending on the ground at the proposed building locations, development within this area may need to elevate building finished floors a minimum of 1 foot above the 100-year flood elevation for Corral Hollow Creek, and possibly, meet the requirements to withstand a 200-year flood per the Urban Level of Flood Protection (ULOP) Criteria. Senate Bill 5 establishes a requirement that "urban areas" and "urbanizing areas" apply a 200-year return period storm level of protection standard to new development in locations meeting certain criteria no later than 36 months after the Central Valley Flood Protection Plan is adopted by the State. Additionally, the City's Storm Drain Management Plan has been designated to accommodate the 100-year flood event in accordance with City design standards. With implementation of Mitigation Measure HYDRL 4.9-4 in the THSP SEIR, potential

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

impacts associated with placing structures within the 100-year floodplain were found to be less than significant.

While Figure 4.9-3A and Figure 4.9-3B of the THSP SEIR mapped the Project site as being partially within the 100-year and 500-year floodplain areas, FEMA has since issued a Letter of Map Amendment clarifying that the Project site is located in an area "inundated by the flood having a 1-percent chance of being equaled or exceeded in any given year"[5]. As such, the Project site is not located within the 100-year floodplain and there would be no impact associated with placing structures within a 100-year flood hazard area. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Threshold (i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

As identified in the THSP SEIR, the THSP is not located within the dam inundation risk areas. As a result, no impacts would occur as a result of the failure of a levee or dam. Because the proposed Project would be within the same footprint as previously analyzed in the THSP, there would be no impact and no further analysis is required.

Threshold (j) Would the project result in inundation by seiche, tsunami or mudflow?

As identified in the THSP SEIR, the THSP is located inland across several mountain ranges from the Pacific Ocean and is not downstream of any significant body of water. Therefore, there is no risk of exposure to inundation by seiche or tsunami and no impact would occur. Because implementation of the proposed Project would be still be located within the same footprint of the THSP Area, the proposed Project would not result in inundation by seiche, tsunami or mudflow. Similar to the THSP, there would be no impact and no further analysis is required.

Cumulative Impacts

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

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

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?	☐	☐	☐	☐	☒
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☐	☒
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

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

As identified in the THSP SEIR, implementation of the THSP Area would not have the potential to divide an established community. While new development, improvements, and intensification of the THSP Area would occur under the THSP, implementation of the THSP would not physically divide an established community and impacts would be less than significant.

The proposed Project area is located within the limits of the THSP and the site is designated for development of residential dwelling units. The proposed Project is consistent with the land use designation and would not divide an established community. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project.

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, the proposed Project would maintain the same number of developable acres of residential uses. The proposed Project would reconfigure all lots to a reduced dimension of 41 feet by 68 feet, resulting in 23 additional dwelling units, as compared to the previously approved THSP SEIR. However, the proposed density would still fall under the maximum 12 units per acre limit allowed by the THSP.

As identified in Figure 4.10-2 of the THSP SEIR, the Project site would be within the San Joaquin ALUCP Traffic Pattern Zone 7 and Airport Influence Area Zone 8. The THSP SEIR includes a list of conditions that are applicable to the Project because the project site is within the Traffic Pattern Zone 7 (See Section VIII, Hazards and Hazardous Materials). The Project would not conflict with conditions in Traffic Pattern Zone 7 because the Project would maintain the same Medium Density Residential zoning that what was previously analyzed in the May 2020 amendment to the THSP SEIR. With implementation of the above mitigation measure, the proposed Project's impact on land use plans, policies, or regulations would be less than significant. 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 (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. 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. 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.

Cumulative Impacts

The analysis of potential impacts indicated that no impacts would result from the proposed Project's implementation. As a result, no cumulative impacts related to land use and planning would occur. This determination of less than significant impact is supported by the impact conclusions of the THSP SEIR. 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.

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?	☐	☐	☐	☐	☒
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

Threshold (a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

The main mineral resources found in San Joaquin County, and Tracy are sand and gravel (aggregate), which are primarily used for construction materials like asphalt and concrete. The City of Tracy has an adopted Aggregate Mining Overlay zone, which has been approved by the State Division of Mines and Geology (Resolution 2000-12 of State Division of Mines and Geology). In order to protect aggregate land and mitigate conflicts between mining activities and urban uses, the 2011 Tracy General Plan designates lands with production quality mineral reserves as Aggregate in the southern portion of Tracy. Of the area classified by the State Division of Mines and Geology as having potentially significant mineral deposits, the City has designated the bulk of this area as Aggregate in the 2011 General Plan. Some additional areas identified as having potentially significant aggregate deposits are designated as Industrial in the General Plan. The City and State have agreed to protect identified areas south of Linne Road for aggregate uses and allow for urban development north of Linne Road (much of which has already occurred).

There is a small aggregate area south of the California Aqueduct, along Corral Hollow Road that is within the THSP Area. Impacts to mineral resources within the THSP Area was determined to be less than significant in the 2011 General Plan EIR.

The Project site is located inside of the small aggregate area identified in the THSP SEIR; however, the Project would not expand the boundaries of development beyond those considered in the THSP. Thus, the proposed Project would not have the potential for new impacts to mineral resources and impacts in regards to the loss of availability of a known mineral resource would be considered less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project.

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 proposed Project site 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 proposed Project site is not currently used (or planned for use) as a mineral resource recovery site, no impacts to mineral resources would occur. The proposed Project would cause neither a new impact to occur, nor an increase in the severity of an impact previously disclosed.

Cumulative Impacts

As discussed above, the proposed Project would not cause a new mineral impact to occur, nor an increase in the severity of a mineral impact previously disclosed in the THSP SEIR. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor an increase in the severity of a cumulative impact previously disclosed.

XII. NOISE

WOULD THE PROJECT:

Issues	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*Reviewed Under Previous Document*
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☐	☒
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☐	☒
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☐	☒
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

A noise impact analysis was performed for the previously certified THSP SEIR to evaluate the potential for noise and vibration impacts resulting from Specific Plan implementation. The results and findings as they apply to the proposed Project are summarized herein.

Noise sources in the THSP area consist of vehicular traffic on nearby roadways, including I-580, Lammers Road, Corral Hollow Road, Linne Road, Tracy Boulevard, and Eleventh Street. According to the THSP SEIR, on-site noise levels were measured on March 30, 2013 to document noise levels at the existing land uses. Noise levels were based on readings at two Long-Term Locations and four Short Term Locations, which included four locations on roadways near the Phase 1a area. The noise environment of the proposed Project site is dominated by traffic along Interstate 580 and Corral Hollow Road.

The proposed Project would develop an additional 23 dwelling units in an area of the THSP zoned for Medium Density Residential. Noise sources generated by the proposed Project would also be similar and include sources such as, vehicle traffic, and typical residential mechanical equipment (HVAC units).

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; [6] 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.*

[6] THSP Draft EIR, page 4.11-22.

- *Construction activities shall occur between the hours of 7:00 AM and 10:00 PM daily pursuant to Section 9.12.030 and Section 4.12.820 of the Tracy Municipal Code. [This is Mitigation Measure 4.11-1 in the THSP SEIR]*

***Mitigation Measure NOI 4.11-3a**: Prior to issuance of any Building Permit, the Project applicant shall demonstrate, to the satisfaction of the City of Tracy, compliance with the following:*

- *To the extent possible, all mechanical equipment shall be oriented away from the nearest noise sensitive receptors; and*

- *All mechanical equipment shall be screened and enclosed to minimize noise or the equipment shall be factory rated at a noise level that would comply with the noise limits set forth in the City's Municipal Code. [This is Mitigation Measure 4.11-3a in the THSP SEIR]*

***Mitigation Measure NOI 4.11-3b:** Where a commercial zone abuts a residential zone or residential use, all deliveries of goods and supplies; trash pick-up (including the use of parking lot trash sweepers); and the operation of machinery or mechanical equipment which emits noise levels in excess of 65 dBA, as measured from the closest property line to the equipment, shall only be allowed between the hours of 7:00 AM and 10:00 PM, unless otherwise specified in an approved conditional use permit or other discretionary approval. [This is Mitigation Measure 4.11-3b in the THSP SEIR]*

***Mitigation Measure NOI 4.11-3c:** All feasible sound attenuation shall be incorporated into the parking areas (i.e., landscaping and brushed driving surfaces), such that noise from parking area has been minimized to the greatest extent practicable such that parking lot noise would not exceed the standards indicated in Tracy Municipal Code Section 4.12.750 (General Sound Level Limits). [This is Mitigation Measure 4.11-3c in the THSP SEIR]*

***Mitigation Measure NOI 4.11-3d:** Prior to the issuance of Building Permits, any residential development within 2,040 feet of the I-580 centerline shall be designed in compliance with the California Building Code (CBC) and an Acoustical Noise Analysis shall be prepared to ensure that the City of Tracy's exterior and interior noise level standards defined in General Plan Figure 9-3, Land Use Compatibility for Community Noise Environment, are met at all residential, commercial, and recreational land uses. The analysis shall verify that residences are adequately shielded and/or located at an adequate distance from mobile noise sources. Residential buildings or structures shall be designed to ensure interior noise levels do not exceed 45 dBA. In addition, individual developments shall, to the extent feasible, implement site-planning techniques such as the following:*

- *Increasing the distance between the noise source and the receiver;*

- *Using non-noise sensitive structures such as garages to shield noise-sensitive areas;*

- *Orienting buildings to shield outdoor spaces from a noise source;*

- *Incorporating architectural design strategies, which reduce the exposure of noise-sensitive spaces to stationary noise sources (i.e., placing bedrooms or balconies on the side of the house facing away from noise sources). These design strategies shall be implemented as required by the City to comply with City noise standards;*

- *Incorporating noise barriers, walls, or other sound attenuation techniques, as required by the City to comply with City noise standards; and*

- *Modifying elements of building construction (i.e., walls, roof, ceiling, windows, and other penetrations), as necessary to provide sound attenuation. This may include sealing windows, installing thicker or double-glazed windows, locating doors on the opposite side of a building from the noise source, or installing solid-core doors equipped with appropriate acoustical gaskets. [This is Mitigation Measure 4.11-3d in the THSP SEIR]*

Mitigation Measure NOI 4.11-3e: *Prior to the issuance of Grading Permits, any residential development associated with the THSP Buildout (i.e., development other than Phase 1a) located within 260 feet of the Union Pacific Railroad corridor shall have an Acoustical Analysis prepared to fully analyze acoustical impacts and develop measures, if required, to ensure that the City's exterior standards of 70 dBA would be achieved for the proposed land uses that are subject to noise from train pass-bys. The analysis shall conduct detailed train noise modeling to verify that residences are adequately shielded and/or located at an adequate distance from the rail corridor to comply with the City's exterior standards. The analysis shall also ensure that interior noise levels do not exceed 45 dBA. [This is Mitigation Measure 4.11-3e in the THSP SEIR]*

The proposed Project area consists of the majority of the area north of the I-580 and east of Corral Hollow Road in the THSP. The nearest sensitive receptor is located approximately 575 feet north of the Project site. At this distance, construction and operational noise levels would remain low. Given that the Project would be located within the original THSP development footprint and remain consistent with the Medium Density Residential land use, stationary noise impacts would be similar to those analyzed in the THSP SEIR. With implementation of the above mitigation measures, impacts to noise levels would not be altered any greater than what was previously analyzed and remain less than significant. This is consistent with the impact conclusions of the THSP SEIR. The proposed Project would cause neither a new impact to occur, nor an increase in the severity of an impact previously disclosed.

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 peak particle velocity (PPV) for the evaluation of potential human annoyance and potential for structural damage to result from vibration is used. PPV is the maximum instantaneous vibration amplitude.

Construction of the proposed Project 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. Proposed Project construction 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, similar to the THSP, groundborne vibration from construction could result in a potentially significant impact with respect to perception or architectural damage. The proposed Project would also implement best practices for construction activities (as specified in Mitigation Measure NOI 4.11-1), which would reduce groundborne noise and vibration from construction.

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

See Mitigation Measure NOI 4.11-1 above.

With implementation of the above mitigation measure, construction vibration levels as a result of construction for the proposed Project construction would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. The proposed Project would cause neither a new impact to occur, nor an increase in the severity of an impact previously disclosed.

Threshold (c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

As discussed in the previously certified THSP SEIR, Specific Plan implementation would cause a substantial noise increase to most nearby roadways within and in close proximity to the Specific Plan limits during Long Range Plus THSP Buildout Conditions.[7] The Specific Plan impact was identified as significant and unavoidable. According to the THSP SEIR, impacts would occur on off-site roadways where it is infeasible to implement mitigation measures. Therefore, impacts to off-site uses from traffic noise remain significant and unavoidable. The proposed Project is consistent with the land use generated traffic evaluated in the

[7] THSP Draft EIR, page 4.11-22.

previously certified EIR prepared for the THSP. The Traffic Update prepared for the Project concluded that the 23 additional dwelling units allowed by the proposed amended Vesting Tentative Map would add 16 a.m. peak hour trips and 30 p.m. peak hour trips, which is still much less than the number of trips environmentally cleared for the Project site in the 2016 THSP SEIR. Similar to the THSP, mitigation measures would not be feasible to apply on off-site roadways, and the proposed Project would also result in a significant and unavoidable impact related to future mobile traffic noise. This would not be a new specific impact, nor would it increase the severity of the impact previously identified in the THSP SEIR and would therefore be consistent with the effects of implementation of the THSP.

The previously approved THSP SEIR evaluated stationary source noise impacts such as mechanical equipment, slow moving delivery/supply trucks, activities at the loading docks, parking lots, landscape maintenance, and outdoor pools. As the THSP is primarily vacant, the previously approved EIR found new noise sources would be introduced as a result of the proposed Project and THSP buildout. However, THSP SEIR mitigation measures 4.11-3a; 4.11-3b; 4.11-3c; 4.11-3d; 4.11-3e and adherence to Municipal Code requirements would lessen impacts, but not to a less than significant level. Given that off-site effects cannot be mitigated, this impact would remain significant and unavoidable overall.

Similar to the TSHP, the Project would contribute to ambient noise levels, but residential uses are considered to be less noisy than commercial uses. As such, the Project would have less impacts on permanent ambient noise conditions, as compared to the original 2016 THSP SEIR, which assumed the Project site would be developed with commercial uses. This would not be a new specific impact, nor would it increase the severity of the impact previously identified in the THSP SEIR and would therefore be consistent with the effects of implementation of the THSP.

Threshold (d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Noise emissions from construction of the proposed Project would be localized and occur intermittently for varying periods of time. The highest construction noise levels associated with construction would be generated during grading, excavation, and foundation work, with lower noise levels occurring during building construction and finishing. According to the THSP EIR, potentially significant impacts from construction noise could occur with Specific Plan implementation. The Project is proposing less intense building development compared with the THSP. Construction of the proposed Project would include similar construction equipment and would 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 mitigation, the impact is less than significant. This is consistent with the impact conclusions of the THSP SEIR. This would not be a new specific impact, nor would it increase the severity of the impact

previously identified in the THSP SEIR and would therefore be consistent with the effects of implementation of the THSP.

Threshold (e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

According to the THSP SEIR, the THSP Area is located approximately 0.22 miles west of the Tracy Municipal Airport. The Project site is located approximately 0.5 miles southwest of the Tracy Municipal Airport. According to the San Joaquin County Airport Land Use Compatibility Plan Update (ALUCP) the airport has approximately 59,701 operations, primarily performed by single engine piston aircrafts involved in flight training. The Project site not located within any Community Noise Equivalent Level (CNEL) Airport Noise Contours (CNEL is a rating of community noise exposure to all sources of sound that differentiates between daytime, evening, and nighttime noise exposure). 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. The proposed Project would remain within the THSP development footprint. This would not be a new specific impact, nor would it increase the severity of the impact previously identified in the THSP SEIR.

Threshold (f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

According to the THSP SEIR, the THSP Area is not located within two miles of a private airstrip. Therefore, the proposed Project is not located within a distance of two miles from a private airstrip. Due to the distance separation, the proposed Project would not expose persons to excessive airport-related noise levels. Similar to the THSP, there would be no impact and no further analysis is required.

Cumulative Impacts

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

XIII. POPULATION AND HOUSING

WOULD THE PROJECT:

Issues	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*Reviewed Under Previous Document*
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☐	☒
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☐	☒
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

Threshold (a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

As identified in the previously certified EIR prepared for the THSP, the THSP would include construction of new residential areas. The THSP SEIR found that buildout of the THSP would not exceed the maximum dwelling units already anticipated in the certified 2011 General Plan EIR for the THSP Area. The General Plan EIR did not find any significant impacts related to population, employment or housing, thus implementation of the THSP would not induce population growth, which has not already been anticipated in the 2011 General Plan EIR. The THSP EIR determined that displacement of the five existing houses in the THSP Area would not substantiate the need for construction of replacement housing. As a result, the THSP SEIR found impacts related to population and housing would be less-than-significant.

As shown in Table 1, buildout of the THSP Area is projected to result in construction of up to 5,499 dwelling units. Using a multiplier of 3.27 persons per household (pph), approximately 17,981 residents were projected for the buildout of the THSP.[8]

Within the Project site, the proposed Project would result in a net increase of 23 medium density residential units as a result of a lot reconfiguration on all lots to 41 by 68 feet, as compared to the THSP (See Table 1: *Land Use Plan Buildout*). The development acreage and zoning would remain the same, [see Table 1, *Land Use Buildout (2035)*]. As a result of the proposed Project, the THSP Area would have a total

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

of 5,713 dwelling units at buildout, as compared to 5,690 dwelling units considered in the May 2020 THSP Addendum.

Consistent with the THSP SEIR assumptions of 3.27 persons per household (pph), implementation of the proposed Project would result in an increase of 76[9] new residents in the THSP Area from what was previously determined in the THSP SEIR. However, the Project is within the density ranges allowed by the THSP.

The 2011 General Plan EIR determined total buildout of the General Plan would result in approximately 151,500 people and 46,800 housing units.[10] 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 23 dwelling units associated with implementation of the proposed Project would be within the maximum of 750. 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 (b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

Threshold (c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

As determined in the previously certified EIR for the THSP, five single-family homes would likely be demolished and replaced with new single family and multi-family homes. Since the THSP includes the construction of new residential areas, the displacement of the five existing houses would not substantiate the need for construction of replacement housing. Therefore, impacts related to population and housing were determined to be less than significant.

Development of the proposed Project would occur on currently undeveloped land. Thus, impact would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

[9] 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 23 dwelling units x 3.27 pph = 76 people

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

Cumulative Impacts

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

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?	☐	☐	☐	☐	☒
ii. Police protection?	☐	☐	☐	☐	☒
iii. Schools?	☐	☐	☐	☐	☒
iv. Parks?	☐	☐	☐	☐	☒
v. Other public facilities?	☐	☐	☐	☐	☒
b. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☐	☒
c. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☐	☒
d. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☐	☒
e. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☐	☒
f. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☐	☒
g. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☐	☒

WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*Reviewed Under Previous Document*
h. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☐	☒
i. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☐	☒
j. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

Threshold (a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?

i. Fire Protection

The THSP SEIR identified that development of the THSP would include two fire stations within the THSP Area, which would be adequately equipped to provide fire services for the buildout of the THSP once implemented[11]. As determined in the THSP SEIR, buildout of the THSP would not exceed the City's planned growth level, additional service population was already accounted for in the Citywide Public Safety Master Plan and would not require additional fire protection facilities beyond what has been planned. Additionally, all project applicants of individual projects within the THSP Area would be required to pay a fair and equitable amount to the City's Public Buildings impact fee to offset the capital costs for fire protection and emergency service facilities. As a result, development within the THSP Project Area would not exceed the maximum dwelling units or non-residential square footage approved in 2016, or the maximum dwelling units square footage contemplated by the City's General Plan. Fire protection needs would not be altered by implementation of the THSP with implementation of Mitigation Measures PSR

[11] 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]*

Implementation of the proposed Project would increase population growth in the THSP Area by proposing an increase of 23 dwelling units compared to the most recent addendum to the THSP SEIR. As discussed above, the increase of 23 dwelling units from implementation of the proposed Project would result in 76 new residents that were not considered in the most recent addendum to the THSP SEIR. However, the THSP SEIR, and the May 2020 Addendum, assumed the Project site would be developed and would create demand on fire services. The additional 23 dwelling units would not create excess demand on fire services beyond what was considered for the 191 dwelling units in the Project site in the May 2020 Addendum to the THSP SEIR. As discussed in the Section XIII, Population and Housing, the additional 23 dwelling units associated with implementation of the proposed Project would be within the maximum of 750 units allowed by GMO. Therefore, growth associated with the Project would not exceed the growth planned for the THSP Area in the 2011 General Plan. The proposed Project, with implementation of the mitigation measures identified above, would not result in the need to construct additional fire stations, beyond those identified in the THSP SEIR. Given that no additional fire stations would be required to serve the proposed Project, beyond those identified in the THSP, the proposed Project would not create substantial adverse physical impacts associated with constructions of a new fire station. As such, this impact would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

ii. Police Protection

As identified in the THSP SEIR, development of the THSP would include construction of a new police substation located closer to the THSP than the current primary station. As determined in the THSP SEIR, buildout of the THSP would not exceed the City's planned growth level, additional service population was already accounted for in the Citywide Public Safety Master Plan, and would not require additional law enforcement facilities beyond what has been planned. Additionally, individual development projects under the THSP would be required to pay the applicable impact fees, which ensure payment of a proportionate share towards the planned facilities. As a result, development within the THSP Project Area

would not exceed the maximum dwelling units or non-residential square footage previously approved in 2016, or the maximum dwelling units square footage contemplated by the City's General Plan. Law enforcement needs would not be altered by implementation of the THSP with implementation of Mitigation Measures PSR 4.12-4a and 4.12-5b. Implementation of Mitigation Measures PSR 4.12-4a and 4.12-5b would reduce potential impacts on fire protection to a less than significant level.

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

> ***Mitigation Measure PSR 4.12-4a:*** *The Project applicant of individual projects within the THSP Project Area shall consult with the Police Department during preliminary stages of site design to review safety features, determine their adequacy, and suggest design and/or physical improvements to the proposed site plan. This is achieved through the City's development review process, which currently is coordinated with various City Departments' review of new development proposals. [This is Mitigation Measure 4.12-4a in the THSP SEIR]*
>
> ***Mitigation Measure PSR 4.12-5b:*** *As part of the application process for each individual development under the Specific Plan, the Project applicant shall be required to pay the applicable development impact fees. [This is Mitigation Measure 4.12-5b in the THSP SEIR]*

As discussed in the Section XIII, Population and Housing, the additional 23 dwelling units associated with implementation of the proposed Project would be within the maximum of 750 units allowed by GMO. Therefore, growth associated with the Project would not exceed the growth planned for the THSP Area in the 2011 General Plan. The proposed Project, with implementation of the mitigation measures identified above, would not result in the need to construct additional police stations, beyond those identified in the THSP SEIR. Given that no additional police stations would be required to serve the proposed Project, beyond those identified in the THSP, the proposed Project would not create substantial adverse physical impacts associated with constructions of a new police station. As such, this impact would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

iii. Schools

As identified in the THSP SEIR, implementation of the THSP could substantially increase the population of school children in the City of Tracy, requiring construction of new facilities or modification of existing facilities to accommodate the growth of the student body. Development of the THSP Area was estimated to generate 3,520 new students in grades K–8. As discussed in the THSP SEIR, three elementary schools (K-8) were proposed throughout the THSP Area. Although the final number and locations of the schools will be determined in accordance with the Jefferson School District Facilities Master Plan as the THSP is built out. Implementation of the approved THSP, as amended in May 2020, would generate a maximum of 5,690 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.[12] 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 fees in accordance with SB 50 or pay applicable fees 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.

Using the generation rates from THSP SEIR, an increase of 11 grade K-5, 5 grade 6-8 students, and 7 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 the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

iv-v. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks and other recreational facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

Threshold (b) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Threshold (c) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

As identified in the THSP SEIR, development of the THSP would include up to three acres of neighborhood park land or one acre of community park land per 1,000 population. Neighborhood and community parks which would be distributed throughout the residential areas. Active play and sports parks proposed by the THSP may feature play fields, ball fields, children play areas, picnic areas, tennis courts, and open

[12] THSP Draft EIR, page 4.12-38

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.

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."[13] The May 2020 Addendum to the THSP SEIR included an additional 5.6 acres of land designated as Conservation Corridors, as compared to the original 2016 THSP SEIR, which assumed the Project site would be developed entirely with commercial uses. The inclusion of this 5.6 acres would allow for adequate neighborhood park land at a ratio exceeding three acres per 1,000 population. As such, this impact would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Threshold (d) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

The City of Tracy provides wastewater services throughout the City and the THSP Area. Impacts to wastewater treatment requirements were analyzed in the previously certified THSP SEIR for buildout of the THSP Area. As described in the previously certified THSP SEIR, the City's Wastewater Treatment Plant releases effluent into the Old River, therefore the City is subject to NPDES permitting requirements, as implemented by the RWQCB. To accommodate future planned growth, including the buildout of the THSP Area, the City plans to implement a wastewater treatment system upgrade in accordance with the Wastewater Master Plan (WWMP) and as evaluated in the related environmental documentation.

Since buildout of the proposed Project would be utilizing the City's wastewater treatment facilities, anticipated wastewater generated by the increase of proposed residential land uses in the proposed Project would not be expected to result in an exceedance of any wastewater treatment requirements of the applicable RWQCB any greater than previously analyzed in the THSP SEIR. Therefore, impacts would be considered less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

[13] THSP, page 2-19

Threshold (e) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The City of Tracy provides water and wastewater services throughout the City and the THSP Area. Impacts to existing water and wastewater treatment facilities were analyzed in the previously certified THSP SEIR for buildout of the THSP Area. Although buildout of the THSP Area would require new water facilities and would eventually require the construction of additional wastewater conveyance and wastewater treatment facilities, the environmental impacts that may result from the construction of these facilities were evaluated and mitigated through the environmental review process for the adoption of the City's Water System Master Plan (WSMP) and the Wastewater Master Plan (WWMP). According to the THSP SEIR, because implementation of the THSP would require the construction of yet-to-be-built WSMP facilities, and may require the construction of certain interim improvements pending completion of WSMP improvements, the THSP would have potentially significant impacts. With implementation of Mitigation Measures PSR 4.12-6, 4.12-7a and 4.12-8b, impacts would be reduced to a less than significant impact.

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

> ***Mitigation Measure PSR 4.12-6:*** *Developers of subsequent phases of the Project (beyond Phase 1a) will be required to prepare SB 221 analysis for each subsequent phase of development. [This is Mitigation Measure 4.12-6 in the THSP SEIR]*
>
> ***Mitigation Measure PSR 4.12-7a:*** *As part of the development process for each individual site-specific development under the Specific Plan, the City shall review flow monitoring, at the applicant's cost, to determine available capacity. If the City determines, based on technical and legal constraints and other relevant data, that existing capacity is available to serve the development at issue, then no further mitigation is required. However, if the City determines, based on technical and legal constraints and other relevant data, that existing capacity is not available to serve the development at issue, then the improvements as identified in the Master Plan must be constructed that are necessary to create the additional capacity required, subject to any applicable credit and/or reimbursement provisions, as determined by the City. [This is Mitigation Measure 4.12-7a in the THSP SEIR]*
>
> ***Mitigation Measure PSR 4.12-8b:*** *As part of the development process for each individual site-specific development under the Specific Plan, the applicant shall pay its applicable development impact fees for wastewater facilities prior to issuance of first certificate of occupancy. [This is Mitigation Measure 4.12-8b in the THSP SEIR]*

Future development that may occur under the proposed Project would be located within the same footprint of the THSP Area. As discussed in the THSP SEIR, the City plans to implement a wastewater treatment system upgrade as outlined in the WWMP. Because future development that may occur under the proposed Project would be located in the same footprint of the THSP, these future developments would also be serviced by the wastewater treatment system upgrades. With implementation of the above

mitigation measures, the proposed Project's impact on new water or wastewater facilities would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Threshold (f) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

As discussed in Section IX (Hydrology and Water Quality) and the THSP SEIR, the construction of new stormwater drainage facilities or expansion of existing facilities would be required for buildout of the THSP Area as well as individual development projects. The storm drainage infrastructure within the THSP Area would incorporate terminal retention basins as the means of managing runoff from new development via storage and percolation. These basins are depicted in *Figure 4.9-4* of the THSP SEIR. As discussed in the THSP SEIR, storm water runoff generated by buildout of the THSP would be self-contained and would not utilize any existing downstream City storm drainage facilities. The drainage improvements discussed in the THSP SEIR would accommodate projected runoff from the THSP Area. Thus, implementation of the THSP would not exceed the capacity of the proposed stormwater drainage system.

Since the proposed Project would be located within the same footprint as what was previously analyzed in the THSP SEIR, storm water runoff generated by implementation of the proposed Project would be self-contained and would not utilize any existing downstream City storm drainage facilities any greater than previously analyzed in the THSP SEIR. Implementation of the proposed Project would not require new stormwater drainage facilities, the construction of which would cause significant environmental effects. This would not be a new specific impact or an increase in the severity of an impact that was identified in the THSP SEIR and would therefore be consistent with the effects of implementation of the THSP.

Threshold (g) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

As described in the Water Supply Assessment (WSA) conducted for the previously certified THSP SEIR, the THSP Area would be served by the City from its existing and future portfolio of water supplies. The WSA conducted for the THSP Area concluded that the City's existing and planned water supplies would be sufficient to meet the water demand for any hydrologic conditions to the year 2035. No water supply shortages are anticipated for any hydrologic conditions based on Year 2035 water demands. As determined in the THSP SEIR, for all hydrologic conditions, the City's existing and additional water supplies are sufficient to meet the City's Year 2035 water demands. Thus, implementation of the THSP would be of a less than significant level regarding water supply.

As discussed above, implementation of the proposed Project would increase the projected number of dwelling units in the THSP Area by 23 dwelling units more than previously analyzed in the THSP SEIR.

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). The proposed Project would result in an increase of 7,130 gallons per day, as compared to what was analyzed in the THSP SEIR, and May 2020 Addendum.

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 City would have sufficient water supplies to serve the proposed Project. This impact would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Threshold (h) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

As explained in Threshold (e), the City of Tracy would provide wastewater services to the THSP Area. Buildout of the THSP Area would eventually require the construction of additional wastewater conveyance and wastewater treatment facilities, but not as a result of implementation of THSP Area solely. Environmental impacts that may result from the construction of these facilities were evaluated and mitigated through the environmental review process for the adoption of the City's Wastewater Master Plan (WWMP)[14].

[14] THSP Draft EIR, page 4.12-44

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. 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.

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 caused by the proposed Project, payment of development impact fees would ensure this impact is less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Threshold (i) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

The THSP Area would be served by the Foothill Sanitary Landfill, which has sufficient capacity to serve the City of Tracy through the year 2082. As determined in the THSP SEIR, the buildout of the THSP Area is considered a small addition to the overall tons per day the City of Tracy currently generates.[15] For these reasons, solid waste disposal needs from implementation of the THSP can be met and existing landfill and associated impacts are less than significant.

Because future development that may occur under the proposed Project would be located in the same footprint of the THSP, solid waste generated by these future developments would be sent to the same Foothill Sanitary Landfill.

Based upon the current generation factor of 7.52 pounds per person per day (the residential, commercial, industrial average), the proposed Project would result in an additional 572 pounds of solid waste per day, or 0.3 tons a day.[16] The THSP SEIR assumed that the THSP would generate approximately 54 tons of solid waste per day. Given the small addition to the overall tons the THSP and the City of Tracy currently generates, the landfill would have capacity to serve the proposed Project and this impact would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

[15] THSP Draft EIR, page 4.12-47

[16] [76 people] * [7.52 lbs waste/person/day] = [572 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. [17] The THSP SEIR determined that the waste diversion programs, together with adherence to the CALGreen Code, are sufficient to ensure that implementation of the THSP would comply with applicable statutes and regulations and the impact was found to be less than significant.

Similar to the THSP, the proposed Project would comply with applicable statutes and regulations, including the City's waste diversion programs and the CALGreen Code, and the impact would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Cumulative Impacts

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

[17] 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?	☐	☐	☐	☐	☒
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☐	☒
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☐	☒
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☐	☒
e. Result in inadequate emergency access?	☐	☐	☐	☐	☒
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

A Traffic Consistency Analysis was prepared by Kimley-Horn and Associates, Inc. in August 2020 (See Attachment A). 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 Medium Density Residential.

The trip generation calculation included a comparison between the previously certified THSP SEIR buildout trips, the May 2020 THSP Amendment, and the proposed Project buildout trips. This comparison is provided below in Table 3: Trip Generation.

As previously noted, the original THSP was amended in May 2020 to replace commercial uses within the KT Project site with medium density residential uses (See Table 1). Commercial uses generate more daily vehicle trips than residential uses, so this amendment effectively reduced the total number of vehicle trips anticipated with buildout of the THSP.

The total trips generated for the original THSP were 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.

Additionally, there is a pending application with the City to amend the THSP to allow an additional 66 dwelling units within the Phase 1A- Village 7C area. It is anticipated that the Village 7C project would be approved before this proposed Project, so the 7C Village trips are accounted for as 'background' conditions for this proposed Project (See Table 3).

With the proposed Project, buildout of the THSP is anticipated to generate 6,823 (3,263 IN / 3,560 OUT) a.m. peak hour trips and 12,245 (6,221 IN / 6,024 OUT) p.m. peak hour trips.

Comparison of the trip generation for the THSP SEIR analysis, including the May 2020 Addendum and the proposed 7C Village project, and the proposed Project buildout trips indicates the overall a.m. peak hour trips decrease by approximately 1,008 trips, and the overall p.m. peak hour trips decrease by approximately 1,821 trips.

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) & Village 6B (Pending)

Trip Generation Rates	Square Feet	Units		Weekday AM				Weekday PM			
				Total	IN	/	OUT	Total	IN	/	OUT
Low/Mid Density Residential & Residential Estate	-	***5,631 [1,2]***	***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 [1,2]***	***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	**6,807**	**3,259**	**/**	**3,548**	**12,215**	**6,202**	**/**	**6,013**
			Net New Trips	**-1,024**	**-688**	**/**	**-336**	**-1,851**	**-848**	**/**	**-1,003**

Specific Plan with Additional Homes in KT Update

Trip Generation Rates	Square Feet	Units		Weekday AM				Weekday PM			
				Total	IN	/	OUT	Total	IN	/	OUT
Low/Mid Density Residential & Residential Estate	-	***5,660 [1,3]***	***No. of Dwelling Units***	***3,113***	***778***	***/***	***2,335***	***5,943***	***3,744***	***/***	***2,199***
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 Trips	**6,823**	**3,263**	**/**	**3,560**	**12,245**	**6,221**	**/**	**6,024**
			Net New Trips (Original Approved Specific Plan)	**-1,008**	**-684**	**/**	**-324**	**-1,821**	**-829**	**/**	**-992**
			Net New Trips (Specific Plan with KT Approved (February 2020) & Village 6B)	**16**	**4**	**/**	**12**	**30**	**19**	**/**	**11**

Notes:

DU = Dwelling Units, Emp. = Employees

1. Trip generation rates and Approved Specific Plan Buildout trips taken from the Tracy Hills Specific Plan Recirculated Draft Subsequent Environmental Impact Report, October, 2015

2. The EIR used 0.48 for the AM peak hour school trip generation rate calculations instead of the 0.45 that was listed

3. The bold and underlined land uses denote proposed changes.

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

5. Project changes are consistent with the *Tracy Hills KT Vesting Tentative Map Review Memorandum* dated February 25, 2020, and the additional 66 home in Village 7C of Phase 1A.

6. KT changes include an additional 29 homes in the KT development, as compared to the previous Vesting Tentative Map.

Source: Kimley-Horn, August, 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 buildout of the Project would require significant improvements to Corral Hollow Road and require the construction of Lammers Road as defined in the City's Traffic Management Plan (TMP) to facilitate full development of the THSP. This is due to the unique location of the THSP Area, magnitude of the THSP, and access to I-580 at the Corral Hollow Road interchange and the proposed Lammers Road interchange. Both these interchanges are included in the TMP and the City is currently collecting traffic impact fees 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 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, at which point, the operational degradation along Corral Hollow would merit the construction of Lammers Road and the I-580 interchange, or result in major improvements to the Corral Hollow interchange. Table 4.13-21 of the THSP SEIR identified buildout of the THSP would result in increased V/C ratios to greater than 0.89 at some locations. Impacts were found to be significant and unavoidable. As identified in the THSP SEIR, implementation of Mitigation Measure 4.13-7b would reduce impacts related to overcapacity traffic conditions, but would still remain significant and unavoidable because the City cannot control the timing of the improvements as they fall outside of their immediate control.

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

> ***Mitigation Measure TRANS 4.13-7b****: The Applicant shall pay the applicable City TIF, County TIF, 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]*

The trip generation for buildout of the THSP would be less than previously anticipated because the traffic volumes associated with implementation of the proposed Project would be less than previously analyzed in the THSP SEIR. Thus, the impacts to the circulation system would be less intense than previously analyzed in the THSP SEIR. As shown in Table 3: Trip Generation, the trip generation comparison, the Project would generate 16 additional weekday trips in the a.m. peak hour and 30 weekday trips during

the p.m. peak hour. However, when compared to the previously approved THSP, Project trip generation would still be under what was originally approved. None of the identified intersection improvements in Table 4.13-68 of the THSP SEIR are anticipated to change nor are any new mitigation measures required as an implementation of the proposed Project. Under cumulative conditions, implementation of the proposed Project would generate less trips in both the a.m. and p.m. peak hours compared to the previously approved THSP. The Project Applicant would still be required to pay the applicable transportation fees as identified in Mitigation Measure TRANS 4.13-7b. In addition, the Project Applicant would be required to provide access to the Project site consistent with city standards and the City of Tracy TMP in effect at the time of Project approval. With implementation of Mitigation Measure TRANS 4.13-7b, impacts would not be any greater than previously analyzed in the THSP SEIR. Thus, the proposed Project would cause neither a new impact to occur, nor an increase in the severity of an impact previously disclosed.

Threshold (b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

As identified in the previously certified THSP SEIR, the THSP complies with the San Joaquin Congestion Management Program (CMP) and the CMP LOS standard of D or better is maintained on all the CMP routes as identified in Tables 4.13-48 and 4.13-49 in the THSP SEIR. The THSP includes a range of travel demand management (TDM) strategies that are consistent with those identified in the City's station area plans of the General Plan and the San Joaquin Council of Governments (SJCOG) TDM goals. As such, the THSP SEIR concluded that no impacts would result from implementation of the THSP.

Implementation of the proposed Project would not result in a conflict with an applicable CMP or travel demand measure as the proposed Project would generate less trips in both a.m. and p.m. peak hours compared to the previously approved THSP. Thus, the proposed changes would not result in conflict with an applicable CMP or TDM strategies any greater than previously analyzed in the THSP SEIR.

Threshold (c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

The proposed Project does not include any aviation components or structures where height would be an aviation concern. Additionally, no substantial new air traffic would be generated at the local airports in San Joaquin County as a result of the proposed Project. No associated traffic impacts would occur.

Threshold (d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

As discussed in the previously certified THSP SEIR, the City reviews each development project, and would require conformance with City standards in terms of driveway design and location, traffic controls, and other traffic engineering requirements. Since roadway and intersection designs would be required to meet the City of Tracy roadway design criteria requirements, hazard impacts are considered less than significant. The proposed Project roadway system, including facilities for vehicles (autos, trucks and

buses), bicyclists and pedestrians, would also be required to be designed in conformance with the City of Tracy Transportation Master Plan, including all design guidelines contained therein, as well as in conformance with the City's standard plans. With conformance with the City standards in terms of driveway design and location, traffic controls, and other traffic engineering requirements, the proposed Project's impact on design features would be less-than-significant. This determination of less than significant impact is supported by the previously certified SEIR prepared for the THSP. The proposed Project would cause neither a new impact to occur, nor an increase in the severity of an impact previously disclosed.

Threshold (e) Result in inadequate emergency access?

The previously certified SEIR prepared for the THSP indicated that emergency access during buildout conditions would be significant and unavoidable as a result of future traffic congestion resulting from THSP implementation. Mitigation measures were assigned to the THSP to reduce the severity of impacts to emergency access. Therefore, Project-specific emergency access impacts are considered less than significant. This determination of less than significant impact is supported by the previously certified SEIR prepared for the THSP. The proposed Project would cause neither a new impact to occur, nor an increase in the severity of an impact previously disclosed. As such, no further analysis is required.

Threshold (f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

As discussed in the THSP, Project applicants are required to work cooperatively with the City to modify and expand transit routes and pedestrian facilities as necessary and when feasible to efficiently accommodate demand. Projected transit route extensions were identified at the time of THSP adoption and future bus stop locations would be determined at the time of Tentative Subdivision Map approval.

The THSP includes design guidelines and elements to promote pedestrian circulation by creating pathways, linkages, and visual connections between buildings; and by including multiple connections to public sidewalks and pathways between buildings and areas throughout the THSP Area to foster connectivity. As discussed in the THSP SEIR, implementation of the THSP Project would result in potentially significant impacts to bicycle and pedestrian modes when developed. The THSP Area would include pedestrian and bicycle facilities internal to the THSP Area and that connect to the existing pedestrian system via street frontage improvements that include sidewalks and bicycle paths. Impacts were found to be less-than-significant. As identified in the THSP SEIR, implementation of Mitigation Measure 4.13-2 would require compliance with Policy P4 and P6 under General Plan Policy CIR-3 so that the bicycle and pedestrian improvement connections would connect from the THSP to the Citywide Network. However, impacts were still found to be significant and unavoidable.

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

> ***Mitigation Measure TRANS 4.13-2:*** To achieve compliance with CIR-3 Policy P4 and P6, the bicycle and pedestrian improvement connections from the THSP to the Citywide Network shall be

implemented when the roadway infrastructure is required as determined at approval of each final map or issuance of building permits by the City Engineer. The pedestrian and bicycle facilities are included in the City of Tracy's typical cross sections and in the City TIF. Bicycle and pedestrian facilities within the THSP area shall be implemented with each building permit application/final map approval. Widening Corral Hollow Road and constructing and widening Lammers Road shall be in place when the project generates 2,588 AM peak hour trips. *[This is Mitigation Measure 4.13-2 in the THSP SEIR]*

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, however buildout of THSP would still remain significant and unavoidable in this regard, consistent with the effects of implementation of the THSP.

Cumulative Impacts

Under Cumulative Conditions the City of Tracy Transportation Master Plan (TMP) Roadway improvements are assumed to be in place. The Trip Generation results in Table 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?	☐	☐	☐	☐	☒
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☐	☒
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

a – c. As described throughout the analysis above, the proposed Project would not result in any substantial changes to the THSP project, or any new or substantially more severe significant impacts to the environment than those identified in the THSP SEIR. Further, there is no new information of substantial importance, which was not known at the time of the THSP SEIR, that could result in new or substantially more severe significant effects.

Similar to the THSP SEIR, all potential impacts of the Project were either addressed in the THSP SEIR or can be substantially mitigated by the imposition of uniformly applied development policies or standards already identified in the THSP SEIR. As such, the Project would not result in any project-specific significant effects off-site, or which are peculiar to the Project site.

The potential 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; as such, 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 in the THSP SEIR.

DETERMINATION OF APPROPRIATE CEQA DOCUMENTATION

CEQA Guidelines Section 15168(c)

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.

CEQA Guidelines Section 15183

Based on the preceding evaluation, the City has determined that (a) all of the conditions described in Section 15183 have occurred or will occur with approval of the proposed Project, and (b) no changes or additions are required to the certified THSP SEIR. Based on the preceding evaluation, the City has found the proposed Project would be consistent with the development density established by an existing community plan for which an EIR was certified (THSP), and the proposed Project shall not require additional environmental review. Based on the foregoing determinations, pursuant to Section 15183 of the CEQA Guidelines, the City can approve the proposed Project as consistent with the THSP, and the certified THSP SEIR, and no further environmental document is required.

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 of the State CEQA Guidelines, exist in connection with the proposed Project. No revisions are required to the Tracy Hills Specific Plan SEIR prepared for the City of Tracy as a result of the proposed Project. No new significant environmental impacts have been identified. Since the certification of the 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.

Further, the proposed Project is consistent with the development density established by the THSP, which is a community plan for which an EIR was certified. There would be no impacts peculiar to the Project, or the Project site, and cumulative impacts of the proposed Project would be consistent with those analyzed and disclosed in the previously certified THSP SEIR. Therefore, pursuant to Section 15183, the City can approve the Project as consistent with the THSP, and the certified 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.

MITIGATION, MONITORING, AND REPORTING PROGRAM

A number of mitigation measures required to avoid and reduce potentially significant adverse impacts of the proposed THSP Project. Mitigation measures from the EIR prepared for the THSP SEIR are applicable to the proposed Project. To mitigate the proposed Project's impacts, the mitigation measures listed below would be implemented as part of the proposed Project. This Amendment includes text edits to Mitigation Measures (MM) 4.4-3b, MM 4.8-2a, and MM 4.12-3.

Mitigation, Monitoring, and Reporting Program

Impact Category	*Mitigation Measure*	*Implementation Timing*	*Responsible Monitoring Party*	*Monitoring/ Reporting Method*
Aesthetics	**Mitigation Measure AES 4.1-1:** The THSP contains design guidelines and landscaping standards (Tracy Hills Specific Plan, pages 3-1 through 3-96) which have been implemented in the Phase 1a Vesting Tentative Map (Figure 3-12, Phase 1a Vesting Tentative Map), and which would be required on individual, site-specific developments within the THSP. These measures would ensure that development within the Project Area is aesthetically pleasing and is compatible with current development in the City of Tracy. Beyond these measures, there is no feasible mitigation. [This is Mitigation Measure 4.1-1 in the THSP SEIR]	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.
	Mitigation Measure AES 4.1-2: The THSP contains design guidelines and landscaping standards (Tracy Hills Specific Plan, pages 3-1 through 3-96) which have been implemented in the Phase 1a Vesting Tentative Map (Figure 3-12, Phase 1a Vesting Tentative Map), and which would be required on individual, site specific development within the THSP. These measures would ensure that development within the THSP Project Area is aesthetically pleasing and is compatible with current development in the City of Tracy. Beyond these measures, there is no feasible mitigation. [This is Mitigation Measure 4.1-2 in the THSP SEIR]	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.
	Mitigation Measure AES 4.1-3: The THSP contains design guidelines and landscaping standards (Tracy Hills Specific Plan, pages 3-1 through 3-96) which would be required on individual, site specific development within the THSP. These measures would ensure that development within the THSP Project Area is aesthetically pleasing and is compatible with current development in the City of Tracy. Beyond these measures, there is no feasible mitigation. [This is Mitigation Measure 4.1-3 in the THSP SEIR]	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.
	Mitigation Measure AES 4.1-4: To decrease light spillage and glare to the maximum extent practicable, all individual developments under the THSP shall be required to: • Prior to final inspection or certificate of occupancy, all exterior and parking area lighting shall be directed downward or shielded, to prevent glare or spray of light on to public rights-of-way or adjacent residential property, consistent with City standards. [This is Mitigation Measure 4.1-4 in the THSP SEIR]	Prior to inspection.	Development Services, Engineering	Construction inspection.
	Mitigation Measure AES 4.1-5: The THSP contains design guidelines and landscaping standards (Tracy Hills Specific Plan, pages 3-1 through 3-96) which would be required on individual, site specific development within the THSP. These measures would ensure that development within the THSP Project Area is aesthetically pleasing and is compatible with current development in the City of Tracy. Beyond these measures, there is no feasible mitigation. [This is Mitigation Measure 4.1-5 in the THSP SEIR]	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.
Agricultural and Forestry Resources	**Mitigation Measure AG 4.2-1:** As part of the development process for individual site-specific development projects, the agricultural mitigation fee adopted by the City shall be paid for each acre of Prime Farmland to be developed. The fees shall be collected by the City at the time building permits are issued for such site-specific development projects, or as otherwise required by the City.	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.

Mitigation, Monitoring, and Reporting Program

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

Mitigation, Monitoring, and Reporting Program

Impact Category	*Mitigation Measure*	*Implementation Timing*	*Responsible Monitoring Party*	*Monitoring/ Reporting Method*
Air Quality	**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	Prior to issuance of grading permit, during construction. Prior to issuance of grading permit, building permit; During construction.	Development Services, Engineering Development Services, Engineering	Review construction specifications materials and retain for administrative record, / Conduct site inspections. Review construction specifications materials and retain for administrative record, Conduct site inspections.

Mitigation, Monitoring, and Reporting Program

Impact Category	*Mitigation Measure*	*Implementation Timing*	*Responsible Monitoring Party*	*Monitoring/ Reporting Method*
	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]	Prior to issuance of grading permit.	Development Services, Engineering	Review construction specifications materials and retain for administrative record, Conduct site inspections
	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]	Prior to issuance of building permit.	Development Services, Engineering	Review construction specifications materials and retain for administrative record, Conduct site inspections
	Mitigation Measure AQ 4.3-4a: New sensitive land uses including residential, hospital, medical offices, and day care facilities located within 500 feet of the I-580 freeway shall be designed to include air filtration systems with efficiencies equal to or exceeding a Minimum Efficiency Reporting Value (MERV) 13 (or equivalent system) as defined by the American Society of Heating, Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2. The average particle size efficiency (PSE) removal based on ASHRAE Standard 52.2 for MERV 13 is approximately 75 percent for 0.3 to 1.0 µg/m3 (DPM) and 90 percent for 1.0 to 10 µg/m3 (PM_{10} and $PM_{2.5}$). [This is Mitigation Measure 4.3-4a in the THSP SEIR]	Prior to issuance of building permit	Development Services, Engineering	Review construction specifications materials and retain for administrative record, Conduct site inspections
	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	Prior to site plan approval, prior to building permit issuance if high efficiency air filters required	Development Services, Engineering	Review construction specifications materials and retain for administrative record, Conduct site inspections

Mitigation, Monitoring, and Reporting Program

Impact Category	*Mitigation Measure*	*Implementation Timing*	*Responsible Monitoring Party*	*Monitoring/ Reporting Method*
	systems with fresh air filtration. For operable windows or other sources of ambient air filtration, installation of a central heating, ventilation, and air conditioning (HVAC) system that includes high efficiency filters for particulates (Minimum Efficiency Reporting Value [MERV] 13 or higher) or other similarly effective systems shall be required. [This is Mitigation Measure 4.3-4b in the THSP SEIR]			
Biological Resources	**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 activates or grading, pre-construction clearance surveys shall be initialed by a qualified biologist to reinforce negative findings (the continued absence of SJKF) on the Project Site with substantial evidence. A second SJKF survey shall be conducted no more than thirty (30) days prior to the onset of construction or ground disturbing activities. If SJKF are detected within portions of the Project Site proposed for development, the developer shall immediately contact the USFWS telephonically and in writing, and following consultation with the USFWS, avoidance and minimization measures specific to SJKF will be incorporated into the Project as described in the USFWS "Standard Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbing Activities (1999)" and the USFWS "San Joaquin Kit Fox Habitat Evaluation Forms (2001)" to reduce impacts to this species to a less than significant level. These SJKF avoidance and minimization measures shall include the following: 1. No later than forty five (45) days prior to any ground disturbing activities or grading, the developer shall contact a qualified biologist holding proper permits and provide approval to that biologist to relocate known SJKF located on site to the 3,500 acre open space preserve or another relocation preserve approved by the USFWS or covered by the SJMSCP. 2. No later than fourteen (14) days prior to any ground disturbing activities or grading, all known dens shall be monitored for at least three (3) consecutive days to ensure that SJKF dens, to the extent they exist on the Project Site, are unoccupied prior to den excavation.	Prior to and during construction. Prior to and during construction. Prior to construction.	Development Services, Engineering, Planning Development Services, Engineering, Planning Development Services, Engineering, Planning	Compliance with project conditions of approval. Compliance with project conditions of approval. Compliance with project conditions of approval.

Mitigation, Monitoring, and Reporting Program

Impact Category	*Mitigation Measure*	*Implementation Timing*	*Responsible Monitoring Party*	*Monitoring/ Reporting Method*
	• The relocation of SJKF would require an ITP per Section 2081 of the Fish and Game Code. If SJKF individuals or dens are discovered, all work within Area C in the vicinity of the discovery shall halt and not continue until CDFW has been consulted and appropriate authorization obtained. [This is Mitigation Measure 4.4-1c in the THSP SEIR] **Mitigation Measure BIO 4.4-1d:** During construction, temporary disturbances and Project-related vehicle traffic will be restricted to established roads, construction areas, and other designated lands. Also during construction: 1. Project-related construction vehicles will observe a daytime speed limit of 20-mph, except on County roads and State and Federal highways. 2. Night-time construction will be minimized to the greatest extent feasible. However if it does occur, then the speed limit will be reduced to 10-mph. 3. Project-related, non-ranch operations off-road traffic outside of designated Project areas that are undergoing construction will be prohibited. 4. To prevent inadvertent entrapment of small mammals, including SJKF, during construction, excavated, steep-walled holes or trenches more than 2-feet deep will be covered at the close of each working day by plywood or similar materials. Each excavation shall contain at least one ramp, with long trenches at least one ramp shall be placed every .25 mile. Slope of ramps shall be now steeper than 1:1. If the trenches cannot be closed, one or more escape ramps constructed of earthen-fill or wooden planks will be installed. Before such holes or trenches are filled, they will be thoroughly inspected for trapped wildlife. If at any time a trapped or injured SJKF is discovered, the USFWS and the CDFW will be contacted immediately to attempt to relocate and/or collar the SJKF. Escape ramps shall also be installed immediately to allow trapped animals to escape. 5. Construction pipes, culverts, or similar structures with a diameter of 4-inches or greater that are stored within Project limits for one or more overnight periods will be thoroughly inspected for any SJKF before the pipe is subsequently buried, capped, or otherwise used or moved. If a kit fox is discovered inside a pipe, that section of pipe should not be moved until the USFWS and CDFW has been consulted. If necessary, and under the direct supervision of a biologist, the pipe may be moved only once to remove it from the path of construction activity, until the fox has escaped. 6. All food, garbage in plastic shall be disposed of in closed containers and regularly removed from the site to minimize attracting SJKF and other sensitive species to the site. 7. Use of rodenticides and herbicides within Project limits will be restricted. Uses of such compounds will observe label and other restrictions mandated by the U.S. Environmental Protection Agency, California Department of Food and Agriculture, and other State and Federal legislation, as well as additional project-related restrictions deemed necessary by the USFWS and CDFW. If rodent control must be conducted, zinc phosphide or an equivalent material will be used because of a lower adverse health risk to kit fox. 8. No dogs, cats or other animals shall be permitted on the Project Site. 9. Developer shall provide a sensitive species identification and avoidance education program for all construction employees that consists of a consultation in which persons knowledgeable in kit fox biology and legislative protection to explain endangered species protocols, habitat needs and the measures and conditions of approval being taken to reduce impacts to the species during project construction and implementation. A fact sheet conveying this information shall be prepared for distribution to all contractors, their employees, and any and all other personnel who are working on the construction site. [This is Mitigation Measure 4.4-1d in the THSP SEIR]	During construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.

Mitigation, Monitoring, and Reporting Program

Impact Category	*Mitigation Measure*	*Implementation Timing*	*Responsible Monitoring Party*	*Monitoring/ Reporting Method*
	Mitigation Measure BIO 4.4-1e: Prior to commencement of ground disturbing activities in all areas of potentially suitable habitat to support Swainson's hawk, pre-activity clearance surveys shall be initialed by a qualified biologist to reinforce positive or negative findings with substantial evidence. If Swainson's hawk is detected within portions of the Project Site proposed for development, then avoidance and minimization measures specific to Swainson's hawk will be incorporated into the Project as described in the CDFW "Staff Report on Mitigation for Impacts to Swainson's Hawk (2012)" to reduce impacts to Swainson's hawk to less-than significant. This measure is applicable to Areas A, B and C of the Project. 1. If an active nest site is found, the Project will allow sufficient foraging and fledging area to maintain the nest. 2. The Project will not remove historic or known Swainson's hawk nest trees unless avoidance measures are determined to be infeasible. Removal of such trees should occur only during the timeframe of October 1 and the last day in February. [This is Mitigation Measure 4.4-1e in the THSP SEIR] **Mitigation Measure BIO 4.4-1f:** Prior to commencement of ground disturbing activities in all areas of potentially suitable habitat to support California Tiger Salamander (CTS), pre-activity clearance surveys shall be initialed by a qualified biologist in accordance with published guidelines and protocols. Survey methods shall be derived from published protocols, and to reinforce positive or negative findings with substantial evidence. If CTS individuals or eggs are discovered, all work within the vicinity of the discovery shall halt and not continue until CDFW has been consulted and appropriate authorization obtained. This measure is specific to Areas A, B and C of the Project. 1. Temporary construction disturbances to CTS habitat will be minimized to the extent practicable. All Project-related vehicle traffic will be restricted to established roads, and construction areas. 2. A qualified biologist will be on site during all activities that may result in the take of CTS. The biologist will be given the authority to stop any work that may result in the take of this listed species. 3. The biologist will be responsible for ensuring that the exclusion fence installed around occupied CTS habitat inspected before the start of each day and remains intact until project construction is complete. 4. Plastic monofilament netting (erosion control matting) or similar material will not be used for erosion control or other purposes around occupied CTS habitat because CTS may become entangled or trapped in it. Acceptable substitutes include coconut coir matting or tackified hydroseeding. 5. The project proponent or its contractor will implement BMPs to prevent sediment from entering suitable CTS habitat through the use of silt fencing and sterile hay bales. 6. A worker training program that includes the CTS will be conducted for construction personnel before groundbreaking at individual redevelopment project sites. 7. A speed limit of 20 (mph) will be observed within construction areas, particularly on rainy nights when CTS are most likely to be moving between their breeding ponds and upland habitat. To the extent possible, nighttime construction will be minimized. Off-road traffic outside designated construction areas will be prohibited. 8. To prevent entrapment of CTS during construction, any trenches, holes, or other excavations into which CTS could fall and become trapped will be covered. The opening will be completely covered at the end of each workday. [This is Mitigation Measure 4.4-1f in the THSP SEIR] **Mitigation Measure BIO 4.4-1g:** Prior to commencement of ground disturbing activities in all areas of potentially suitable habitat to support California red-legged frog (CRLF), pre-activity clearance surveys shall be initialed by a qualified biologist to reinforce positive or negative findings with substantial evidence. This measure is specific to Areas B and C of the Project.	Prior to and during construction. Prior to and during construction.	Development Services, Engineering, Planning Development Services, Engineering, Planning	Compliance with project conditions of approval. Compliance with project conditions of approval.

Mitigation, Monitoring, and Reporting Program

Impact Category	*Mitigation Measure*	*Implementation Timing*	*Responsible Monitoring Party*	*Monitoring/ Reporting Method*
	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]	Prior to and during construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.
	Mitigation Measure BIO 4.4-1i: Pre-construction surveys shall include a survey for burrowing owl and raptor nests, which will be conducted prior to grading. Pre-construction surveys for burrowing owl will be conducted weekly, beginning no later than thirty (30) days and ending no earlier than three (3) days prior to the commencement of disturbance. If burrowing owls are found during the pre-construction survey, then replacement burrows and habitat shall be provided prior to the commencement of construction within the 3,500 acre preserve area. The Project applicant shall provide artificial replacement burrows in the event that owls are detected, either as wintering or breeding within Project boundaries. Construction activities associated with project features that occur within portions of the Project Site containing occupied or suitable habitat for the burrowing owl and raptor nests shall be restriction to periods outside the breeding season for this species. The breed season for burring 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 burros shall be excavated with hand tools by a qualified biologist when	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.

Mitigation, Monitoring, and Reporting Program

Impact Category	*Mitigation Measure*	*Implementation Timing*	*Responsible Monitoring Party*	*Monitoring/ Reporting Method*
	determined to be unoccupied, and backfilled to ensure that animals do not reenter. [This is Mitigation Measure 4.4-1i in the THSP SEIR] **Mitigation Measure BIO 4.4-1j:** To avoid the potential for disturbance of nesting birds on or near the Project Site, schedule the initiation of any vegetation removal and grading for the period of September 1 through February 15. If construction work cannot be scheduled during this period, a qualified biologist shall conduct pre-construction surveys for nesting birds according to the following guidelines: 1. The preconstruction surveys shall be conducted by the qualified biologist no later than 14 days prior to the start of vegetation removal or initiating project grading. 2. If birds protected under the Migratory Bird Treaty Act are found nesting, then appropriate construction buffers shall be established to avoid disturbance of the nests until such time that the young have fledged. The size of the nest buffer shall be determined by the biologist in consultation with CDFW, and shall be based on the nesting species, its sensitivity to disturbance, and expected types of disturbance. Typically, these buffers range from 75 to 250 feet from the nest location. 3. Nesting activities shall be monitored periodically by a qualified biologist to determine when construction activities in the buffer area can resume. 4. Once the qualified biologist has determined that young birds have successfully fledged, a monitoring report shall be prepared and submitted to the City of Tracy Development Services for review and approval prior to initiating construction activities within the buffer area. The monitoring report shall summarize the results of the nest monitoring, describe construction restrictions currently in place, and confirm that construction activities can proceed within the buffer area without jeopardizing the survival of the young birds. Construction within the designated buffer area shall not proceed until the written authorization is received by the applicant from the Development Services Director. The above provisions are in addition to the preconstruction surveys to confirm presence or absence of nesting Swainson's hawk, burrowing owl, and other special-status species as required under the Incidental Take Minimization Measures of the SJMSCP. [This is Mitigation Measure 4.4-1j in the THSP SEIR] **Mitigation Measure BIO 4.4-1k:** In order to comply with Section 10 of the Migratory Bird Treaty Act and relevant sections of the California Fish and Game Code, any vegetation clearing within the Project Site shall take place outside of the typical avian nesting season (e.g., February 1st until September 1st) to the maximum extent practical. If work needs to take place between February 1st and September 1st, a pre-construction survey for nesting birds should be completed prior to the onset of Project activities. If a lapse in Project activity occurs for 7 days or more during the bird nesting season than initial avian clearance surveys shall be repeated. A buffer zone from occupied nests should be maintained during physical ground disturbing activities. Once nesting has ended, the buffer may be removed. [This is Mitigation Measure 4.4-1k in the THSP SEIR] **Mitigation Measure BIO 4.4-1l:** Prior to construction, the Project applicant will stake, flag, fence or otherwise conspicuously delineate all environmentally sensitive areas that are to be protected in place and remain undisturbed during construction. Environmentally sensitive areas would include wetland, riparian habitat, aquatic habitat, raptor nesting locations, etc. The construction materials used to delineate environmentally sensitive areas would be removed no later than 30 days following physical completion of construction. [This is Mitigation Measure 4.4-1l in the THSP SEIR]	Prior to and during construction. Prior to and during construction.	Development Services, Engineering, Planning Development Services, Engineering, Planning	Compliance with project conditions of approval. Compliance with project conditions of approval.

Mitigation, Monitoring, and Reporting Program

Impact Category	*Mitigation Measure*	*Implementation Timing*	*Responsible Monitoring Party*	*Monitoring/ Reporting Method*
	Mitigation Measure BIO 4.4-1m: The discovery of any previously unidentified protected species that are not covered by the SJMSCP, including those protected under the MBTA and the Fish and Game Code, shall be avoided and evaluated by a qualified biologist during surveys. The USFWS and CDFG shall be notified of the presence of any previously unreported protected species. Any unanticipated take of protected wildlife shall be reported immediately to the USFWS and CDFG. [This is Mitigation Measure 4.4-1m in the THSP SEIR] **Mitigation Measure BIO 4.4-1n:** Prior to commencement of ground disturbing activities in areas of potentially suitable habitat to support Western spadefoot toad, pre-activity clearance surveys shall be initialed by a qualified biologist to reinforce positive or negative findings with substantial evidence. 1. For work conducted within suitable habitat and during the western spadefoot toad migration and breeding season (November 1 to May 31), a qualified biologist will survey the active work areas (including access roads) in mornings following measurable precipitation events. Construction may commence once the biologist has confirmed that no spadefoot toads are in the work area. 2. If western spadefoot toad is found within the construction footprint, it will be allowed to move out of harm's way of its own volition or a qualified biologist will relocate the organism to the nearest burrow that is outside of the construction impact area. [This is Mitigation Measure 4.4-1n in the THSP SEIR] **Mitigation Measure BIO 4.4-1o:** Prior to commencement of ground disturbing activities in areas of potentially suitable habitat to support American Badger, pre-activity clearance surveys shall be initialed by a qualified biologist to reinforce positive or negative findings with substantial evidence. If American badger is located within the Project Site, potential loss of individual animals must be mitigated through one of the following: (1) an on-site passive relocation program, through which badgers are excluded from occupied burrows by installation of a one-way door in burrow entrances, monitoring of the burrow for one week to confirm badger usage has been discontinued, and hand excavation and collapse of the burrow to prevent reoccupation; or (2) active trapping and relocation of badgers to suitable off-site habitat by a qualified biologist. [This is Mitigation Measure 4.4-1o in the THSP SEIR] **Mitigation Measure BIO 4.4-1p**: The Project applicant shall execute a management and funding agreement for the managing and monitoring of one hundred percent of the approximately 3,500 acre open space preserve subject to the three conversation easements discussed in this Section, which shall occur before the commencement of any ground disturbing activities in Area C. (Note Areas A and B are already subject to a management and funding agreement and therefore this Measure applies to Area C.) [This is Mitigation Measure 4.4-1p in the THSP SEIR] **Mitigation Measure BIO 4.4-3a:** The project area includes numerous small episodic drainage features. If adverse effects to them cannot be avoided, then the Project shall notify the appropriate regulatory agency (i.e., USACE, CDFW and RWQCB) prior to impacting the feature, to comply with the requisite permitting requirements. 1. Section 401 of the CWA requires a water quality certification for discharges and/or adverse impacts to regulated waterways and aquatic environments. The RWQCB is empowered to enforce this regulation through the Water Quality Certification Program. For this Project, activities may require a CWA Section 401 Water Quality Certification (WQC).	Prior to and during construction. Prior to and during construction. Prior to and during construction. Prior to and during construction.	Development Services, Engineering, Planning Development Services, Engineering, Planning Development Services, Planning Development Services, Engineering, Planning	Compliance with project conditions of approval. Compliance with project conditions of approval. Compliance with project conditions of approval. Compliance with project conditions of approval.

Mitigation, Monitoring, and Reporting Program

Impact Category	*Mitigation Measure*	*Implementation Timing*	*Responsible Monitoring Party*	*Monitoring/ Reporting Method*
	2. Section 1600 of the California Fish and Game Code (CFGC) regulates substantial alteration of waters and their adjacent riparian lands within the State. For this Project, activities may require Lake and Streambed Alteration Notification. 3. If impacts to special aquatic resource areas are ultimately unavoidable within the Project Site, then the applicant should develop an informal plan to offset or compensate for adverse effects to these resources to ensure rapid and favorable action during any warranted permitting processes. With regard to Waters of the State, the Project has voluntarily elected to offset locales associated with permanent losses, at a mitigation to impact ratio of 3:1, and 1:1 for temporary disturbances to regulated waters, riparian habitats or other sensitive natural communities in all areas where Project related activities would be expected to adversely affect watercourses, streams, drainages, and their tributaries. The offset associated with permanent losses would occur by purchasing conservation credits from an approved mitigation bank, in-lieu fee program, or equivalent resource agency-approved process. 4. Avoidance measures being utilized by the Project include but are not be limited to the following: 1) complete avoidance of wetlands and other water features; 2) construction of structures to maintain natural floodplains; 3) installation of open channel drainages, swales or bottomless culvert systems to maintain the integrity of natural water features; 4) installation of culverts for wildlife crossings in sensitive and unique habitats to allow connectivity among water features or natural lands; 5) use natural/biological materials in armoring of structures (i.e. bridges, culverts, etc.) to the greatest extent practical; 6) when feasible, install exclusionary fencing to guide wildlife away from roadways and into water features or sensitive habitats; and 7) consult with regulatory agencies to determine the most environmentally sound methods and alternatives prior to Project implementation. [This is Mitigation Measure 4.4-3a in the THSP SEIR] **Mitigation Measure BIO 4.4-3b:** Prior to any ground disturbing activities, a wetland delineation shall be prepared by a qualified biologist to document. [This is Mitigation Measure 4.4-3b in the THSP SEIR] **Mitigation Measure BIO 4.4-3c:** A RWQCB Report of Waste Discharge (ROWD) pursuant to the California Water Code Section 13260 would need to be acquired for impacts to "waters of the State" under the jurisdictional authority of the RWQCB. [This is Mitigation Measure 4.4-3c in the THSP SEIR] **Mitigation Measure BIO 4.4-3d:** A CDFW Streambed Alteration Agreement shall also be obtained, where necessary under applicable laws and regulations, for any proposed Project activities that would affect State waters regulated by the CDFW within the Project Site. [This is Mitigation Measure 4.4-3d in the THSP SEIR] **Mitigation Measure BIO 4.4-4a**: A 100-foot setback from the California Aqueduct shall be required to allow wildlife movement to persist throughout the Project Site without any significant barriers or blockades. Prior to development of properties adjacent to I-580 or the south side of the California Aqueduct that do not have a 100-foot wide conservation easement placed adjacent to these facilities, a 100-foot wide conservation easement shall be recorded along the I-580 and the Aqueduct. These measure ensures that known wildlife movement corridors remain intact, and allow for an appropriate number and size of permeable wildlife passages through Project boundaries, ensuring connectively to areas that already are subject to conservation easements, such as the 3,500 acre preserve located adjacent to Area C. [This is Mitigation Measure 4.4-4a in the THSP SEIR]	Prior to construction. Prior to and during construction. Prior to construction.	Development Services, Planning Development Services, Engineering, Planning Development Services, Planning	Compliance with project conditions of approval. Compliance with project conditions of approval. Compliance with project conditions of approval.

Mitigation, Monitoring, and Reporting Program

Impact Category	*Mitigation Measure*	*Implementation Timing*	*Responsible Monitoring Party*	*Monitoring/ Reporting Method*
		Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.
		Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.
		Prior to and during construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.
Cultural Resources	**Mitigation Measure CUL 4.5-1b: Construction Personnel Training** Construction supervisory personnel shall be notified of the existence of cultural resources and required to keep personnel and equipment away from these areas. A qualified archeologist (see definition under MM 4.5-1a) shall be notified prior to initiation of construction activities. During construction and operations, personnel and equipment shall be restricted to the project work site. [This is Mitigation Measure 4.5-1b in the THSP SEIR] **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] **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] **Mitigation Measure CUL 4.5-3a: Paleontological Monitoring**	During construction. Prior to and during construction. During construction.	Development Services, Engineering, Planning Development Services, Engineering, Planning Development Services, Engineering	Compliance with project conditions of approval. Compliance with project conditions of approval. Construction inspection.

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Impact Category	*Mitigation Measure*	*Implementation Timing*	*Responsible Monitoring Party*	*Monitoring/ Reporting Method*
	Paleontological spot check monitoring by a trained paleontologist (a trained paleontologist should have a Bachelor of Arts/Bachelor of Science in anthropology or related field with an emphasis in paleontology OR adequate training and experience in paleontological field methods, and work under the direct supervision of a qualified paleontologist) of excavations deeper than five feet in depth within the Project area, and spot check monitoring of any excavation in valleys in the eastern portion of the Project area against the hills in several of the washes (all areas of the Oro Loma Formation as mapped on the USGS Geology Map (Dibble 2006)) shall be performed by a train paleontologist. [This is Mitigation Measure 4.5-3a in the THSP SEIR]	During construction.	Development Services, Engineering	Construction inspection.
Geology and Soils	**Mitigation Measure GEO 4.6-4:** During excavation activities and prior to the placement of fill on the site, a certified geotechnical engineer shall be retained by the Project Applicant/future Project Applicants to evaluate subgrade soils for the extent of their expansive potential. For areas found to contain soft, potentially expansive clays, the soil shall be removed (i.e., over excavated) and/or stabilized prior to the placement and compaction of fill. Stabilization techniques include, but are not limited to, the placement of 18 inches of ½-inch to ¾-inch crushed rock over stabilization fabric (such as Mirafi 500X or equivalent), placement of larger, angular stabilization rock (1-inch to 3-inch, clean) and use of chemical treatments such as lime to reduce the soil's expansive potential. In addition, building construction alternatives, such as the use of alternative foundation types (i.e., post-tension, piles, etc.) versus end-bearing foundations, shall be considered and implemented where appropriate. Final techniques shall be (a) developed by a certified geotechnical engineer or engineering geologist and (b) reviewed and approved by the City prior to issuance of a grading permit. [This is Mitigation Measure 4.6-4 in the THSP SEIR]	During to and during construction.	Development Services, Engineering	Compliance with project conditions of approval.
Greenhouse Gas Emissions	**Mitigation Measure GHG 4.7-1:** The Project shall include, but not be limited to, the following list of design features. These features shall be incorporated into the design of the Project to ensure consistency with adopted statewide plans and programs to the extent feasible. Project applicants shall demonstrate the incorporation of design features of the Project prior to the issuance of building or occupancy permits, as noted below. <u>Transportation</u> • Provide pedestrian connections to the off-site circulation network (building permit triggers). • For commercial uses, implement a trip reduction program, for which all employees shall be eligible to participate (occupancy permit). • Provide a ride sharing program, for which all employees shall be eligible to participate (occupancy permit). • Provide amenities for non-motorized transportation (i.e., secure bicycle storage, changing rooms, and showers) (building permit). • Provide transit shelters for all transit stops within the Project (building permit triggers and coordination with TRACER.). • Include traffic calming measures at Project intersections and on roadways where feasible (tentative map).Employers shall provide parking cash-out programs for employees (100 percent of employees eligible). <u>Energy Efficiency</u> • 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).	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.

Mitigation, Monitoring, and Reporting Program

Impact Category	*Mitigation Measure*	*Implementation Timing*	*Responsible Monitoring Party*	*Monitoring/ Reporting Method*
	• 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). <u>Water Conservation and Efficiency</u> • 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). <u>Solid Waste</u> • Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard) (building permit). • Provide interior and exterior storage areas for recyclables and adequate recycling containers located in public areas (occupancy permit). [This is Mitigation Measure 4.7-1 in the THSP SEIR]			
Hazards and Hazardous Materials	**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]	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.
	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]	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.
	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;	Prior to and during construction.	Development Services, Engineering	Compliance with project conditions of approval.

Mitigation, Monitoring, and Reporting Program

Impact Category	*Mitigation Measure*	*Implementation Timing*	*Responsible Monitoring Party*	*Monitoring/ Reporting Method*
	• 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] **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]	Prior to construction.	Development Services, Engineering	Compliance with project conditions of approval.
	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.	Prior to and during construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.

Mitigation, Monitoring, and Reporting Program

Impact Category	*Mitigation Measure*	*Implementation Timing*	*Responsible Monitoring Party*	*Monitoring/ Reporting Method*
	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] **Mitigation Measure HAZ 4.8-5**: The Project Applicant shall secure all necessary approvals through the California Department of Education and Department of Toxic Substances Control for the proposed school site in THSP Phase 1. [This is Mitigation Measure 4.8-5 in the THSP SEIR] **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. Refer to **Mitigation Measures PSR 4.12-1, 4.12-2, and 4.12-3** in Section XII, Public Services and Utilities. *To mitigate the fire protection hazards associated with wildland fires, the Applicant shall:*	Prior to construction. Prior to construction. Prior to construction.	Development Services, Planning Development Services, Planning Development Services, Planning	Compliance with project conditions of approval. Compliance with project conditions of approval. Compliance with project conditions of approval.

Mitigation, Monitoring, and Reporting Program

Impact Category	*Mitigation Measure*	*Implementation Timing*	*Responsible Monitoring Party*	*Monitoring/ Reporting Method*
	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]	Prior to and during construction.	Development Services, Engineering	Compliance with project conditions of approval.
	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]	Prior to and during construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.
	Mitigation Measure HAZ 4.8-8c: All new buildings that are located on the south side of I-580 and immediately adjacent to conservation easements (including but not limited to portions of CE 1, Southern CE 2, and CE 3) shall include measures that increase the likelihood that a structure would withstand intrusion by fire. This shall be accomplished by constructing those buildings on the edge of development to the standards of the California Building Code, Chapter 7A, Building and Construction Methods for Exterior Wildfire Exposure. [This is Mitigation Measure 4.8-8c in the THSP SEIR]	Prior to and during construction.	Development Services, Engineering	Compliance with project conditions of approval.
Hydrology and Water Quality	**Mitigation Measure HYDRL 4.9-1a:** Prior to issuance of a grading or building permit, whichever occurs first, all Project Applicants shall demonstrate to the City of Tracy compliance with NPDES General Construction Activities Storm Water Permit Requirements established by the Clean Water Act (CWA), including the preparation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall identify specific types and sources of stormwater pollutants, determine the location and nature of potential impacts, and specify appropriate control measures to eliminate any potentially significant impacts on receiving water quality from stormwater runoff. The SWPPP shall comply with the most current standards established by the Central Valley RWQCB. Best Management Practices shall be selected from a menu according to site requirements and shall be subject to approval by the City Engineer and Central Valley RWQCB. [This is Mitigation Measure 4.9-1a in the THSP SEIR]	Prior to construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.
	Mitigation Measure HYDRL 4.9-1b: Prior to issuance of a grading or building permit, whichever occurs first, all Project Applicants shall submit to the City Engineer for review a draft copy of the Notice of Intent (NOI) and SWPPP. After approval by the City, the NOI and SWPPP shall be sent to the State Water Resources Control Board for approval. [This is Mitigation Measure 4.9-1b in the THSP SEIR]	Prior to construction.	Development Services, Engineering	Compliance with project conditions of approval.
	Mitigation Measure HYDRL 4.9-2: All Project Applicants shall submit and obtain City approval of a drainage plan to the City of Tracy for on-site post-construction BMP drainage improvements consistent with the Tracy Hills Storm Drain Master Plan. Once City approval is received, all Project Applicants shall construct the drainage improvements as necessary and in accordance with the timing described in the Tracy Hills Storm Drain Master Plan. [This is Mitigation Measure 4.9-2 in the THSP SEIR]	Prior to and during construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.
	Mitigation Measure HYDRL 4.9-3: All Project Applicants shall implement the following measures:			

Mitigation, Monitoring, and Reporting Program

Impact Category	*Mitigation Measure*	*Implementation Timing*	*Responsible Monitoring Party*	*Monitoring/ Reporting Method*
	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]	Prior to and during construction.	Development Services, Planning	Compliance with project conditions of approval.
	Mitigation Measure HYDRL 4.9-4: All Project Applicants within the 100-year floodplain shall submit and obtain approval of grading and building plans that demonstrate that the building's finished floor elevations are a minimum of 1 foot above the 100-year flood elevation for Corral Hollow Creek, and meet the requirements to withstand a 200-year flood per the ULOP Criteria. [This is Mitigation Measure 4.9-4 in the THSP SEIR]	Prior to construction.	Development Services, Engineering	Compliance with project conditions of approval.
Land Use	**LU 4.10-1:** All tentative and final maps within the THSP shall conform to the provisions of the 2009 ALUCP (or the ALUCP in effect at the time of Project Applicant submissions), including but not limited to: • Land use restrictions of the ALUCP; • All proposed school sites within a 2 mile radius of the airport runway must obtain approval by the State Department of Transportation Division of Aeronautics. [This is Mitigation Measure 4.10-1 in the THSP SEIR]	Prior to approval of tentative and final subdivision maps	Development and Engineering Services	Review site plans and ALUCP requirements
Noise	**Mitigation Measure NOI 4.11-1:** Prior to the issuance of demolition permits or ground disturbing activities (whichever occurs first), the Contractor shall demonstrate to the satisfaction of the City of Tracy Engineering and Building Divisions that the Project complies with the following: • 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.	Prior to the issuance of demolition permits or ground disturbing activities	Development Services, Engineering	Review contract specifications and notices; confirm with monitoring

Mitigation, Monitoring, and Reporting Program

Impact Category	*Mitigation Measure*	*Implementation Timing*	*Responsible Monitoring Party*	*Monitoring/ Reporting Method*
	• The Contractor shall provide evidence that a construction staff member would be designated as a Noise Disturbance Coordinator and would be present on-site during construction activities. The Noise Disturbance Coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the Noise Disturbance Coordinator shall notify the City within 24-hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the Planning Division. All notices that are sent to residential units immediately surrounding the construction site and all signs posted at the construction site shall include the contact name and the telephone number for the Noise Disturbance Coordinator. • During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers. • Construction activities shall occur between the hours of 7:00 AM and 10:00 PM daily pursuant to Section 9.12.030 and Section 4.12.820 of the Tracy Municipal Code. [This is Mitigation Measure 4.11-1 in the THSP SEIR] **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]	Prior to the issuance of building permits	Development Services, Engineering	Review contract and equipment specifications; confirm with monitoring
	Mitigation Measure NOI 4.11-3b: Where a commercial zone abuts a residential zone or residential use, all deliveries of goods and supplies; trash pick-up (including the use of parking lot trash sweepers); and the operation of machinery or mechanical equipment which emits noise levels in excess of 65 dBA, as measured from the closest property line to the equipment, shall only be allowed between the hours of 7:00 AM and 10:00 PM, unless otherwise specified in an approved conditional use permit or other discretionary approval. [This is Mitigation Measure 4.11-3b in the THSP SEIR]	Disposition of property for commercial use	Development Services, Engineering	Review and approval of notice of requirements to be distributed to buyers during property transactions
	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]	Issuance of building permit	Development Services, Engineering	Review of site and landscape plans; confirm with monitoring
	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;	Prior to issuance of building permit	Development Services, Engineering	Review of Acoustical Noise Analysis and architectural specifications; confirm with monitoring

Mitigation, Monitoring, and Reporting Program

Impact Category	*Mitigation Measure*	*Implementation Timing*	*Responsible Monitoring Party*	*Monitoring/ Reporting Method*
	• 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]	Prior to issuance of grading permits	Development Services, Engineering	Review of Acoustical Analysis and architectural specifications; confirm with monitoring
Public Services and Utilities	**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 4.12-2:** Prior to issuance of the first building permit, the developer shall construct an all-whether, emergency vehicle access to all points of the Project site from Lammers Road (including crossings of the Delta Mendota Canal, Union Pacific Railroad, and California Aqueduct). The emergency vehicle access shall be available to police, fire, and all other necessary and relevant emergency responders. The design, location, and maintenance of the access shall meet City standards to the satisfaction of the Fire Chief. The access shall be continuously maintained by the developer until permanent access is developed and accepted for maintenance by the City. [This is Mitigation Measure 4.12-2 in the THSP SEIR] **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] **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,	Prior to construction. Prior to and during construction. Prior to and during construction. Prior to construction.	Development Services, Planning Development Services, Engineering Development Services, Engineering	Compliance with project conditions of approval. Compliance with project conditions of approval. Compliance with project conditions of approval.

Mitigation, Monitoring, and Reporting Program

Impact Category	*Mitigation Measure*	*Implementation Timing*	*Responsible Monitoring Party*	*Monitoring/ Reporting Method*
	which currently is coordinated with various City Departments' review of new development proposals. [This is Mitigation Measure 4.12-4a in the THSP SEIR]		Development Services, Engineering, Planning	Compliance with project conditions of approval.
	Mitigation Measure PSR 4.12-5b: As part of the application process for each individual development under the Specific Plan, the Project applicant shall be required to pay the applicable development impact fees. [This is Mitigation Measure 4.12-5b in the THSP SEIR]	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.
	Mitigation Measure PSR 4.12-6: Developers of subsequent phases of the Project (beyond Phase 1a) will be required to prepare SB 221 analysis for each subsequent phase of development. [This is Mitigation Measure 4.12-6 in the THSP SEIR]	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.
	Mitigation Measure PSR 4.12-7a: As part of the development process for each individual site-specific development under the Specific Plan, the City shall review flow monitoring, at the applicant's cost, to determine available capacity. If the City determines, based on technical and legal constraints and other relevant data, that existing capacity is available to serve the development at issue, then no further mitigation is required. However, if the City determines, based on technical and legal constraints and other relevant data, that existing capacity is not available to serve the development at issue, then the improvements as identified in the Master Plan must be constructed that are necessary to create the additional capacity required, subject to any applicable credit and/or reimbursement provisions, as determined by the City. [This is Mitigation Measure 4.12-7a in the THSP SEIR]	Prior to and during construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.
	Mitigation Measure PSR 4.12-8b: As part of the development process for each individual site-specific development under the Specific Plan, the applicant shall pay its applicable development impact fees for wastewater facilities prior to issuance of building permits. [This is Mitigation Measure 4.12-8b in the THSP SEIR]	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.
Transportation	**Mitigation Measure TRANS 4.13-7b:** The Applicant shall pay the applicable City TIF, County TIF, SJCOG RTF, the JPA TIF, and any other applicable transportation fees that may be in place when individual projects are processed under the THSP in accordance with applicable laws and regulations. [This is Mitigation Measure 4.13-7b in the THSP SEIR]	Triggers as stipulated in Table 4.13-68 of Tracy Hills Specific Plan Subsequent EIR	Development Services, Engineering	Obtain proof of payment and retain for administrative record
	Mitigation Measure TRANS 4.13-2: To achieve compliance with CIR-3 Policy P4 and P6, the bicycle and pedestrian improvement connections from the THSP to the Citywide Network shall be implemented when the roadway infrastructure is required as determined at approval of each final map or issuance of building permits by the City Engineer. The pedestrian and bicycle facilities are included in the City of Tracy's typical cross sections and in the City TIF. Bicycle and pedestrian facilities within the THSP area shall be implemented with each building permit application/final map approval. Widening Corral Hollow Road and constructing and widening Lammers Road shall be in place when the project generates 2,588 AM peak hour trips. [This is Mitigation Measure 4.13-2 in the THSP SEIR]	Triggers as stipulated in Table 4.13-68 of Tracy Hills Specific Plan Subsequent EIR	Development Services, Engineering	Plan review, Site inspection

Attachment A: Traffic Consistency Analysis

Kimley»Horn

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 KT Update Traffic Study**

1. Executive Summary

This memorandum provides a traffic review of the proposed lot changes in the Tracy Hills KT Project that will increase the number of homes by 29 compared to the previously approved Project.

It was determined that with the addition of 29 homes in KT would not trigger intersection or CEQA impacts.

2. Introduction

The KT Project is located east of Corral Hollow Road and the applicant is proposing lot changes that will increase the number of homes by 29. This is in addition to the approved KT development assumed in the *Tracy Hills KT Vesting Tentative Map Review Memorandum* dated February 25, 2020.

This report determines if the proposed increase will trigger additional improvements to the surrounding road network in addition to the February 2020 memorandum. 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
- Near-Term Plus Project – 2025 volumes plus background projects plus the proposed additional 29 dwelling units in KT (Project)
- Tracy Hills Specific Plan Buildout – trip generation comparison

Near-Term Study Intersections:

The following intersections were studied for this analysis:

2. Corral Hollow Road & Tracy Hills Drive/Street D
6. Corral Hollow Road & Street A
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 scenario builds off the previous *Tracy Hills KT Vesting Tentative Map Review Memorandum* with the addition of the 66 additional homes within Village 7C of Phase 1A.

Figure 1 provides a map of the study intersections. **Figure 2** illustrates the traffic control and geometry. **Figure 3** provides the peak hour volumes for Near-Term Conditions.

Background Projects

- ***Phase 1A*** - 1137 low/mid density residential dwelling units and no business park
- ***KT Approved*** - 185 low/mid density residential dwelling units
- ***Village 7C*** - 66 low/mid density residential dwelling units

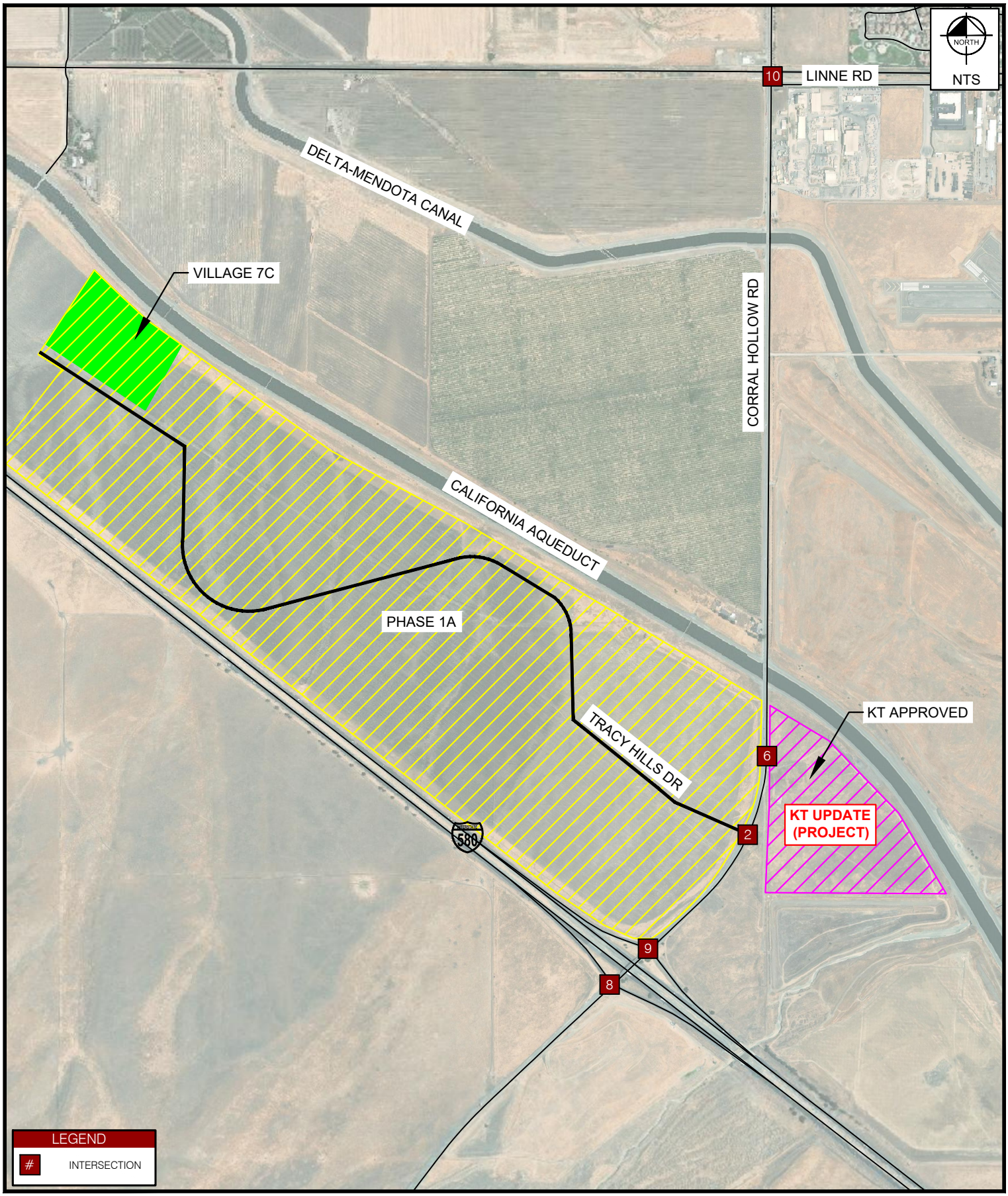
Level of Service Results

For Near-Term Conditions, it was determined that all intersections will operate at an acceptable LOS. Near-Term Conditions intersection LOS results are shown in **Table 1**.

Table 1 – Near-Term Conditions LOS Results

#	Intersection[1]	LOS Standard[2,3]	Control Type[4]	Near-Term Conditions[5]			
				AM Peak Hour		PM Peak Hour	
				Delay[6]	LOS	Delay[6]	LOS
2	Corral Hollow Rd & Tracy Hills Dr/Street D	D	Signal	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 the following:
   - 2025 volumes
   - Phase 1A Development
   - KT Approved Site Plan
   - Additional Homes in Village 7C of Phase 1A
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

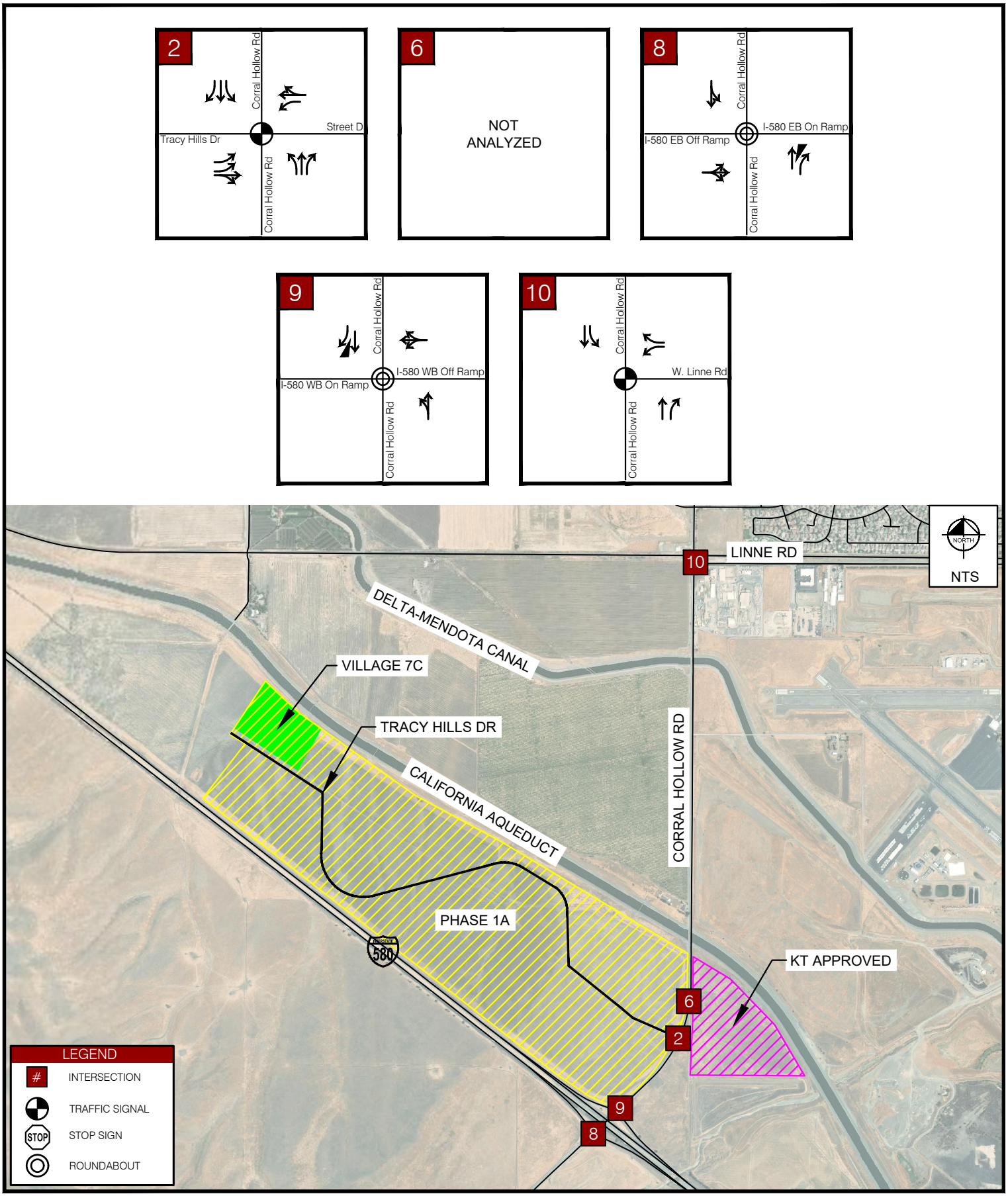


Kimley»Horn

July 2020

Figure 1 KT Study Intersections

TRACY HILLS KT UPDATE TRAFFIC STUDY

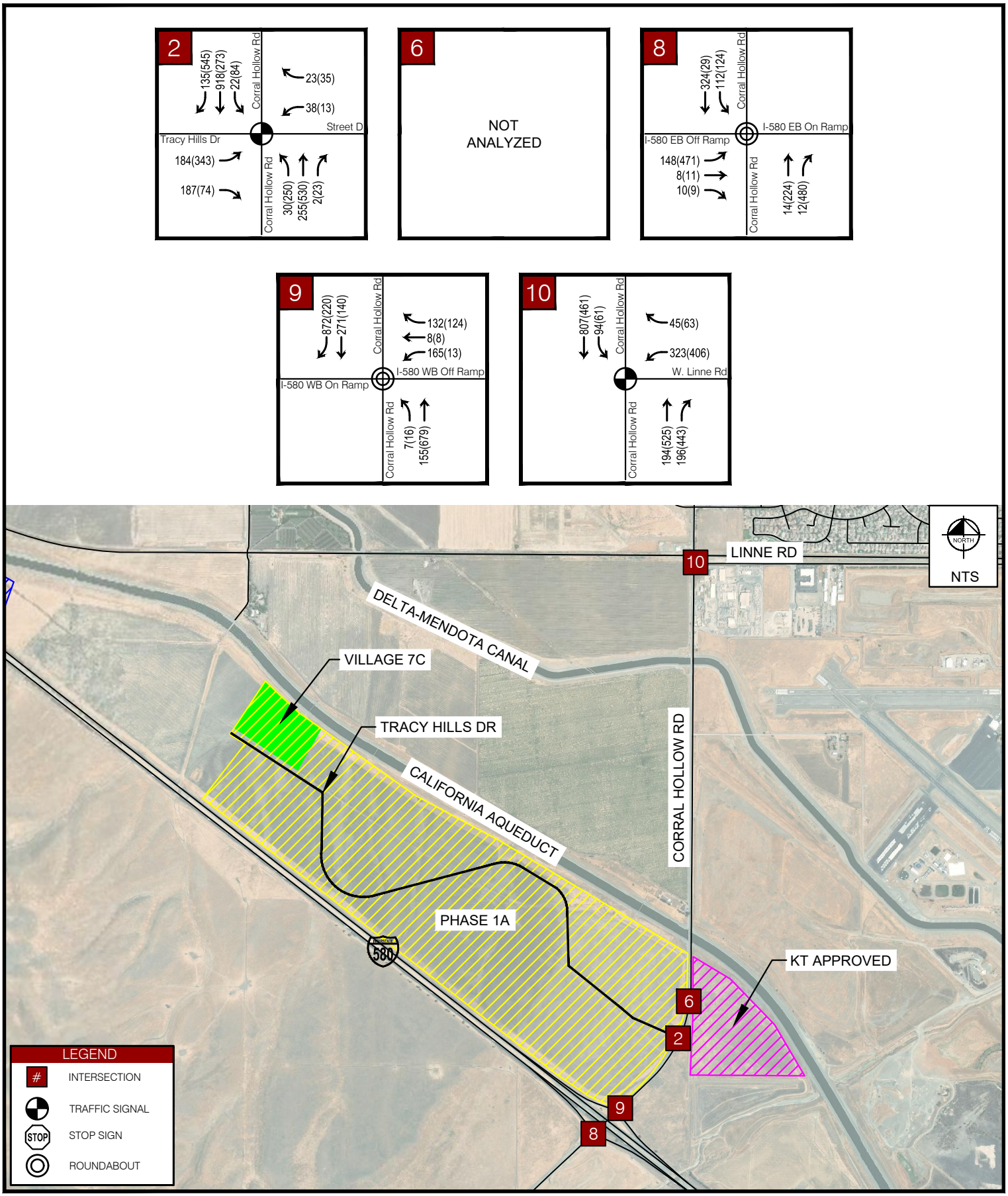


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Figure 2 Near-Term Conditions
Traffic Control and Geometry

TRACY HILLS KT UPDATE TRAFFIC STUDY



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Figure 3 Near-Term Conditions
Peak Hour Volumes

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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

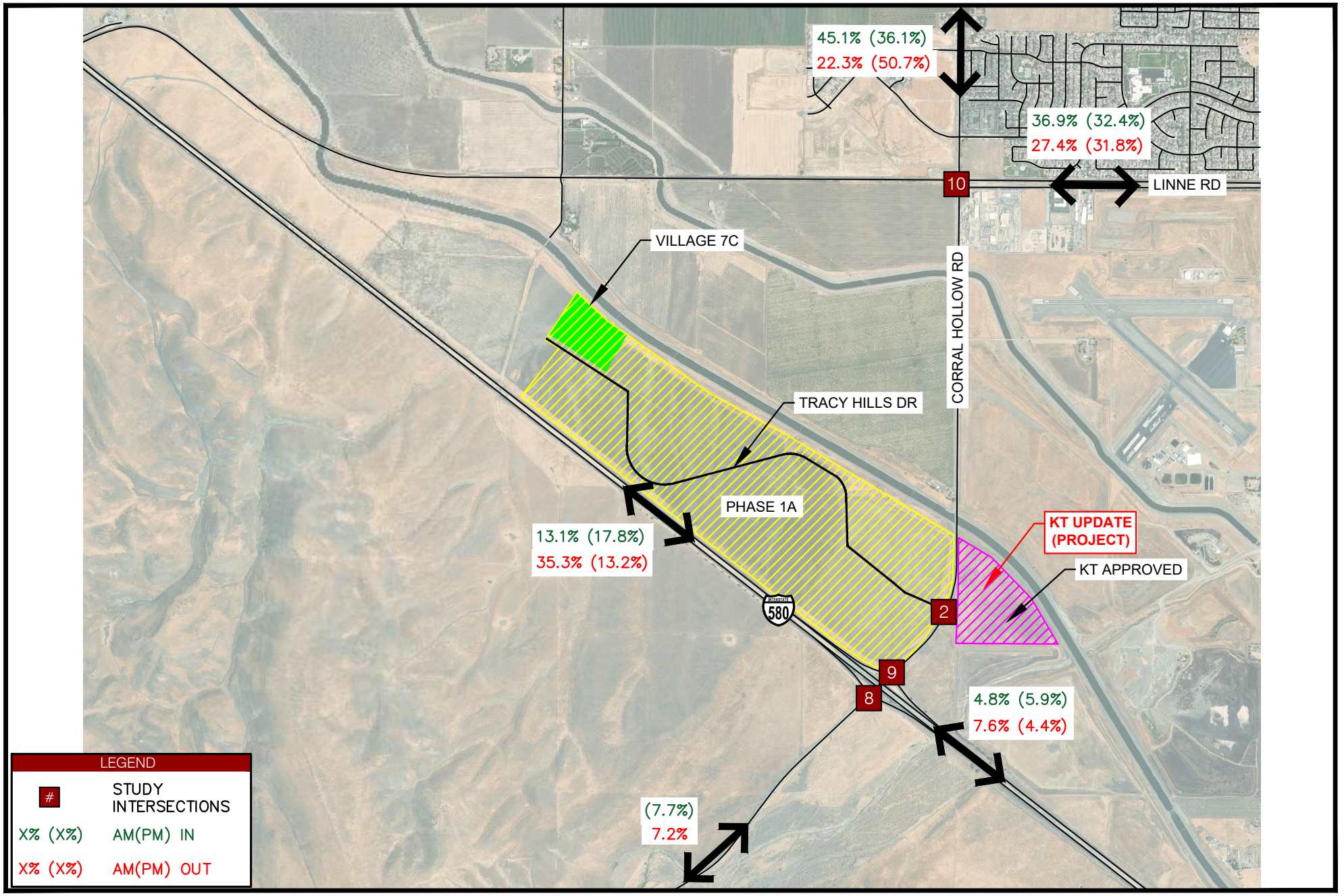
Trip Generation Rates	ITE Land Use Code/Reference	Units	Weekday AM				Weekday PM			
			Rate	IN	/	OUT	Rate	IN	/	OUT
Low/Mid Density Residential & Residential Estate	Model	No. of Dwelling Units	0.55	25%	/	75%	1.05	63%	/	37%
Additional KT Homes										
Trip Generation Rates	Units		Weekday AM				Weekday PM			
			Total	IN	/	OUT	Total	IN	/	OUT
Low/Mid Density Residential & Residential Estate	29	No. of Dwelling Units	16	4	/	12	30	19	/	11

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:

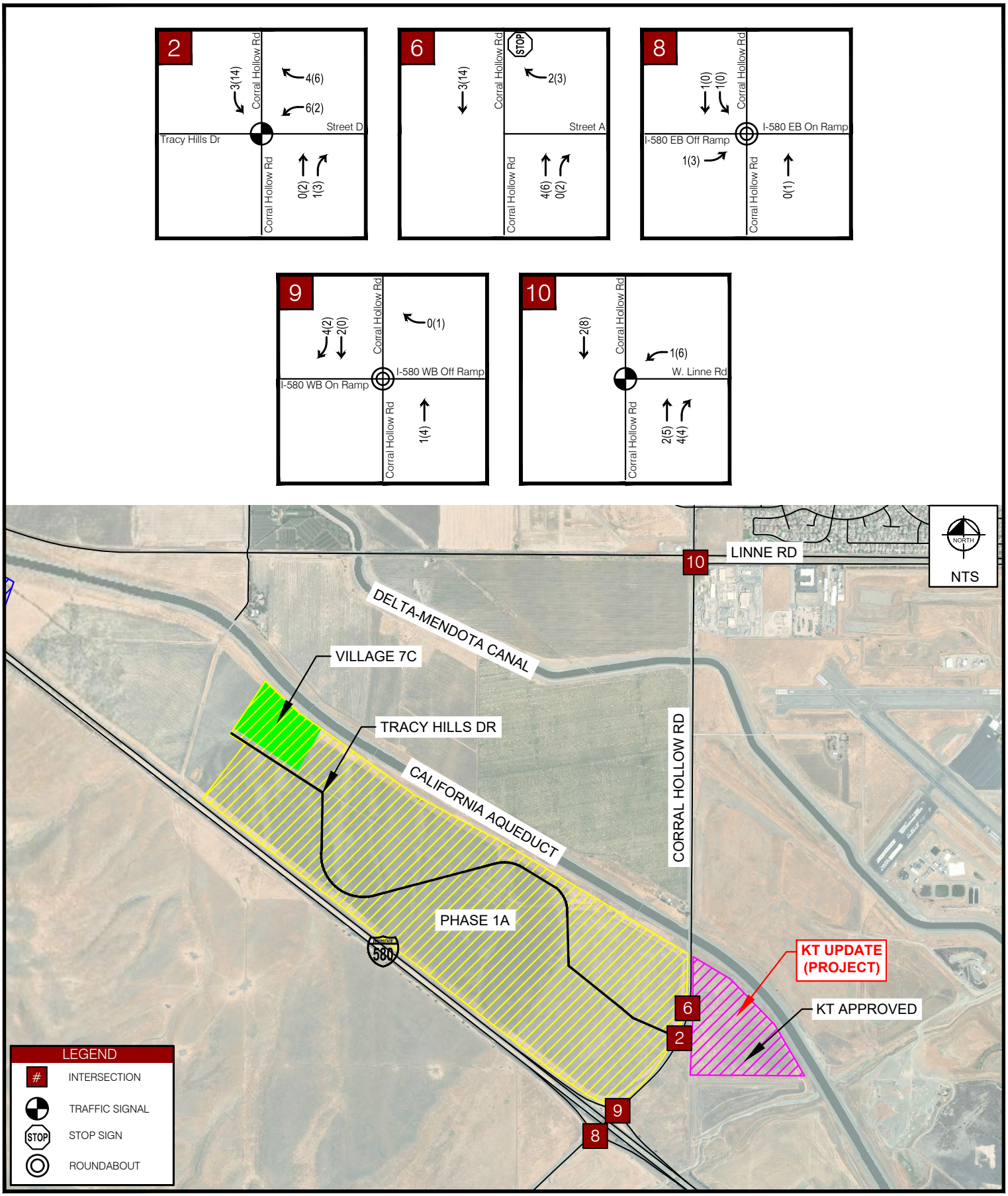
- Distribution was added to and from south Corral Hollow Road (Tesla Road) to reflect current travel patterns.

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



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Figure 4 KT Update
Trip Distribution



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Figure 5 KT Additional Homes 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. Intersection #2 was only analyzed and operates at an acceptable LOS; however, the signal is near capacity.

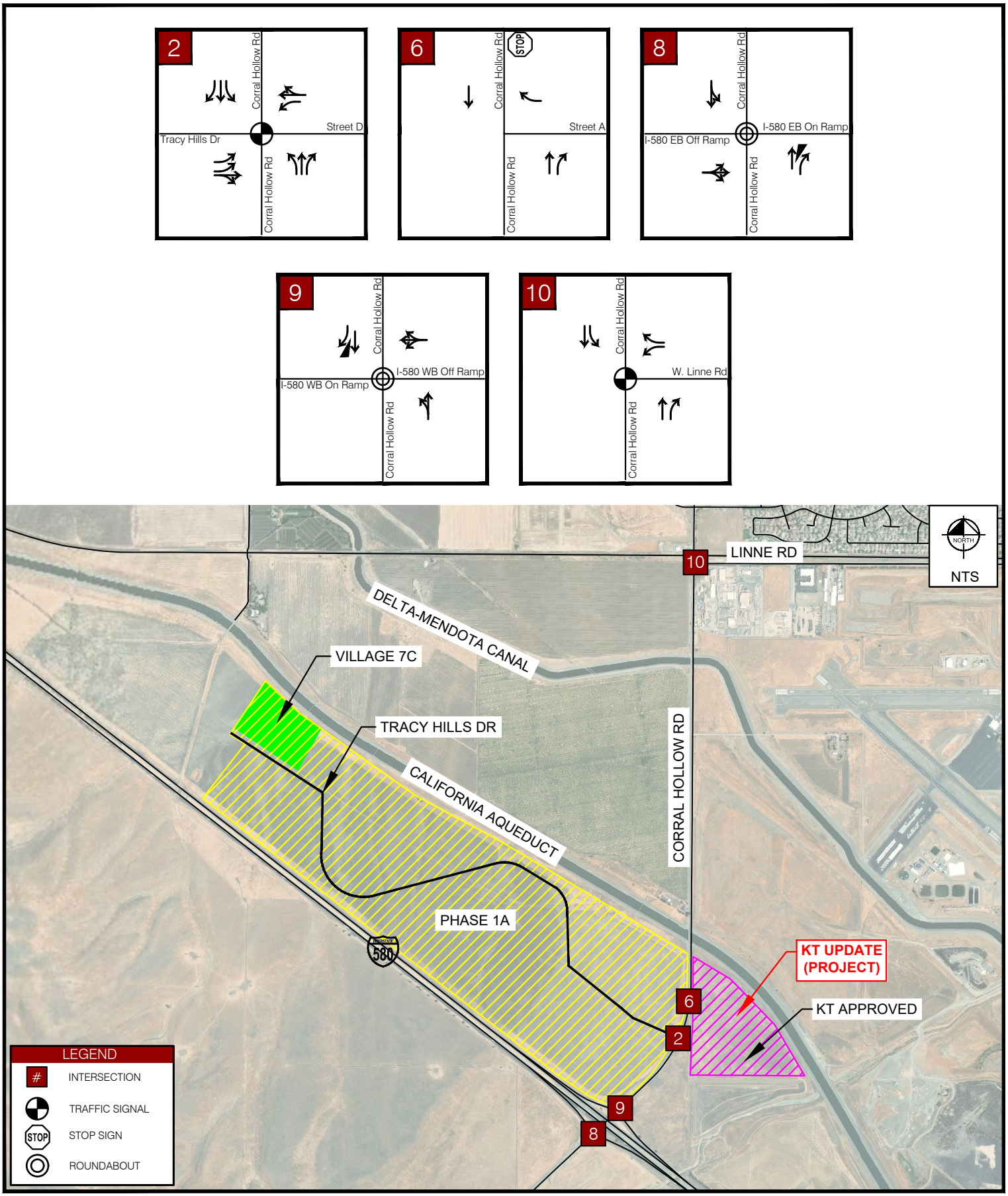
Table 3 – Near-Term Plus Project Conditions LOS Results

#	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	LOS	Delay[6]	LOS	Delay	LOS
2	Corral Hollow Rd & Tracy Hills Dr/Street D	D	Signal	30.6	C	53.4	D	31.5	C	53.9	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 the following:
   - 2025 volumes
   - Phase 1A Development
   - KT Approved Site Plan
   - Additional Homes in Village 7C of Phase 1A
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 Intersection #2 would trigger impacts before all other study intersections; therefore, it was assumed that the additional 29 homes would not trigger any impacts on the road network.

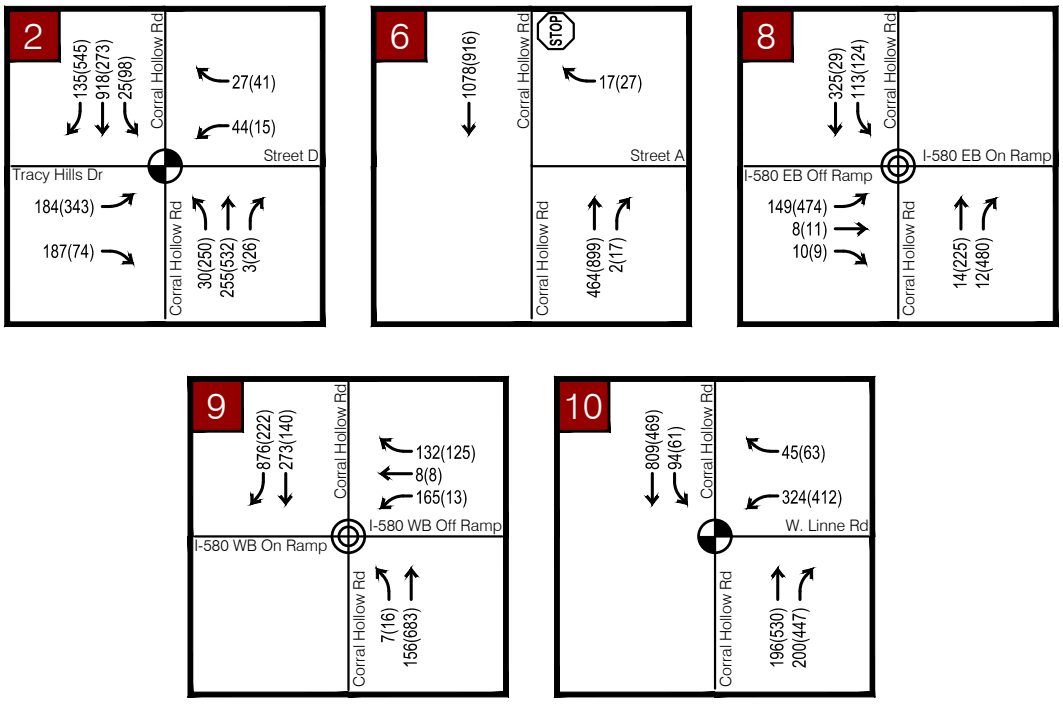


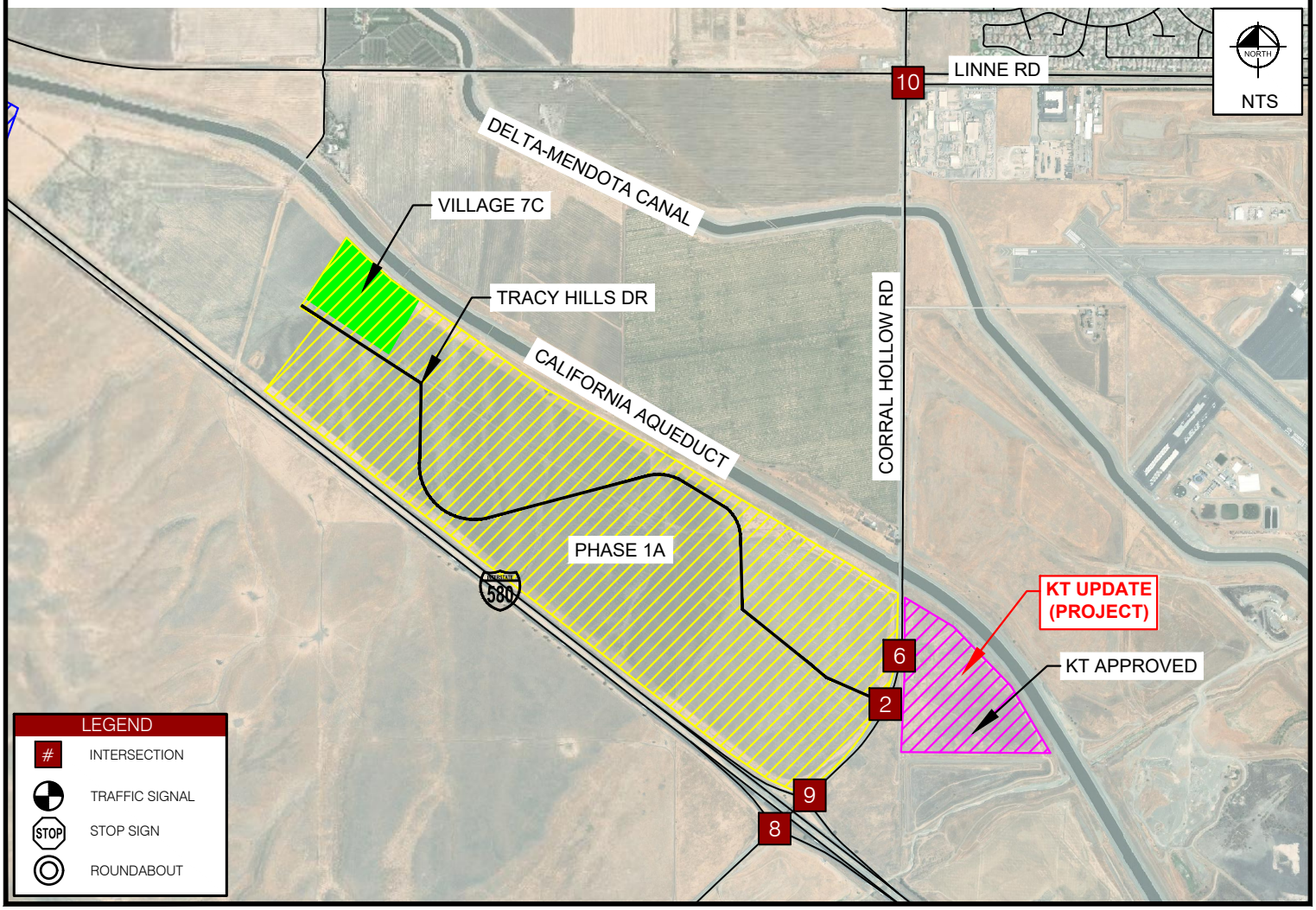
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Figure 6 Near-Term + Project
Traffic Control and Geometry

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Figure 7 Near-Term + Project Peak Hour Volumes

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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 pending Village 7C Specific Plan Amendment and the current proposed Project.

The Project adds more trips to the Specific Plan Buildout trip generation as compared to the KT Project Specific Plan Amendment, but total trips remain substantially less than the original approved EIR trip generation. Therefore, the additional 29 KT homes are not anticipated cause additional new CEQA impacts.

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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) & Village 7C (Pending)											
Trip Generation Rates	Square Feet	Units		Weekday AM				Weekday PM			
				Total	IN	/	OUT	Total	IN	/	OUT
Low/Mid Density Residential & Residential Estate	**-**	***5,631*** [1,2]	***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*** [1,2]	***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	**6,807**	**3,259**	**/**	**3,548**	**12,215**	**6,202**	**/**	**6,013**
			Net New Trips	**-1,024**	**-688**	**/**	**-336**	**-1,851**	**-848**	**/**	**-1,003**
Specific Plan with Additional Homes in KT Update											
Trip Generation Rates	Square Feet	Units		Weekday AM				Weekday PM			
				Total	IN	/	OUT	Total	IN	/	OUT
Low/Mid Density Residential & Residential Estate	**-**	***5,660*** [1,3]	***No. of Dwelling Units***	***3,113***	***778***	***/***	***2,335***	***5,943***	***3,744***	***/***	***2,199***
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 Trips	**6,823**	**3,263**	**/**	**3,560**	**12,245**	**6,221**	**/**	**6,024**
			Net New Trips (Original Approved Specific Plan)	**-1,008**	**-684**	**/**	**-324**	**-1,821**	**-829**	**/**	**-992**
			Net New Trips (Specific Plan with KT Approved (February 2020) & Village 7C)	**16**	**4**	**/**	**12**	**30**	**19**	**/**	**11**

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, and the additional 66 home in Village 7C of Phase 1A.
3. KT changes include an additional 29 homes in the KT development.

Appendix

A.1 – Near Term Synchro Outputs

A.2 – Near Term Plus Project Synchro Outputs

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A.1 – Near-Term Synchro Outputs

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 (Qb), 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(I)	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+Rc), s	7.1	65.7	8.1	20.7	7.5	65.2	13.3	15.5
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	73.4	8.8	30.2	4.0	75.5	18.0	21.0
Max Q Clear Time (g_c+I1), 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 (Qb), 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(I)	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	8.2	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+I1), 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

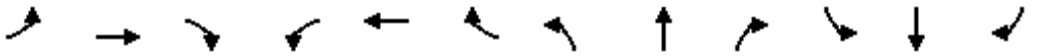
Intersection Summary	
HCM 6th Ctrl Delay	53.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

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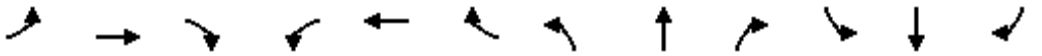
A.2 – Near-Term Plus Project Synchro Outputs



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	0	187	44	0	27	30	255	3	25	918	135
Future Volume (veh/h)	184	0	187	44	0	27	30	255	3	25	918	135
Initial Q (Qb), 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	48	0	29	33	277	3	27	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	277	0	243	62	202	171	42	1090	924	37	1085	919
Arrive On Green	0.08	0.00	0.15	0.03	0.00	0.11	0.02	0.58	0.58	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	48	0	29	33	277	3	27	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	5.8	0.0	12.8	2.8	0.0	1.7	1.9	7.5	0.1	1.6	49.6	4.4
Cycle Q Clear(g_c), s	5.8	0.0	12.8	2.8	0.0	1.7	1.9	7.5	0.1	1.6	49.6	4.4
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	277	0	243	62	202	171	42	1090	924	37	1085	919
V/C Ratio(X)	0.72	0.00	0.84	0.78	0.00	0.17	0.78	0.25	0.00	0.73	0.92	0.16
Avail Cap(c_a), veh/h	603	0	455	162	381	323	69	1326	1123	111	1369	1160
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(I)	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	46.3	0.0	42.4	49.4	0.0	41.8	50.1	10.5	9.0	50.2	19.5	10.0
Incr Delay (d2), s/veh	3.5	0.0	7.4	18.6	0.0	0.5	26.0	0.1	0.0	23.3	8.8	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	5.4	1.5	0.0	0.7	1.1	2.7	0.0	0.9	20.3	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.9	0.0	49.8	68.0	0.0	42.3	76.1	10.7	9.0	73.5	28.3	10.1
LnGrp LOS	D	A	D	E	A	D	E	B	A	E	C	B
Approach Vol, veh/h		403			77			313			1172	
Approach Delay, s/veh		49.8			58.3			17.5			27.1	
Approach LOS		D			E			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.3	66.3	8.7	20.9	7.5	66.0	13.4	16.2
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	6.4	73.1	9.4	29.6	4.0	75.5	18.0	21.0
Max Q Clear Time (g_c+I1), s	3.6	9.5	4.8	14.8	3.9	51.6	7.8	3.7
Green Ext Time (p_c), s	0.0	1.5	0.0	1.0	0.0	8.2	0.4	0.0

Intersection Summary	
HCM 6th Ctrl Delay	31.5
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	15	0	41	250	532	26	98	273	545
Future Volume (veh/h)	343	0	74	15	0	41	250	532	26	98	273	545
Initial Q (Qb), 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	16	0	45	272	578	28	107	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	490	0	284	27	99	84	192	816	691	137	758	642
Arrive On Green	0.14	0.00	0.18	0.02	0.00	0.05	0.11	0.44	0.44	0.08	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	16	0	45	272	578	28	107	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	0.7	0.0	2.0	7.9	18.5	0.7	4.3	8.2	26.1
Cycle Q Clear(g_c), s	7.6	0.0	3.2	0.7	0.0	2.0	7.9	18.5	0.7	4.3	8.2	26.1
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	490	0	284	27	99	84	192	816	691	137	758	642
V/C Ratio(X)	0.76	0.00	0.28	0.59	0.00	0.54	1.42	0.71	0.04	0.78	0.39	0.92
Avail Cap(c_a), veh/h	795	0	731	97	535	453	192	855	725	170	832	705
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(I)	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	30.3	0.0	26.1	36.0	0.0	33.9	32.8	16.9	11.9	33.3	15.4	20.7
Incr Delay (d2), s/veh	2.5	0.0	0.5	19.0	0.0	5.3	216.9	2.6	0.0	17.1	0.3	16.7
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	0.9	14.6	7.1	0.2	2.4	3.0	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.8	0.0	26.6	54.9	0.0	39.2	249.6	19.5	11.9	50.4	15.8	37.5
LnGrp LOS	C	A	C	D	A	D	F	B	B	D	B	D
Approach Vol, veh/h		453			61			878			996	
Approach Delay, s/veh		31.7			43.3			90.6			32.4	
Approach LOS		C			D			F			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	38.2	6.2	18.3	13.0	36.0	15.5	9.0
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	7.0	33.6	4.0	33.9	7.9	32.7	16.9	21.0
Max Q Clear Time (g_c+I1), s	6.3	20.5	2.7	5.2	9.9	28.1	9.6	4.0
Green Ext Time (p_c), s	0.0	2.8	0.0	0.4	0.0	1.7	0.8	0.1

Intersection Summary	
HCM 6th Ctrl Delay	53.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Attachment D

RESOLUTION 2020-_____

RECOMMENDING THAT THE CITY COUNCIL APPROVE AN AMENDMENT TO THE TRACY HILLS SPECIFIC PLAN FOR THE TRACY HILLS KT PROJECT
APPLICATION NUMBER SPA20-0008

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 June 2, 2020, City Council approved a General Plan Amendment, a Tracy Hills Specific Plan Amendment, and a Vesting Tentative Subdivision Map for the Tracy Hills KT Project to create 185 single-family residential lots and two commercial parcels on approximately 45 acres located east of Corral Hollow Road in the vicinity of Tracy Hills Drive, and

WHEREAS, On September 9, 2020, an application was submitted for a Tracy Hills Specific Plan Amendment regarding revisions to the Tracy Hills KT Project (Application Number SPA20-0008), and

WHEREAS, The proposed Tracy Hills Specific Plan Amendment consists of revisions to several exhibits in Appendix A of the Tracy Hills Specific Plan that show the subdivision design for the Tracy Hills KT Project, and

WHEREAS, The proposed revisions would increase the number of lots in the Tracy Hills KT Project from 185 to 214, and

WHEREAS, The proposed changes to the exhibits are consistent with all other parts of the Tracy Hills Specific Plan, including the zoning of Medium Density Residential (MDR-TH), and the General Plan, and

WHEREAS, An Environmental Impact Report (EIR) was certified by the City Council on April 5, 2016 for the Tracy Hills Specific Plan. An 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 KT Project. Therefore, pursuant to Section 15168(c)(2), no further environmental document is required. Further, the Initial Study documents that the KT Project is consistent with the development density established by an approved community plan, for which an EIR is certified, and that no project-specific impacts would result from implementation of the KT Project. Therefore, pursuant to Section 15183 of the CEQA Guidelines, no further environmental document is required, and

WHEREAS, On October 14, 2020, the Planning Commission conducted a duly noticed public hearing to consider the Tracy Hills Specific Plan Amendment for the Tracy Hills KT

Project;

NOW, THEREFORE BE IT RESOLVED, as follows:

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

NOW, THEREFORE BE IT FURTHER RESOLVED, That the Planning Commission recommends that the City Council 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 KT Project (Application Number SPA20-0008), as shown in Attachment B of the Planning Commission staff report dated October 14, 2020.

* *

The foregoing Resolution 2020-_____ was passed and adopted by the Planning Commission of the City of Tracy on the 14th day of October 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 KT PROJECT
APPLICATION NUMBER SPA20-0008

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 June 2, 2020, City Council approved a General Plan Amendment, a Tracy Hills Specific Plan Amendment, and a Vesting Tentative Subdivision Map for the Tracy Hills KT Project to create 185 single-family residential lots and two commercial parcels on approximately 45 acres located east of Corral Hollow Road in the vicinity of Tracy Hills Drive; and

WHEREAS, On September 9, 2020, an application was submitted for a Tracy Hills Specific Plan Amendment regarding revisions to the Tracy Hills KT Project (Application Number SPA20-0008); and

WHEREAS, The proposed Tracy Hills Specific Plan Amendment consists of revisions to several exhibits in Appendix A of the Tracy Hills Specific Plan that show the subdivision design for the Tracy Hills KT Project; and

WHEREAS, The proposed revisions would increase the number of lots in the Tracy Hills KT project from 185 to 214; and

WHEREAS, The proposed changes to the exhibits are consistent with all other parts of the Tracy Hills Specific Plan, including the zoning of Medium Density Residential (MDR-TH); and

WHEREAS, The small-lot design would expand the diversity of lot sizes and house types in the Tracy Hills area, which is beneficial to accommodating a wide range of housing objectives, buyer needs, and affordability, and is encouraged by the General Plan; and

WHEREAS, An Environmental Impact Report (EIR) was certified by the City Council on April 5, 2016 for the Tracy Hills Specific Plan. An 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 KT Project. Therefore, pursuant to Section 15168(c)(2), no further environmental document is required. Further, the Initial Study documents that the KT Project is consistent with the development density established by an approved community plan, for which an EIR is certified, and that no project-specific impacts

would result from implementation of the KT Project. Therefore, pursuant to Section 15183 of the CEQA Guidelines, no further environmental document is required; and

WHEREAS, The Planning Commission considered this matter at a duly noticed public hearing held on October 14, 2020 and recommended that the City Council _____ the proposed Tracy Hills Specific Plan Amendment for the Tracy Hills KT Project, Application Number SPA20-0008; 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 KT Project, Application Number SPA20-0008, 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

Attachment E

RESOLUTION 2020-_____

RECOMMENDING THAT THE CITY COUNCIL APPROVE A VESTING TENTATIVE SUBDIVISION MAP FOR THE TRACY HILLS KT PROJECT TO CREATE APPROXIMATELY 214 SINGLE-FAMILY RESIDENTIAL LOTS, TWO COMMERCIAL PARCELS, AND VARIOUS OTHER PARCELS, INCUDING A LINEAR PARK AND HOA RECREATION AREA, CONSISTING OF APPROXIMATELY 45 ACRES LOCATED EAST OF CORRAL HOLLOW ROAD IN THE VICINITY OF TRACY HILLS DRIVE, APPLICATION NUMBER TSM20-0002

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, On June 2, 2020, City Council approved a General Plan Amendment, a Tracy Hills Specific Plan Amendment, and a Vesting Tentative Subdivision Map for the Tracy Hills KT Project to create 185 single-family residential lots and two commercial parcels on approximately 45 acres located east of Corral Hollow Road in the vicinity of Tracy Hills Drive, and

WHEREAS, On June 29, 2020, an application was submitted for a Vesting Tentative Subdivision Map regarding proposed revisions to the Tracy Hills KT Project (Application Number TSM20-0002), and

WHEREAS, The proposed Vesting Tentative Subdivision Map would increase the number of single-family residential lots in the Tracy Hills KT Project from 185 to 214, and

WHEREAS, The two commercial parcels would remain the same as previously approved, 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 8.6 dwelling units per gross acre for the residential portion of the site is consistent with the General Plan, Residential Medium designation, which provides for a density range of 5.9 to 12.0 dwelling units per acre. Traffic circulation is designed in accordance with City standards for the proposed density to ensure adequate traffic service levels are met, and

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

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

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

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

WHEREAS, An Environmental Impact Report (EIR) was certified by the City Council on April 5, 2016 for the Tracy Hills Specific Plan. 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 KT Project. Therefore, pursuant to Section 15168(c)(2), no further environmental document is required. Further, the Initial Study documents that the KT Project is consistent with the development density established by an approved community plan, for which an EIR is certified, and that no project-specific impacts would result from implementation of the KT Project. Therefore, pursuant to Section 15183 of the CEQA Guidelines, no further environmental document is required, and

WHEREAS, The Planning Commission considered this matter at a duly noticed public hearing held on October 14, 2020;

NOW, THEREFORE BE IT RESOLVED, as follows:

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

NOW, THEREFORE BE IT FURTHER RESOLVED, That the Planning Commission recommends that the City Council approve the Vesting Tentative Subdivision Map for the Tracy Hills KT Project to create approximately 214 single-family residential lots, two commercial parcels, and various other parcels, including a linear park and an HOA recreation area, consisting of approximately 45 acres located east of Corral Hollow Road in the vicinity of Tracy Hills Drive, Application Number TSM20-0002, 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 14th day of October 2020, by the following vote:

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

_____
CHAIR

ATTEST:

_____
STAFF LIAISON

Conditions of Approval for Tracy Hills KT Project
Vesting Tentative Subdivision Map
Application Number TSM20-0002
October 14, 2020

Project: These Conditions of Approval shall apply to the Vesting Tentative Subdivision Map for Tracy Hills KT Project, Application Number TSM20-0002, including approximately 214 single-family residential lots, a linear park, a retention basin, an HOA recreation area, and two commercial parcels.

Property: The property consists of approximately 45.1 acres located in the Tracy Hills Specific Plan Area, east of Corral Hollow Road in the vicinity of Tracy Hills Drive, Application Number TSM20-0002.

Community Facilities Districts: Certain conditions of approval herein involve the establishment of or annexation into one or more Community Facilities Districts (CFDs) to implement the Project. The imposition of conditions requiring or involving the establishment of or annexation into CFDs on the Property shall not limit the City from establishing additional CFDs over the Property, subject to an affirmative vote of the Property owner(s).

A. Definitions; Abbreviations.

The definitions in the City's zoning regulations (Tracy Municipal Code, Title 10, Chapter 10.08) and subdivision ordinance (Tracy Municipal Code, Title 12, Chapter 12.08) apply, and in addition:

1. "Applicant" means any person, or other legal entity, defined as a "Subdivider" by Section 12.08.010 of the City of Tracy Municipal Code.

2. "Development Services Director" means the Development Services Director of the City of Tracy, or any other person designated by the City Manager or the Development Services Director, to perform the duties set forth here. (The Development Services Director is also referred to in the Tracy Municipal Code as the Development and Engineering Services Director.)

3. "City Regulations" means all written laws, rules, and policies established by the City, including those set forth in the City of Tracy General Plan, the Tracy Hills Specific Plan, the Tracy Municipal Code, ordinances, resolutions, written policies, written procedures, and the City's Design Documents (including the Standard Plans, Standard Specifications, Design Standards, and relevant Public Facility Master Plans).

4. "Conditions of Approval" or "Conditions" means these conditions of approval.

The following abbreviations may be used in these Conditions:

EIR	Environmental Impact Report	PI&RA	Park Improvement and Reimbursement Agreement
DIA	Deferred Improvement Agreement	PUE	Public Utility Easement
OIA	Offsite Improvement Agreement	TMC	Tracy Municipal Code

B. **Planning Division Conditions of Approval**

1. Compliance with laws. The Subdivider shall comply with all laws (federal, state, and local) related to the development of real property within the Project boundaries, including, but not limited to: the Planning and Zoning Law (Government Code sections 65000, et seq.), the Subdivision Map Act (Government Code sections 66410, et seq.), the California Environmental Quality Act (Public Resources Code sections 21000, et seq., "CEQA"), and the Guidelines for the California Environmental Quality Act (California Administrative Code, title 14, sections 15000, et seq., "CEQA Guidelines").

2. City Regulations. Unless specifically modified by these Conditions of Approval, the Subdivider shall comply with all City Regulations.

3. Mitigation Measures. The Subdivider shall comply with all applicable mitigation measures in the Final Subsequent Environmental Impact Report (EIR) for the Tracy Hills Specific Plan Project (State Clearinghouse No. 2013102053), which was certified by the City Council on April 5, 2016, and the Addendum to the EIR, which was prepared for the Tracy Hills KT Project consistent with the requirements of California Environmental Quality Act (CEQA) Guidelines Sections 15162 and 15164.

4. Notice of protest period. Pursuant to Government Code Section 66020, including Section 66020 (d)(1), the City HEREBY NOTIFIES the Subdivider that the 90-day approval period (in which the Subdivider may protest the imposition of any fees, dedications, reservations, or other exactions that are within the purview of the Mitigation Fee Act [Government Code section 66000 et seq.] ("Exactions") and imposed on this Project by these Conditions of Approval) shall begin on the date of the conditional approval of this Project. If the Subdivider fails to file a protest of the Exactions complying with all of the requirements of Government Code Section 66020 within this 90-day period, the Subdivider will be legally barred from later challenging any of the Exactions. The terms of this paragraph shall not affect any other deadlines or statutes of limitations set forth in the Mitigation Fee Act or other applicable law, or constitute a waiver of any affirmative defenses available to the City.

5. Conformance with Vesting Tentative Subdivision Map. All Final Maps shall be in substantial conformance with the approved Vesting Tentative Subdivision Map (Application Number TSM20-0002), which was received by the Development Services Department on September 18, 2020 and approved

by the City Council on _____, 2020, unless modified by these Conditions.

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

As used in these Conditions of Approval:

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

"Public landscaping" includes but is not limited to the following public areas and public improvements within or adjacent to the Project: public walls, special public amenities, ground cover, turf, shrubs, trees, irrigation systems, drainage and electrical systems, masonry walls or other fencing, entryway monuments or other ornamental structures, furniture, recreation equipment, hardscape and any associated appurtenances within medians, parkways, dedicated easements, channel-ways, public parks and public open space areas. It does not include public streets and street sweeping, but may include street lights.

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

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

Or

b. HOA and dormant CFD. If the HOA is the chosen funding mechanism, the Subdivider must do the following:

(1) Form a Homeowner's Association (HOA) or other maintenance association, with CC&Rs reasonably acceptable to the City, to assume the obligation for the on-going maintenance of all public landscaping areas within the entire tentative subdivision map area;

(2) Cause the HOA to enter into an agreement with the City, in a form to be approved by the City and to be recorded concurrently with the first Final Map, setting forth, among other things, the required maintenance obligations, the standards of maintenance, and all other associated obligation(s) to ensure the long-term maintenance by the HOA of all public landscape areas within the entire tentative subdivision map area;

(3) For each Final Map, make and submit to the City, in a form reasonably acceptable to the City, an irrevocable offer of dedication of all public landscape areas within the Final Map area;

(4) Before final inspection or occupancy of the first dwelling (except for up to ten model homes), annex into a CFD in a "dormant" capacity, to be triggered if the HOA fails (as determined by the City in its sole and exclusive discretion) to perform the required level of public landscape maintenance. The dormant tax or assessment shall be disclosed to all homebuyers and non-residential property owners, even during the dormant period.

Or

c. Direct funding. Before final inspection or occupancy of the first dwelling (except for up to ten model homes), the Subdivider shall deposit with the City an amount necessary, as reasonably determined by the City, to fund in perpetuity the full costs of public landscaping maintenance as identified by the approved landscaping budget analysis.

7. Maintenance for Public Landscaping for Major Program Roadways. Before approval of the first Final Map, the Subdivider shall assure that there will be sufficient funding to pay the Subdivider's proportionate share of the ongoing public landscaping maintenance costs associated with major program roadways, by entering into an agreement with the City, which shall be recorded against the entire Tracy Hills KT Project property, which adopts and implements one of the following two options (a. or b.), subject to the approval of the City's Finance Director:

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

Or

b. Direct Funding. Before final inspection or occupancy of the first dwelling (except for up to ten model homes), the Subdivider shall deposit with the City an amount necessary, as reasonably determined by the City, to fund in perpetuity the full costs of funding the Subdivider's proportionate share of the ongoing public landscaping maintenance costs associated with major program roadways identified in the Citywide Roadway and Transportation Master Plan.

8. Parks. Before approval of the first Final Map, the Subdivider shall enter into an agreement with the City, which shall be recorded against the property, which stipulates that within 18 months following final inspection or occupancy of the first dwelling (except for up to ten model homes), the linear park shall be completed and accepted by the City.

9. Schools. Before issuance of a building permit for each new dwelling, the Subdivider shall document compliance with all applicable school mitigation requirements and provide to the City a certificate of compliance for such requirements from the Jefferson School District and Tracy Unified School District.

10. Public Services. Before approval of the first Final Map, the Subdivider shall do one of the following, subject to the approval of the City's Finance Director:

a. CFD or other funding mechanism. The Subdivider shall enter into an agreement with the City, to be signed by the Finance Director, which shall be recorded against the Property, which stipulates that prior to issuance of a building permit (except for up to ten model homes), the Subdivider will form or annex into a Community Facilities District (CFD) or establish another lawful funding mechanism that is reasonably acceptable to the City for funding the on-going operational costs of providing Police services, Public Works services and other

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

Or

b. Direct funding. The Subdivider shall enter into an agreement with the City, which shall be recorded against the property, which stipulates that prior to issuance of a building permit (except for up to ten model homes), the Subdivider will fund a fiscal impact study to be conducted and approved by the City to determine the long term on-going operational costs of providing Police services, Public Works services and other City services to serve the Project area, and deposit with the City an amount necessary, as reasonably determined by the City, to fund the full costs in perpetuity as identified by the approved study.

If the provisions for adequate funding of the on-going operational costs of providing Police services, Public Works services and other City services are met prior to issuance of the first building permit for the project, subject to the Finance Director's review and approval, the terms of this condition shall be considered to have been met and this condition shall become null and void.

C. **Engineering Division Conditions of Approval**

C.1. General Conditions

C.1.1. Subdivider shall comply with the applicable requirements of the approved documents, technical analyses/reports prepared for the Project listed as follows:

a) Tracy Hills Specific Plan, approved by City Council by Resolution No. 2016-063, dated April 5, 2016, and any amendments thereto.

b) Tracy Hills Specific Plan Recirculated Draft Subsequent Environmental Impact Report and Addendum to the Subsequent Environmental Impact Report dated February 2020 ("EIR")

c) Tracy Hills KT Update Traffic Study, prepared by Kimley-Horn and Associates, dated September 9, 2020, and any updates or amendments thereto ("Traffic Study").

d) *Tracy Hills KT Property Sanitary Sewer Study Technical Memorandum* prepared by Carollo, dated February 21, 2020 ("*Sanitary Sewer Study*").

e) *Tracy Hills Water Study Technical Memorandum* prepared by West Yost Associates, dated November 8, 2019 ("*Water Study*").

f) *Tracy Hills Storm Drainage Master Plan* prepared by Ruggeri-Jensen-Azar, dated July 2019 and reviewed by Stormwater Consulting, Inc. as outlined in the memo dated January 6, 2020 ("*Storm Drainage Study*")

g) *Citywide Water System Master Plan 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*").

i) Any Finance Implementation Plan ("FIP"), as described in Section 10.20.060(b)(3)(B) of the Tracy Municipal Code, that is approved by the City Council for the property described in the Tracy Hills KT Property Vesting Tentative Subdivision Map, Application No. TSM20-0002.

j) Amendment to the Tracy Hills Specific Plan for the KT Project, approved by City Council by Resolution No. 2020-___, dated _____, ___, 2020.

k) Settlement Agreement, executed between the City of Tracy and the developers of the Tracy Hills Project, having an effective date of December 17, 2019 ("Settlement Agreement").

C.1.2 Timing of Compliance: The Applicant shall satisfy each of the following conditions prior to filing the first Final Map unless a different time for compliance is specifically stated in these Conditions of Approval. Any condition requiring an improvement that has already been designed, completed or under a City-approved agreement may be considered satisfied at the discretion of the City Engineer. For the purpose of these Conditions of Approval, Final Maps filed solely for financing purposes only, and no permits will be requested pursuant to such final map, then the requirements listed in these Conditions of Approval shall not apply to the final map for financing purposes only.

C.1.3 Revisions to the Vesting Tentative Subdivision Map ("VTSM"): The Subdivider shall incorporate revisions to comply with the recommendations and comments in the Traffic Study prior to approval of the VTSM.

C.2. Improvement Plans

C.2.1. General

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

C.2.2. Site Grading

C.2.2.1 Erosion Control

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

C.2.2.2 Grading and Drainage Plans

Submit a Grading and Drainage Plan prepared by a Registered Civil Engineer and accompanied by the Project's Geo-technical /Soils Engineering report. The report shall provide recommendations regarding adequacy of the site relative to the stability of soils such as soil types and classification, percolation rate, soil bearing capacity, highest observed ground water elevation, and others.

C.2.2.3 When the grade differential between the Project site and the adjacent property(s) exceeds 12 inches, a reinforced or masonry block wall, engineered slope, or engineered retaining wall is required for retaining soil. The Subdivider shall submit Retaining Wall Plans that includes the construction detail(s) and structural calculations of the retaining wall or masonry wall for City's review and approval.

C.2.2.4 If an engineered slope is used to retain soil on adjacent property outside the Project boundary, a slope easement will be necessary from the adjacent property. The Subdivider shall obtain a slope easement from owner(s) of the adjacent and affected property(s) and show the slope easement on the Final Map.

C.2.2.5 If applicable, show existing irrigation structure(s), channel(s) and pipe(s) that are to remain or relocated or to be removed, after coordinating with the irrigation district or owner of the irrigation facilities. If there are irrigation facilities including tile drains, that are required to remain to serve existing adjacent agricultural uses, the Subdivider shall design, coordinate and construct required modifications to the facilities to the

reasonable satisfaction of the owner of the irrigation facilities and the City.

C.2.3. Grading Permit

The City will not accept a grading permit application for the Project as complete until the Subdivider has provided all relevant documents related to the grading permit required by the City Regulations and these Conditions of Approval, to the satisfaction of the City Engineer.

C.2.4. Storm Drainage

C.2.4.1 Site grading shall be designed such that the Project's storm drainage overland release point will be directed to storm drainage easement or to public streets. If overland release is intended to be onto DWR property adjacent to the Project, Subdivider shall submit to the City documentation from DWR approving such discharge overland release onto DWR property as required by the City Engineer.

C.2.4.2 All permanent underground storm drainage lines and structures to be maintained by the City shall be located within right-of-way to be dedicated to the City or within an easement. If applicable, interim facilities and storm drain lines and collection basins shall be maintained by the Subdivider.

C.2.4.3 Storm drainage plans are to be submitted with the required hydrologic and hydraulic calculations for the sizing of storm drainage pipe(s) and shall comply with Storm Drainage Study and City Regulations.

C.2.4.4 Since the Project will construct a terminal retention basin, it has been determined that the Project will be exempt from the Post Construction Stormwater Quality Standards. However, should new Federal or State regulations come into effect during the buildout of the Project that would require future compliance, then the Project would not be exempted from those new requirements.

SWPPP's shall be implemented during project construction. In addition, the Project may implement stormwater control measures such as disconnected roof leaders, non-contiguous street sidewalks (providing landscape strips/parkways), tree planting in parkways and use of drought tolerant landscape with drip irrigation systems and "intelligent" controllers. Similarly, public education measures regarding the damaging effects of pollutants to water quality may also be implemented.

C.2.4.5 All Storm Water structural and construction details that are not part of the City Standard Plans or City Design Standards shall be provided by the Subdivider and submitted to the City for approval as part of the improvement plans.

C.2.4.6 Storm drainage Retention Basin shall be contained within storm drainage parcels suitable for dedication to the City of Tracy. This basin shall be provided with appropriate fencing with warning signs, access roadways to and from public roadways and access roadways into the ponds for maintenance purposes as approved by the City Engineer. All storm drainage inlets into this basin shall have inlet structures with design acceptable to the City Engineer.

C.2.4.7 Fixed vertical sediment depth markers shall be installed near discharge points into the Retention Basin to assist with measurements of sediment deposition over time and future assessments of the need for maintenance activities.

C.2.5. Sanitary Sewer

C.2.5.1 All sanitary sewer lines and associated improvements shall be designed and installed per the Sanitary Sewer Study and City Regulations. Before approval of Final Map(s) for the Project, Subdivider shall submit improvement plans and obtain approval for the plans for all on-site sewer improvements.

C.2.5.2 The Subdivider shall design and construct the Sanitary Sewer Pump Station (SSPS) with sufficient capacity to service the Project per City Standards and Sanitary Sewer Study. This Pump Station shall be constructed on land to be dedicated by Subdivider, as approved and required by the City. Upon satisfactory completion of the SSPS improvements, as determined by City, the City will accept the land dedication and SSPS improvements for maintenance. Maintenance of the SSPS shall be included in the Community Facilities District (CFD) to be established for the Project.

C.2.5.3 No final inspection of any residential building will be performed or certificate of occupancy for commercial building will be issued, with the exception of Model Homes, until the improvements listed above are completed and functional, as determined by the City Engineer.

C.2.5.4 Subdivider shall pay impact fees at the time of issuance of building permit. In addition, the Subdivider shall pre-pay impact fees for wastewater treatment for all remaining residential lots no later than one year after issuance of first building permit for production home.

C.2.5.5 Prior to the City's approval of the first Final Map within Project, the Subdivider shall dedicate to the City utility maintenance easements necessary for all sanitary sewer lines (gravity or force mains). All requirements relating to the access and maintenance by the Utilities Department and Public Works Department shall be incorporated into the improvement plans.

C.2.5.6 Subdivider shall coordinate with Utilities Department and Public Works Department for determining the access, parking, security fencing, lighting and other related improvements at the Sanitary Sewer Pump Station. The requirements identified shall be incorporated into the design of the SSPS for review and approval by the City Engineer.

C.2.5.7 Parcel "B" (Sanitary Sewer Lift Station) access road shall be paved with structural section per City standards adequate to support maintenance vehicles accessing the Retention basin and the SSPS.

C.2.6. Water Distribution System

C.2.6.1 All potable water lines and associated improvements as identified in the Water Study (Water Line Improvements) shall be designed and installed per City Regulations.

C.2.6.2 During the construction phases (vertical construction) of the Project, the Subdivider shall be responsible for providing water infrastructure (temporary or permanent) capable of delivering adequate fire flows and pressure appropriate to the various stages of construction and as approved by the Fire Marshall.

C.2.6.3 Prior to approval of each Final Map, the Subdivider shall submit calculations and improvement plans as required by the Fire Marshall and the City Engineer, and obtain a letter from the Fire Marshall that the fire flow parameters per Tracy Design Standards Section 6.02 are met for the phased construction of water lines to the satisfaction of the Fire Marshal.

C.2.6.4 Subdivider shall install Recycled Water mains in Street "D" required to serve the Project.

Initially, the 8-in Recycled Water Main will be connected to a potable water supply (with a stub in place to future recycled water) as approved by the City until the program backbone Recycled Water facilities are in place. Once the Recycled Water system network is online the 8-in Recycled Water distribution main will be disconnected from the Potable Water

system and connected to the Recycled Water System as part of the Recycled Water Project by the City.

C.2.6.5 Domestic and Irrigation Water Services – The HOA will be responsible for the repair and maintenance of all valves, fittings on services related to landscaping on all parcels to be owned by HOA and within HOA easements.

C.2.6.6 Where pressures at individual water services will be 80 psi or more, the Subdivider shall provide pressure reducing valves at the location approved by the City Engineer. The design of the individual pressure reducing valves for services shall be subject to approval by the Building Official.

C.2.6.7 Fire Service Line – The Subdivider shall design and install fire hydrants at the locations approved by the Fire Marshall. Before the approval of the Improvement Plans, the Subdivider shall obtain written approval from the Fire Marshall for the design, location and construction details of the fire service connections to the Project, and for the location and spacing of fire hydrants that are to be installed to serve the Project.

C.2.7. Street Improvements

C.2.7.1 Subdivider is required to design and construct on-site and frontage roadway improvements to serve the Project as identified in the Traffic Study and these Conditions of Approval. All improvements shall comply with City Regulations, and Tracy Hills Design Standards. Such improvements shall include, but are not limited to, roadways, water distribution system, sewer system, storm drainage systems, curb and gutter, sidewalks, street lighting system, traffic signals, ITS systems, pavement and crosswalk striping, bicycle lanes and trails, roadway signage and street signs, median islands, turn lanes, landscaping, and all necessary related improvements as required by the City. Timing of completion of street improvements shall comply with these Conditions of Approval.

C.2.7.2 Corral Hollow Road Right of Way

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

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

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

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

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

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

C.2.7.4. Corral Hollow Road Improvements

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

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

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

C.2.7.5. Corral Hollow Road Improvements for Residential Units

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

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

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

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

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

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

C.2.7.6. <u>Corral Hollow Road Improvements for Commercial Parcels</u>

Prior to issuance of final occupancy of for any buildings on the Commercial parcels, the Subdivider shall complete the following Corral Hollow Road Improvements to provide

adequate and safe traffic conditions on Corral Hollow Road to the satisfaction of the City Engineer.

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

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

C.2.7.7. Fee Credits and/or reimbursements for eligible costs of improvements beyond Project's frontage obligation per the CRTMP, will be determined based on the improvement plans to be approved by the City Engineer. Interim improvements are not eligible for fee credits or reimbursements and are the sole responsibility of the Subdivider.

C.2.7.8. <u>Pavement Repaving/ Overlay on Corral Hollow Road</u>

Subdivided shall pay its fair share of $50,000 towards the estimated cost of r repaving/ overlay from I-580 south right-of-way line to southerly City Limits as directed by the City Engineer.

C.2.7.9 In order to guarantee completion of the Corral Hollow Road Improvements, the Subdivider shall enter into an improvement agreement (SIA or OIA) and post an improvement security in the amounts and form in accordance with section 12.36.080 of the TMC and as required by these Conditions of Approval. The Subdivider shall submit the signed and notarized OIA with the necessary improvement security before approval of the first Final Map within the Project.

C.2.7.10 For any Corral Hollow Road Improvements considered frontage improvements (such as Subdivider's Frontage Obligation per the CRMP including landscape improvements behind the curb) that are not constructed or security posted with OIA at the time of approval of the first

Final Map, the Subdivider shall enter into a DIA with the City.

The Subdivider shall submit the signed and notarized DIA before approval of the first Final Map within the Project. The Subdivider shall post improvement security in the amounts and form in accordance with TMC section 12.36.080 at the times specified in the DIA.

C.2.7.11 Traffic Control Plan

Before starting any work within City's right-of-way on Corral Hollow Road, the Subdivider shall submit a Traffic Control Plan for each phase of work, to show the method and type of construction signs to be used for regulating traffic at the work areas within these streets. The Traffic Control Plan shall be prepared by a Civil Engineer or Traffic Engineer licensed to practice in the State of California. Subdivider shall comply with Caltrans requirements and standards for any work conducted within Caltrans ROW.

C.2.7.12 The Subdivider shall design and construct Corral Hollow Road Improvements to meet the applicable requirements of the latest edition of the California Department of Transportation Highway Design Manual (CHDM) and the California Manual of Uniform Traffic Control Devices (MUTCD), the Applicable Law, and these Conditions of Approval.

C.2.7.13 The Tracy Hills Specific Plan EIR ("EIR") identifies the Project's traffic impacts that are to be mitigated by the Subdivider. The mitigation measures are summarized in Table 4.13-68, Transportation & Circulation EIR Mitigation Matrix. Subdivider shall comply with the applicable mitigation measures as outlined in the Traffic Study.

C.2.7.14 As the properties north of the Project along Corral Hollow Road develop, City will install fiber-optic lines to connect signals on Corral Hollow Road. In the interim, at the time of installation of traffic signals at Corral Hollow Road / Tracy Hills Drive, the Subdivider shall provide a functional communication system acceptable to the City Engineer, to connect the City's Traffic Control Management Center (TCMC) located at the City Hall to the traffic signal. Any required improvements at the TCMC to facilitate communications in the interim condition that is not part of the Master Plan Facilities, shall be installed at Subdivider's cost, and no fee credits or reimbursements will be applicable.

C.2.7.15 Bus shelter and turnout on Corral Hollow Road

The bus shelter and turnout on Corral Hollow Road shall be constructed as part of the Frontage Improvements on Corral Hollow Road. The City will provide the construction details and materials specifications of the bus shelter. Timing of construction of bus shelters will be determined in the future based on the extension of TRACER's Fixed Route to serve the Project. In order to assure completion of construction of the bus shelters, the Subdivider may either enter into a DIA with security, or pay to the City the estimated cost for bus shelter on Corral Hollow Road at the time of approval of the first Final Map within the Project.

C.2.7.16 Encroachment Permit

Before starting any work to be performed and improvements to be constructed within City's right-of-way, the Subdivider shall obtain an Encroachment Permit from the City. The Subdivider or its authorized representative shall submit all documents that are required to process the Encroachment Permit including but not limited to, approved Improvement Plans, Traffic Control Plan, payment of engineering review fees, copy of the Contractor's license, Contractor's Tracy business license, and certificate of insurance naming the City of Tracy as additional insured or as a certificate holder.

C.2.7.17 Dead-End Streets. A standard barricade and guardrail with appropriate traffic sign will be required at street ends. Alternatively, turnarounds/ hammerheads meeting the requirements of Fire Marshall shall be provided at the dead-end streets.

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

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

improvements shall comply with City Regulations and shall be shown on the Improvement Plans.

C.2.7.19 Emergency/ Utility Vehicles Access at Street "C" and Street "E" Intersection: Access at this intersection shall be limited to emergency/utility vehicles only by the installation of turf blocks with vegetation designed to withstand vehicle loads as required by the City Engineer. The access shall be designed with either lockable bollards or gate with knox-box control as determined by the Fire Marshal and the City Engineer. The maintenance and replacement costs for the access area including sidewalk, rolled curb, turb blocks and access control shall be the responsibility of the HOA , or estimated costs as acceptable to the City shall incorporated into the CFD.

C.2.7.20 For all phases of the Project, the Subdivider shall install sidewalk to provide pedestrian circulation connecting the subdivisions sidewalks to the CH sidewalk and to the Corral Hollow Road/ Tracy Hills Road Intersection. Crosswalks on Corral Hollow Road to provide pedestrian access to the Tracy Hills Phase 1a subdivision should be provided. Timing and design of pedestrian access shall be as determined by the City Engineer based on the Phasing Plan.

C.2.7.21 All intersections shall be designed to accommodate fire truck movements as required by the Fire Department.

C.2.7.22 Subdivider must provide and verify sight distances, where applicable, with regard to intersections, reverse lots and fence placements as required by the City Engineer.

C.2.8. Public Utility Easements

C.2.8.1 Undergrounding of Overhead Utilities. Any existing overhead lines and poles within the Project boundaries and on the west side of Corral hollow Road within the Project frontage shall be removed or undergrounded.

C.2.8.2 All private utility services to serve the Project such as electric, telephone and cable TV to the building must be installed underground, within right-of-way or a dedicated Public Utility Easement (PUE) and at the location approved by the City and the respective owner(s) of the utilities.

The Subdivider shall submit improvement plans for the installation of electric, gas, telephone and TV cable lines that are to be installed under the sidewalk or within the PUE. Underground utility conduits may be installed under the sidewalks, and underground boxes and structures may be

located in the landscaped parkway next to the curb. All above-ground boxes and facilities shall be behind the sidewalk and within the PUE. Pop-outs to provide additional width of PUE where required to accommodate larger above-ground structures will be permitted subject to review and approval by Public Works Director and the City Engineer. Before approval of the first Final Map, the Subdivider shall complete the necessary coordination work with the respective owner(s) of the utilities to for approval.

C.2.8.3 Public Utility Easements on sideyard lots shall be adjusted/ eliminated in final neighborhood designs based on actual joint trench design requirements.

C.2.8.4 The Subdivider shall take necessary actions to accomplish existing DWR easement to be quitclaimed prior to recordation of first Final Map within the Project. If not accomplished prior to first Final Map, the Subdivided shall submit documentation that DWR will quitclaim the easement prior to City's acceptance of the Retention Basin. All costs of the process for the quitclaim shall be borne by the Subdivider.

C.3. Final Map

The City will not approve any Final Map until the Subdivider demonstrates, to the satisfaction of the City Engineer, that all the requirements set forth in these Conditions of Approval are completed, including, but not limited to the following:

C.3.1. Subdivider has submitted one reproducible (mylar) copy of the approved tentative subdivision map for the Project after Subdivider's receipt of a notification of approval of the Tentative Subdivision Map. The signature of the owner of the Property on the Tentative Subdivision Map shall indicate the owner's consent to the preparation of the Tentative Subdivision Map and the proposed subdivision of the Property.

C.3.2. Each Final Map is prepared in accordance with the applicable requirements of the Tracy Municipal Code, these Conditions of Approval, all other applicable City Regulations, and in substantial conformance with the Tentative Subdivision Map.

C.3.3. Each Final Map includes and shows offer(s) of dedication of all right(s)-of-way and/or temporary or permanent easement(s) required by the Improvement Plans and Final Map, in accordance with City Regulations and these Conditions. If construction easement(s) is/are shown, it/they shall indicate the termination date of the construction easement(s).

C.3.4. Horizontal and vertical control for the Project shall be based upon the City of Tracy coordinate system and at least three 2nd order Class 1 control points establishing the "Basis of Bearing" and shown as such on the Final Map. The Final Map shall also identify surveyed ties from two of the horizontal control points to a minimum of two separate points adjacent to or within the Property described by the Final Map.

C.3.5. Subdivider has submitted a signed and stamped Engineer's Estimate that show construction cost of subdivision improvements that are described in Conditions C.2 above plus10% for construction contingencies.

C.3.6. Subdivision Improvement Agreement

Before the City's approval of any Final Map, the Subdivider shall execute a Subdivision Improvement Agreement (for the public facilities required to serve the real property described by the Final Map), and post all required improvement security in accordance with City Regulations.

C.3.7. Phasing Plan and Deferred Improvement Agreement

Prior to Subdivider's submittal to the City of the first Final Map for City approval, Subdivider shall submit for the City Engineer's review and reasonable approval a phasing plan for the submittal of all Final Maps to be filed for this Vesting Tentative Subdivision Map. The phasing plan may be subject to subsequent modifications based on market conditions, the rate of development, and Subdivider's disposition of the parcels created by the Final Maps. Prior to the City's approval of the first final map within the Project, the Subdivider shall execute a Deferred Improvement Agreement, in substantial conformance with the City's standard form agreement, by which (among other things) the Subdivider agrees to complete construction of all remaining public facilities (to the extent the public facilities are not included in the Subdivision Improvement Agreement) which are required by these Conditions of Approval. The Deferred Improvement Agreement shall identify timing requirements for construction of all remaining public facilities, in conformance with the phasing plan submitted by the Subdivider and approved by the City Engineer.

C.3.8. 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.3.8.1 Faithful Performance (100% of the estimated cost of constructing the public facilities).

C.3.8.2 Labor & Material (100% of the estimated cost of constructing the public facilities).

C.3.8.3 Warranty (10% of the estimated cost of constructing the public facilities).

C.3.8.4 Monumentation ($750 multiplied by the total number of street centerline monuments that are shown on the Final Map).

C.3.9. 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.3.10. 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.3.11. Subdivider has submitted hydrologic and storm drainage calculations for the design and sizing of in-tract storm drainage pipes located within the Project.

C.3.12. Subdivider has submitted signed and stamped Improvement Plans.

C.3.13. Signed and notarized Offsite Improvement Agreement (OIA) and Improvement Security, to guarantee completion of the identified public improvements that are necessary to serve the Project as required by these Conditions of Approval. The form and amount of Improvement Security shall be in accordance with Section 12.36.080 of the Tracy Municipal Code (TMC), and the OIA.

C.3.14. Signed and notarized Deferred Improvement Agreement (DIA) and Improvement Security, to allow deferment of completion of improvements as required by these Conditions of Approval. The form and amount of Improvement Security shall be in accordance with the DIA and Section 12.36.080 of the TMC.

C.4. Grading and Encroachment Permit

No applications for grading and encroachment permits will be accepted by the City as complete until the Subdivider has provided all documents required by these Conditions and City Regulations, to the reasonable satisfaction of the City Engineer, including, but not limited to, the following:

C.4.1. Grading and Drainage Plans prepared on a 24" x 36" size polyester film (mylar). Grading and Drainage Plans shall be prepared under the supervision of and stamped and signed by a Registered Civil Engineer.

C.4.2. Payment of the applicable Grading Permit fees which include grading plan checking and inspection fees, and other applicable fees as required by these Conditions of Approval.

C.4.3. Three sets of the Storm Water Pollution Prevention Plan (SWPPP) identical to the reports submitted to the State Water Quality Control Board (SWQCB) and any documentation or written approvals from the SWQCB including a copy of the Notice of Intent (NOI) with the state-issued Wastewater Discharge Identification number (WDID). After the completion of the Project, the Subdivider is responsible for filing the Notice of Termination (NOT) required by SWQCB, and shall provide the City, a copy of the completed Notice of Termination.

C.4.4. Cost of preparing the SWPPP, NOI and NOT including the annual storm drainage fees and the filing fees of the NOI and NOT shall be paid by the Subdivider. The Subdivider shall comply with all the requirements of the SWPPP and applicable Best Management Practices (BMPs) and the Storm Water Regulations adopted by the City in 2008 and any subsequent amendment(s), and the City Regulations.

C.4.5. Two sets of the Project's Geotechnical Report signed and stamped by a licensed Geo-technical Engineer licensed to practice in the State of California. The technical report must include relevant information related to soil types and characteristics, soil bearing capacity, percolation rate, roadway section construction recommendations and elevation of the highest observed groundwater level.

C.4.6. A copy of the Approved Fugitive Dust and Emissions Control Plan that meets San Joaquin Valley Air Pollution Control District (SJVAPCD) as required in Mitigation Monitoring and Reporting Program of the Tracy Hills Specific Plan Final Environmental Impact Report (TH-EIR).

C.4.7. Two sets of Hydrologic and Storm Drainage Calculations for the design of the on-site storm drainage system.

C.4.8. Reasonable written permission from irrigation district or affected owner(s), if applicable. The cost of relocating and/or removing irrigation facilities and/or tile drains is the sole responsibility of the Subdivider.

C.4.9. Written approval(s) or permit(s) obtained from San Joaquin County regarding the removal and abandonment of any existing well(s), if applicable. All existing on-site wells, if any, shall be abandoned or removed in accordance with the City and San Joaquin County

requirements. The Subdivider shall be responsible for all costs associated with the abandonment or removal of the existing well(s) including the cost of permit(s) and inspection.

C.4.10. Improvement Plans prepared on a 24" x 36" size 4-mil thick polyester film (mylar) that incorporate all the requirements described in these Conditions of Approval. Improvement Plans shall be prepared under the supervision of, and stamped and signed by a Registered Civil, Traffic, Electrical, Mechanical Engineer, and Registered Landscape Architect for the relevant work.

C.4.11. Two sets of structural calculations for drainage structures and retaining walls within street right-of-way and retention basins signed and stamped by a Structural Engineer licensed in the State of California.

C.4.12. Signed and stamped Engineer's Estimate that summarizes the cost of constructing all the public improvements shown on the Improvement Plans.

C.4.13. Check payment for the applicable engineering review fees which include plan checking, permit and agreement processing, testing, construction inspection, and other applicable fees as required by these Conditions of Approval. The engineering review fees will be calculated based on the fee rate adopted by the City Council on April 15, 2014, per Resolution 2014-059.

C.4.1.4. Traffic Control Plan for each phase signed and stamped by a Registered Civil Engineer or Traffic Engineer licensed in the State of California.

C.4.15. As required per Mitigation Measure 4.8-2a of the EIR, the Subdivider shall submit, prior to issuance of grading permits, a Phase II ESA focused on soil sampling conducted near the location of the underground crude oil pipelines, as determined by a qualified Phase II/Site Characterization specialist.

C.4.16. As required per Mitigation Measure 4.8-2b of the EIR, prior to issuance of grading permits, the Subdivider shall work with Conoco Phillips to implement and observe a site damage prevention plan to the satisfaction of the City of Tracy Engineering Division.

C.5. Building Permit

The City will not approve any building permit within the Project boundaries until a Final Map is approved by the City Council and it is recorded at the San Joaquin County Recorder's Office, and the Subdivider demonstrates, to the reasonable satisfaction of the City Engineer, compliance with all the required Conditions

C.5.1. Check payment of the applicable City Wide Roadway and Traffic, Water, Recycled Water, Wastewater, Storm Drainage, Public Safety, Public Facilities, and Park Development Impact Fees (adopted by Resolution 2014-010) as these relate to the Project and as required by these Conditions of Approval.

C.5.2. Check payment of applicable Regional Transportation Impact Fees (RTIF) as required in the Mitigation Monitoring and Reporting Program of the Final Environmental Impact Report, these Conditions of Approval, and the Settlement Agreement per C1.1.k above.

C.5.3. Check payment of any applicable Agricultural Mitigation Fee as required in Chapter 13.28 of the Tracy Municipal Code and Mitigation Measure AG 4.2.1 of the EIR and these Conditions of Approval.

C.5.4. Payment of the San Joaquin County Facilities Fees as required in Chapter 13.24 of the TMC.

C.5.5. The Project developer(s) shall be required to pay the Transportation Impact Fee established pursuant to the written Agreement by and between the City of Tracy, LTA, the Sierra Club, the County of Alameda, and the City of Livermore to the City of Tracy prior to issuance of building permits for any residential portion of the Project.

C.6. Final Building Inspection

The City will not perform final building inspection (except for Model Homes) until after the Subdivider provides documentation which demonstrates, to the reasonable satisfaction of the City Engineer, that:

C.6.1. The Subdivider has completed construction of all public facilities required to serve the building for which a certificate of occupancy is requested or a final building inspection has to be performed unless otherwise defined herein. Unless specifically provided in these Conditions, or the City Regulations, the Subdivider shall take all actions necessary to construct all public facilities required to serve the Project, and the Subdivider shall bear all costs related to construction of the public facilities (including all costs of design, construction, construction management, plan check, inspection, land acquisition, program implementation, and contingency).

C.7. Temporary or Final Building Certificate of Occupancy

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

C.7.1 The Subdivider has satisfied all the requirements set forth in these Conditions of Approval.

C.7.2. The Subdivider has completed construction of all required public facilities for the building for which a certificate of occupancy is requested, unless otherwise defined herein. Unless specifically provided in these Conditions of Approval, or some other applicable City Regulations, the Subdivider shall use diligent and good faith efforts in taking all actions necessary to construct all public facilities required to serve the Project, and the Subdivider shall bear all costs related to construction of the public facilities (including all costs of design, construction, construction management, plan check, inspection, land acquisition, program implementation, and contingency).

C.8. Acceptance of Public Improvements

Public improvements will not be considered for City Council's acceptance until after the Subdivider demonstrates to the reasonable satisfaction of the City Engineer, completion of the following:

C.8.1. All the public improvements shown on the Improvement Plans are completed and all the deficiencies listed in the deficiency report prepared by the assigned Engineering Inspector are all corrected.

C.8.2. Subdivider has completed the 90-day public landscaping maintenance period.

C.8.3. Subdivider has submitted Certified "As-Built" Improvement Plans (or Record Drawings). Upon completion of the construction by the Subdivider, the City shall temporarily release the originals of the Improvement Plans to the Subdivider so that the Subdivider will be able to document revisions to show the "As Built" configuration of all improvements.

C.8.4. Where applicable, signed and notarized Grant Deed(s) with legal description(s) and plat maps for the offer of dedication of right-of-way, and Grant of Easements as required per these Conditions of Approval and City Regulations, or dedications shown on the Final Map.

C.9. Release of Improvement Security

City will release Improvement Security(s) to the Subdivider after City Council's acceptance of public improvements, both on-site and off-site, in accordance with TMC section 12.36.080, upon written request and submittal of the recorded Notice of Completion.

C.10. Special Conditions

C.10.1. All streets and utilities improvements within City's right-of-way shall be designed and constructed in accordance with City Regulations, except as otherwise specifically approved in the Tracy Hills Specific Plan.

C.10.2. When street cuts are made for installation of utilities, the Subdivider is required to install 2 inches thick asphalt concrete overlay with reinforcing fabric at least 25 feet from all sides and for the entire length of the utility trench. A 2 inches deep grind on the existing asphalt concrete pavement will be required where the asphalt concrete overlay will be applied and shall be uniform thickness in order to maintain current pavement grades, cross and longitudinal slopes. If the utility trench extends beyond the median island, the limit of asphalt concrete overlay shall be up to the lip of existing gutter located along that side of the street.

C.10.3. All improvement plans shall contain a note stating that the Developer (or Contractor) will be responsible to preserve and protect all existing survey monuments and other survey markers. Any damaged, displaced, obliterated or lost monuments or survey markers shall be re-established or replaced by a licensed Land Surveyor at the Developer's (or Contractor's) sole expense. A corner record must be filed in accordance with the State law for any reset monuments (California Business and Professions Code Section 8871).

C.10.4. Benefit District

The Subdivider may make a written request to the City for the formation of a Benefit District, before the approval of the final map and improvement plans for the public facility(s) considered to be oversized that benefits other property(s) or development(s). Reimbursement request(s) will be processed in accordance with TMC Chapter 12.60.

C.10.5. The CFD or HOA shall pay for the future costs of maintenance including PG&E charges for all new streetlights and new traffic signals to be installed by the Project.

C.10.6. Nothing contained in these Conditions shall be construed to permit any violation of City Regulations. Subject, however, to City Regulations, this Condition does not preclude the City from requiring pertinent revisions and additional requirements to the final map, improvement agreements, and improvement plans, before the City Engineer's signature on the final map and improvement plans, if the City Engineer finds it necessary due to public health and safety reasons. (Government Code section 66498.6.) The Subdivider shall bear all the cost for the inclusion, design, and implementations of such additions and requirements, without reimbursement or any payment from the City.

October 14, 2020

AGENDA ITEM 1.B

REQUEST

PUBLIC HEARING TO CONSIDER RECOMMENDATIONS TO THE CITY COUNCIL REGARDING THE TRACY HILLS PHASE 1B/1C PROJECT, WHICH INCLUDES APPROVAL OF A GENERAL PLAN AMENDMENT, A TRACY HILLS SPECIFIC PLAN AMENDMENT, A LARGE-LOT VESTING TENTATIVE SUBDIVISION MAP, AND A SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP TO CREATE 432 SINGLE-FAMILY RESIDENTIAL LOTS AND 74 OTHER PARCELS LOCATED ON APPROXIMATELY 310 ACRES IN THE VICINITY OF TRACY HILLS DRIVE, WEST OF PHASE 1A. THE APPLICANT IS JOHN PALMER. APPLICATION NUMBERS GPA19-0001, SPA19-0002, TSM18-0007 AND TSM18-0006

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.

DISCUSSION

This agenda item involves a Planning Commission public hearing to make recommendations to the City Council regarding the Tracy Hills Phase 1B/1C Project, which consists of approximately 310 acres located in the vicinity of Tracy Hills Drive, west of Phase 1A. Specifically, the Planning Commission will be asked to make a recommendation to the City Council on the following items:

- Approval of a General Plan Amendment (Application Number GPA19-0001)
- Approval of a Tracy Hills Specific Plan Amendment (Application Number SPA19-0002)
- Approval of a large-lot Vesting Tentative Subdivision Map (TSM18-0007)
- Approval of a small-lot Vesting Tentative Subdivision Map (TSM18-0006)

Overview of the General Plan Amendment

The nature of this Project, including the General Plan Amendment, is to create new residential neighborhoods in areas previously designated for employment-generating land uses. The amendments to the City's General Plan encompass the necessary changes to accommodate this request.

The proposed General Plan Amendment includes changes to the General Plan Land Use Designations map, Figure 2-2, for the Tracy Hills area (Attachment A: General Plan

Amendment). The overall 310-acre subject property for this Tracy Hills agenda item includes approximately 161 acres for Phase 1B, 122 acres for Phase 1C, and a 27-acre remainder parcel to the north. Within Phase 1B, the proposed General Plan Amendment includes changing the General Plan land use designations on approximately 71 acres from Residential Medium to Residential Low and changing approximately 66 acres from Commercial to Residential Low. The resulting Phase 1B area would consist of approximately 137 acres of Residential Low, 10 acres of Residential High, and 14 acres of Commercial.

Within Phase 1C, the proposed General Plan Amendment includes changing the General Plan land use designation on approximately 122 acres from Commercial to 108 acres of Residential Medium and 14 acres of Residential Low. The proposed General Plan Amendment also includes changing the General Plan land use designation on a 27-acre remainder parcel, which is located north of the California Aqueduct, from Industrial to Residential Medium.

The proposed General Plan Amendment also includes updating text on page 2-12 of the General Plan related to the anticipated build-out numbers for the Tracy Hills Specific Plan and a text clean-up on page 2-57. The updated text would state that the Tracy Hills Specific Plan area is anticipated to include over 6,000 residential units and approximately 4 million square feet of commercial, office, and industrial space.

Given this proposed reduction to commercial and industrial designated land within the Tracy Hills Specific Plan area, the City conducted an economic study to analyze whether the remaining commercial and industrial designated land within the City would be sufficient to satisfy anticipated future market demands. The findings of the economic study are described below, following an overview of the Tracy Hills Specific Plan Amendment.

Overview of the Tracy Hills Specific Plan Amendment

The proposed Tracy Hills Specific Plan Amendment (SPA) includes rezoning land in a manner consistent with the proposed General Plan Amendment. The SPA includes decreasing the Mixed Use Business Park Zone District (MUBP-TH) by approximately 132 acres, decreasing the Light Industrial Zone District (M1-TH) by approximately 27 acres, and decreasing the General Highway Commercial Zone District (GHC-TH) by approximately 19 acres. The SPA includes increasing the Low Density Residential Zone District (LDR-TH) by approximately 129 acres, increasing the Medium Density Residential Zone District (MDR-TH) by approximately 46 acres, and increasing the Tracy Hills Conservation Zone District (C-TH) by approximately 3 acres (Attachment B: Tracy Hills Specific Plan Amendment).

The proposed SPA would result in Phase 1B zoned primarily as Low Density Residential and Phase 1C zoned primarily as Medium Density Residential. Phase 1B also includes areas zoned High Density Residential and General Highway Commercial, located east of the future Lammers Road extension, which would be unchanged by the proposed SPA.

The proposed SPA also includes updates to the development standards for the LDR-TH zoning district to allow flexibility for small lots, by reducing the minimum lot size to 3,200 square feet and reducing minimum lot width to 35 feet on knuckles and cul-de-sacs.

The proposed SPA also includes the addition of Appendix C, the Phase 1B Landscape Design Guidelines. The landscape design guidelines contained in Section 3.4 of the Tracy Hills Specific Plan apply Specific Plan-wide; however, implementation details are only shown for Phase 1A. The purpose of Appendix C is to provide landscape design guidelines and implementation details for Phase 1B. Similar details for Phase 1C will be proposed when the Phase 1C small-lot Vesting Tentative Subdivision Map is proposed.

Appendix C includes the following components for Phase 1B landscape design guidelines:

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

Overview of the Economic Study

Due to proposed reductions in land zoned as Mixed Use Business Park, Light Industrial, and General Highway Commercial, the City conducted an economic study to analyze whether the remaining areas zoned for commercial and industrial uses would be sufficient to satisfy anticipated citywide market demands (Attachment C: Economic Study). The study concluded that the proposed rezoning of employment-generating and commercial areas to residential uses would not constrain the future economic development of the City because there would still be more than sufficient land remaining for future commercial/retail, business park/office, and industrial development.

Overview of the Large-Lot Vesting Tentative Subdivision Map

The proposed large-lot Vesting Tentative Subdivision Map for Tracy Hills Phase 1B/1C is intended to create 69 parcels and 9 lots of various sizes (Attachment D: Large-Lot Vesting Tentative Subdivision Map). This large-lot subdivision is for the purpose of sale or finance and is not intended by the Applicant or the City for development on any portion of the property without the approval of a separate and subsequent Tentative Subdivision Map and corresponding Final Map(s) that are consistent with the Tracy Hills Specific Plan, such as the proposed small-lot Vesting Tentative Subdivision Map for Phase 1B, described below.

Overview of the Small-Lot Vesting Tentative Subdivision Map

The proposed small-lot Vesting Tentative Subdivision Map for Phase 1B includes 432 single-family lots and a 6.7-acre park, as well as a linear park and HOA recreation area. The subdivision design would include four distinct villages with typical lot sizes of 55’ x

90' for Village 9A, 55' x 100' for Village 9B, 50' x 85' for Village 10, and 47' x 70' for Village 11 (Attachment E: Small-Lot Vesting Tentative Subdivision Map). The small-lot Vesting Tentative Subdivision Map for Phase 1B also includes two commercial parcels and two parcels for high density residential. The Phase 1C area is shown as large parcels matching the large-lot Vesting Tentative Subdivision Map. According to the applicant, a small-lot Vesting Tentative Subdivision Map will be proposed in the future for Phase 1C. The proposed small-lot Vesting Tentative Subdivision Map for Phase 1B is consistent with the proposed amendments to the Tracy Hills Specific Plan.

Traffic Analysis

The City conducted a traffic analysis of the proposed Tracy Hills Phase 1B/1C Project. The details of the traffic analysis, including identification and timing of necessary traffic improvements, are included in the Transportation/Traffic section of the CEQA Initial Study (Attachment F: CEQA Initial Study). Engineering staff and consultants will be present during this agenda item to explain the list of necessary traffic improvements and the required timing of such improvements.

Environmental Document

An Environmental Impact Report (EIR) was certified by the City Council on April 5, 2016 for the Tracy Hills Specific Plan. An 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 project (Attachment F: 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 Phase 1B/1C Project, as stated in the Planning Commission Resolutions, dated October 14, 2020 (Attachments G, H, I, and J: Planning Commission Resolutions):

- Approve a General Plan Amendment (Application Number GPA19-0001)
- Approve a Tracy Hills Specific Plan Amendment (Application Number SPA19-0002)
- Approve a Large-Lot Vesting Tentative Subdivision Map (Application Number TSM18-0007)
- Approve a Small-Lot Vesting Tentative Subdivision Map (Application Number TSM18-0006)

SUGGESTED MOTION

Move that Planning Commission recommend that the City Council take the following actions for the Tracy Hills Phase 1B/1C Project, as stated in the Planning Commission Resolutions, dated October 14, 2020:

- Approve a General Plan Amendment (Application Number GPA19-0001)
- Approve a Tracy Hills Specific Plan Amendment (Application Number SPA19-0002)
- Approve a Large-Lot Vesting Tentative Subdivision Map (Application Number TSM18-0007)
- Approve a Small-Lot Vesting Tentative Subdivision Map (Application Number TSM18-0006)

Prepared by: Scott Claar, Senior Planner

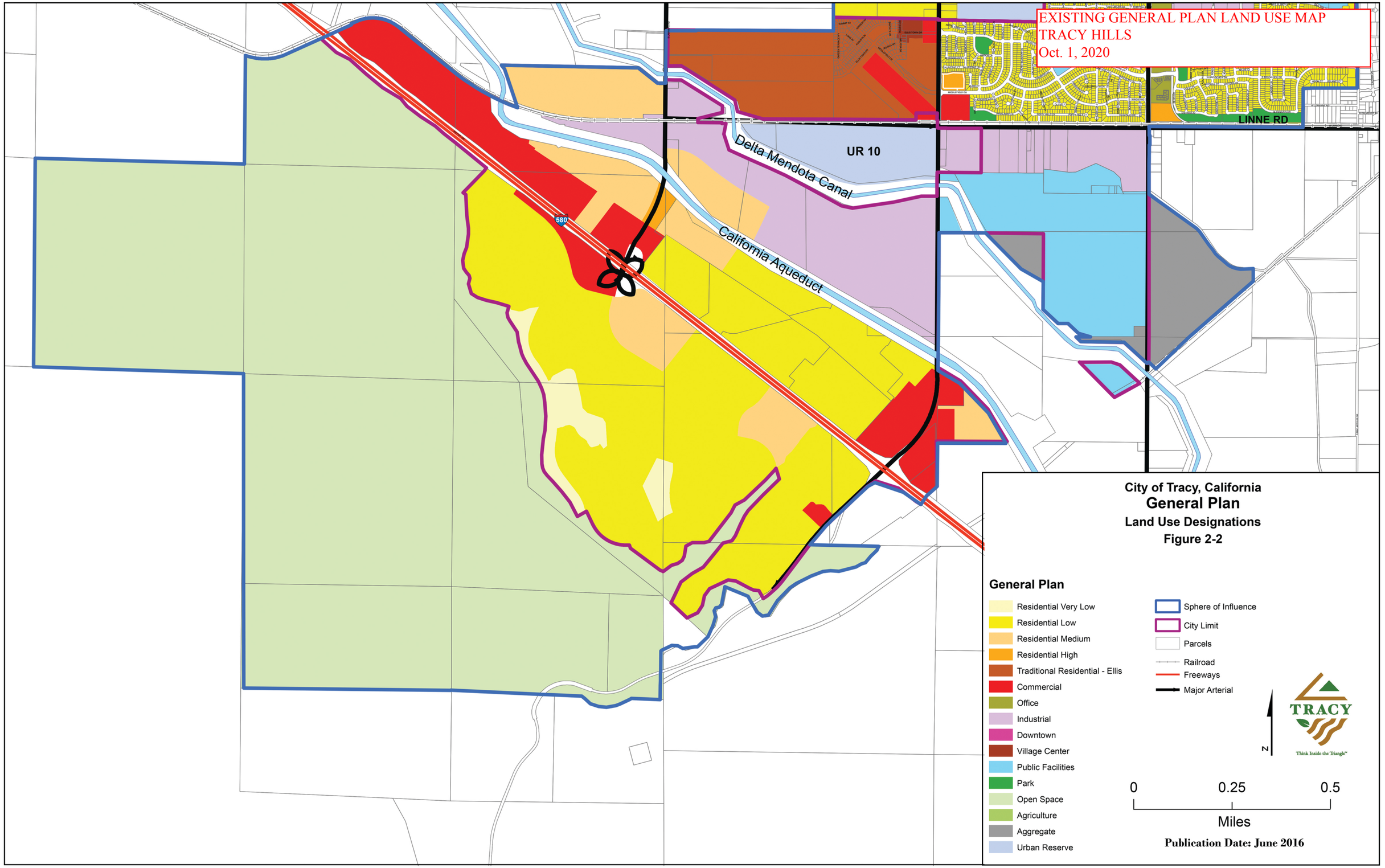
Approved by: Bill Dean, Assistant Development Services Director

ATTACHMENTS

A: General Plan Amendment
B: Tracy Hills Specific Plan Amendment
C: Economic Study
D: Large-Lot Vesting Tentative Subdivision Map
E: Small-Lot Vesting Tentative Subdivision Map
F: CEQA Initial Study
G: Planning Commission Resolution regarding the General Plan Amendment
H: Planning Commission Resolution regarding the Tracy Hills Specific Plan Amendment
I: Planning Commission Resolution regarding the Large-Lot Vesting Tentative Subdivision Map
J: Planning Commission Resolution regarding the Small-Lot Vesting Tentative Subdivision Map

Attachment A

EXISTING GENERAL PLAN LAND USE MAP
TRACY HILLS
Oct. 1, 2020



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

General Plan

- Residential Very Low
- Residential Low
- Residential Medium
- Residential High
- Traditional Residential - Ellis
- Commercial
- Office
- Industrial
- Downtown
- Village Center
- Public Facilities
- Park
- Open Space
- Agriculture
- Aggregate
- Urban Reserve

- Sphere of Influence
- City Limit
- Parcels
- Railroad
- Freeways
- Major Arterial

N

TRACY
Think Inside the 'Triangle'

0 0.25 0.5
Miles

Publication Date: June 2016

PROPOSED GENERAL PLAN LAND USE MAP
TRACY HILLS PHASE 1B/1C AMENDMENT
Oct. 1, 2020

Clouded area includes the proposed land use changes.

LINNE RD

UR 10

Delta Mendota Canal

California Aqueduct

680

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

General Plan

- Residential Very Low
- Residential Low
- Residential Medium
- Residential High
- Traditional Residential - Ellis
- Commercial
- Office
- Industrial
- Downtown
- Village Center
- Public Facilities
- Park
- Open Space
- Agriculture
- Aggregate
- Urban Reserve

- Sphere of Influence
- City Limit
- Parcels
- Railroad
- Freeways
- Major Arterial

N

TRACY
"Think Inside the 'Triangle'"

0 0.25 0.5
Miles

Publication Date: June 2016

- **Tracy Hills Specific Plan.** The Tracy Hills Specific Plan area, located on the southwest side of the City, covers approximately 2,732 acres, planned with residential, commercial, office, industrial and recreational land uses. ~~The Tracy Hills Specific Plan area is anticipated to include up to 5,499 residential units and approximately 6 million square feet of commercial, office and industrial uses.~~ The Tracy Hills Specific Plan area is anticipated to include over 6,000 residential units and approximately 4 million square feet of commercial, office, and industrial uses. Adjacent to the Tracy Hills Specific Plan area is approximately 3,500 acres located outside the City limits and within the Sphere of Influence, planned as permanent open space for habitat conservation and managed grazing.

- **Ellis Specific Plan.** The Ellis Specific Plan, located at the northwest corner of Corral Hollow and Linne Roads, consists of 321 acres of Traditional Residential and Commercial land uses, allowing for up to 2,250 residential units and a Village Center commercial site. The proposed project also includes parks and a family-oriented swim center.

4. Sustainability Action Plan

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

7b. The other approximately 900 acres are designated as Agriculture with provisions to allow for the land application of treated effluent, effluent cooling, and public facilities uses.

7c. The portion of the site with existing structures may be used for public facilities uses such as service yards.

7d. The City shall consider using part of this site as a publicly-accessible open space area, or as a City park, as long as public access does not negatively affect adjacent properties, such as levees that support farming operations.

7e. This site shall not be developed with commercial or residential uses.

8. Tracy Hills Specific Plan Area

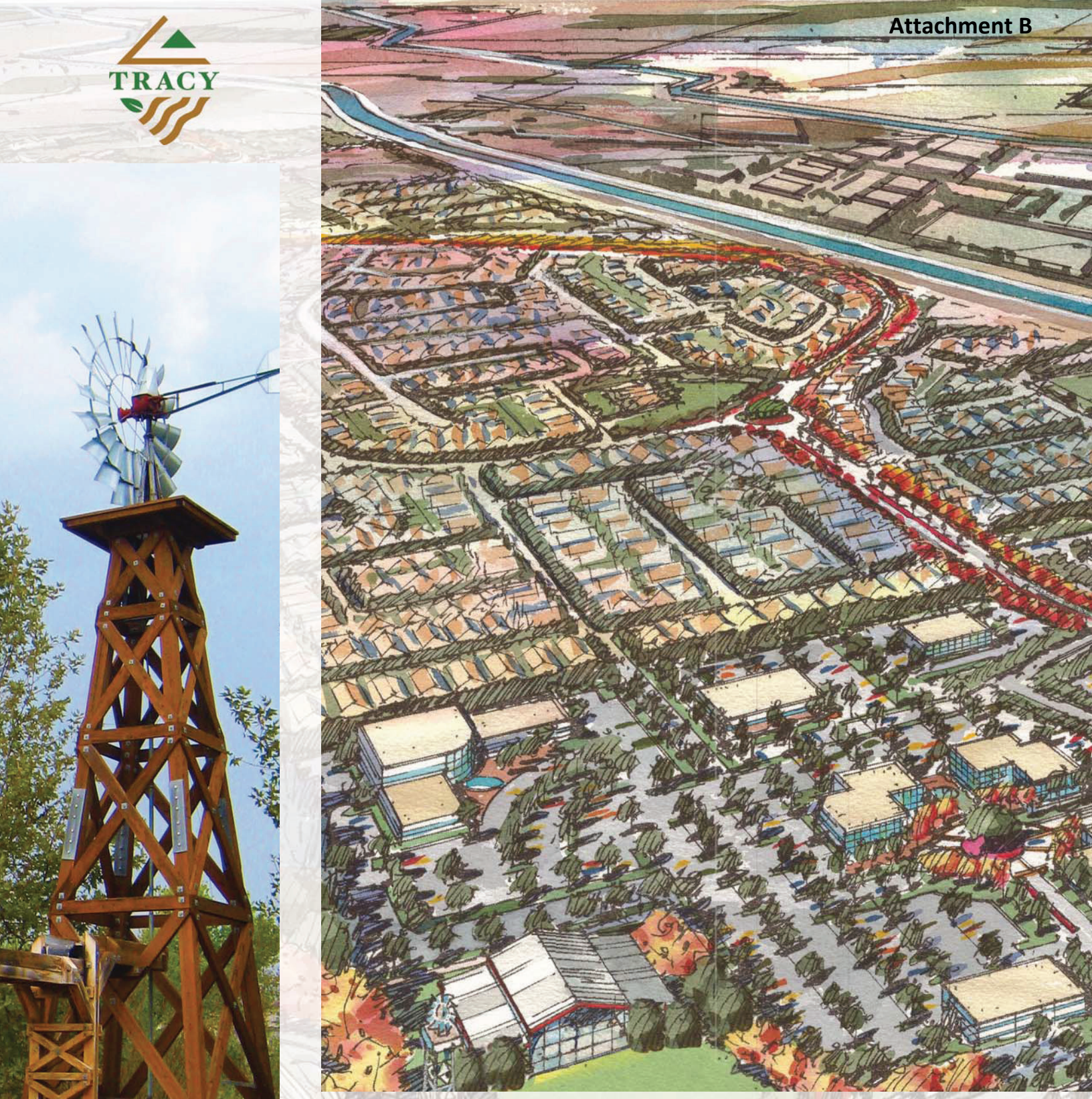
As described in section A.3 above, the Tracy Hills Specific Plan area, located on the southwest side of the City, covers approximately 2,732 acres, planned with residential, commercial, office, and industrial and recreational land uses. Adjacent to the Tracy Hills Specific Plan area is approximately 3,500 acres located outside the City limits and within the Sphere of Influence, planned as permanent open space for habitat conservation and managed grazing.

8a. The Tracy Hills Specific Plan area shall include a minimum of 180 and a maximum of 185 acres of land for open space. A community park may be located within the 180 to 185 acres of open space.

8b. Interim or phased infrastructure that is consistent with existing City approvals shall be allowed within the Tracy Hills Specific Plan area.

8c. A portion of the Tracy Hills Specific Plan area with a General Plan land use designation of Commercial may be developed as Medium or High Density Residential, if permitted by the Tracy Hills Spacific Plan

Attachment B





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 (Pending Approval)
Draft Amendment October 1 2020, Phase 1B & 1C

PHASE 1B/C AMENDMENT DRAFT
October 1, 2020

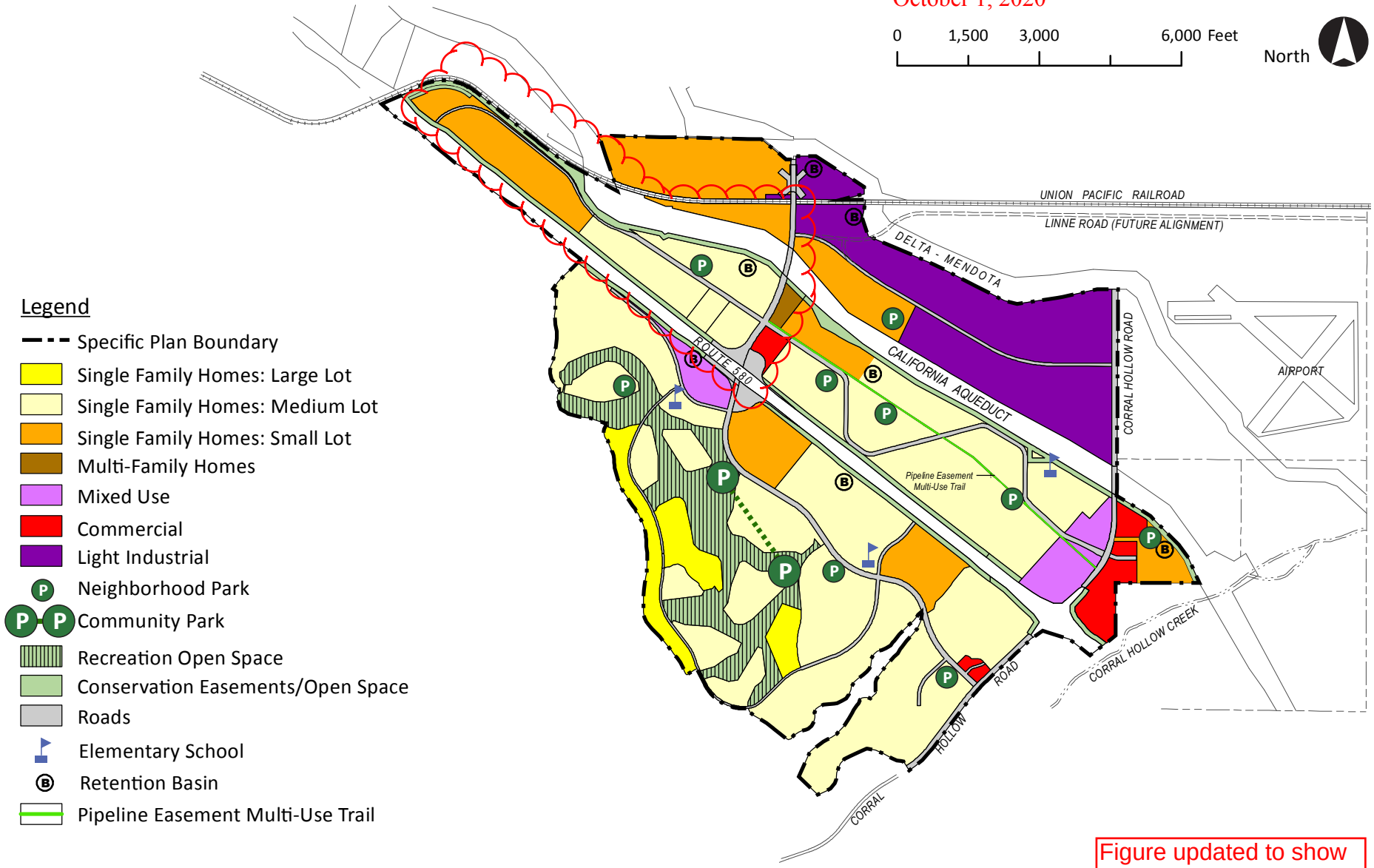


Figure updated to show numerous land use changes in Phase 1B/1C

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

Figure 1-3

Land Use Concept

TABLE 1-1
LAND USE PLAN BUILDOUT EXAMPLE

Zoning District or Land Use	Approximate Gross Acres[1]	Approximate Adjusted Developable Acres[1, 2, 3]	Target Density Range or F.A.R.	Projected Dwelling Units or Square Feet[1]
Residential Estate	95.6	81.3	(0.5-2.0 DU's/ac.)	122 DU's
Low Density Residential	~~1,188~~1,316.2	~~852.5~~961.5	(2.1-5.8 DU's/ac.)	~~3,150~~3,558 DU's
Medium Density Residential	~~376.1~~422.1[4]	~~319.7~~358.8	(5.9-12.0 DU's/ac.)	~~2,381~~2,672 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~~179.0	~~179.4~~67.2	0.20 F.A.R.	~~1,562,933~~ 585,446 s.f.
General Highway Commercial	~~72.4~~53.8[4]	~~61.5~~45.7	0.20 F.A.R.	~~535,788~~ 398,499 s.f.
Light Industrial	~~363.1~~336.4	~~308.6~~285.9	0.25 F.A.R.	~~3,360,654~~ 3,113,887 s.f.
Conservation Easements	~~123.3~~126.5		n/a	
Subtotal:	**2,438.8**	**~~1,810.8~~1,808.2**		
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~~1,808.2**		~~5,778~~6,477 DU's ~~5.5~~4.1 mil s.f.

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

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

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

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

1.3 EXISTING CONDITIONS

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

1.3.1 Conservation Easement(s) and Protected Open Space

The Specific Plan contains approximately ~~120~~ 125 acres of open space in 100-foot wide conservation easements that are located adjacent to I-580 and the southern side of the California Aqueduct. These open space conservation easement areas were granted to the San Joaquin Council of Governments (SJCOG).

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

1.3.2 Interstate 580 and Pipeline Easements

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

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

1.3.3 California Aqueduct and the Delta-Mendota Canal

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

1.3.4 Union Pacific Railroad Line

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

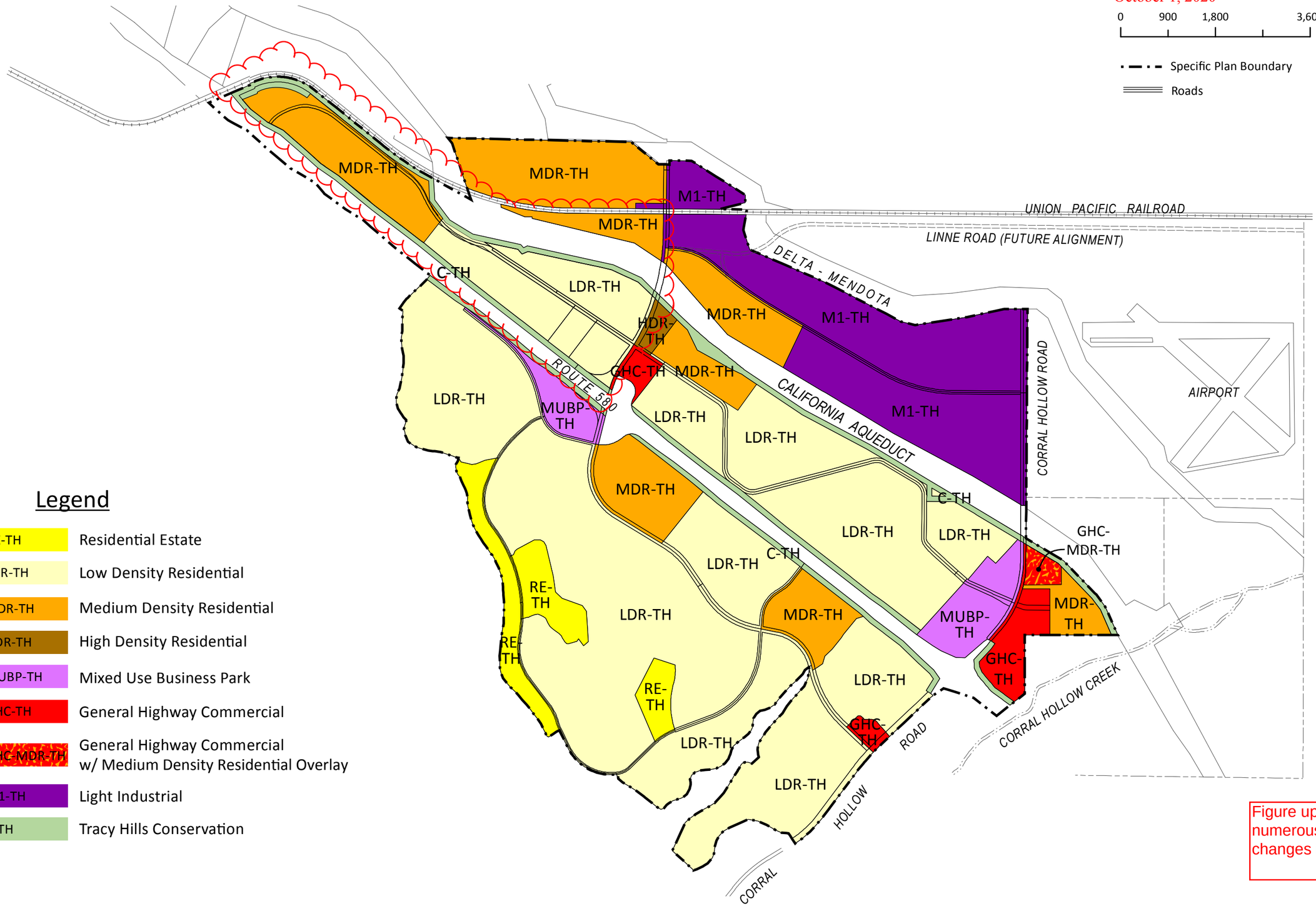
PHASE 1B/C AMENDMENT DRAFT
October 1, 2020

0 900 1,800 3,600 Feet

North

Specific Plan Boundary

Roads



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

Figure updated to show numerous zoning changes in Phase 1B/1C

Figure 2-1

Zoning Districts

2.1 RESIDENTIAL ZONING DISTRICTS

2.1.1 Purpose

Tracy Hills will provide a variety of housing types that accommodate a range of housing objectives, buyer needs, and affordability. It is expected that, once fully developed, Tracy Hills will accommodate approximately ~~5,778~~6,477 dwelling units and an estimated population of approximately ~~18,547~~20,791 (the California State Department of Finance estimates an average of 3.21 persons per household, as cited in the City's General Plan).

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

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

TABLE 2-2
RESIDENTIAL ZONING DISTRICTS

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

2.1.2 Permitted and Conditionally Permitted Uses Within Residential Zoning Districts

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

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

TABLE 2-3
DEVELOPMENT STANDARDS - RESIDENTIAL ZONING DISTRICTS

Development Standard	RE-TH	LDR-TH	MDR-TH(12)	HDR-TH
Allowable Density Range	0.5 to 2.0 DU/AC	2.1 to 5.8 DU/AC(14)	5.9 to 12.0 DU/AC	12.1 to 25.0 DU/AC
Maximum Lot Coverage	45%	45%(8)	70%	45%
Minimum Lot Size	15,000 s.f.	~~3,900~~3,200 s.f.	(1)	(1)
Minimum Lot Width	45' minimum at street frontage	45' minimum at street frontage(15)	(1)	(1)
Minimum Front Yard Setback(2)(3)(4)	30 feet	10 feet	10 feet(11)	15 feet
Minimum Front Yard Setback(2)(3)(4)Garage	30 feet	20 feet(10)	18 feet(10)	
Minimum Side Yard Setback(2)(3)(6)(9)	10 feet	5 feet	3'-4" opposite garage side(13) 3'-8" on garage side(13)	15 feet, street side; 10 feet interior side
Minimum Rear Yard Setback(2)(3)	30 feet	10 feet	7 feet	10 feet
Maximum Building Height(7)	35 feet	35 feet	35 feet	35 feet

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

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

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

(3) All setbacks measured from property line.

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

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

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

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

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

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

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

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

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

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

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

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

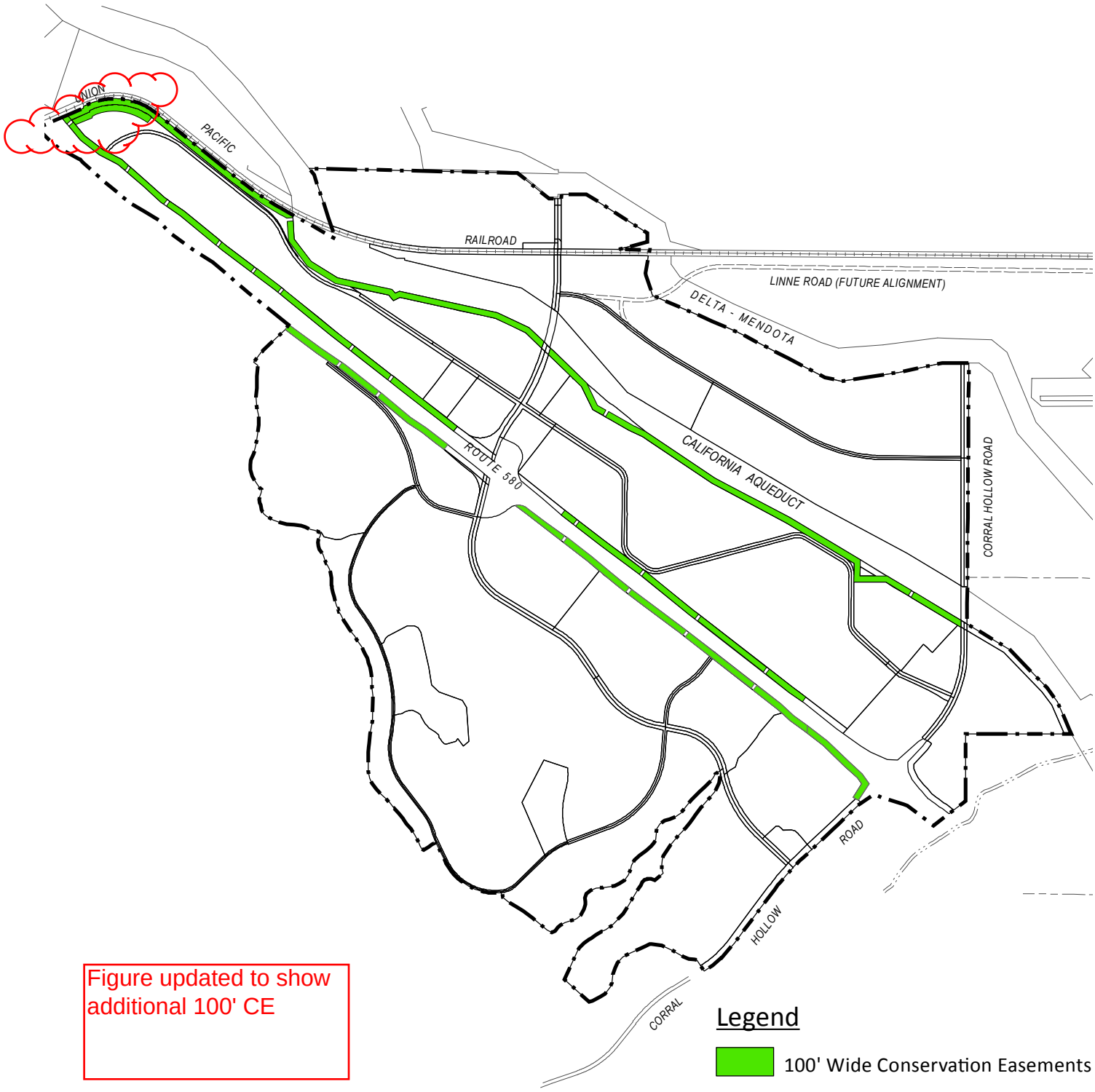


Figure 2-2

100' Wide Conservation Easements

TRACY HILLS

Specific Plan

APPENDIX C
PHASE 1B LANDSCAPE DESIGN GUIDELINES

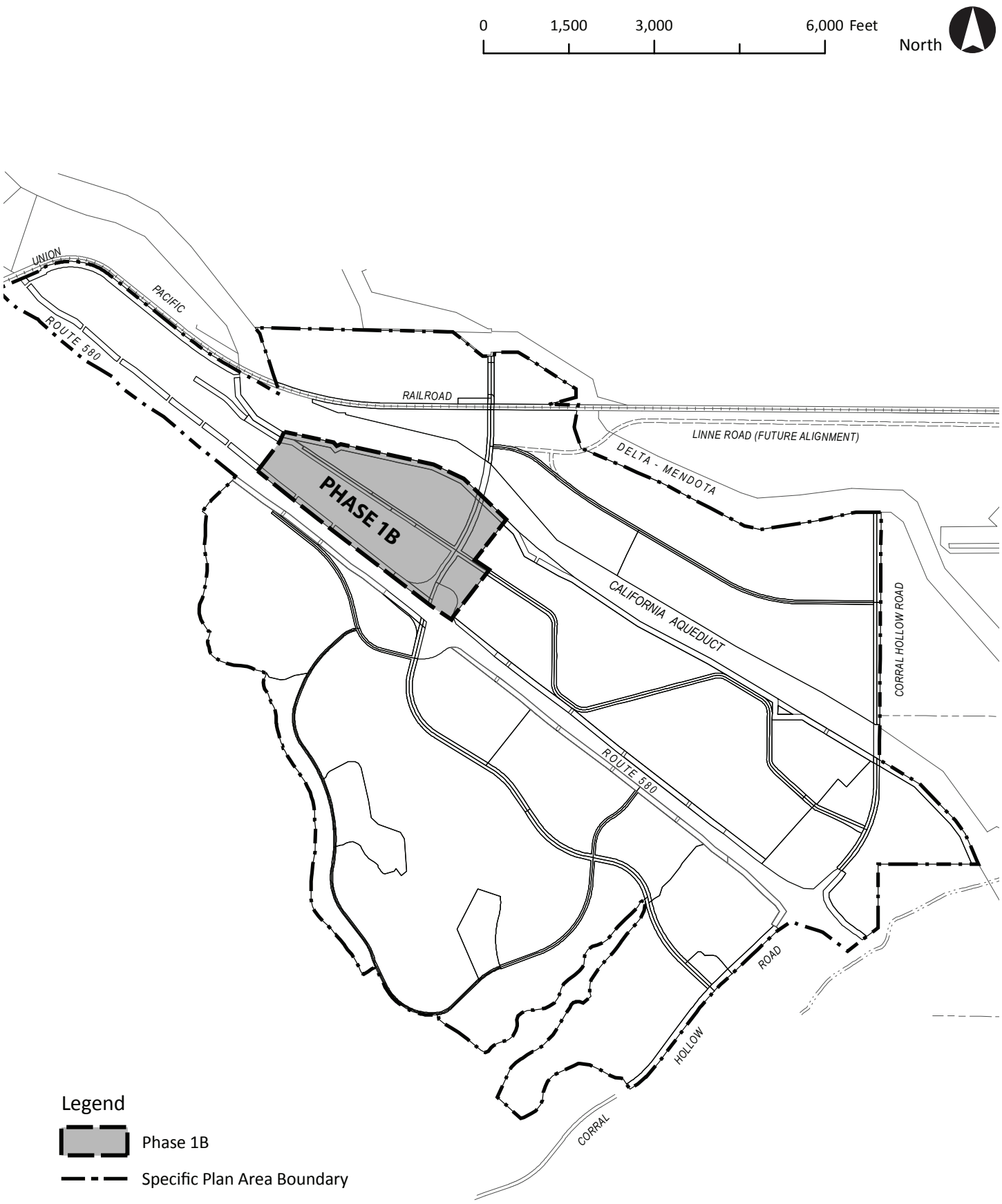
1. PURPOSE AND SCOPE

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

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

2. LOCATION

Phase 1B of the Specific Plan Area encompasses approximately 158 acres located generally west of Phase 1A, south of the California Aqueduct and north of Interstate 580. Refer to Figure C-1, Location Map - Phase 1B for additional information.



TRACY HILLS
Specific Plan

Figure C-1
LOCATION MAP - PHASE 1B

3. COMMUNITY MONUMENTATION

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

3.1. Community Monumentation Detail Reference

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


Primary Neighborhood Entry Signage - Refer to Figure 3-3


Park Signage - Refer to Figure 3-4


Trailhead Marker - Refer to Figure 3-5


Dog Park Sign - Refer to Figure 3-5



Legend

Symbol	Description/Location
■	Tertiary Community Monumentation - Smaller version of existing Primary Community Monumentation at corner of Tracy Hills Drive and Corral Hollow (4 total - one monument on each corner)
─	Village 9 boundary
─	Village 10 boundary
─	Village 11 boundary

Symbol	Description/Location
✱	Primary Neighborhood Entry Signage- Identifies entries of the neighborhoods off main arterial roads (one sign per symbol)
✦	Park Signage- Similar to Neighborhood Entries but at a smaller scale and identifies main park entry.
◆	Trailhead Marker- Signage at a smaller scale to blend into surroundings. It identifies location of trail access where it connects to a roadway.
●	Dog Park Sign- Signage at a smaller scale, matching Trailhead Marker.

TRACY HILLS
Specific Plan

Figure C-2

COMMUNITY IDENTITY SIGNAGE/MONUMENTATION KEY MAP - PHASE 1B

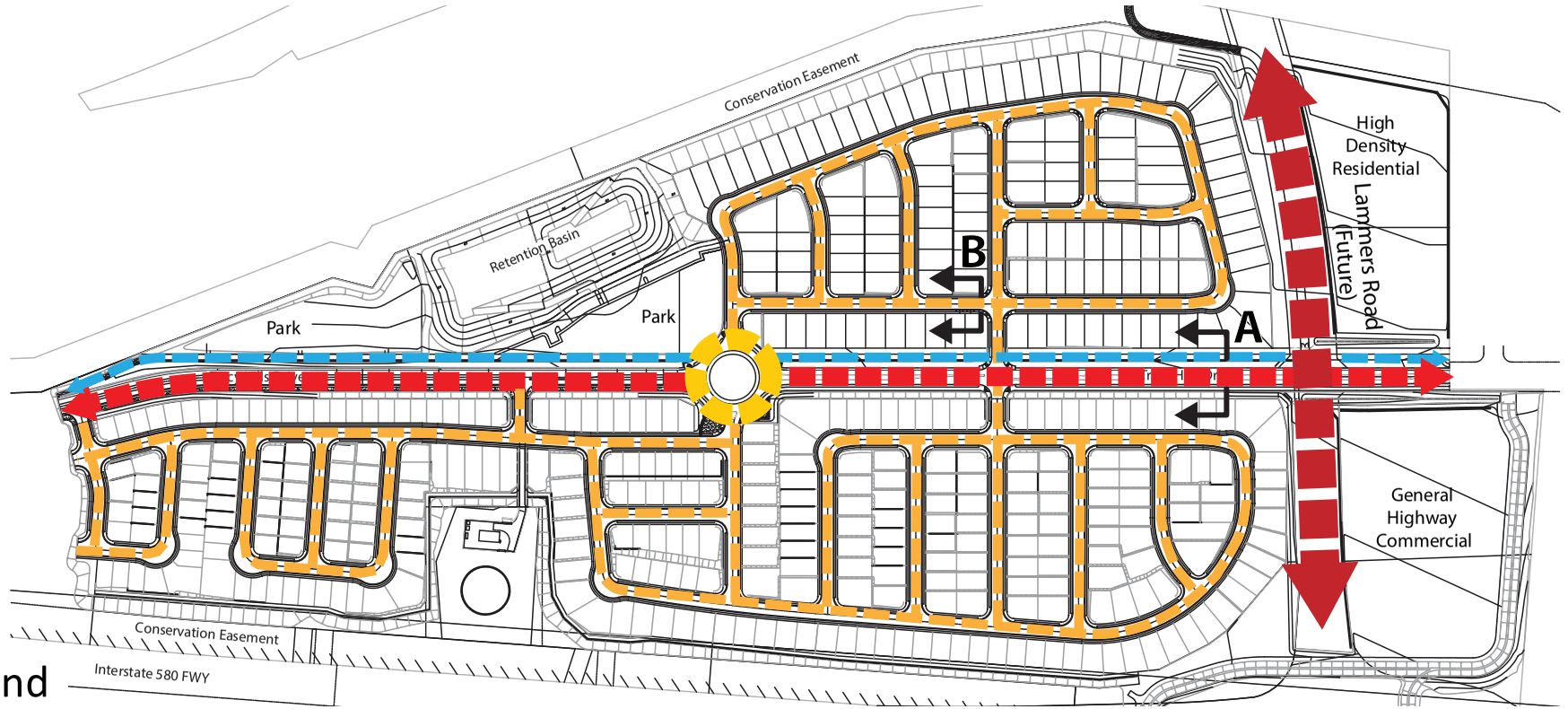
4. CIRCULATION

A hierarchy of streets and trails are proposed within Phase 1B which provide separate facilities for vehicles, cyclists, and pedestrians. Primary access is provided by the Tracy Hills Drive extension from Phase 1A. The Tracy Hills Drive extension will be a two lane divided road with a 6' wide sidewalk on one side of the street and a 16.5' wide decomposed granite paved trail over a pipeline easement on the other side of the street. Refer to Figure C-4 for a typical section of the spine road extension. Residential streets serving the villages in Phase 1B take access from Tracy Hills Drive with the central primary intersection being controlled with a roundabout. Refer to Figure C-5 for a typical section of the residential street. Refer to Figure C-3 Circulation Map - Phase 1B for additional information on the proposed circulation for this phase of Tracy Hills

Future access will be provided by the Lammers Road extension and new Interstate 580 interchange at the Lammers Road extension.

3.1. Streetscape and Trails

The following figures illustrate a hierarchy of streetscapes and circulation which provide distinctive landscape treatments for each planned roadway and trail. Landscape and hardscape treatments include elements such as landscaped medians, sidewalks, enhanced paving at pedestrian crossings and primary/secondary entries, trails and parkway trees with backdrops to enhance roadways. Consistent with Phase 1A, enhanced paving used is defined as any paving other than natural gray concrete or asphaltic concrete and the use of enhanced paving is strongly encouraged. Streetscapes and trails are shown in Figures C-4 to C-5 depict conceptual landscape application. Street trees shall be consistent with those shown in Figure C-11. Shrub and groundcover plant material shall be consistent with the species in the Landscape Plant Matrix in Section 3.4.15. of the Specific Plan.



Legend

Symbol	Description/Location
	Future Lammers Road Extention (Not Installed with Phase 1B)
	Tracy Hills Drive (See Figure C-4 For Typical Section)
	Residential Street (See Figure C-5 For Typical Section)
	16.5’ Multi-Use trail (See Figure C-4 For Typical Section)
	Roundabout

TRACY HILLS
Specific Plan

Figure C-3
CIRCULATION MAP - PHASE 1B

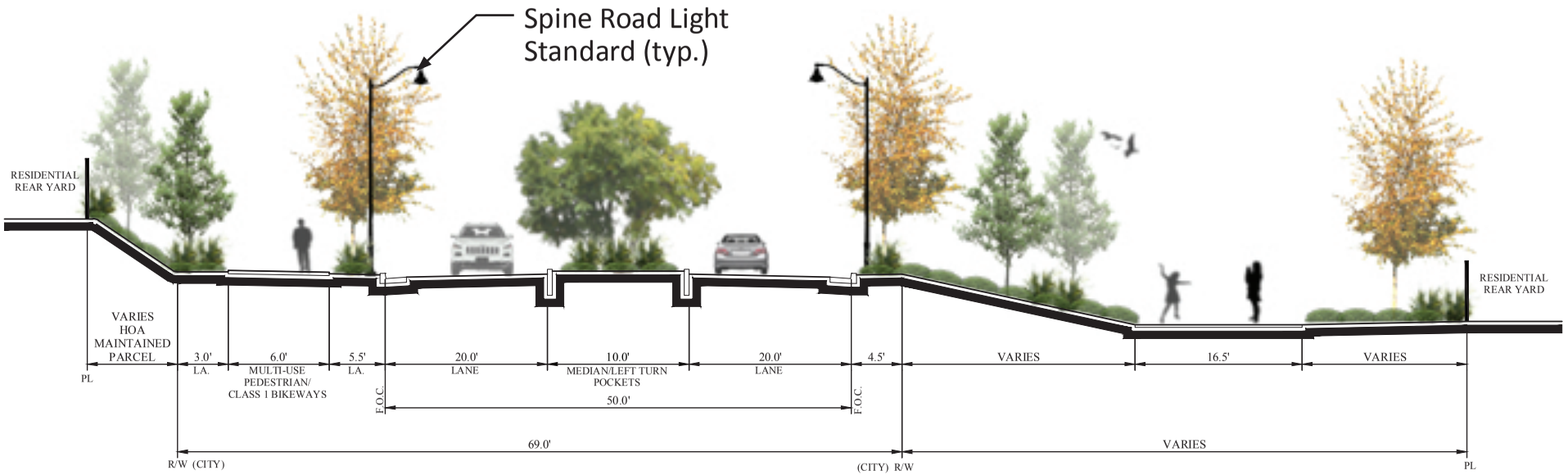


Figure C-4
Section A, Tracy Hills Drive & 16.5' Pipeline Easement

Notes:

- Street section is preliminary and subject to change.
- Landscape shown for illustrative purposes only. Refer to Master Tree Plan for specified street trees.

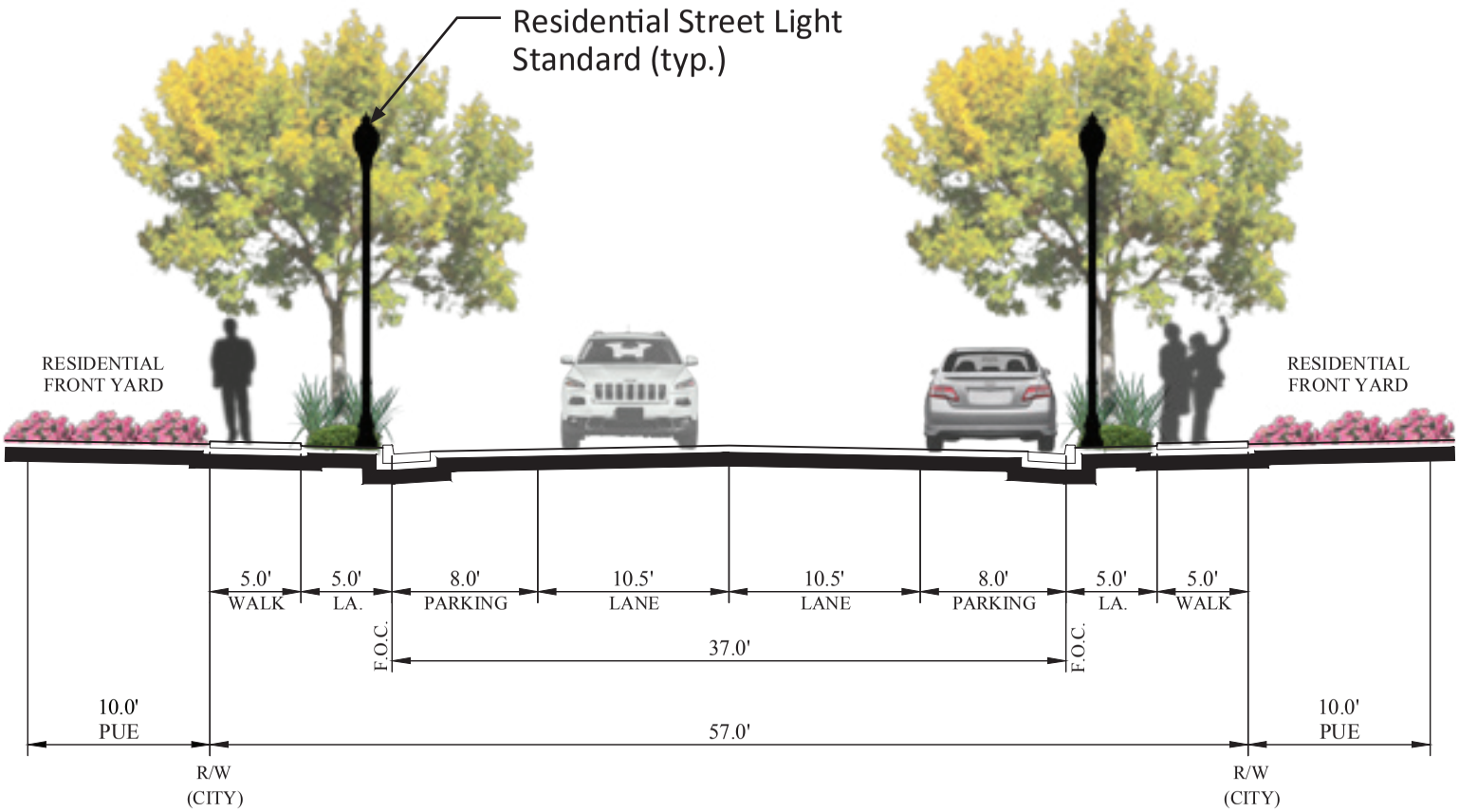


Figure C-5
Section B, Residential Street

Notes:

- Street section is preliminary and subject to change.
- Landscape shown for illustrative purposes only. Refer to Master Tree Plan for specified street trees.

5. EDGE CONDITIONS/EASEMENTS

One hundred foot wide conservation easements are recorded within Phase 1B along I-580 and the south side of the California Aqueduct. These easements were dedicated to the San Joaquin Council of Governments in 2012. The total amount of conservation easement in Phase 1B is approximately 16 acres. The purpose of the conservation easements is to provide permanent wildlife habitat. These conservation easements will be owned and maintained by the project's HOA and zoned Tracy Hills Conservation (C-TH). No development within these areas will be allowed except for installation of landscape materials, irrigation and protective fencing. Signs will be attached to the fencing advising the public to "stay out of the conservation easement areas."

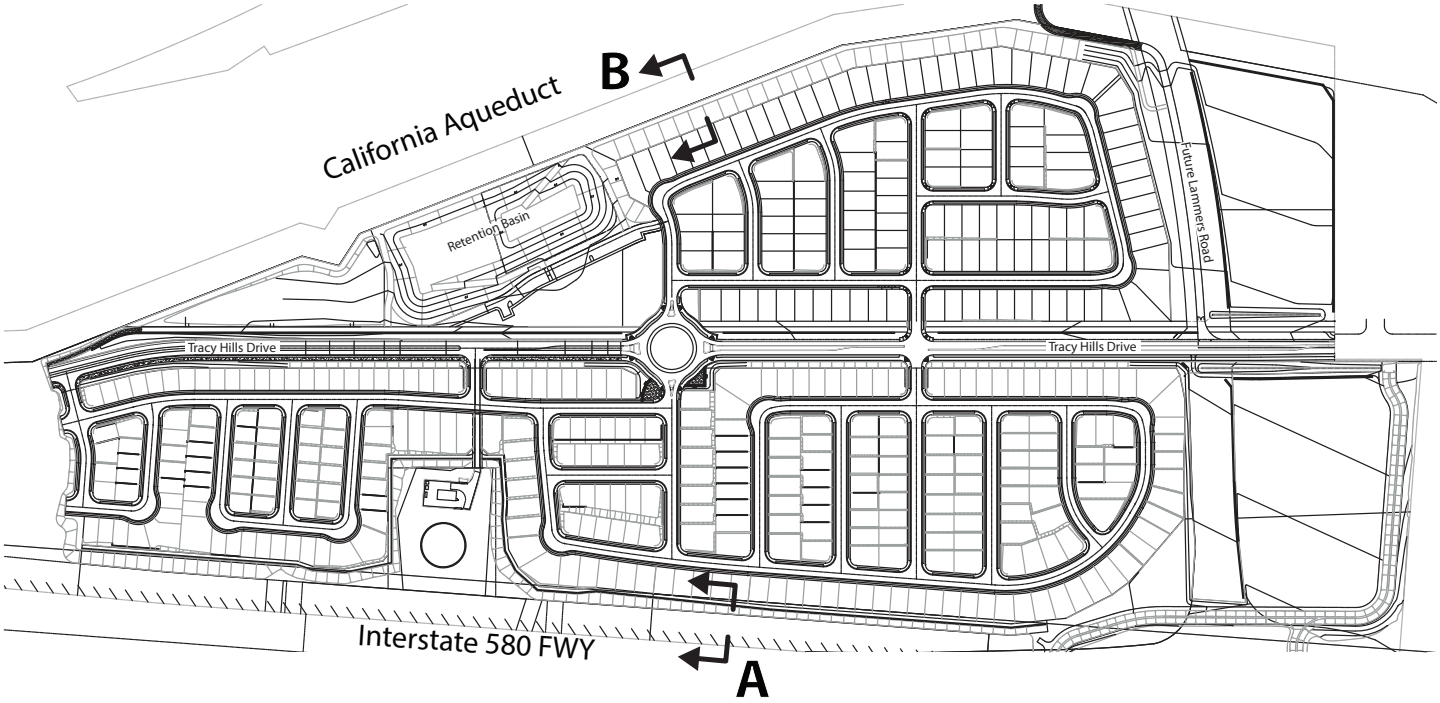


Figure C-6
Edge Conditions/Easements Key Map

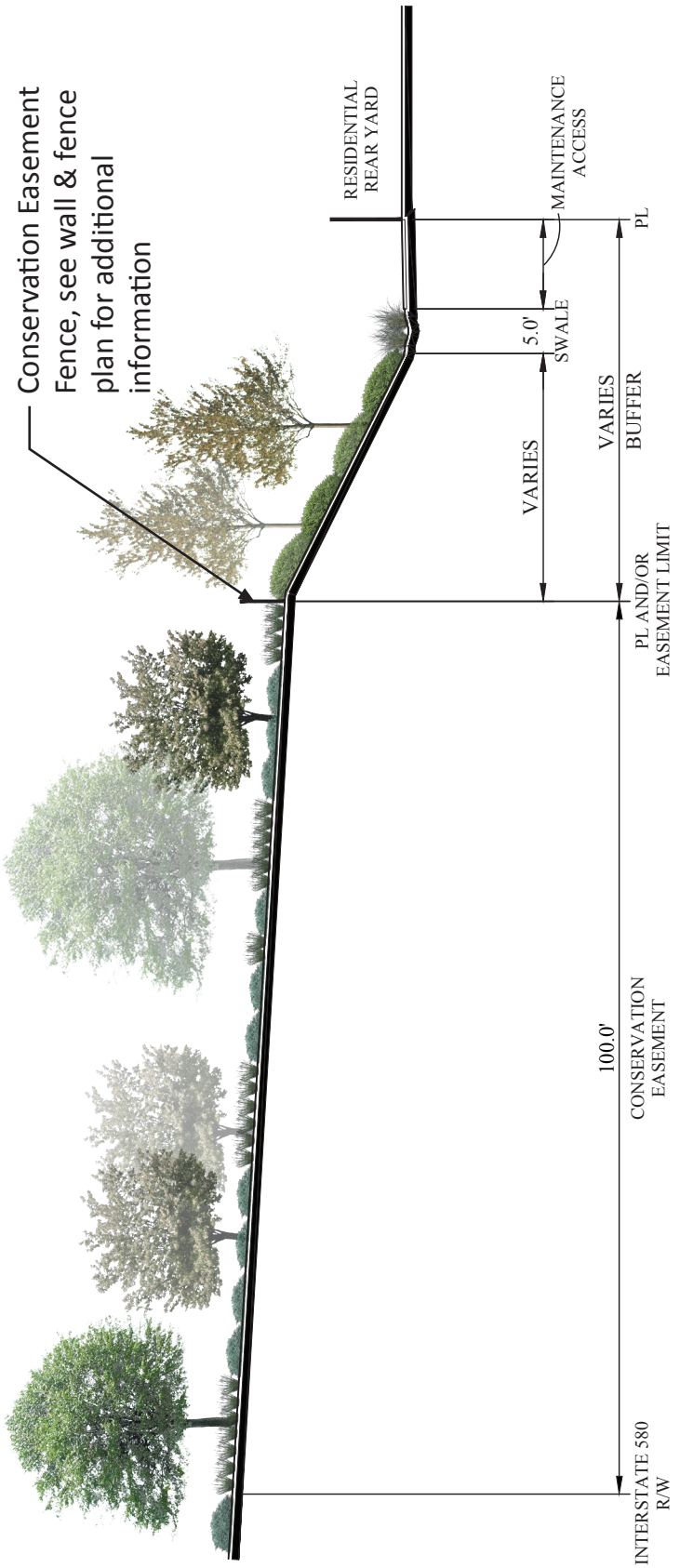


Figure C-7
Section A

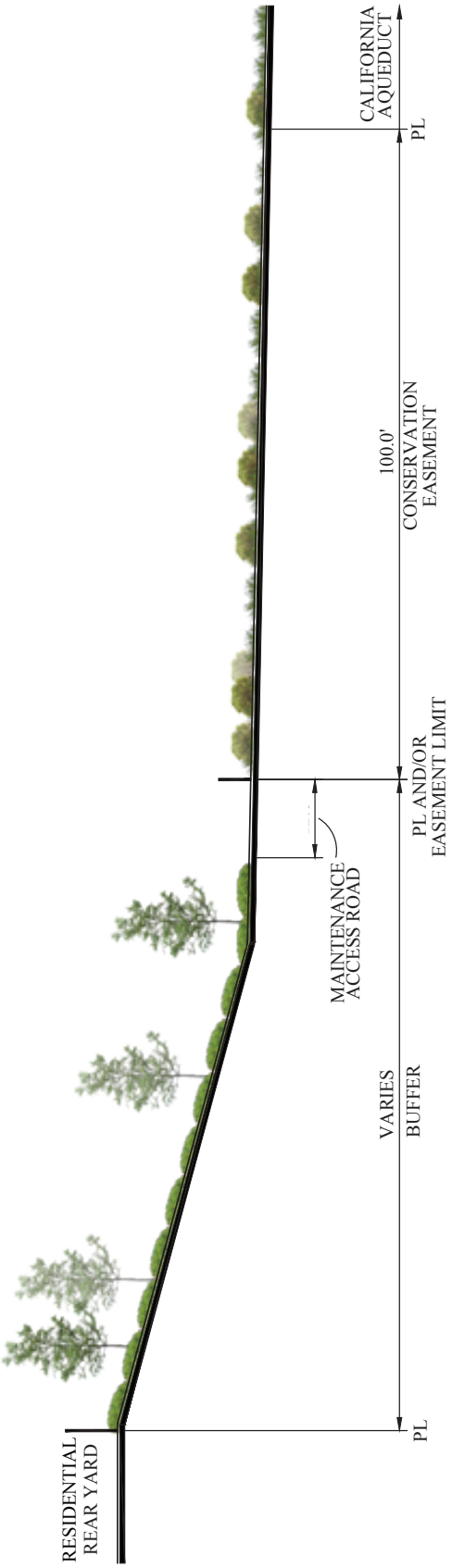


Figure C-8
Section B

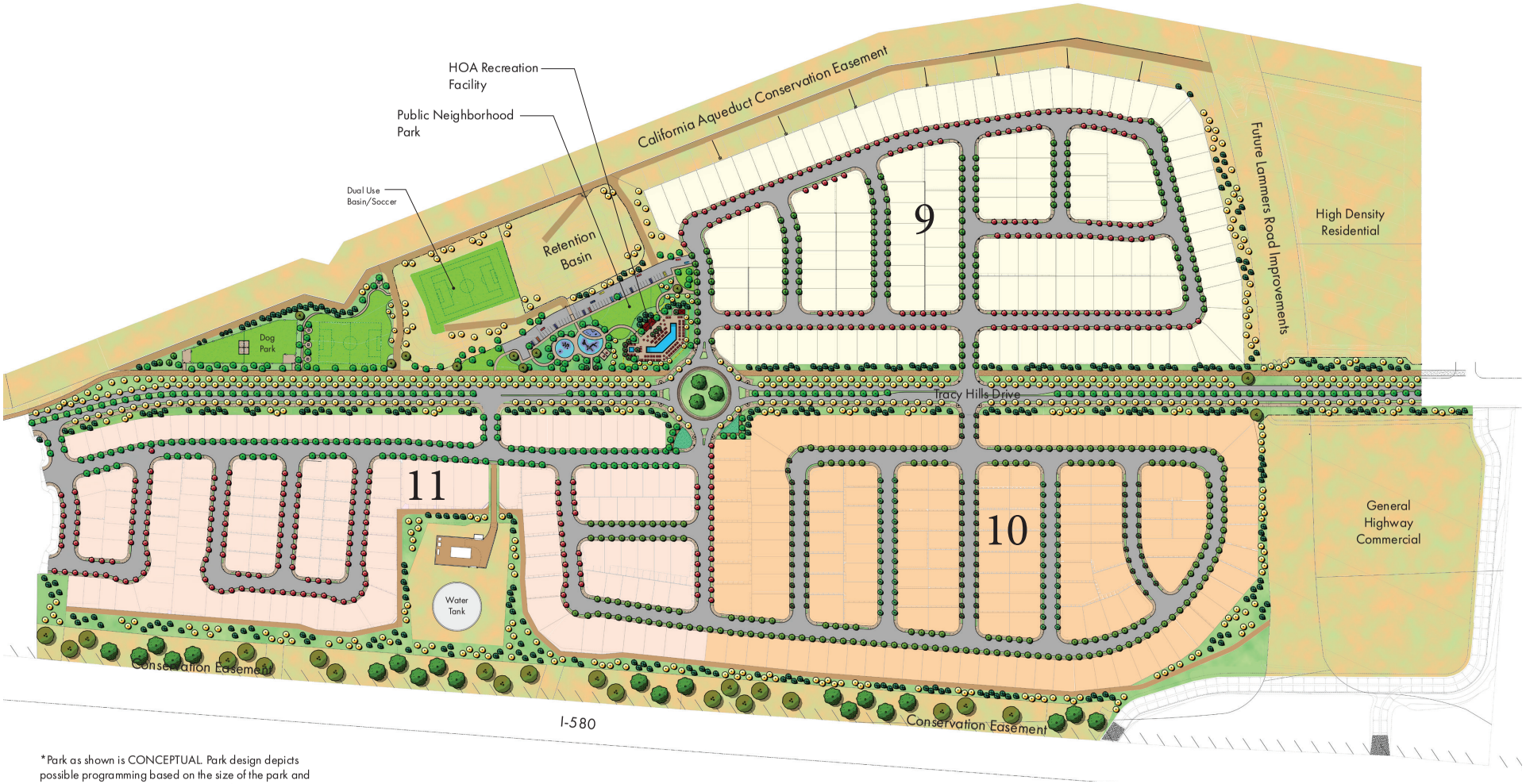
6. CONCEPTUAL OVERALL ILLUSTRATIVE PARKS AND LANDSCAPE PLAN

Within the residential villages located in this phase of Tracy Hills, there is a variety of parks and trails which provide opportunities for both passive and active recreational activities. The parks shown herein are conceptual in nature and subject to design refinement. Parks will be designed and improved by the Developer in accordance with the Citywide Parks Master Plan and this Specific Plan.

The park within this phase includes a neighborhood park which is centrally located within the low density residential. The decomposed granite multi-use trail fronts the neighborhood park on the south side with the conservation easement and retention basin along the north side of the park. A residential street fronts the park on the east side which will be the primary access to the park from the residential villages.

The parks within the community, amongst other things, shall incorporate the following design elements:

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



*Park as shown is CONCEPTUAL. Park design depicts possible programming based on the size of the park and in no way proposes or commits to specific amenities to be included in the final design of the park or HOA recreation facility. Neighborhood Park, Joint Use Basin, and any other element for which Tracy Phase 1B, LLC seeks park credits shall be reviewed and approved by the Parks Commission.

Figure C-9
Conceptual, Overall Illustrative, Parks and Landscape Plan - Phase 1B

7. LIGHTING

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

8. WALLS AND FENCES

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

The following types of walls and fences were selected for use within different areas of the project site, consistent with their application in Phase 1A. All wall and fence heights are measured from the higher grade elevation on either side of the wall or fence. Refer to Figure C-10 Master Wall and Fence Plan - Phase 1B for general wall and fence locations. Wall and fence policies below as established in Phase 1A shall be applicable to Phase 1B.

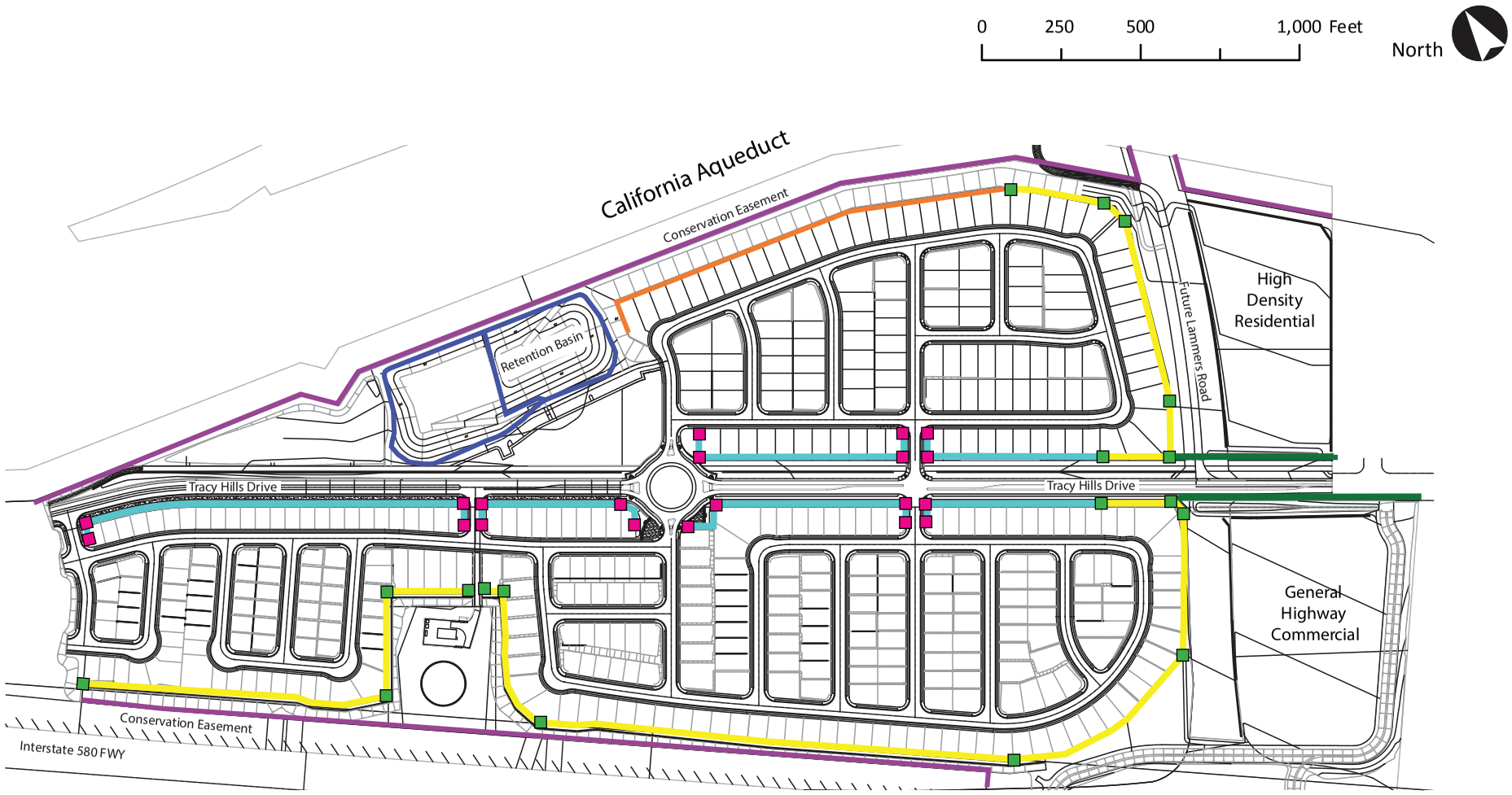
- Decorative walls and/or screen walls shall be integrated with the community design intent, as well as the overall landscape design.
- All community theme walls and fences shall be consistent in design as outlined herein.
- View fencing of full height tubular steel may be used and pilasters incorporated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

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

8.1. Wall and Fence Detail References

Majority of the wall and fence types utilized in Phase 1B were originally used and detailed in Phase 1A. Such fencing shall reference the details used in Phase 1A to ensure consistency throughout the Tracy Hills Specific Plan area. Please refer to the list below for detail references for the fencing shown in Figure C-10 Master Wall and Fence Plan - Phase 1B.

- 6’-0” Min. Proto II Block Decorative Wall- Split Face Block w/Cap - Refer to Figure 3-34
- 6’-0” Min. Builder Determined Wall/Fence
- 6’-0” or 8’-0” Sound Wall- Split Face Block w/Cap - Refer to Figure 3-35
- 4’-7” Conservation Easement Fence - No Finish- allow to rust naturally - Refer to Figure 3-31
- Fence height and type to be determined
- 3’-3” Concrete Split Rail Fence - Refer to Figure 3-33
- 6’-6” Min. Pilaster - Split Face Block w/ Cap -Refer to Figures 3-34
- 6’-6” Min. Pilaster - Split Face Block w/ Cap - Refer to Figure 3-35



LEGEND

Symbol	Description of Community Theme Walls/Locations
	6'-0" Min. Proto II Block Decorative Wall- Split Face Block w/cap.
	6'-0" Builder Determined Wall/Fence
	6'-0" or 8'-0" Sound Wall- Split Face Block w/cap.
	4'-7" Conservation Easement Fence- No Finish- allow to rust naturally

LEGEND

Symbol	Description of Community Theme Walls/Locations
	Fence height and type to be determined
	3'-3" Concrete Split Rail Fence
	6'-6" Min. Pilaster- Split face Block w/cap.
	6'-6" Min. Pilaster- Split face Block w/cap.

Approximate Pilaster location shown

TRACY HILLS
Specific Plan

Figure C-10
MASTER WALL AND FENCE PLAN - PHASE 1B

9. LANDSCAPE MASTER TREE PLAN

The plant list for this project was developed to reinforce the community theme and to create some seasonal change with a mixture of deciduous and evergreen plants while maintaining a well-balanced landscape. Many plants on this list are considered low water and drought tolerant species and were chosen based on their specific growth characteristics, including flowering and foliage color, texture and form. Refer to Figure C-11 Master Tree Plan - Phase 1B for the street tree plan for this Phase of Tracy Hills.

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

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

9.1. Landscape Irrigation

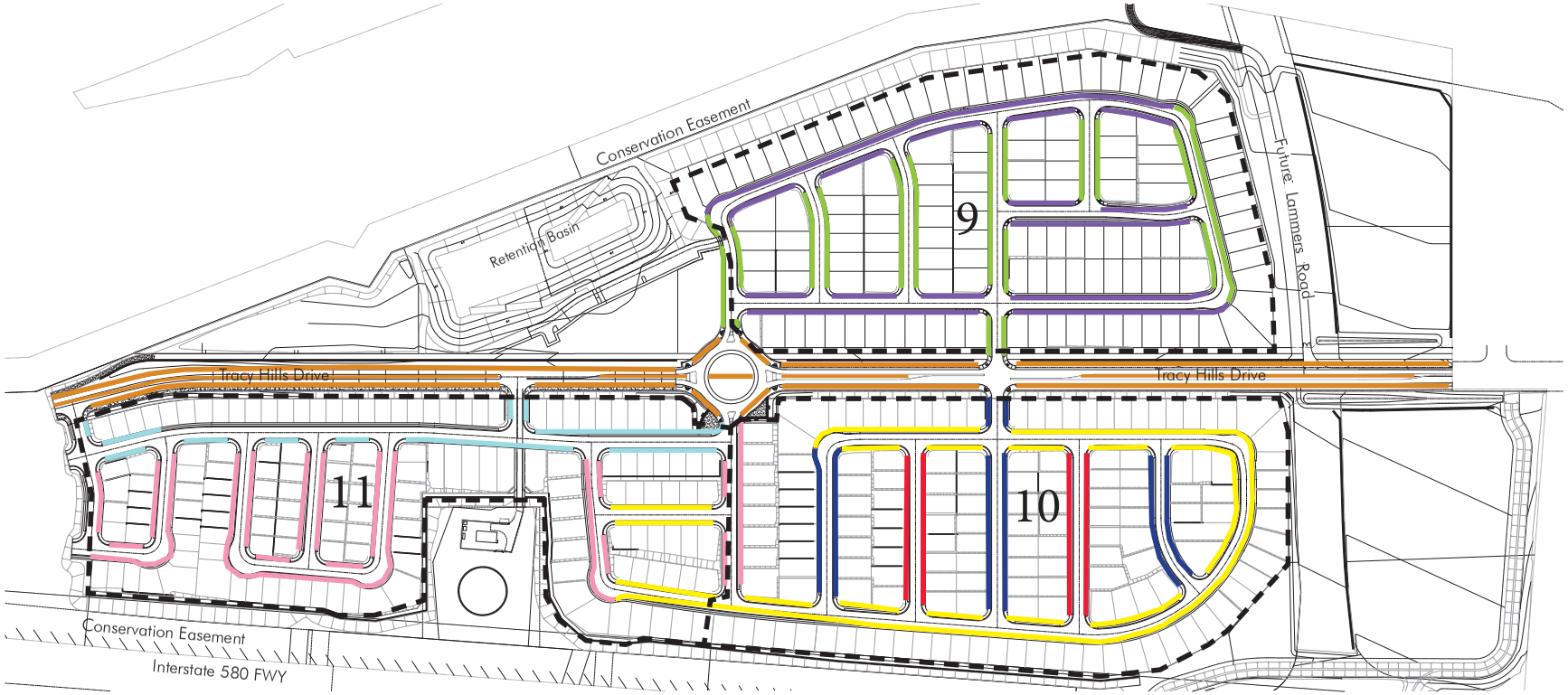
All landscaped areas will be permanently irrigated using an automatic, underground irrigation system or bubbler low-flow systems. Large turf areas may be irrigated with overhead spray and/or rotor irrigation. Please refer to Section 3.4.13 of the Specific Plan for additional information.

9.2. Utility and Equipment Screening

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

9.3. Landscape Plant Matrix

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



Legend

Symbol	Description/Location
	Village 9 Parkway Trees*
	Primary Tree - *Pistacia chinensis* 'Keith Davey' (Chinese Pistache-male)
	Secondary Tree - *Acer rubrum* 'Redpointe' (Redpointe Red Maple)
	*Minimum 15 Gallon at 30' O.C. (staked)
	Village 10 Parkway Trees*
	Primary Tree - *Zelkova* 'Village Green' (Village Green Zelkova)
	Secondary Tree - *Lagerstroemia* (Pink Var.) (Crape Myrtle)
	Secondary Tree - *Lagerstroemia* (White Var.) (Crape Myrtle)
	*Minimum 15 Gallon at 30' O.C. (staked)
	Village 11 Parkway Trees*
	Primary Tree - *Ulmus parvifolia* 'Drake' (Drake Chinese Elm)
	Secondary Tree - *Zelkova* 'Village Green' (Village Green Zelkova)
	Secondary Tree - *Acer rubrum* 'Redpointe' (Redpointe Red Maple)
	*Minimum 15 Gallon at 30' O.C. (staked)

Symbol	Description/Location
	Tracy Hills Drive
	Parkway Tree - *Platanus x acerifolia* 'Columbia' at 35' O.C. *24" Box Std. (staked)
	Backdrop Tree - *Pinus eldarica* (informal massing) *Mix of 24" Box and 36" Box
	Median Tree - *Ulmus parvifolia* 'Drake' at 35' O.C. *36" Box Std. (staked)
	Roundabout Tree - *Cedrus deodara* (3 per Roundabout) *60" Box Std. (staked)

Frontyard Trees- Each lot is required to receive (1) 15 Gallon tree in addition to the street trees/ parkway trees shown in the Master Tree Plan. Tree species to be determined by the builders' Landscape Architects, in accordance with the enclosed Plant Matrix, and should be associated with the various architectural elevations and take into consideration size/growth/maturity of tree as it relates to the front yard lot size.

NOTE: If, during the City's review of improvement plans or subsequent tree replacements, there is a conflict between a tree species shown in the Tracy Hills Specific Plan and a later adopted Urban Forestry Management Plan (UFMP), then the tree species shown in the UFMP shall prevail, subject to the review and approval of the City Urban Forestry Supervisor/Arborist or other designee of the Public Works Director.

Figure C-11
Master Tree Plan - Phase 1B

MEMORANDUM

To: Scott Claar, City of Tracy

From: Teifion Rice-Evans and Kate Traynor

Subject: Implications for Economic Development in the City of Tracy of the Proposed Tracy Hills Specific Plan Amendment to Phase 1B and Phase 1C; EPS #201049

Date: October 1, 2020

The Economics of Land Use

Kimley-Horn retained Economic & Planning Systems, Inc. (EPS) as a subconsultant in the assessment of the proposed amendment to Phase 1B and Phase 1C (the Project) of the Tracy Hills Specific Plan. A Specific Plan Amendment and a General Plan Amendment are required to re-designate zoning on approximately 180 acres of land from nonresidential to residential uses as proposed. The City of Tracy (City) and Kimley-Horn asked EPS to assess whether the proposed re-designation of a subset of nonresidential designations to residential uses would be expected to constrain future nonresidential development in the City.

Following the summary of findings, this memorandum is divided into four sections, outlining EPS's assessment. The first section (1) describes the location of the Project and the proposed re-designation of land; the second (2) considers the proposed re-designation of business park and light industrial lands in the context of projected demand for new workspace in the City and the overall areas available for workspace development; the third (3) determines potential demand for local, convenience-oriented retail in the Tracy Hills area, and Tracy's ability to capture retail development, given the proposed re-designation; and the fourth section (4) summarizes the large format regional retail landscape and whether the re-designation of land would be expected to constrain the City's ability to capture this type of retail development.

Economic & Planning Systems, Inc.
1330 Broadway
Suite 450
Oakland, CA 94612
510 841 9190 tel

Oakland
Sacramento
Denver
Los Angeles

www.epsys.com

Key Findings

The proposed Specific Plan Amendment for the Project envisions a re-designation of 180 acres of the approximately 2,400 acres of proposed land uses in the Tracy Hills Specific Plan. More specifically, the re-designation envisions reducing the nonresidential land use designation under the Tracy Hills Specific Plan from 677 acres to 497 acres. The re-designation includes reducing the Business Park uses from 211 acres to 76 acres, the Light Industrial uses from 363 acres to 336 acres, and the Highway Commercial uses from 102 acres to 84 acres. Key findings on the expected effects of these re-designations on future nonresidential development in the City are described below:

1. **The re-designation of 180 acres from nonresidential to residental land uses in the Tracy Hills Specific Plan will not constrain future economic development in the City.** The City has substantial areas for future office/business park, industrial, and commercial/retail development. After the re-designation of 180 acres, the City will still retain ample opportunities for these uses, including in the Tracy Hills Specific Plan area, but also at other generally superior locations elsewhere in the City.

2. **The City will retain sufficient land areas for new office/business park development in the City after the proposed Business Park re-designation.** About 50 acres of office/business park land is expected to be required to accommodate the demand for office/business park uses in the City through 2040 based on the latest job projections for the City.[1] The Tracy Hills Specific Plan will still provide 76 acres for office/ business park uses after the proposed re-designation, while other areas in the City provide additional acreage for office/business park development. The Cordes Ranch Specific Plan area, for example, provides about 152 acres for office/business park uses. This area is also expected to be developed before the Tracy Hills area because of superior access and topography.

3. **The City will maintain ample opportunities for new industrial development in the Tracy Hills Specific Plan and in other parts of the City after the proposed Light Industrial re-designation.** If the current trend of significant industrial growth continues, the City could see the development of up to 467 acres of additional industrially designated land by 2040. The re-designation of 27 acres is not expected to constrain industrial development, with 336 acres of light industrial-designated land remaining at Tracy Hills and more than 1,000 acres of industrial-designated land available elsewhere in the City.

4. **The re-designation of 19 acres of highway commercial land at Tracy Hills is not expected to constrain future commercial/retail development in the City.** The Tracy Hills Specific Plan retains substantial highway commercial acreage after the re-designation. This acreage is more than sufficient to accommodate a future Tracy Hills local-serving shopping center that might be feasible as residential development occurs.

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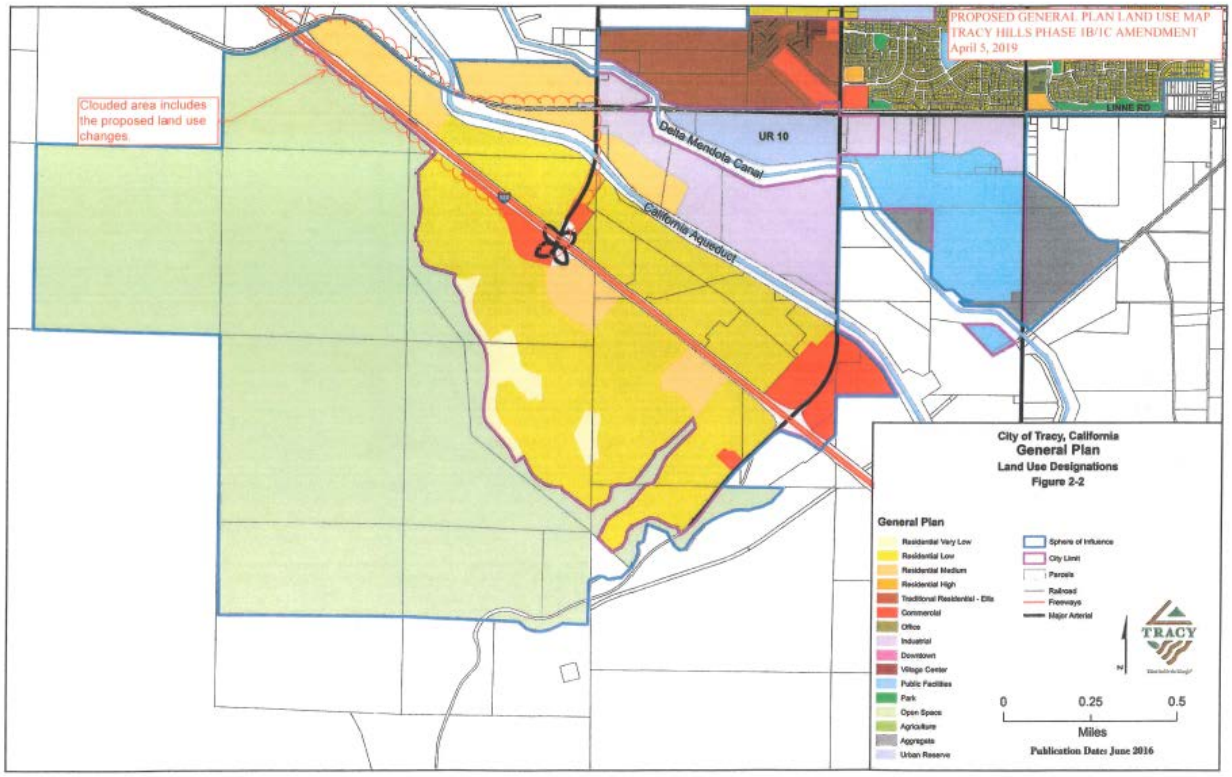
[1] "San Joaquin County Demographic and Employment Forecast," prepared for the San Joaquin Council of Governments by the University of the Pacific Center for Business and Policy Research, dated September 10, 2020.

Future regional retail development is more likely to cluster around existing retail nodes elsewhere in the City, though Tracy Hills still retains substantial capacity to accommodate highway/regional retail development if there is demand.

Project Summary

The Tracy Hills Specific Plan (THSP) is located in the southwestern portion of the City. The proposed re-designation covers approximately 180 acres in a section of the THSP referred to as Phase 1B and Phase 1C. The proposed re-designated acreage lies west of the future Lammer Road extension and between Interstate 580 (I-580) and the Union Pacific Railroad, as shown in **Figure 1**.

Figure 1 Proposed Re-designation in Tracy Hills Specific Plan



Source: Proposed General Plan, Tracy Hills Phase 1B/1C Amendment, April 2019

The Project comprises a total of approximately 238 acres. The proposed Amendment would change zoning, resulting in a net increase of approximately 180 residentially zoned acres and a commensurate net decrease of 180 commercially zoned acres, as detailed in **Figure 2**. The five land uses that would be affected by the proposed Specific Plan Amendment are defined by the THSP as follows:

- **Mixed Use Business Park (MUBP):** Allows a broad range of commercial, institutional business uses to serve the community and provide employment opportunities. The primary land uses are intended to be focused on job-generating land uses such as administrative and corporate offices.
- **General Highway Commercial (GHC):** Allows a mix of retail and services for local residents and travelers.

- **Light Industrial (M1):** Allows manufacturing, warehouse, and other industrial facilities.
- **Low Density Residential (LDR):** Allows 2.1 to 5.8 dwelling units per acre.
- **Medium Density Residential (MDR):** Allows 5.9 to 12.0 dwelling units per acre.

Figure 2 Proposed Re-designation of Land

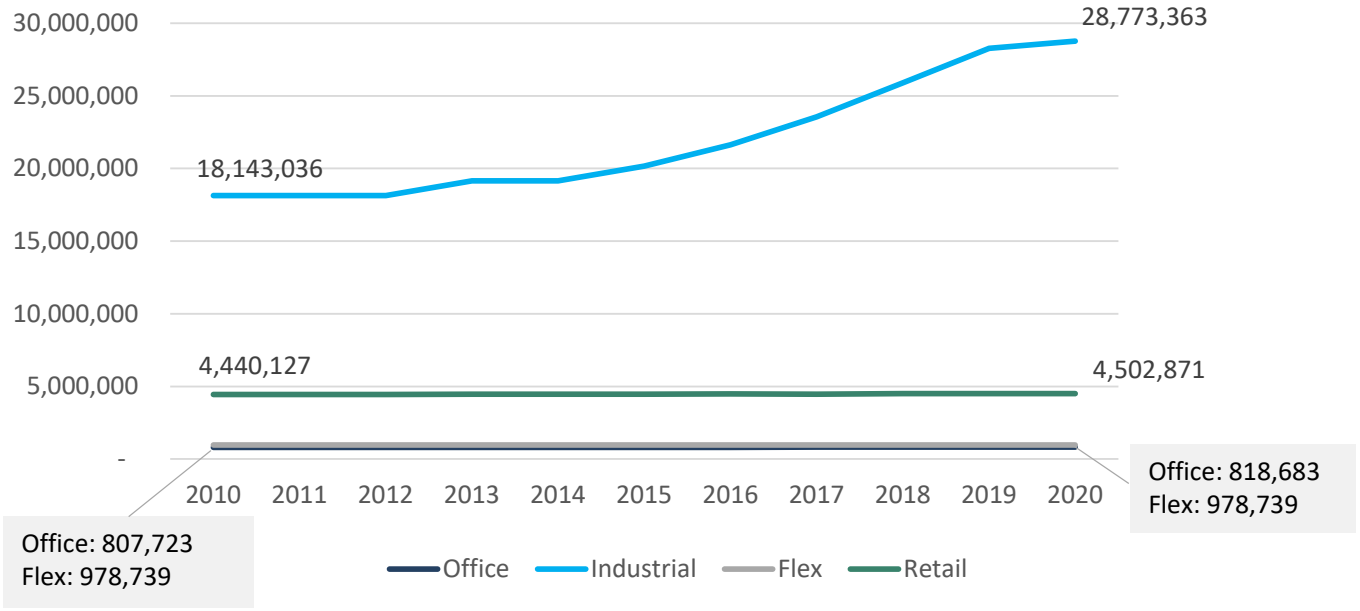
Zoning District / Land Use	Approximate Gross Acres		
	Current	Proposed	Change
Decreasing Uses			
Mixed Use Business Park	211	76	(135)
General Highway Commercial	102	84	(19)
Light Industrial	363	336	(27)
Total	**677**	**497**	**(180)**
Increasing Uses			
Low Density Residential	1,216	1,345	129
Medium Density Residential	318	366	48
Conservation Easement	123	127	3
Total	**1,657**	**1,838**	**180**
No Change Uses			
Residential Estate	96	96	-
High Density Residential	9	9	-
Total	**2,439**	**2,439**	**-**

Source: Tracy Hills Specific Plan Phase 1B/C Amendment Draft, April 5, 2019

Workspace Development Capacity Assessment

As of 2020 there are approximately 95,900 residents occupying 27,300 households, and roughly 31,700 jobs in the City. The City has seen substantial nonresidential development over the past decade, almost entirely in industrial uses. Industrial workspaces in the City increased from 18.1 million square feet in 2010 to nearly 28.8 million square feet of development in 2020, an increase of 10.6 million square feet or nearly 60 percent. This growth is visualized in **Figure 3**. In the industrial land use category, the subsector of new development that saw the most growth was Distribution, which accounted for 7.5 million square feet of new Industrial development, followed by Warehouse, which accounted for 2.7 million square feet of new development since 2010. With the development of industrial land comes a significant number of new jobs in the transportation, warehousing, utilities, and manufacturing industry sectors.

Figure 3 Land Use Inventory Change, 2010 - 2020



Source: Costar; Economic & Planning Systems, Inc.

Future workspace demand in the City will be driven by job growth. **Figure 4** shows the San Joaquin Council of Governments employment forecast by industry sector, from 2020 to 2040. As shown, the job forecast indicates a potential growth of 11,800 jobs in the City by 2040, an increase of about 37 percent over the 2020 job level, equivalent to an annual growth rate of 1.6 percent. As shown, nearly half (49 percent) of all new jobs are expected to be in the Transportation, Warehousing, Utilities, and Wholesale sectors and the majority of the remaining new jobs are expected in service sectors: 17 percent in Healthcare and Education and 18 percent in Leisure and Hospitality.

Figure 4 City of Tracy Job Projections 2020-2040

Industry Sector[1]	Jobs		Job Growth		
	2020	2040	Total	% Total	Compound Annual Rate
Construction	1,440	1,587	147	1%	0.49%
Financial Activities	1,783	1,896	113	1%	0.31%
Government	4,002	4,441	439	4%	0.52%
Healthcare and Education	2,663	4,711	2,048	17%	2.89%
Leisure and Hospitality	2,055	4,130	2,075	18%	3.55%
Manufacturing	1,749	1,933	184	2%	0.50%
Other Services[2]	1,347	1,737	390	3%	1.28%
Professional and Business Services; Information	2,738	3,061	323	3%	0.56%
Retail Trade	4,081	4,364	283	2%	0.34%
Transportation, Warehousing, Utilities; Wholesale	9,727	15,554	5,827	49%	2.37%
Total	**31,585**	**43,414**	**11,829**	**100%**	**1.60%**

[1] Excludes the Agriculture Industry Sector.

[2] Includes services not specifically provided for elsewhere in the classification system. Establishments in this sector are primarily engaged in activities, such as equipment and machinery repairing, promoting or administering religious activities, grantmaking, advocacy, and providing dry-cleaning and laundry services, personal care services, death care services, pet care services, photofinishing services, temporary parking services, and dating services.

Sources: San Joaquin Council of Governments; University of the Pacific; Economic & Planning Systems, Inc.

Workspace Demand

Job forecasts by industry sector were converted to workspace demand using typical job allocations by workspace type and typical square feet requirements per job. **Figure 5** shows the allocation of jobs by industry sector to one of four workspace types: office, industrial, retail, and other. The office category roughly aligns with the types of development allowed to occur in the THSP's MUBP district, while the industrial category encompasses the types of uses allowed in the THSP M1 district. The retail category covers jobs housed in retail establishments, while the other category encompasses a broad range of other uses, for example many institutional uses associated with education and healthcare, many hospitality uses (e.g., hotels/motels), and jobs that do not require traditional workspaces (e.g., construction workers, remote workers, etc.).

Figure 5 Industry / Land Use Matrix

Industry Sector[1]	Land Use				
	Industrial[2]	Office / Business Park[3]	Retail[4]	Other[5]	Total
Construction	20%	15%		65%	100%
Financial Activities		90%	10%		100%
Government	20%	20%		60%	100%
Healthcare and Education	25%	25%		50%	100%
Leisure and Hospitality		20%		80%	100%
Manufacturing	90%	10%			100%
Other Services[6]	15%	35%	10%	40%	100%
Professional and Business Services		100%			100%
Retail Trade			100%		100%
Transportation, Warehousing, Utilities	90%	10%			100%

[1] Excludes the Agriculture Industry Sector.
[2] The Tracy Hills Specific Plan's Light Industrial (MI-TH) zoning district allows for manufacturing and other industrial facilities.
[3] The Tracy Hills Specific Plan's Mixed Use Business Park (MUBP-TH) zoning district allows a broad range of commercial, institutional and business uses to serve the community and provide employment opportunities. The primary land uses are intended to be focused on job-generating land uses such as administrative and corporate offices.
[4] The Tracy Hills Specific Plan's General Highway Commercial (GHC-TH) Zone allows for a mix of retail and services for local residents and travelers.
[5] Encompasses land for jobs in Institutional/Public land uses, non-space jobs (such as construction), and home-based jobs.
[6] Includes services not specifically provided for elsewhere in the classification system. Establishments in this sector are primarily engaged in activities, such as equipment and machinery repairing, promoting or administering religious activities, grantmaking, advocacy, and providing drycleaning and laundry services, personal care services, death care services, pet care services, photofinishing services, temporary parking services, and dating services.

Source: Tracy Hills Specific Plan; Economic & Planning Systems, Inc.

As shown in **Figure 6**, of the forecasted total of about 11,800 new jobs in the City through 2040, about 6,100 jobs are expected to be accommodated in industrial workspaces, 2,200 in office/ business park workspaces, and the remainder associated with retail or other workspaces.

Figure 6 New Jobs (2020-2040) by Land Use

Industry Sector[1]	Land Use				Total
	Industrial	Office / Business Park	Retail	Other[3]	
Construction	29	22	-	96	147
Financial Activities	-	102	11	-	113
Government	88	88	-	263	439
Healthcare and Education	512	512	-	1,024	2,048
Leisure and Hospitality	-	415	-	1,660	2,075
Manufacturing	166	18	-	-	184
Other Services[2]	59	137	39	156	390
Professional and Business Services	-	323	-	-	323
Retail Trade	-	-	283	-	283
Transportation, Warehousing, Utilities	5,244	583	-	-	5,827
Total Jobs	**6,098**	**2,199**	**333**	**3,199**	**11,829**
% of Total	**52%**	**19%**	**3%**	**27%**	**100%**

[1] Excludes the Agriculture Industry Sector.

[2] Includes services not specifically provided for elsewhere in the classification system. Establishments in this sector are primarily engaged in activities, such as equipment and machinery repairing, promoting or administering religious activities, grantmaking, advocacy, and providing drycleaning and laundry services, personal care services, death care services, pet care services, photofinishing services, temporary parking services, and dating services.

[3] Includes jobs in Institutional/Public land uses, non-space jobs (such as construction), and home-based jobs.

Sources: San Joaquin Council of Governments; University of the Pacific; Economic & Planning Systems, Inc.

Focusing on Industrial and Office uses (retail is omitted as it is considered separately), **Figure 7** translates these jobs into a workspace building square foot demand of about 6.75 million square feet, including nearly 6.1 million square feet in industrial space and nearly 660,000 square feet in office/business park space. Applying typical floor area ratios to these workspace needs, the demand for land is derived. Potential land demand includes 517 acres of land designated for office and industrial uses, including about 467 acres to accommodate industrial development and about 50 acres to accommodate office development:[2]

- **Office Space:** Forecasted demand of nearly 660,000 square feet of office space to accommodate 2,199 new jobs by 2040 would require approximately 50 acres of developable land.

- **Industrial Space:** Forecasted demand of nearly 6.1 million square feet of industrial space to accommodate 6,098 new jobs by 2040 would require roughly 467 acres of developable land.

[2] To the extent new workers are accommodated in existing, vacant building space, smaller amounts of new workspace will be required. Similarly, to the extent vacant/underutilized buildings are redeveloped, smaller amounts of new land area may be required.

Figure 7 New Land Acreage Demanded by Land Use

Land Use	Square Feet per Employee	New Jobs by 2040	Building Square Footage Demanded	Floor Area Ratio	Square Feet per Acre	Land Acreage Demanded
Calculation	*a*	*b*	*c = a * b*	*d*	*e*	*f = c / d / e*
Industrial	1,000	6,098	6,097,600	0.3	43,560	467
Office / Business Park	300	2,199	659,745	0.3		50
Total	**--**	**8,297**	**6,757,345**	**--**		**517**

Source: Economic & Planning Systems, Inc.

Comparison of Workspace Development Areas

The assessment of whether the proposed re-designation would constrain economic development in the City depends on the remaining development capacity available to serve the projected workspace demand and its relative suitability for accommodating new workspace development. The proposed re-designation would reduce capacity in the THSP by roughly 135 acres for office/ business park uses and about 27 acres for light industrial uses. This would leave the plan area with a development capacity of 76 acres for office/business park uses and 336 acres of industrial uses.

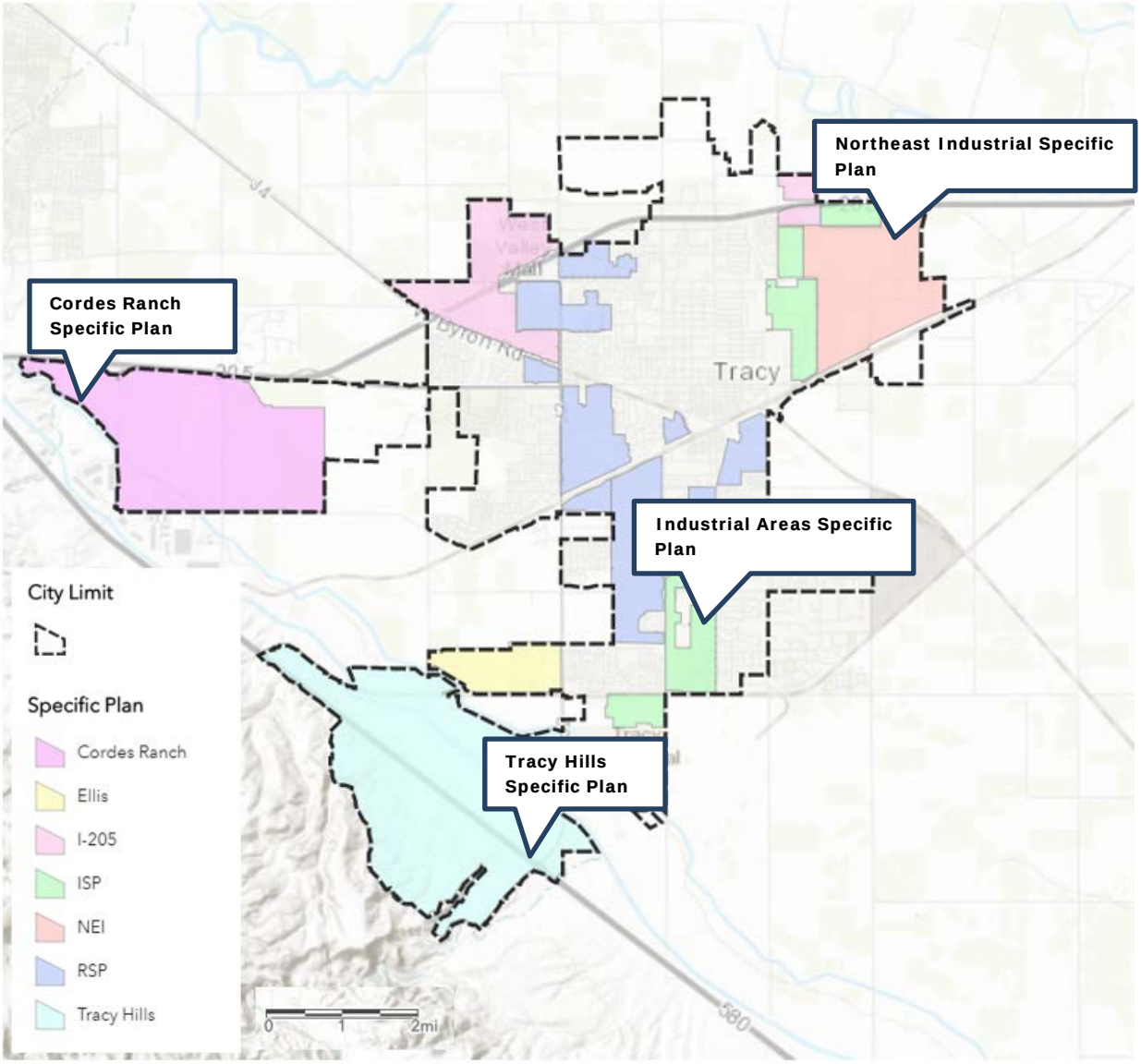
Office Land. A review of available development capacity by City staff indicates there is more than enough office/business park land to accommodate the 50 acres of forecasted office/ business park uses. After the land use re-designation, there will be 76 acres of remaining land zoned for office use in the THSP. There are also about 152 acres of land with a General Office (GO) zoning in the Cordes Ranch Specific Plan, as well as additional smaller office areas elsewhere in the City. Importantly, the Cordes Ranch Specific Plan area also provides better topography, access, and infrastructure for new development, meaning that it would likely be chosen by developers as a location for new office uses before the THSP area.[3]

Industrial Land. A review of available development capacity by City staff indicates there is more than enough industrial land to accommodate the 467 acres of forecasted industrial uses. After the land use re-designation, there will be 336 acres of remaining land zoned for industrial uses in the THSP. In addition, the Cordes Ranch Specific Plan offers the largest and most readily available land for development of light manufacturing and warehouse uses, including about

[3] The entire Cordes Ranch Specific Plan area (also known as International Park of Commerce, or IPC, per Prologis) consists of approximately 1,780 acres. The GO zoning district, which permits office uses in the Cordes Ranch Specific Plan, consists of approximately 152 acres, all of which is undeveloped.

1,000 acres of undeveloped industrial land.[4] In addition, as shown in **Figure 8**, there are several others areas in the City that provide opportunities for additional industrial development and, in some cases, office development.

Figure 8 Primary Future Employment Areas in Tracy Specific Plans



[4] The Business Park Industrial (BPI) zoning district in the Cordes Ranch Specific Plan permits warehouse, manufacturing, and office uses. The BPI zoning district consists of approximately 1,476 acres. Approximately 1,000 acres of BPI are still undeveloped.

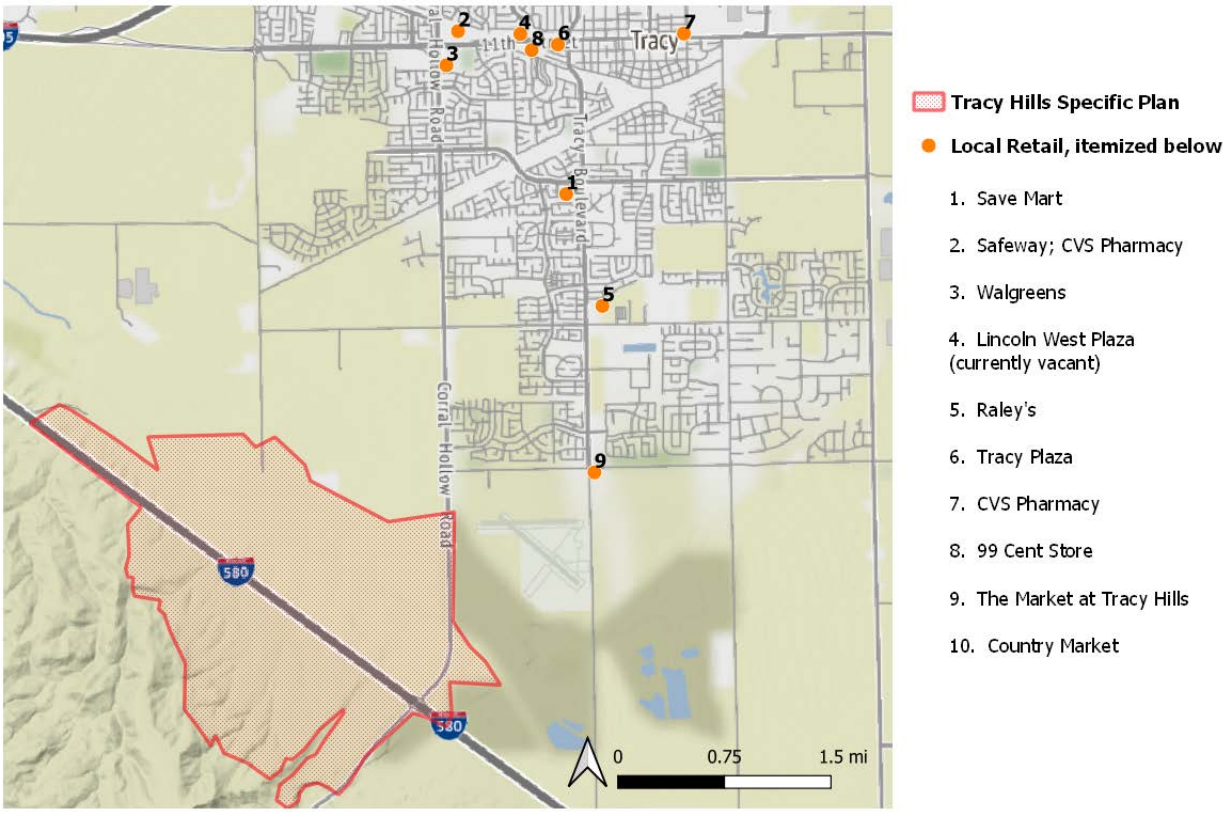
Local Retail Demand Assessment

Existing Supply

Neighborhood retail shopping centers and standalone stores predominantly cater to the daily needs and convenience purchases of local residents. Typically, neighborhood centers are anchored by supermarkets, grocers, or pharmacies. Currently, within 5 miles of the THSP, there are about 9 retail centers or standalone stores. Some of these stores are in centers that also include several smaller "in-line" tenants, such as restaurants, electronics stores, and personal services (e.g., banking and dry cleaning).

Figure 9 maps the primary local retail centers within a 5-mile radius of the THSP. Within a 1-mile radius of the THSP, there are no existing local-serving or standalone grocers, with the excpetion of a Tracy Hills community amenity, 'the Market at Tracy Hills,' which recently opened and provides "wine and beer, snacks, refreshments and grab-and-go items."

Figure 9 Grocery Stores and Pharmacies Within 5-Mile Radius



Tracy Hills Retail Demand

Recent home sale prices in the THSP area are used to estimate household income in the area. Based on an estimated average annual household income of about $150,000, EPS uses the Bureau of Labor Statistics annual Consumer Expenditure Survey to estimate household expenditure patterns, which help indicate how Tracy Hills residents spend at a range of retail

establishments. Based on these data, the average Tracy Hills household is estimated to spend nearly $60,000 on retail goods and services (including medical services) each year, as shown in **Figure 10**.

Figure 10 Estimated Aggregate Spending Potential in Trade Area

Industry Sector[1]	Aggregate Spending Potential	Per Household[2]	% of Household Spending
Number of Households[3]	6,208		
Motor Vehicle & Parts Dealers	$46,628,288	$7,511	5.0%
Furniture & Home Furnishings Stores	$15,985,600	$2,575	1.7%
Floor Area Ratio (FAR)	$10,446,512	$1,683	1.1%
Building Material, Garden Equipment Stores	$12,710,880	$2,048	1.4%
Food & Beverage Stores	$45,430,144	$7,318	4.8%
Health & Personal Care Stores	$9,936,525	$1,601	1.1%
Gasoline Stations	$20,442,944	$3,293	2.2%
Clothing & Clothing Accessories Stores	$11,081,280	$1,785	1.2%
Sporting Goods, Hobby, Book, Music Stores	$18,763,680	$3,023	2.0%
General Merchandise Stores	$35,023,984	$5,642	3.7%
Miscellaneous Store Retailers	$16,581,568	$2,671	1.8%
Foodservice & Drinking Places	$43,362,880	$0	0.0%
Entertainment Admissions	$13,365,824	$6,985	4.6%
Personal Care Services	$5,599,616	$2,153	1.4%
Medical Services	$40,441,395	$902	0.6%
Auto Services	$23,913,216	$6,514	4.3%
Other services (e.g., tailor, dry cleaning, tax prep)	$6,973,136	$3,852	2.5%
Total	**$376,687,472**	**$59,555**	**39.3%**

[1] Omits Non-Store Retailers (454), a retail subsector engaged in electronic and mail order retail and therefore do not have local brick and mortar establishments.

[2] Assumes average household income of $151,600, estimated based on recent home sales prices in the Tracy Hills Specific Plan.

[3] Based on the Tracy Hills Specific Plan's total projected number of dwelling units at buildout.

Source: Table 1203, Consumer Expenditure Survey 2018, U.S. Bureau of Labor Statistics; Tracy Hills Specific Plan Amendment; Economic & Planning Systems, Inc.

In general, these expenditures include “local” expenditures that are made at local area stores (e.g., grocery stores), when available, within a primary market area of 1 to 2 miles. Additional non-local expenditures also occur: (1) at regional shopping centers and big box stores that are typically not available in the immediate market area, (2) near the place of work, (3) while travelling, and (4) increasingly, online. For example, this includes large retail purchases, such as cars, furniture, and appliances, for which consumers are more likely to shop around for specific items or travel to find the best deal. While it is hard to precisely determine the level of potential

capture in the immediate market area around new developments such as Tracy Hills, a local capture of between 15 percent and 25 percent of retail expenditures is possible based on prior EPS experience.

To translate retail sales potential into estimates of supportable retail square footage, this analysis relies on the assumption that the retail development in the plan area will achieve on average $450 in retail sales per net square foot annually (2020 dollars). The analysis finds that, depending on the capture rate, at buildout, the planned 6,208 households could support between 125,000 square feet and 209,000 square feet of local retail development, most likely clustered in/around a local grocery-anchored shopping center. **Figure 11** summarizes the retail demand estimate.

Figure 11 Local Retail Demand

	Assumptions		Amount
Tracy Hills Specific Plan Area at Buildout			
Aggregate Spending Potential	6,208	Households	$376,687,472
Spending Potential Captured Locally			
Low-end Estimate	15%	of Spending Potential	$56,503,121
High-end Estimate	25%	of Spending Potential	$94,171,868
Supportable Square Feet of Retail			
Low-end Estimate	$450	Sales per Sq. Ft.	125,562
High-end Estimate	$450	Sales per Sq. Ft.	209,271

Source: Economic & Planning Systems, Inc.

In conclusion, once residential development at Tracy Hills is sufficiently built out, the Specific Plan area is expected to generate sufficient demand to support a local grocery-anchored shopping center. Based on the level of potential sales capture, as well as the typical sizes and Floor Area Ratios of local retail centers (0.2 FAR), an area of between 10 and 15 acres could be supported for local retail/commercial uses. By comparison, after the proposed land re-designation, the THSP area would have 84 acres of land zoned for retail, well above the acreage needed to meet the community's supportable demand for local retail.

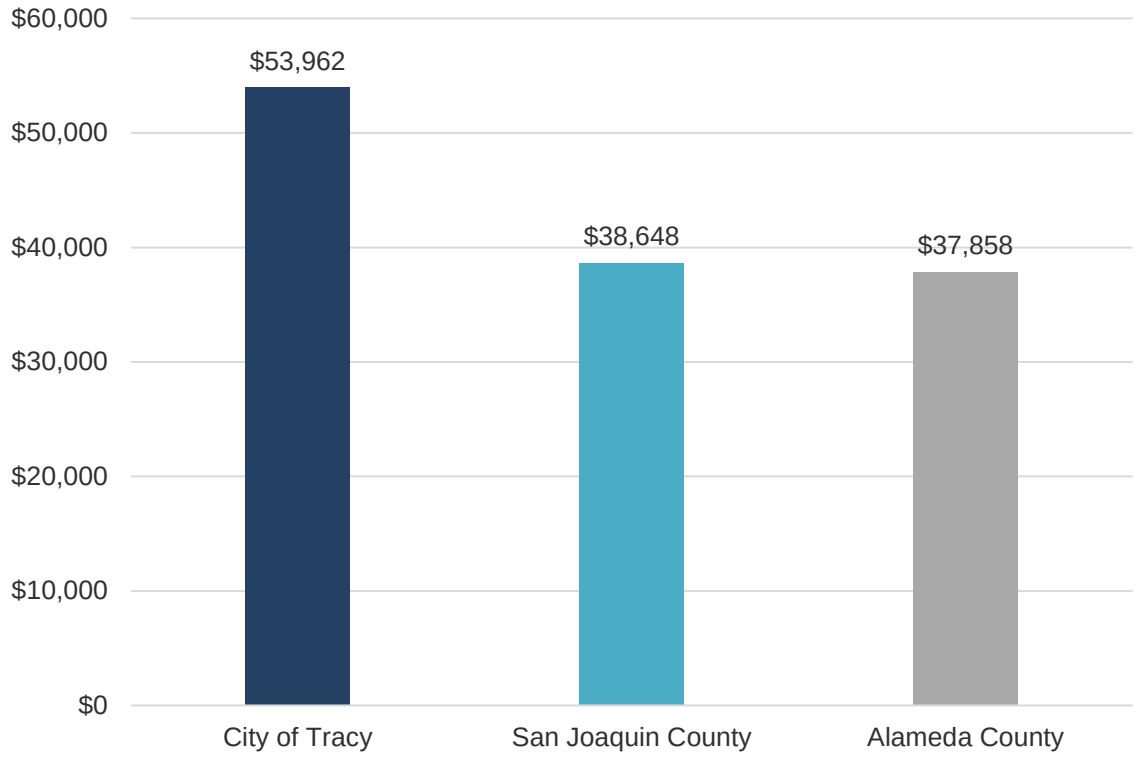
Regional Retail Demand Assessment

Regional retail centers are typically anchored by large department stores (e.g., Macy's, Nordstrom) or "big box" stores (e.g., Target, Costco). These centers are often supplemented with various specialty stores, sometimes combining entertainment-related offerings (e.g., movie theaters) and are designed to draw consumers from a broad geography or population base (e.g., more than 200,000 population). Such centers tend to locate on sites with convenient freeway visibility, accessibility, and high traffic volume and typically require a minimum of 15 acres (to accommodate about 175,000 built square feet).

Taxable Sales

A review of available data on the City's taxable sales at retail establishments indicates that Tracy is relatively well supplied with retail. For example, recent taxable retail sales data reveal the City achieving roughly $54,000 in taxable sales per household, well above the countywide $38,600 taxable sales per household, as well as above the countywide average for Alameda County (provided for comparison purposes).[5] Specifically, Tracy's sales per household exceed the County average by 40 percent. This high per-household retail sales activity level shows that Tracy possesses a relatively successful and well-developed retail sector. **Figure 12** presents data on taxable retail sales.

Figure 12 Retail Sales per Household (2019)



Source: California Department of Tax and Fee Administration

The City's above-average retail performance is further evidenced by previous Kimley-Horn analysis using ESRI Business Analyst's Retail Marketplace Profile. In 2017, the ESRI analysis showed a net infusion of more than $110 million from outside of Tracy in combined spending on retail and food and drink (meaning that the City attracted more spending from outside its boundaries than leakage from Tracy residents to outside areas).

[5] The types of retail included in the taxable sales data include motor vehicle and parts dealers, home furnishings and appliance stores, building material and garden equipment and supplies dealers, food and beverage stores, gasoline stations, clothing and clothing accessories stores, general merchandise stores, food services and drinking places, and other retail.

Regional Retail Centers

Figure 13 indicates the large regional retail centers within a 15-mile radius of the THSP, capturing parts of the cities of Livermore and Manteca. As shown, the regional retail in the trade area is clustered along Interstate 205 in Tracy, extending into I-580 and Interstate 5 outside of Tracy.

Figure 13 Large Regional Retail Centers Within a 15-Mile Radius Map

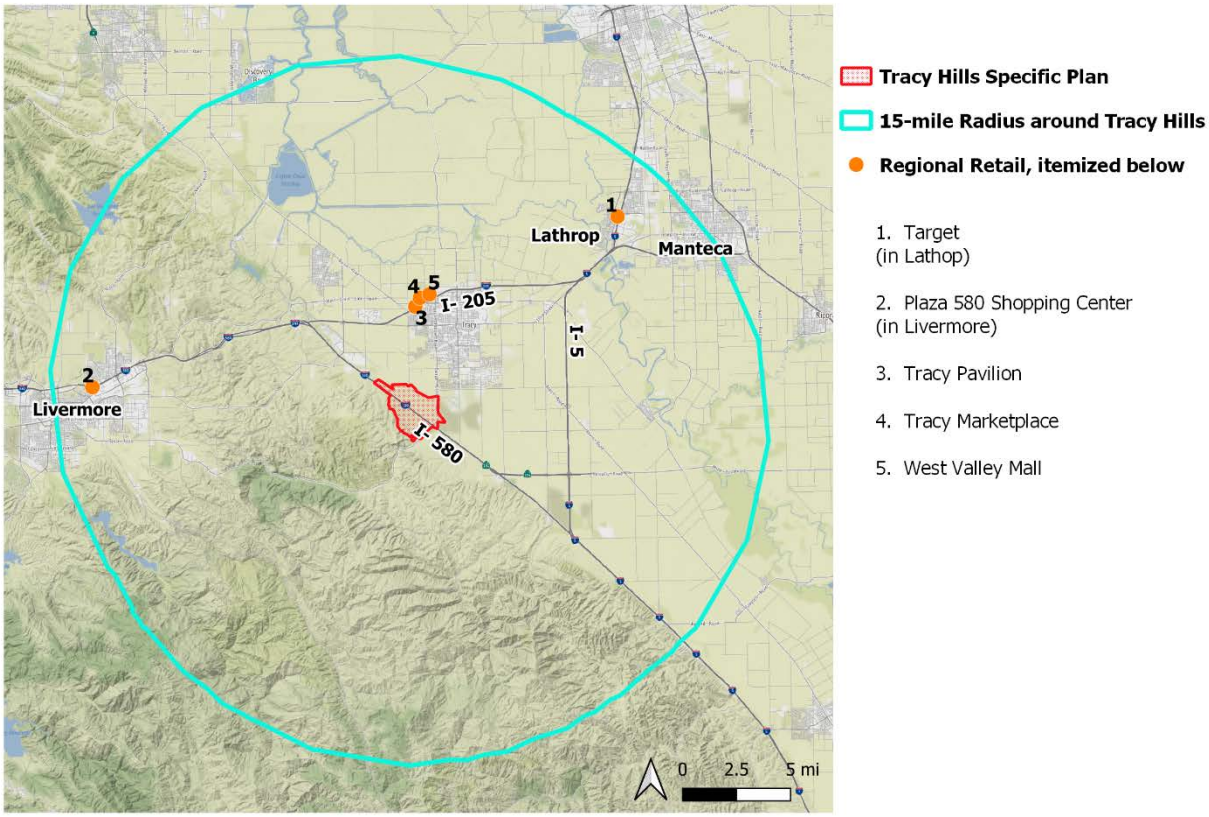


Figure 14 Large Regional Retail Centers Within a 15-Mile Radius Detail

Shopping Center	City	Size of Anchor Tenant (Gross Leased Sq. Ft.)	Key Tenants
1. Lathrop Marketplace	Lathrop	133,000	Target
2. Plaza 580 Shopping Center	Livermore	96,354	Big 5 Sporting Goods, Big Lots, T.J. Maxx, Ross Dress For Less, PETCO
3. Tracy Marketplace	Tracy	297,537	Costco, Walmart, Bed Bath & Beyond
4. Tracy Pavilion	Tracy	271,791	The Home Depot, Winco Foods, Ross Dress For Less, Marshalls, PetSmart
5. West Valley Mall	Tracy	295,749	Target, Macy's, Sears
Trade Area Total		**1,094,431**	

Conclusions for Regional Retail

Throughout the United States, regional retail centers, especially those anchored by struggling Department Stores, are facing new challenges in the face of the COVID pandemic and long-term increases in online shopping. As regional retail centers modernize and, in some cases re-tenant in the face of these changes, a large number of new regional shopping centers are not expected to emerge in the context of changing consumer preferences and patterns of spending. As a result, where there is demand for new regional retail, new development is most likely to occur at existing shopping centers with established customer bases and strong locations. As a result, the THSP is not expected to be a location for substantial new regional retail development. Its location could still lead to the development of new highway commercial development (in addition to a local shopping center) over time, though the remaining 84 acres of land with this designation should be more than sufficient to accommodate this future potential demand.

VESTING TENTATIVE MAP - TRACT 4008

TRACY HILLS - PHASE 1B

CITY OF TRACY, COUNTY OF SAN JOAQUIN, CALIFORNIA

GENERAL NOTES:

1. OWNER/DEVELOPER: TRACY PHASE 1B, LLC
672 W. 11TH STREET, SUITE 104
TRACY, CA 95376
CONTACT: JOHN PALMER

2. CIVIL ENGINEER: RUGGERI-JENSEN-AZAR
2541 WARREN DRIVE, SUITE 100
ROCKLIN, CA 95677
(916) 630-8900
CONTACT: JOHN ZELLMER, RCE 46914

3. ASSESSOR'S PARCEL NUMBERS: 251-040-08, 251-050-07 & 09, 251-060-07

4. LEGAL DESCRIPTION: THE REAL PROPERTY SITUATE IN THE CITY OF TRACY, COUNTY OF SAN JOAQUIN, STATE OF CALIFORNIA AND BEING ALL OF THE UNDIVIDED REMAINDER PROPERTY REFERENCED ON THE PARCEL MAP FILED FOR RECORD AUGUST 8, 2013 IN BOOK 25 OF PARCEL MAPS AT PAGE 168, SAN JOAQUIN COUNTY RECORDS. SAME PROPERTY BEING A PORTION OF RESULTANT PARCEL NO. 1 IN THAT CERTAIN CERTIFICATE OF COMPLIANCE FOR LOT LINE ADJUSTMENT NO. MS13-0002 ATTACHED TO THAT CERTAIN DEED RECORDED FEBRUARY 1, 2013 AS DOCUMENT NO. 2013-015451, OFFICIAL RECORDS.

5. CURRENT USE: VACANT

6. CURRENT ZONING: TRACY HILLS SPECIFIC PLAN

7. PROPOSED ZONING: MUBP, LDR, HDR, GHC

8. GROSS AREA: 309.87± ACRES

9. TOTAL NO. OF PROPOSED PARCELS: 69 PARCELS + 9 LOTS = 78

10. SMALLEST PARCEL SIZE: 0.11± ACRES (PARCEL ZZ)

11. UTILITIES:
WATER: CITY OF TRACY
GAS & ELECTRIC: PACIFIC GAS & ELECTRIC
SANITARY SEWER: CITY OF TRACY
STORM DRAIN: CITY OF TRACY
FIRE: CITY OF TRACY
TELEPHONE: AT&T
CABLE TV: COMCAST

12. BOUNDARY AS SHOWN IS BASED ON LOT LINE ADJUSTMENT NO. MS13-0002, RECORDED FEBRUARY 1, 2013 AS DOCUMENT NO. 2013-015451, OFFICIAL RECORDS.

13. THE PROPERTY LIES WITHIN ZONE X (AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEEVES FROM 1% ANNUAL CHANCE FLOOD) PER FLOOD INSURANCE RATE MAP NUMBER 06077 C0740F, EFFECTIVE DATE, OCTOBER 16, 2009.

14. THE DEVELOPER MAY FILE MULTIPLE FINAL MAPS AFTER TENTATIVE MAP APPROVAL.

15. SAN JOAQUIN COUNTY CONSERVATION EASEMENT LINES, ORIGINALLY CREATED BY DOCUMENT NO. 2012-091623, WILL BE AMENDED BY SEPARATE DOCUMENT TO FIT EXISTING DRAINAGE CONDITIONS.

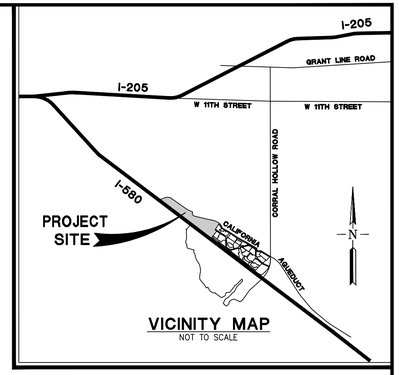
REGISTERED PROFESSIONAL ENGINEER — JOHN STEPHEN ZELLMER — No. 46914 — CIVIL — STATE OF CALIFORNIA

0 300 600 900
(IN FEET)
1 inch = 300 ft.

PARCEL SUMMARY			
PARCEL	OWNER	ACRES	PROPOSED LAND USE
A	HOA	1.12	CONSERVATION EASEMENT
B	DEVELOPER	4.23	HDR
C	DEVELOPER	2.77	HDR
D	HOA	0.42	HOA LINEAR PARK
E	HOA	1.07	HOA LINEAR PARK
F	HOA	0.82	HOA LINEAR PARK
G	HOA	2.42	HOA OPEN SPACE
H	HOA	1.61	CONSERVATION EASEMENT
I	HOA	0.75	RECREATION CENTER
J	HOA	3.29	CONSERVATION EASEMENT
K	CITY	5.97	RETENTION BASIN
L	HOA	1.36	CONSERVATION EASEMENT
M	HOA	1.56	CONSERVATION EASEMENT
N	HOA	0.60	CONSERVATION EASEMENT
O	HOA	0.30	HOA LINEAR PARK
P	HOA	0.59	HOA OPEN SPACE
Q	HOA	0.23	HOA OPEN SPACE
R	HOA	0.30	HOA OPEN SPACE
S	HOA	0.38	HOA OPEN SPACE
T	DEVELOPER	6.36	GHC
U	DEVELOPER	4.26	GHC
V	HOA	2.36	HOA OPEN SPACE
W	HOA	1.08	HOA OPEN SPACE
X	HOA	1.36	CONSERVATION EASEMENT
Y	HOA	1.30	HOA OPEN SPACE
Z	HOA	1.73	CONSERVATION EASEMENT
AA	CITY	2.56	WATER TANK & PUMP STATION
BB	HOA	2.21	HOA OPEN SPACE
CC	HOA	2.00	CONSERVATION EASEMENT

PARCEL SUMMARY			
PARCEL	OWNER	ACRES	PROPOSED LAND USE
DD	DEVELOPER	5.77	FUTURE RESIDENTIAL
EE	HOA	1.26	CONSERVATION EASEMENT
FF	DEVELOPER	4.41	FUTURE RESIDENTIAL
GG	DEVELOPER	4.41	FUTURE RESIDENTIAL
HH	DEVELOPER	4.41	FUTURE RESIDENTIAL
II	DEVELOPER	4.41	FUTURE RESIDENTIAL
JJ	DEVELOPER	4.47	FUTURE RESIDENTIAL
KK	DEVELOPER	4.66	FUTURE RESIDENTIAL
LL	HOA	1.36	CONSERVATION EASEMENT
MM	HOA	2.56	CONSERVATION EASEMENT
NN	HOA	1.91	CONSERVATION EASEMENT
OO	HOA	2.56	CONSERVATION EASEMENT
PP	HOA	3.35	CONSERVATION EASEMENT
QQ	HOA	3.83	CONSERVATION EASEMENT
RR	HOA	1.58	CONSERVATION EASEMENT
SS	HOA	1.58	CONSERVATION EASEMENT
TT	HOA	0.26	HOA OPEN SPACE
UU	HOA	1.61	CONSERVATION EASEMENT
VV	HOA	1.65	CONSERVATION EASEMENT
WW	DEVELOPER	3.32	FUTURE R/W *
XX	DEVELOPER	2.56	FUTURE R/W *
YY	DEVELOPER	4.34	FUTURE INTERCHANGE *
ZZ	HOA	0.11	HOA OPEN SPACE
AAA	HOA	0.12	HOA OPEN SPACE
BBB	HOA	0.14	HOA OPEN SPACE
CCC	CITY	1.50	PUBLIC PARK
DDD	CITY	2.85	PUBLIC PARK
EEE	CITY	2.35	PUBLIC PARK
FFF	DEVELOPER	2.43	FUTURE RESIDENTIAL

PARCEL SUMMARY			
PARCEL	OWNER	ACRES	PROPOSED LAND USE
GGG	DEVELOPER	5.49	FUTURE RESIDENTIAL
HHH	DEVELOPER	4.98	FUTURE RESIDENTIAL
III	DEVELOPER	5.13	FUTURE RESIDENTIAL
JJJ	DEVELOPER	5.35	FUTURE RESIDENTIAL
KKK	DEVELOPER	2.41	FUTURE RESIDENTIAL
LLL	DEVELOPER	5.94	FUTURE RESIDENTIAL
MMM	DEVELOPER	4.40	FUTURE RESIDENTIAL
NNN	DEVELOPER	4.80	FUTURE RESIDENTIAL
OOO	DEVELOPER	4.64	FUTURE RESIDENTIAL
PPP	DEVELOPER	4.94	FUTURE RESIDENTIAL
QQQ	DEVELOPER	4.93	FUTURE RESIDENTIAL
RRR	DEVELOPER	4.96	FUTURE RESIDENTIAL
SSS	HOA	1.93	HOA OPEN SPACE
TTT	HOA	2.96	CONSERVATION EASEMENT
UUU	HOA	1.79	CONSERVATION EASEMENT
VVV	HOA	1.58	CONSERVATION EASEMENT
TRACY HILLS DRIVE	CITY	7.45	PUBLIC R/W



VICINITY MAP
NOT TO SCALE

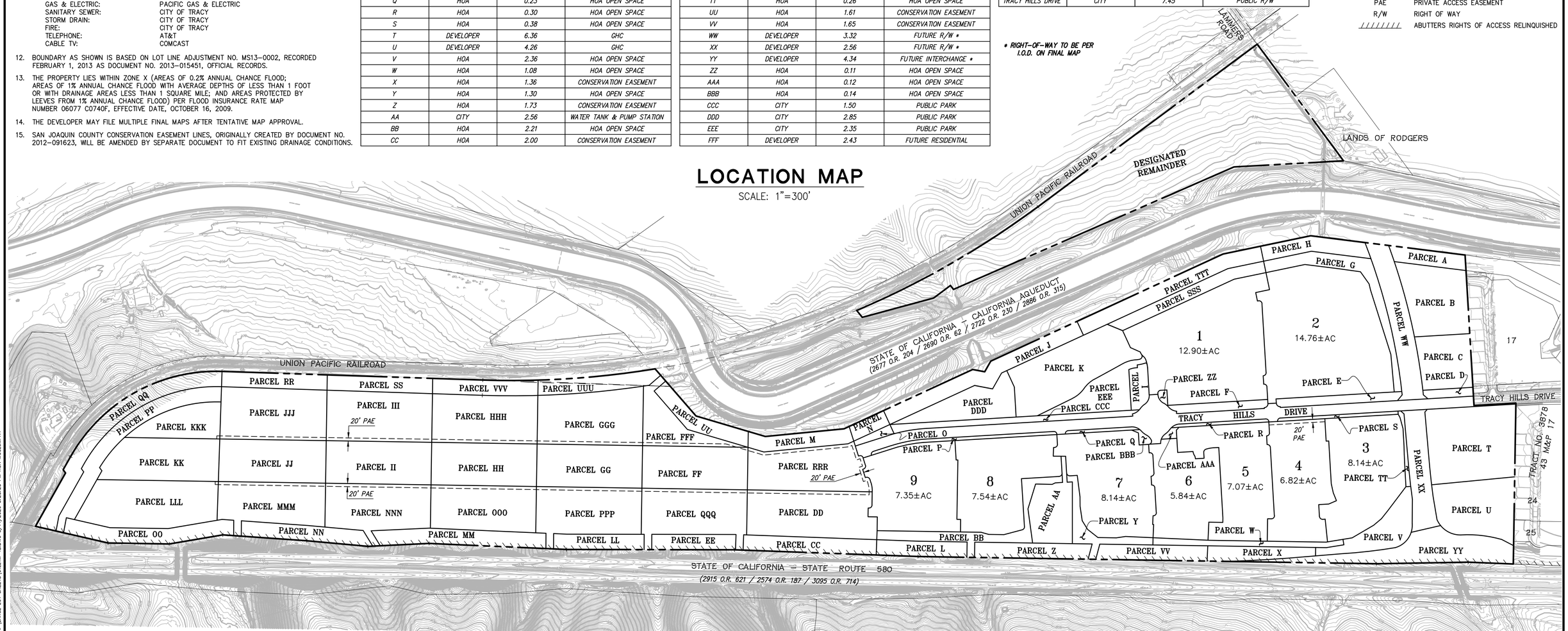
ABBREVIATIONS

EX.	EXISTING
AC	ACRES
EVAE	EMERGENCY VEHICLE ACCESS EASEMENT
PAE	PRIVATE ACCESS EASEMENT
R/W	RIGHT OF WAY
////////	ABUTTERS RIGHTS OF ACCESS RELINQUISHED

* RIGHT-OF-WAY TO BE PER I.O.D. ON FINAL MAP

LOCATION MAP

SCALE: 1"=300'



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

_____ _____
CITY ENGINEER DATE

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

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

_____ _____ _____
CITY CLERK DATE

ENGINEER'S STATEMENT
THIS MAP WAS PREPARED BY RUGGERI-JENSEN-AZAR UNDER MY DIRECTION

_____ _____
JOHN S. ZELLMER, RCE 46914 DATE

REGISTERED PROFESSIONAL ENGINEER — JOHN STEPHEN ZELLMER — No. 46914 — CIVIL — STATE OF CALIFORNIA

OWNER/DEVELOPER

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

DATE: AUGUST 18, 2020 JOB NO. 185011 SHEET 1 OF 6

G:\2020\185011\ENTITLEMENTS\VESTING TENTATIVE MAP\LARGE LOT SHEETS\VTM-1B.DWG 8/14/2020 5:28:23 PM RON MCCLUMPHY

Line Table		
Line	Bearing	Distance
L1	N00°41'01"E	26.52'
L2	N66°24'13"E	98.31'
L3	N42°04'57"W	79.93'
L4	N66°35'58"E	80.05'
L5	N02°16'12"W	58.18'
L6	N68°08'12"W	483.96'
L7	N89°59'50"E	136.99'
L8	N00°00'14"E	32.71'

UNION PACIFIC RAILROAD
N51°06'18"W 1707.60'
R=1095.91'
Δ=62°29'29"
L=1195.29'
EX. RAILROAD RIGHT OF WAY (3095 O.R. 714)
EX. DRAINAGE EASEMENT (3199 O.R. 451)
EX.100' CONSERVATION EASEMENT (2012-091623) (TYPICAL)
R=5779.51'
Δ=11°37'02"
L=1171.50'(T)
N07°54'56"W 407.37'
N36°34'50"W 473.16'
N58°31'28"W 517.04'
STATE OF CALIFORNIA - CALIFORNIA AQUEDUCT
(2677 O.R. 204 / 2690 O.R. 62 / 2722 O.R. 230 / 2886 O.R. 315)
N77°44'29"W 927.20'
N77°44'30"W 1673.84'
UNION PACIFIC RAILROAD
N89°32'37"W 1784.84'
R=5779.51'
Δ=13°34'46"
L=1369.77'
N76°54'09"W 2002.58'
LAMMERS ROAD
N00°26'52"E 0.95
N00°26'52"E 848.19'
EX.24' EVAE (2018-9292)
LANDS OF RODGERS
N56°10'58"W 717.78'
EX.20' ACCESS EASEMENT (3095 O.R. 714)
EX. ACCESS EASEMENT (3095 O.R. 714)
N64°44'55"W 585.94'
N45°54'23"W 1337.59'
1017.84'
319.75'
EX.24' EVAE (2018-9292)
EX.100' CONSERVATION EASEMENT (2012-091623) (TYPICAL)
N33°36'50"E 986.44'
17
N56°23'17"W 274.34'
TRACY HILLS DRIVE
EX. R/W EASEMENT (2018-9291)
EX.30' ACCESS EASEMENT (2018-111550)
TRACT NO. 3878 MAP 17 43
N37°54'13"E 1051.88'(T)
24
25
EX.16.5' PIPELINE EASEMENT (1897 O.R. 449 & 1963 O.R. 227)
L1
L2
N68°24'11"E 400.33'
N40°05'57"W 487.23'
N52°05'53"W 400.00'
N62°37'02"W 355.98'
N48°58'27"W 550.82'
N47°48'26"W 401.12'
N55°40'22"W 400.78'
N50°30'19"W 900.35'
N52°52'39"W 1100.10'
N50°54'10"W 1200.26'
EX.100' CONSERVATION EASEMENT (2012-091623) (TYPICAL)
STATE OF CALIFORNIA - STATE ROUTE 580
(2915 O.R. 621 / 2574 O.R. 187 / 3095 O.R. 714)
EX. WATER LINE EASEMENT (3095 O.R. 714)
N52°05'47"W 3000.00'
EX. LACK OF ABUTTER'S RIGHTS (2915 O.R. 621)
N54°00'20"W 600.34'
295.39'
N50°39'51"W

ABBREVIATIONS

EX.	EXISTING
AC	ACRES
EVAE	EMERGENCY VEHICLE ACCESS EASEMENT
PAE	PRIVATE ACCESS EASEMENT
R/W	RIGHT OF WAY
////////	ABUTTERS RIGHTS OF ACCESS RELINQUISHED

VESTING TENTATIVE MAP - TRACT 4008

EXISTING CONDITION PLAN

CITY OF TRACY, COUNTY OF SAN JOAQUIN, CALIFORNIA

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

DATE: AUGUST 18, 2020 JOB NO. 185011 SHEET 2 OF 6

C:\JOB2018\185011\TENTATIVE MAP\LARGE LOT SHEETS\OLLTM-1B.DWG 8/14/2020 4:01:37 PM RON MCCUMPHY

UNION PACIFIC RAILROAD

PARCEL QQ
3.83±AC

PARCEL PP
3.35±AC

PARCEL KK
4.66±AC

PARCEL LLL
5.94±AC

PARCEL 00
2.56±AC

PARCEL KKK
2.41±AC

PARCEL JJ
4.47±AC

PARCEL MMM
4.40±AC

PARCEL NN
1.91±AC

PARCEL RR
1.58±AC

PARCEL JJJ
5.35±AC

PARCEL SS
1.58±AC

PARCEL III
5.13±AC

PARCEL II
4.41±AC

PARCEL NNN
4.80±AC

PARCEL VVV
1.58±AC

PARCEL HHH
4.98±AC

PARCEL HH
4.41±AC

PARCEL 000
4.64±AC

PARCEL MM
2.56±AC

PARCEL GGG

PARCEL GG

PARCEL PPP

SEE SHEET 4

EX.100' CONSERVATION EASEMENT (2012-091623)

EX.16.5' PIPELINE EASEMENT (1897 O.R. 449 & 1963 O.R. 227)

EX. LACK OF ABUTTER'S RIGHTS (2915 O.R. 621)

20' PAE

STATE OF CALIFORNIA – STATE ROUTE 580
(2915 O.R. 621 / 2574 O.R. 187 / 3095 O.R. 714)

0 100 200 300
(IN FEET)
1 inch = 100 ft.

VESTING TENTATIVE MAP - TRACT 4008

PROPOSED LOTTING PLAN

CITY OF TRACY, COUNTY OF SAN JOAQUIN, CALIFORNIA

ABBREVIATIONS

EX.	EXISTING
AC	ACRES
EVAE	EMERGENCY VEHICLE ACCESS EASEMENT
PAE	PRIVATE ACCESS EASEMENT
R/W	RIGHT OF WAY
////////	ABUTTERS RIGHTS OF ACCESS RELINQUISHED

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DATE: AUGUST 18, 2020 JOB NO. 185011 SHEET 3 OF 6

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UNION PACIFIC RAILROAD

STATE OF CALIFORNIA – CALIFORNIA AQUEDUCT
(2677 O.R. 204 / 2690 O.R. 62 / 2722 O.R. 230 / 2886 O.R. 315)

PARCEL VVV

PARCEL UUU
1.79±AC

PARCEL GGG
5.49±AC

PARCEL FFF
2.43±AC

PARCEL UU
1.61±AC

PARCEL M
1.56±AC

PARCEL N
0.58±AC

PARCEL O
0.30±AC

PARCEL J
3.29±AC

PARCEL DDD
2.58±AC

PARCEL K
5.97±AC

PARCEL CCC
1.50±AC

PARCEL O
4.41±AC

PARCEL P
0.58±AC

PARCEL HHH

PARCEL GG
4.41±AC

PARCEL FF
4.41±AC

PARCEL RRR
4.96±AC

PARCEL HH

PARCEL OOO

PARCEL PPP
4.94±AC

PARCEL QQQ
4.93±AC

PARCEL DD
5.77±AC

PARCEL MM

PARCEL LL
1.36±AC

PARCEL EE
1.26±AC

PARCEL CC
2.00±AC

PARCEL L
1.36±AC

PARCEL BB
2.21±AC

PARCEL Z
1.73±AC

PARCEL AA

9
7.35±AC

8
7.54±AC

TRACY HILLS DRIVE

SEE SHEET 3

SEE SHEET 5

STATE OF CALIFORNIA – STATE ROUTE 580
(2915 O.R. 621 / 2574 O.R. 187 / 3095 O.R. 714)

EX.100' CONSERVATION EASEMENT (2012–091623)

EX. DRAINAGE EASEMENT (3199 O.R. 451)

EX. RAILROAD RIGHT OF WAY (3095 O.R. 714)

EX.16.5' PIPELINE EASEMENT (1897 O.R. 449 & 1963 O.R. 227)

EX. LACK OF ABUTTER'S RIGHTS (2915 O.R. 621)

EX. WATER LINE EASEMENT (3095 O.R. 714)

20' PAE

0 100 200 300
(IN FEET)
1 inch = 100 ft.

VESTING TENTATIVE MAP - TRACT 4008

PROPOSED LOTTING PLAN

CITY OF TRACY, COUNTY OF SAN JOAQUIN, CALIFORNIA

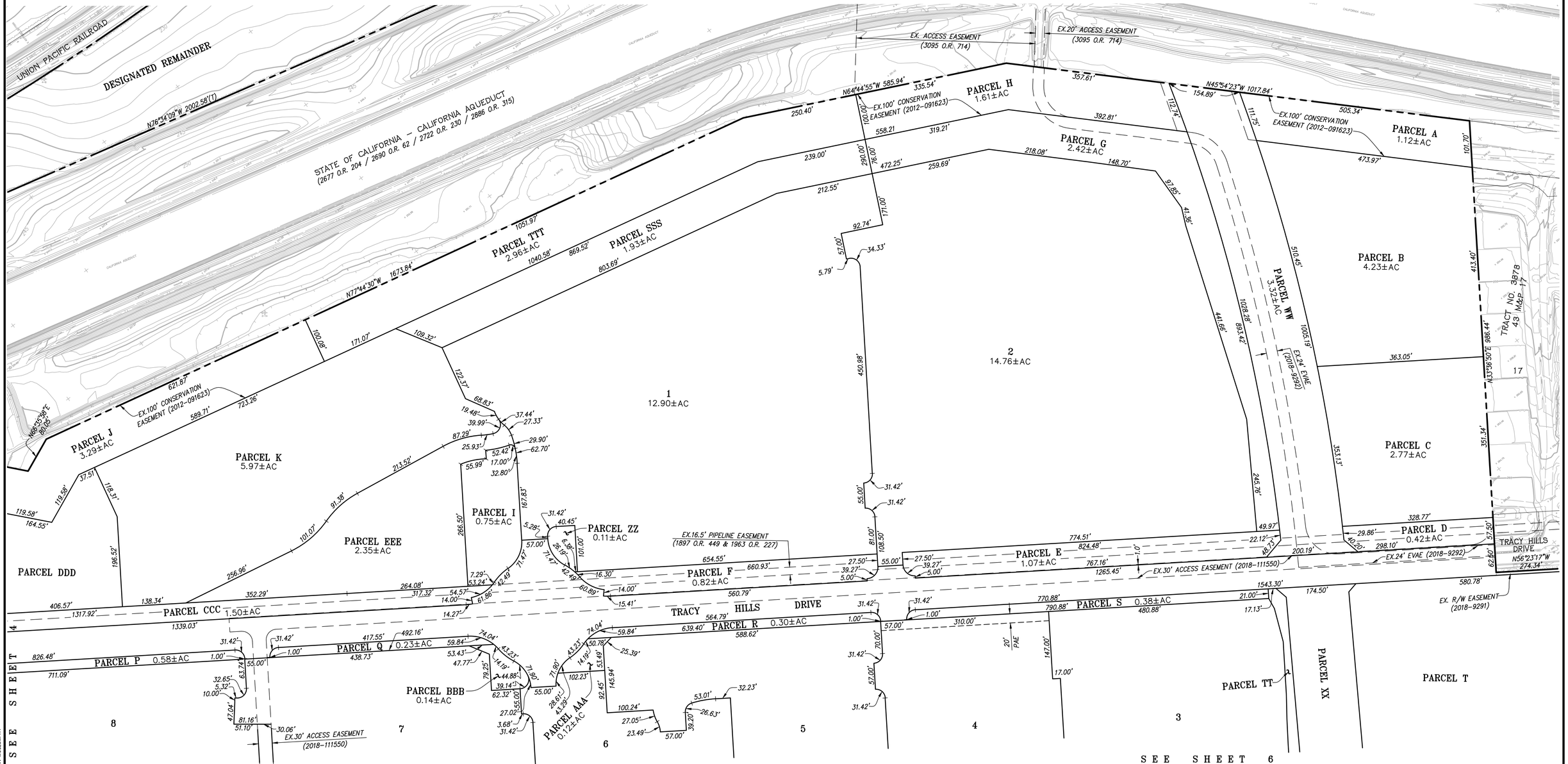
ABBREVIATIONS

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PAE	PRIVATE ACCESS EASEMENT
R/W	RIGHT OF WAY
////////	ABUTTERS RIGHTS OF ACCESS RELINQUISHED

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

DATE: AUGUST 18, 2020 JOB NO. 185011 SHEET 4 OF 6

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ABBREVIATIONS

EX.	EXISTING
AC	ACRES
EVAE	EMERGENCY VEHICLE ACCESS EASEMENT
PAE	PRIVATE ACCESS EASEMENT
R/W	RIGHT OF WAY
////////	ABUTTERS RIGHTS OF ACCESS RELINQUISHED

VESTING TENTATIVE MAP - TRACT 4008

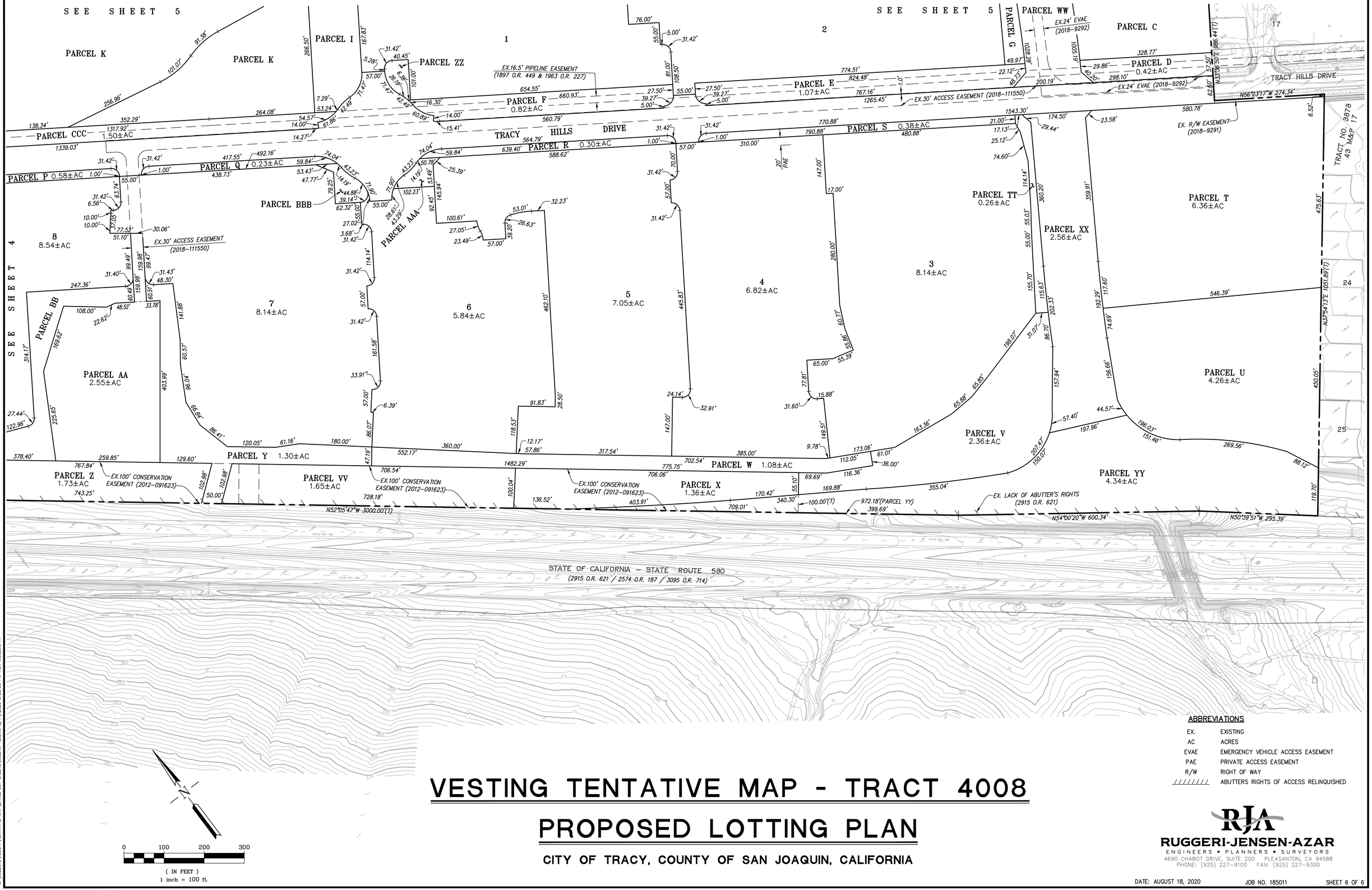
PROPOSED LOTTING PLAN

CITY OF TRACY, COUNTY OF SAN JOAQUIN, CALIFORNIA

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

DATE: AUGUST 18, 2020 JOB NO. 185011 SHEET 5 OF 6

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VESTING TENTATIVE MAP - TRACT 4008

PROPOSED LOTTING PLAN

CITY OF TRACY, COUNTY OF SAN JOAQUIN, CALIFORNIA

ABBREVIATIONS

EX.	EXISTING
AC	ACRES
EVAE	EMERGENCY VEHICLE ACCESS EASEMENT
PAE	PRIVATE ACCESS EASEMENT
R/W	RIGHT OF WAY
////////	ABUTTERS RIGHTS OF ACCESS RELINQUISHED

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

DATE: AUGUST 18, 2020 JOB NO. 185011 SHEET 6 OF 6

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VESTING TENTATIVE MAP - TRACT 4004
TRACY HILLS - PHASE 1B

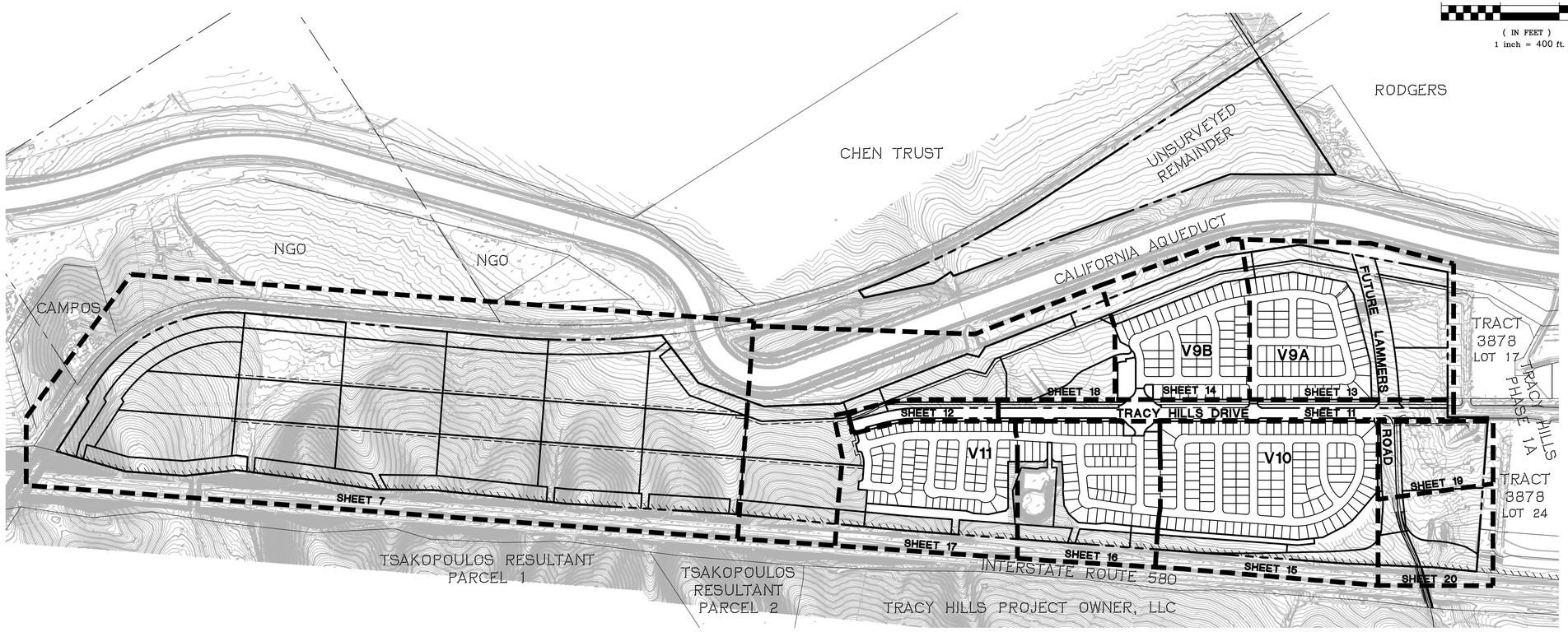
CITY OF TRACY, COUNTY OF SAN JOAQUIN, CALIFORNIA

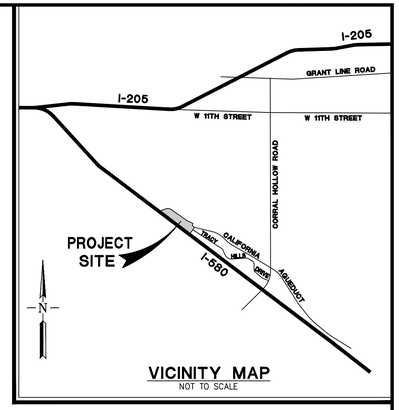
BASIS OF BEARING:

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

BENCHMARK:

BASIS OF ELEVATIONS:
PER GEOLOGIC CONTROL NETWORK RECORD OF SURVEY FOR CITY OF TRACY. RECORDED BOOK 36 PAGE 118 ELEVATION SHOWN ARE IN TERMS OF NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). BASED LOCALLY UPON ELEVATION FOR THE FOLLOWING BENCHMARKS AS PUBLISHED BY THE NATIONAL GEOLOGIC SURVEY:
P.T. 3022 "L1259 1974" ELEV. 250.25'





VICINITY MAP
NOT TO SCALE

GENERAL NOTES:

1. OWNER/DEVELOPER: TRACY PHASE IB, LLC
   24 W. 10TH STREET
   TRACY, CA 95376
   CONTACT: JOHN PALMER
2. CIVIL ENGINEER: RUGGERI-JENSEN-AZAR
   2541 WARREN DRIVE, SUITE 100
   ROCKLIN, CA 95677
   (916) 630-8900
   CONTACT: JOHN ZELLMER, RCE 46914
3. GEOTECHNICAL ENGINEER: ENGEO INCORPORATED
   17278 GOLDEN VALLEY PARKWAY
   LATHROP, CA 95330
   (209) 835-0610
   CONTACT: STEVE HARRIS, GE
4. ASSESSOR'S PARCEL NUMBERS: 251-040-08, 251-050-07
   251-050-09, 251-060-07
5. LEGAL DESCRIPTION: REAL PROPERTY SITUATE IN THE CITY OF TRACY, COUNTY OF SAN JOAQUIN, STATE OF CALIFORNIA, AND BEING ALL OF THE UNDIVIDED REMAINDER PROPERTY REFERENCED ON PARCEL MAP FILED FOR RECORD AUGUST 8, 2013 IN BOOK 25 OF PARCEL MAPS AT PAGE 168, SAN JOAQUIN COUNTY RECORDS. SAME PROPERTY BEING A PORTION OF RESULTANT PARCEL NO. 1 IN THAT CERTAIN CERTIFICATE OF COMPLIANCE FOR LOT LINE ADJUSTMENT NO. MS13-0002 ATTACHED TO THAT CERTAIN DEED RECORDED FEBRUARY 1, 2013 AS DOCUMENT NO. 2013-015451, OFFICIAL RECORDS.
6. CURRENT USE: AGRICULTURAL/GRAZING
7. ZONING: TRACY HILLS SPECIFIC PLAN
8. GENERAL PLAN LAND USE DESIGNATION: RESIDENTIAL MEDIUM (MDR-TH)
   RESIDENTIAL HIGH (HDR-TH)
   COMMERCIAL (GHC-TH)
   BUSINESS PARK (MU-BP-TH)
9. GROSS AREA: 309.87± ACRES
10. TOTAL PROPOSED RESIDENTIAL LOTS: 432 LOTS
11. UTILITIES:
    - WATER: CITY OF TRACY
    - GAS & ELECTRIC: PACIFIC GAS & ELECTRIC
    - SANITARY SEWER: CITY OF TRACY
    - STORM DRAIN: CITY OF TRACY
    - FIRE: CITY OF TRACY
    - TELEPHONE: AT&T
    - CABLE TV: COMCAST
12. TOPOGRAPHY SHOWN IS BASED ON AN AERIAL TOPOGRAPHIC MAP PREPARED BY TETRATECH IN JANUARY 2013.
13. BOUNDARY AS SHOWN IS BASED ON A RESOLVED BOUNDARY PREPARED BY RUGGERI-JENSEN-AZAR IN JULY 2018.
14. THE PROPERTY LIES WITHIN NO SPECIAL FLOOD HAZARD AREA PER FLOOD INSURANCE RATE MAP NUMBER 06077 C0730F (06077CIND0B), EFFECTIVE DATE, OCTOBER 20, 2016.
15. THE DEVELOPER MAY FILE MULTIPLE FINAL MAPS AFTER TENTATIVE MAP APPROVAL.
16. EXISTING CONSERVATION EASEMENT "GAPS" ALONG I-580 WILL BE REALIGNED TO MATCH I-580 STORM DRAIN OUTLETS.
17. IMPROVEMENTS SHOWN ON THIS VTM ARE SUBJECT TO REVISION IN FINAL DESIGN.

LEGEND

PROPOSED	DESCRIPTION	EXISTING
	TRACT BOUNDARY	
	EASEMENT LINE	
	LOT LINE	
	RIGHT OF WAY	
	CENTER LINE	
	FLOW LINE	
12"SD	STORM DRAIN	EX 12"SD
8"SS	SANITARY SEWER	EX 8"SS
8"W	WATER	EX 8"W
8"RCW	RECLAIMED WATER	EX 8"RCW
	RETAINING WALL	
	SOUND WALL	
	CURB & GUTTER	
	SIDEWALK	
	STORM WATER INLET	
	FIELD INLET	
	MANHOLE	
	FIRE HYDRANT	
	BLOWOFF RISER	
	GATE VALVE	
x x	FENCE	x x
	SLOPE	
130	CONTOUR ELEVATIONS	130
x 525.2	SPOT ELEVATION	x525.2

LOCATION/INDEX MAP

SCALE: 1"=400'

SHEET INDEX

Sheet Number	Sheet Title
1	TITLE SHEET
2	EXISTING CONDITION PLAN
3	STREET SECTIONS AND DETAILS
4	RESIDENTIAL LOT AREA SUMMARY
5	STORM DRAIN DETAILS
6	OWNERSHIP EXHIBIT
7	OWNERSHIP EXHIBIT
8	OVERALL SANITARY SEWER PLAN
9	OVERALL STORM DRAIN SYSTEM PLAN
10	OVERALL WATER SYSTEM PLAN
11	TRACY HILLS DRIVE
12	TRACY HILLS DRIVE
13	VILLAGE 9A AND HDR PARCELS
14	VILLAGE 9A & 9B
15	VILLAGE 10
16	VILLAGE 10 & 11
17	VILLAGE 11
18	RETENTION BASIN & PARK
19	GHC PARCEL T
20	GHC PARCEL U

ABBREVIATIONS

(#)	DENOTES SHEET NOTE NUMBER	JUT	JOINT UTILITY TRENCH
AB	AGGREGATE BASE	LP	LOW POINT
AC	ASPHALT CONCRETE	P	PAD ELEVATION
BLDG	BUILDING	PAE	PRIVATE ACCESS EASEMENT
C & G	CURB & GUTTER	PUE	PUBLIC UTILITY EASEMENT
CMP	CORRUGATED METAL PIPE	R	RADIUS
DG	DECOMPOSED GRANITE	RCW	RECLAIMED WATER
DRN	DRAINAGE OPEN SPACE	RET	RETAINING WALL
EX	EXISTING	RW	RIGHT OF WAY
FC	FACE OF CURB	SD	STORM DRAIN
FSW	FRONT OF SIDEWALK	SS	SANITARY SEWER
GB	GRADE BREAK	SSFM	SANITARY SEWER FORCE MAIN
HP	HIGH POINT	TC	TOP OF CURB
		W	WATER

CITY ENGINEER'S STATEMENT

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

_____ _____
CITY ENGINEER DATE

PLANNING COMMISSION FILING CERTIFICATE

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

CITY COUNCIL CERTIFICATE

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

_____ _____ _____
CITY CLERK DATE

ENGINEER'S STATEMENT

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

_____ _____
JOHN S. ZELLMER, RCE 46914 DATE

REGISTERED PROFESSIONAL ENGINEER
JOHN STEPHEN ZELLMER
No. 46914
CIVIL
STATE OF CALIFORNIA

OWNER/DEVELOPER

_____ _____
JOHN STANEK, TRACY PHASE IB, LLC DATE

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

DATE: OCTOBER 1, 2020 JOB NO.: 185011 SHEET 1 OF 20

G:\J2020\185011\TENTATIVE MAP\TENT-MAP SHEETS\01-TS-185011TM.DWG 9/30/2020 1:34:19 PM SEAN DAVIS

0 300 600 900

1 inch = 300 ft.

NGO, ET. AL.
(2006-231464)

CALIFORNIA AQUEDUCT

TSENG-CHEN TRUST
(2016-003385)

U.P.R.R. (145 O.R. 230)

STATE OF CALIFORNIA - CALIFORNIA AQUEDUCT
(2677 O.R. 204/2690 O.R. 26/2722
O.R. 230/2886 O.R. 315)

TRACT 3878
LOT 17

TRACT 3878
LOT 24

TSAKOPOULOS
RESULTANT PARCEL 1
(2016-028234)

TSAKOPOULOS
RESULTANT PARCEL 2
(2016-028234)

STATE OF CALIFORNIA - STATE ROUTE 580

THE TRACY HILLS PROJECT OWNER, LLC
(2016-028234)

SAN JOAQUIN COUNTY

CITY OF TRACY

R=1086.91' Δ=06°29'29" L=1195.29

N66°24'13"E 98.3'

N00°41'01"E 26.5'

N66°24'13"E 100.3'

N40°05'57"W 497.2'

N52°05'53"W 400.0'

N62°37'02"W 356.0'

N48°58'27"W 550.8'

N47°48'26"W 401.1'

N55°40'22"W 400.8'

N50°30'19"W 900.4'

N52°52'39"W 1100.1'

N50°54'10"W 1200.3'

N52°05'47"W 3000.0'

N54°00'20"W 600.3'

N50°39'51"W 295.4'

N37°54'12"E 1051.9'

N56°23'17"W 274.3'

N33°06'50"E 986.4'

N45°54'22"W 1017.6'

N64°44'54"W 586.2'

N56°10'58"W 717.8'

N89°52'37"W 1784.8'

N10°28'27"E 945.2'

R=5779.5' Δ=01°53'46" L=1369.8'

N00°00'14"E 32.2'

N76°34'09"W 2002.6'

N68°08'12"W 484.0'

N89°59'50"E 137.0'

N02°16'12"W 58.2'

R=5779.51' Δ=000°59'37" L=100.23

R=5779.5' Δ=010°13'25" L=1031.3'

N51°06'18"W 1707.6'

N03°53'56"W 107.9'

N36°54'50"W 473.2'

N58°31'28"W 517.0'

N77°44'29"W 927.2'

N66°35'58"E 80.0'

N42°04'57"W 80.0'

N77°44'29"W 1673.8'

400'

RAILROAD RIGHT OF WAY (3095 O.R. 714)

DRAINAGE EASEMENT (3199 O.R. 451)

PARCEL TWO, NO. 3 WATER LINE EASEMENT FOR 3/4 PIPE (3095 O.R. 714)

PG&E'S RIGHTS TO MAINTAIN ELECTRICAL FACILITIES OVER CALIFORNIA AQUEDUCT PER (3206 O.R. 247)

RIGHT TO ENTER ADJACENT LAND TO MAINTAIN BRIDGE AND BRIDGE APPROACH ROAD AS RESERVED BY THE STATE OF CALIFORNIA PER (3095 O.R. 714)

PARCEL TWO, NO. 1 20' PRIVATE ACCESS EASEMENT RESERVED PER (3095 O.R. 714)

EX 20' PRIVATE ACCESS ESMT

PARCEL TWO, NO. 2 60' PRIVATE ACCESS EASEMENT RESERVED WITHIN THIS 400' STRIP PER (3095 O.R. 714)

EX 24' EVAE

EX 30" STORM DRAIN

EX 18" SEWER

EX 8" RECLAIMED WATER

6.5' PW DEDICATION

EX 20" WATER

EX P66 16" OIL LINE

EX 24" STROM DRAIN

EX 30' ACCESS AND UTILITY ESMT

EX 16.5" P66 PIPELINE ESMT

EX OVERHEAD LINE TO BE REMOVED WITH PROJECT CONSTRUCTION

EX PUMP STATION & TANK

EX RESTRICTION OF ACCESS RIGHTS

PARCEL TWO, NO. 5 WATER LINE EASEMENT (3095 O.R. 714)

EX 24" STORM DRAIN

EX 3-48 CMP STORM DRAIN

EX 30" CMP STORM DRAIN

EX 48" CMP STORM DRAIN

EX CMP STORM DRAIN

FUTURE 100' CONSERVATION ESMT

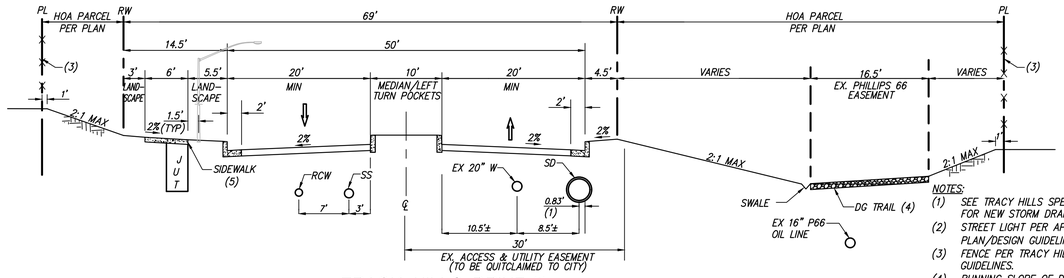
EX 100' CONSERVATION ESMT

EX 30' ACCESS AND UTILITY ESMT

EX 100' CONSERVATION ESMT

EX 100' CONSERVATION ESMT

EX 100' CONSERVATION

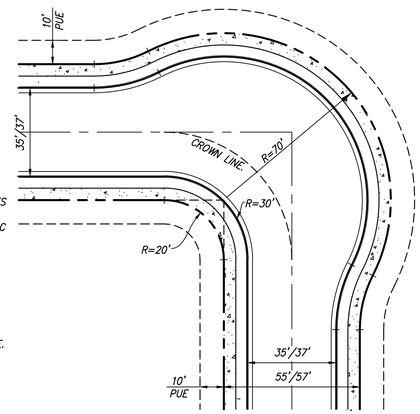


TRACY HILLS DRIVE (6)

NO SCALE

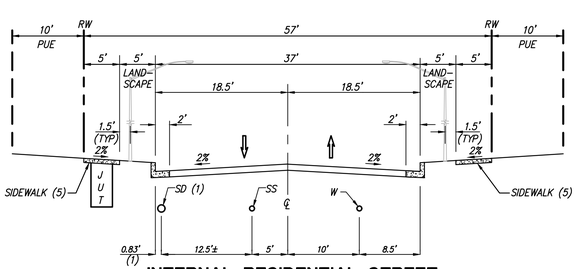
NOTES:

(1) SEE TRACY HILLS SPECIFIC PLAN/DESIGN GUIDELINES FOR NEW STORM DRAIN INLETS.
(2) STREET LIGHT PER APPROVED TRACY HILLS SPECIFIC PLAN/DESIGN GUIDELINES.
(3) FENCE PER TRACY HILLS SPECIFIC PLAN/DESIGN GUIDELINES.
(4) RUNNING SLOPE OF DG TRAIL SHALL NOT BE STEEPER THAN 1:20 (5%) PER CBC.
(5) ALL WALKS SHALL BE CONSTRUCTED WITH 2% MAXIMUM CROSS-SLOPES.
(6) TRACY HILLS DRIVE CROSS SECTION HAS BEEN REVISED TO MEET 20' LANE WIDTHS PER FIRE CODE. PLAN VIEW LINEWORK HEREON WAS NOT UPDATED.



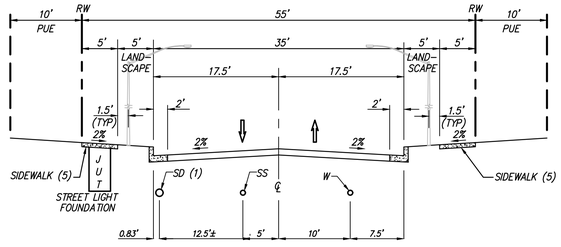
KNUCKLE DETAIL

SCALE: 1"=30'



INTERNAL RESIDENTIAL STREET

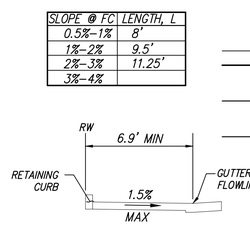
NO SCALE



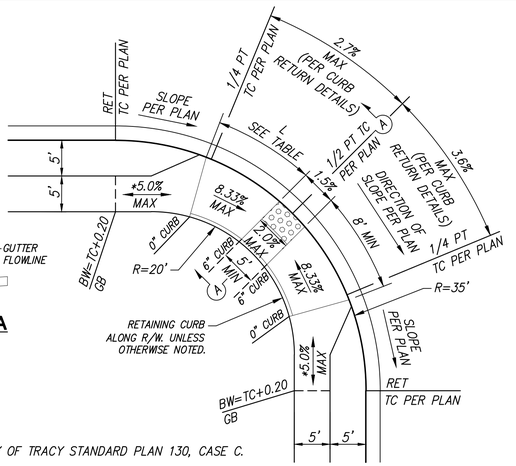
INTERNAL RESIDENTIAL STREET MAXIMUM BLOCK LENGTH OF 500 FEET

NO SCALE

SLOPE @ FC	LENGTH, L
0.5%–1%	8'
1%–2%	9.5'
2%–3%	11.25'
3%–4%	



SECTION A-A

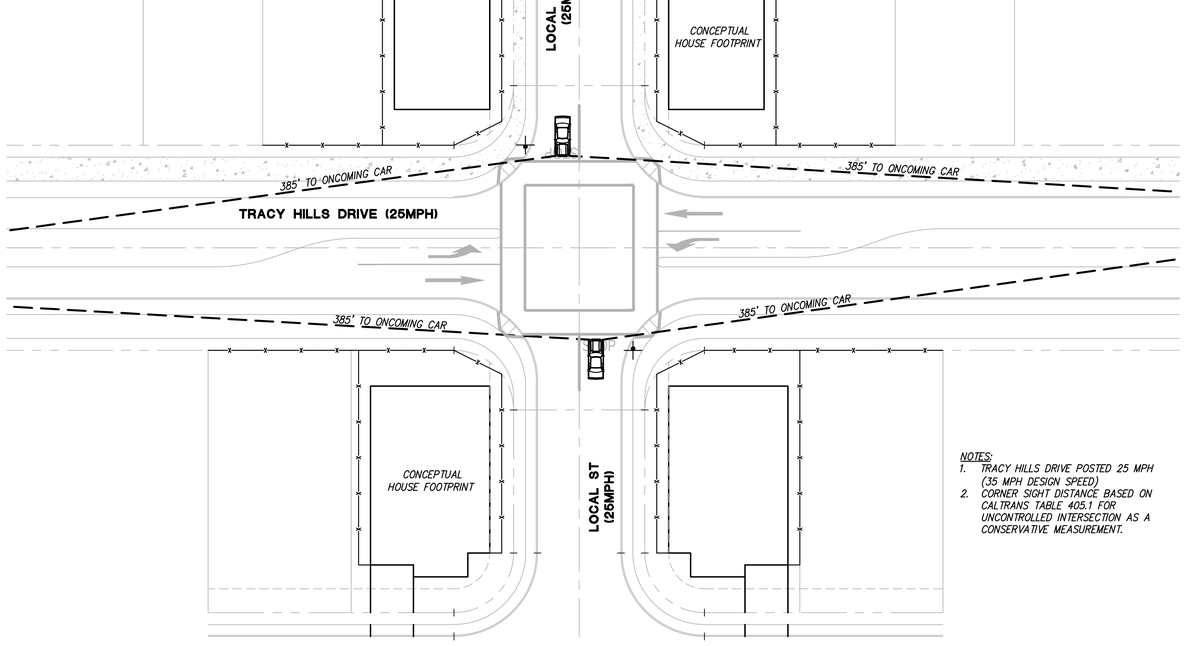


NOTES:

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

TYPICAL CURB RAMP DETAIL

NO SCALE

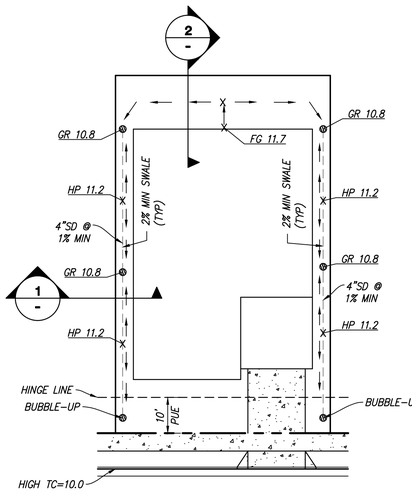


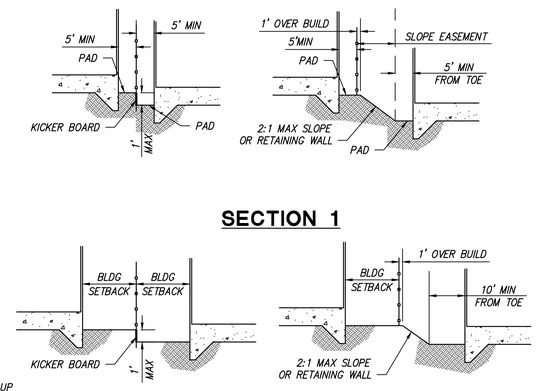
NOTES:

1. TRACY HILLS DRIVE POSTED 25 MPH (35 MPH DESIGN SPEED)
2. CORNER SIGHT DISTANCE BASED ON CALTRANS TABLE 405.1 FOR UNCONTROLLED INTERSECTION AS A CONSERVATIVE MEASUREMENT.

SIGHT DISTANCE DETAIL

SCALE: 1"=30'





SECTION 1

SECTION 2

TYPICAL LOT GRADING DETAIL

NOT TO SCALE

VESTING TENTATIVE MAP - TRACT 4004
STREET SECTIONS AND DETAILS

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

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

G:\JOB2018\185011\TENTATIVE MAP\TENT-MAP SHEETS\03-ST-185011TM.DWG 9/30/2020 2:06:36 PM SEAN DAVIS

VILLAGE 9A

55' X 90'

VILLAGE 9A	
LOT #	AREA (SF)
1	6,091
2	5,500
3	5,500
4	5,500
5	5,500
6	5,500
7	5,500
8	5,500
9	5,500
10	5,529
11	7,387
12	10,459
13	11,547
14	7,656
15	6,368
16	6,325
17	6,325
18	6,325
19	6,325
20	6,325
21	6,325
22	6,381
23	8,735
24	9,585
25	5,893
26	5,899
27	6,231
28	6,534
29	7,046
30	6,792
31	6,234
32	6,270
33	6,270
34	7,456
35	6,146

VILLAGE 9A	
LOT #	AREA (SF)
36	6,188
37	7,377
38	6,592
39	5,538
40	5,500
41	8,144
42	7,236
43	7,055
44	7,055
45	7,142
46	9,828
47	8,213
48	7,452
49	8,646
50	7,711
51	5,577
52	5,592
53	5,815
54	6,013
55	6,050
56	6,050
57	6,050
58	6,050
59	6,624
60	6,014
61	5,500
62	5,500
63	5,500
64	5,500
65	5,500
66	5,500
67	5,500
68	5,500
69	9,131

VILLAGE 9B

55' X 100'

VILLAGE 9B	
LOT #	AREA (SF)
70	7,489
71	5,555
72	5,555
73	5,555
74	5,555
75	5,555
76	5,555
77	8,115
78	6,270
79	6,270
80	6,621
81	6,867
82	6,632
83	6,328
84	6,050
85	6,050
86	6,050
87	6,050
88	6,050
89	6,050
90	6,050
91	6,050
92	6,059
93	6,124
94	6,523
95	8,314
96	6,722
97	5,858
98	5,858
99	5,858
100	5,858
101	5,858

VILLAGE 9B	
LOT #	AREA (SF)
102	5,858
103	5,858
104	5,858
105	5,858
106	6,580
107	7,085
108	6,161
109	6,161
110	6,161
111	6,172
112	6,558
113	10,734
114	10,829
115	5,618
116	5,618
117	5,610
118	5,610
119	6,540
120	6,475
121	5,555
122	5,555
123	5,592
124	6,059
125	10,115
126	11,428
127	5,500
128	6,000
129	6,014
130	6,014
131	6,022
132	5,898
133	10,820

VILLAGE 10

50' X 85'

VILLAGE 10	
LOT #	AREA (SF)
1	6,448
2	5,454
3	5,202
4	4,950
5	4,950
6	4,950
7	4,950
8	6,469
9	4,950
10	4,950
11	4,950
12	4,950
13	4,950
14	4,950
15	5,529
16	5,527
17	6,232
18	4,950
19	4,950
20	5,580
21	5,580
22	5,580
23	5,580
24	5,944
25	5,944
26	5,580
27	5,580
28	5,580
29	5,580
30	4,950
31	4,950
32	6,810
33	6,893
34	7,273
35	5,848
36	4,950
37	4,950
38	4,950
39	4,950
40	5,314
41	5,315
42	4,500
43	4,500
44	4,500
45	4,500
46	4,500
47	4,500
48	4,500
49	4,500
50	4,500

VILLAGE 10	
LOT #	AREA (SF)
51	4,500
52	4,535
53	5,154
54	10,502
55	9,440
56	5,271
57	5,174
58	5,099
59	6,320
60	7,189
61	7,042
62	6,510
63	6,192
64	6,346
65	6,345
66	5,989
67	6,015
68	6,274
69	5,738
70	9,477
71	9,400
72	5,373
73	5,500
74	6,617
75	5,658
76	6,506
77	5,060
78	5,058
79	6,196
80	6,334
81	6,447
82	8,247
83	7,376
84	5,015
85	5,005
86	5,005
87	5,374
88	4,950
89	4,950
90	4,950
91	4,950
92	4,950
93	4,950
94	5,066
95	5,326
96	5,224
97	5,148
98	5,108
99	5,104
100	5,136

VILLAGE 10	
LOT #	AREA (SF)
101	5,891
102	4,950
103	4,950
104	4,950
105	4,950
106	5,202
107	5,454
108	6,448
109	6,533
110	6,050
111	5,500
112	5,500
113	5,500
114	5,500
115	5,500
116	6,314
117	7,412
118	6,000
119	6,000
120	6,000
121	6,000
122	6,000
123	8,069
124	5,314
125	4,500
126	4,500
127	4,500
128	4,500
129	4,500
130	4,500
131	4,536
132	4,455
133	12,667
134	8,658
135	5,351
136	5,575
137	5,501
138	5,500
139	5,500
140	5,500
141	5,500
142	8,628
143	9,870
144	6,660
145	6,660
146	6,660
147	6,654
148	6,530
149	6,480
150	6,643

VILLAGE 11

47' X 70'

VILLAGE 11	
LOT #	AREA (SF)
1	4,710
2	3,955
3	3,955
4	3,955
5	3,955
6	3,955
7	4,707
8	4,651
9	3,640
10	3,640
11	3,640
12	3,640
13	4,814
14	8,901
15	5,762
16	5,409
17	5,057
18	4,704
19	6,005
20	4,371
21	3,379
22	3,396
23	3,397
24	3,380
25	5,379
26	5,204
27	5,308
28	5,449
29	5,980
30	6,455
31	9,812
32	8,078
33	6,440
34	6,472
35	6,143
36	6,028
37	5,930
38	7,796
39	3,994
40	4,606
41	4,606
42	4,606
43	4,606
44	4,606
45	4,602
46	4,526
47	4,390
48	5,067
49	8,208
50	6,571

VILLAGE 11	
LOT #	AREA (SF)
51	6,931
52	7,090
53	7,250
54	7,623
55	4,646
56	3,761
57	3,625
58	3,488
59	3,359
60	3,311
61	3,311
62	3,311
63	3,311
64	3,311
65	3,311
66	3,311
67	3,311
68	3,311
69	3,311
70	3,311
71	3,311
72	3,311
73	3,594
74	3,549
75	3,543
76	3,552
77	3,362
78	3,290
79	4,352
80	4,262
81	5,529
82	3,990
83	3,904
84	4,189
85	3,525
86	3,525
87	3,795
88	5,325
89	4,227
90	4,227
91	4,140
92	4,866
93	9,432
94	3,630
95	3,411
96	3,881
97	4,275
98	4,275
99	4,275
100	5,339

VILLAGE 11	
LOT #	AREA (SF)
101	5,118
102	4,136
103	4,136
104	4,136
105	4,136
106	4,036
107	3,588
108	11,146
109	3,548
110	3,530
111	3,854
112	3,833
113	3,812
114	3,795
115	4,128
116	4,227
117	7,106
118	10,100
119	5,358
120	4,313
121	4,408
122	4,444
123	4,580
124	5,269
125	4,617
126	5,070
127	4,389
128	4,389
129	4,389
130	4,389
131	4,301
132	3,906
133	3,990
134	3,990
135	3,990
136	3,990
137	4,193
138	4,815
139	4,120
140	4,120
141	4,120
142	4,120
143	4,301
144	3,906
145	3,745
146	3,745
147	3,745
148	3,745
149	3,962

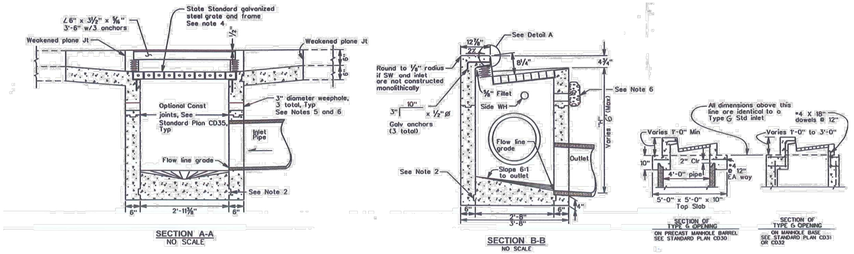
VESTING TENTATIVE MAP - TRACT 4004

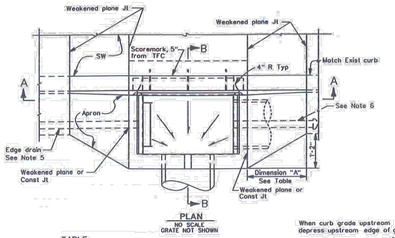
RESIDENTIAL LOT AREA SUMMARY - 432 LOTS

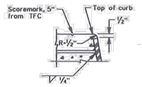
CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA
FOR: INTEGRAL COMMUNITIES

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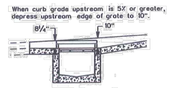
NOTES:

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

TABLE

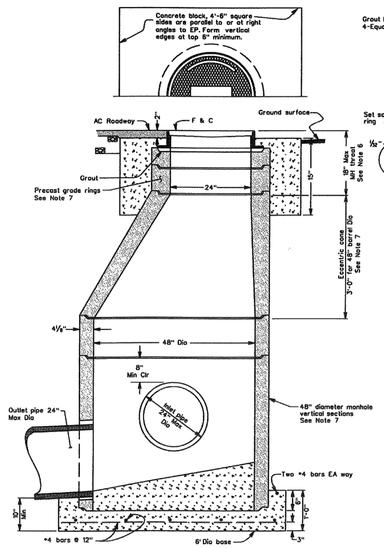
DIMENSION "A" (in)		
UPSTREAM CURB GRADE	"A" UPSTREAM	"A" DOWNSTREAM
2% and less	24	24
4%	36	24
4%	48	24
5%	60	24
6%	72	24
7%	84	12
8%	96	12
9%	108	12
10% and greater	120	12

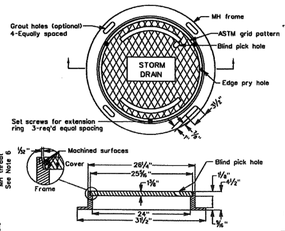
See "DETAIL FOR STEEP CURB SLOPE"

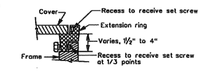


CD 27 - TYPE "G" INLET

NO SCALE





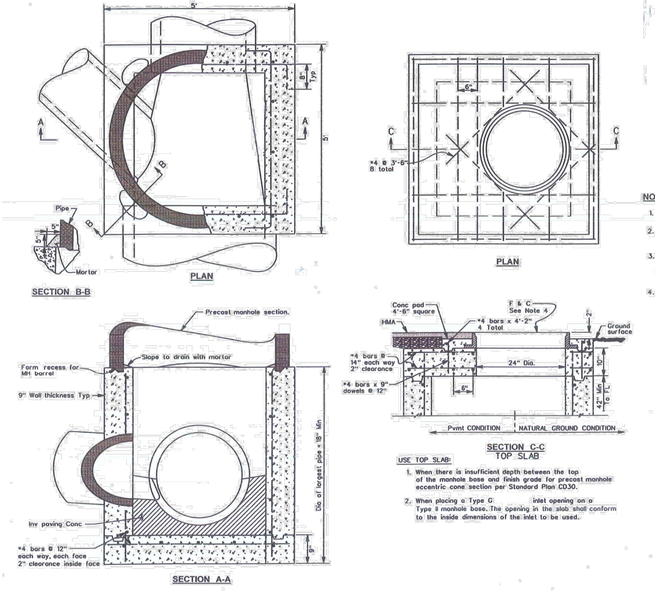


NOTES:

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 otherwise by the Public Works Department.
4. Manhole cover frame shall be adjusted to conform to grade and cross slope of pavement.
5. Manhole frame and cover shall be Phoenix Iron (Oakland) Model P-1090 or South Bay Foundry No. 1800 CPH or approved equivalent.
6. Use of precast grade rings are limited by 18" maximum manhole throat length. Cast iron extension rings are allowed for conforms to pavement overlays only.
7. The precast components shall conform to the Central Precast (U.S. Concrete Precast Group, Northern California) Drawing Nos. 20-48C, 20-48V and 20-48 EC, or equivalent.

CD 30 - TYPE 1 MANHOLE

NO SCALE

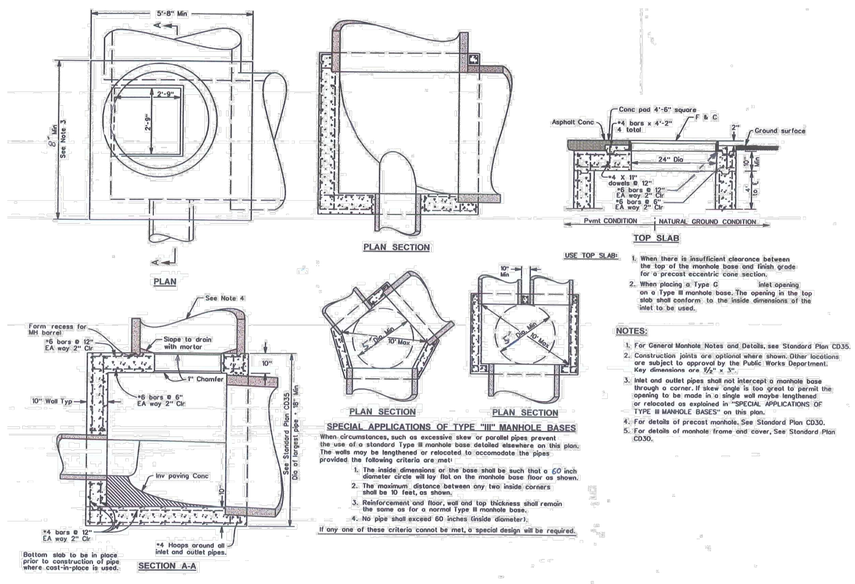


NOTES:

1. For Manhole General Notes and Details, see Standard Plan CD35.
2. Construction joints are optional where shown. Other locations are subject to approval by the Public Works Department. Key dimensions are ½" x 3".
3. Inlet and outlet pipes shall not intercept a manhole base through a corner, if skew angle is too great to permit the opening to be made in a single wall use a Type III manhole base. (See Std Pln CD321.
4. For details of manhole frame and cover, See Standard Plan CD30.

CD 31 - TYPE II 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 ½" x 3".
3. Inlet and outlet pipes shall not intercept a manhole base through a corner. If skew angle is too great to permit the opening to be made in a single wall maybe lengthened or relocated as explained in "SPECIAL APPLICATIONS OF TYPE III MANHOLE BASES" on this plan.
4. For details of precast manhole, See Standard Plan CD30.
5. For details of manhole frame and cover, See Standard Plan CD30.

CD 32 - TYPE III MANHOLE BASE

NO SCALE

VESTING TENTATIVE MAP - TRACT 4004

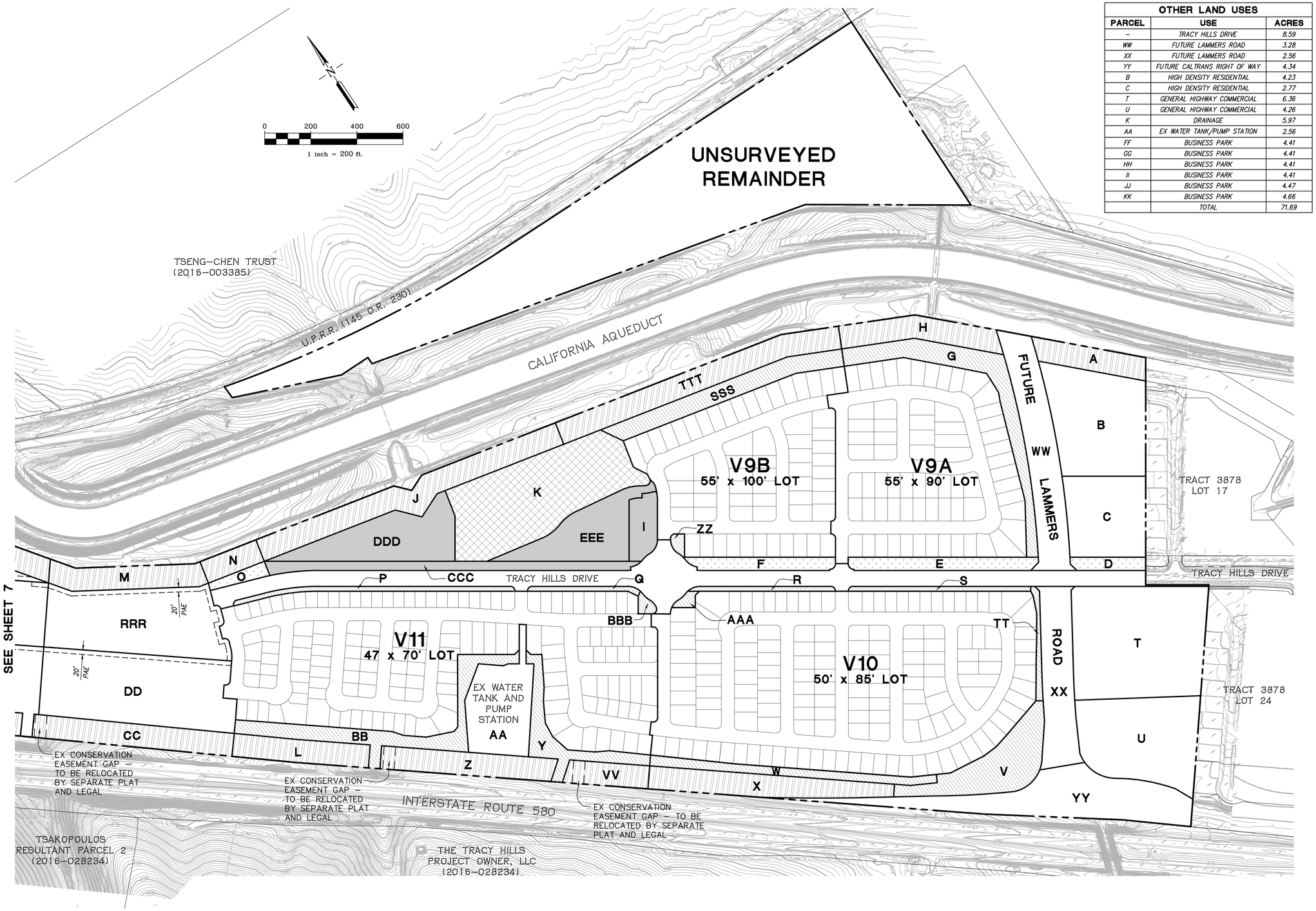
STORM DRAIN DETAILS

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

FOR REFERENCE ONLY-
SEE TRACY HILLS DESIGN GUIDELINES

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OTHER LAND USES		
PARCEL	USE	ACRES
–	TRACY HILLS DRIVE	8.59
WW	FUTURE LAMMERS ROAD	3.28
XX	FUTURE LAMMERS ROAD	2.56
YY	FUTURE CALTRANS RIGHT OF WAY	4.34
B	HIGH DENSITY RESIDENTIAL	4.23
C	HIGH DENSITY RESIDENTIAL	2.77
T	GENERAL HIGHWAY COMMERCIAL	6.36
U	GENERAL HIGHWAY COMMERCIAL	4.26
K	DRAINAGE	5.97
AA	EX WATER TANK/PUMP STATION	2.56
FF	BUSINESS PARK	4.41
GG	BUSINESS PARK	4.41
HH	BUSINESS PARK	4.41
II	BUSINESS PARK	4.41
JJ	BUSINESS PARK	4.47
KK	BUSINESS PARK	4.66
	TOTAL	71.69

PARCEL SUMMARY		
PARCEL	OWNER	ACRES
A	HOA	1.12
B	DEVELOPER	4.23
C	DEVELOPER	2.77
D	HOA	0.42
E	HOA	1.07
F	HOA	0.82
G	HOA	2.42
H	HOA	1.61
I	HOA	0.75
J	HOA	3.29
K	CITY	5.97
L	HOA	1.36
M	HOA	1.56
N	HOA	0.60
O	DEVELOPER	0.30
P	HOA	0.59
Q	HOA	0.23
R	HOA	0.30
S	HOA	0.38
T	DEVELOPER	6.36
U	DEVELOPER	4.26
V	HOA	2.36
W	HOA	1.08
X	HOA	2.18
Y	HOA	1.30
Z	HOA	1.73
AA	CITY	2.56
BB	HOA	2.21
CC	HOA	2.00
DD	DEVELOPER	5.77
EE	HOA	1.26
FF	DEVELOPER	4.41
GG	DEVELOPER	4.41
HH	DEVELOPER	4.41
II	DEVELOPER	4.41
JJ	DEVELOPER	4.47
KK	DEVELOPER	4.66
LL	HOA	1.36
MM	HOA	2.56
NN	HOA	1.91
OO	HOA	2.56
PP	HOA	3.35
QQ	HOA	3.83
RR	HOA	1.58
SS	HOA	1.58
TT	HOA	0.26
UU	HOA	1.61
VV	HOA	0.83
*WW	DEVELOPER	3.32
*XX	DEVELOPER	2.56
*YY	DEVELOPER	4.34
ZZ	HOA	0.11
AAA	HOA	0.12
BBB	HOA	0.12
CCC	CITY	1.50
DDD	HOA	2.85
EEE	CITY	2.35
FFF	DEVELOPER	2.43
GGG	DEVELOPER	5.49
HHH	DEVELOPER	4.98
III	DEVELOPER	5.13
JJJ	DEVELOPER	5.35
KKK	DEVELOPER	2.41
LLL	DEVELOPER	5.94
MMM	DEVELOPER	4.40
NNN	DEVELOPER	4.80
OOO	DEVELOPER	4.64
PPP	DEVELOPER	4.94
QQQ	DEVELOPER	4.93
RRR	DEVELOPER	4.96
SSS	HOA	1.83
TTT	HOA	2.84
UUU	HOA	1.79
VVV	HOA	1.58
* RIGHT OF WAY TO BE PER I.O.D. ON FINAL MAP		

PARK SUMMARY		
PARCEL	OWNER	ACRES
CCC (CITY PARK)	CITY	1.50
DDD (CITY PARK)	CITY	2.85
EEE (CITY PARK)	CITY	2.35
I (HOA REC CENTER)	HOA	0.75
D (LINEAR PARK)	HOA	0.42
E (LINEAR PARK)	HOA	1.07
F (LINEAR PARK)	HOA	0.82
O (LINEAR PARK)	HOA	0.30
TOTAL		10.06

LOT SUMMARY			
VILLAGE	ACRES	LOT COUNT	TYPICAL LOT SIZE
9A	14.77	69	55' X 90'
9B	12.90	64	55' X 100'
10	27.86	150	50' X 85'
11	23.00	149	47' X 70'
TOTAL	78.53	432	--

PUBLIC PARK (CITY OWNED & MAINTAINED)

LINEAR PARK (HOA OWNED & MAINTAINED)

CONSERVATION EASEMENT (HOA OWNED & MAINTAINED)

IN TRACT OPEN SPACE (HOA OWNED & MAINTAINED)

RETENTION BASIN (CITY OWNED & MAINTAINED)

PROPOSED 100' CONSERVATION EASEMENT (HOA OWNED & MAINTAINED PARCELS)

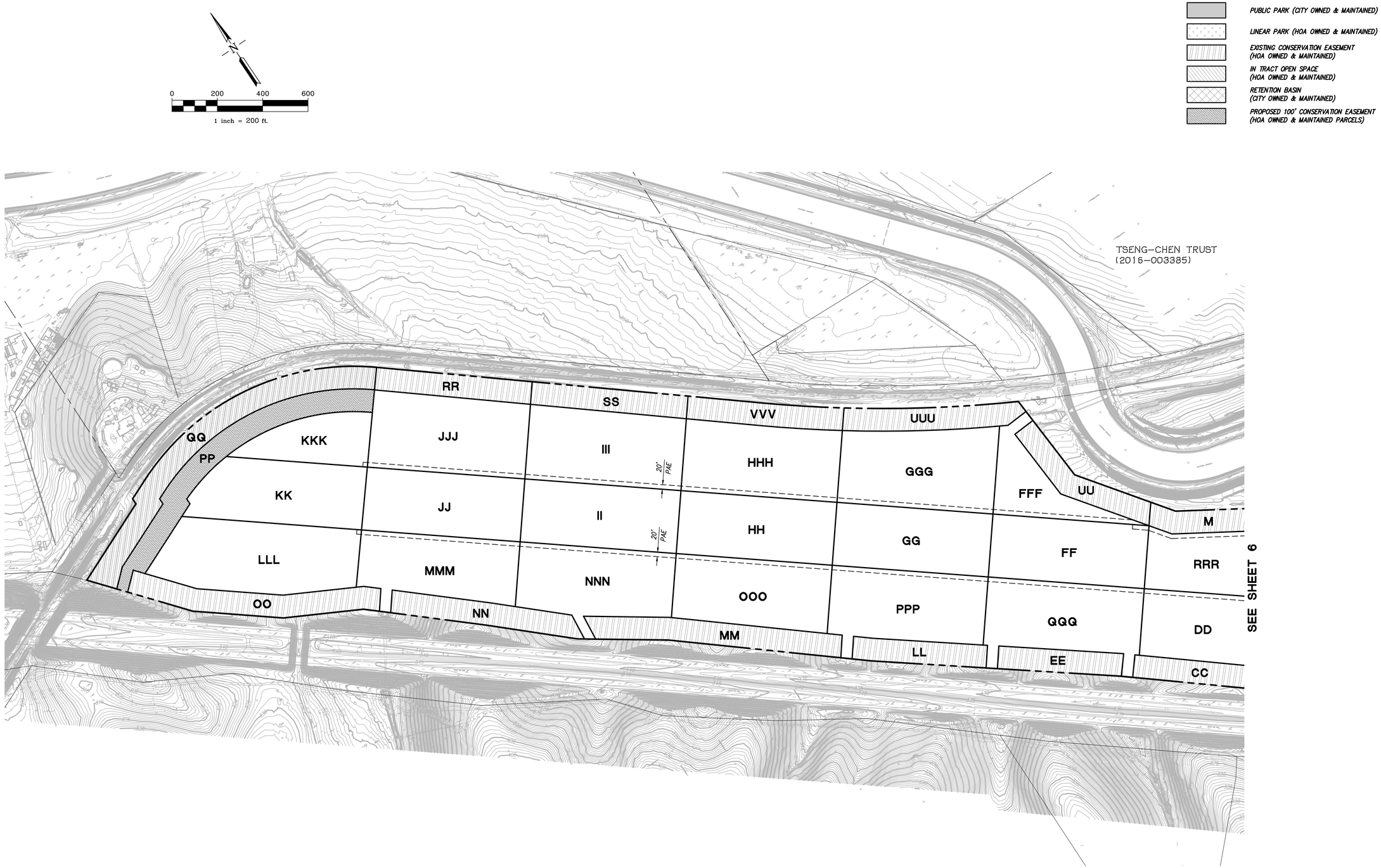
VESTING TENTATIVE MAP - TRACT 4004
OWNERSHIP EXHIBIT

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

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DATE: OCTOBER 1, 2020 JOB NO.: 185011 SHEET 6 OF 20

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VESTING TENTATIVE MAP - TRACT 4004

OWNERSHIP EXHIBIT

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FOR: INTEGRAL COMMUNITIES

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

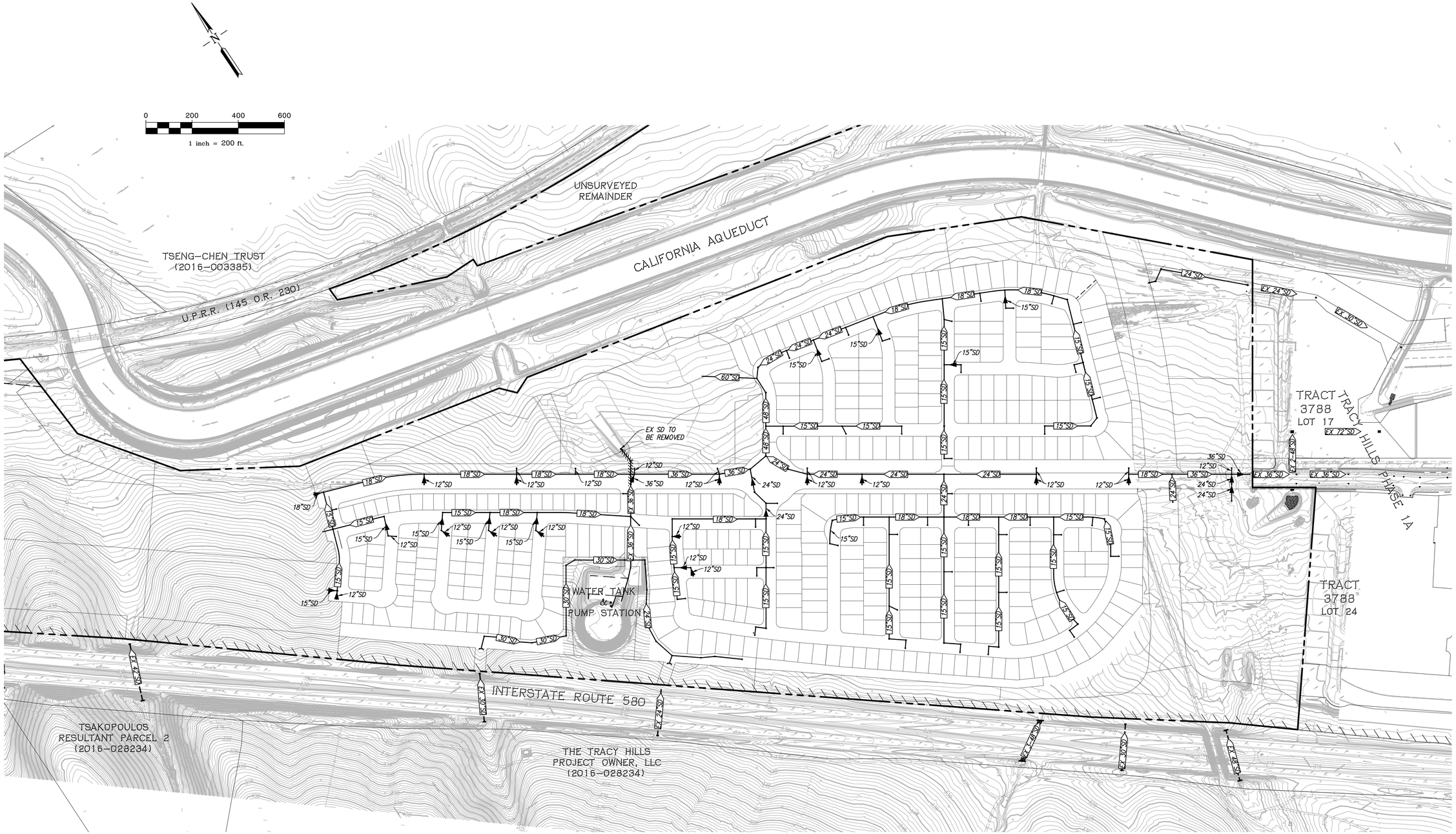
VESTING TENTATIVE MAP - TRACT 4004
OVERALL SANITARY SEWER PLAN

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

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

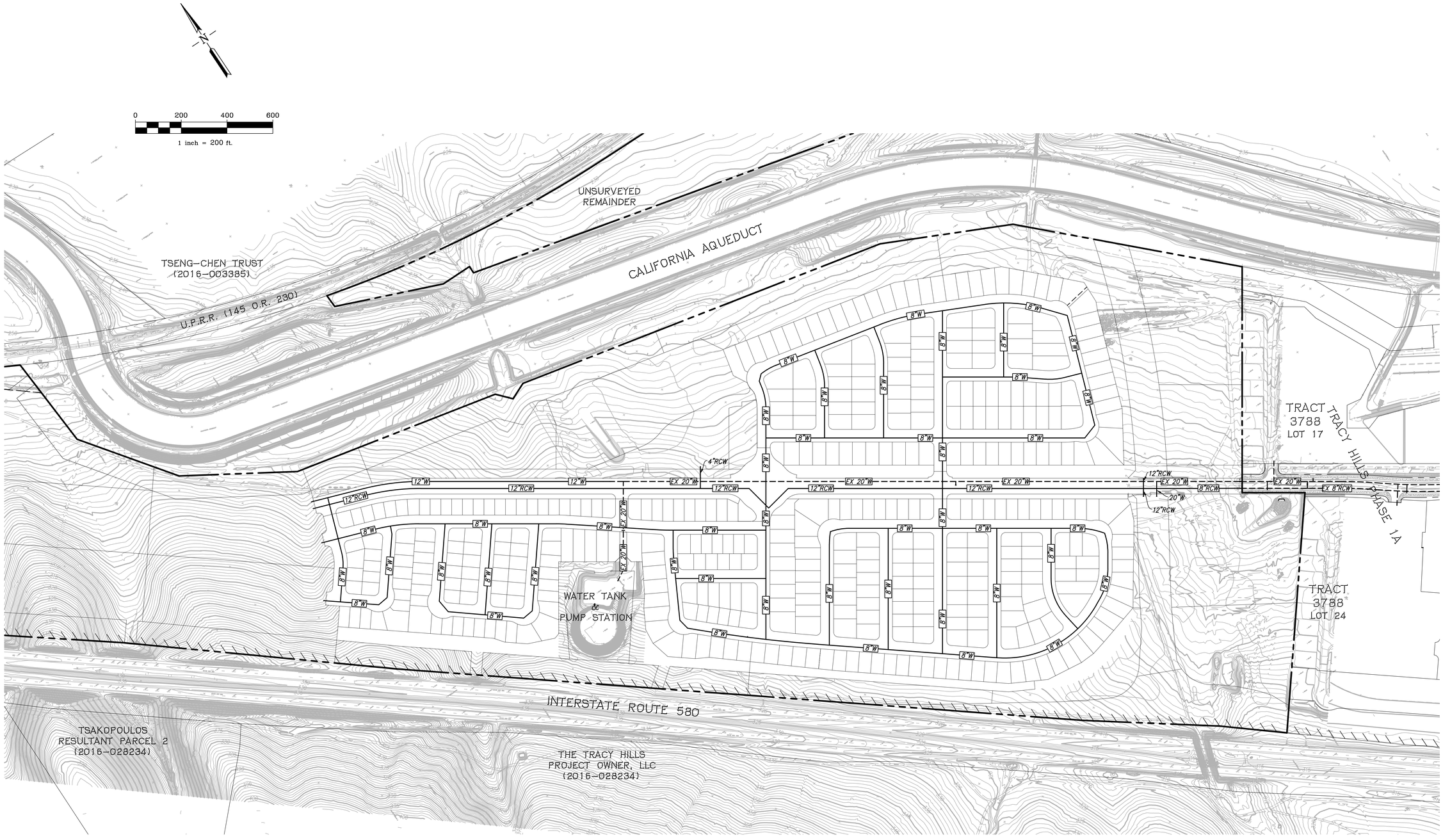
VESTING TENTATIVE MAP - TRACT 4004
OVERALL STORM DRAIN SYSTEM PLAN

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

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NOTES:

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

VESTING TENTATIVE MAP - TRACT 4004

OVERALL WATER SYSTEM PLAN

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

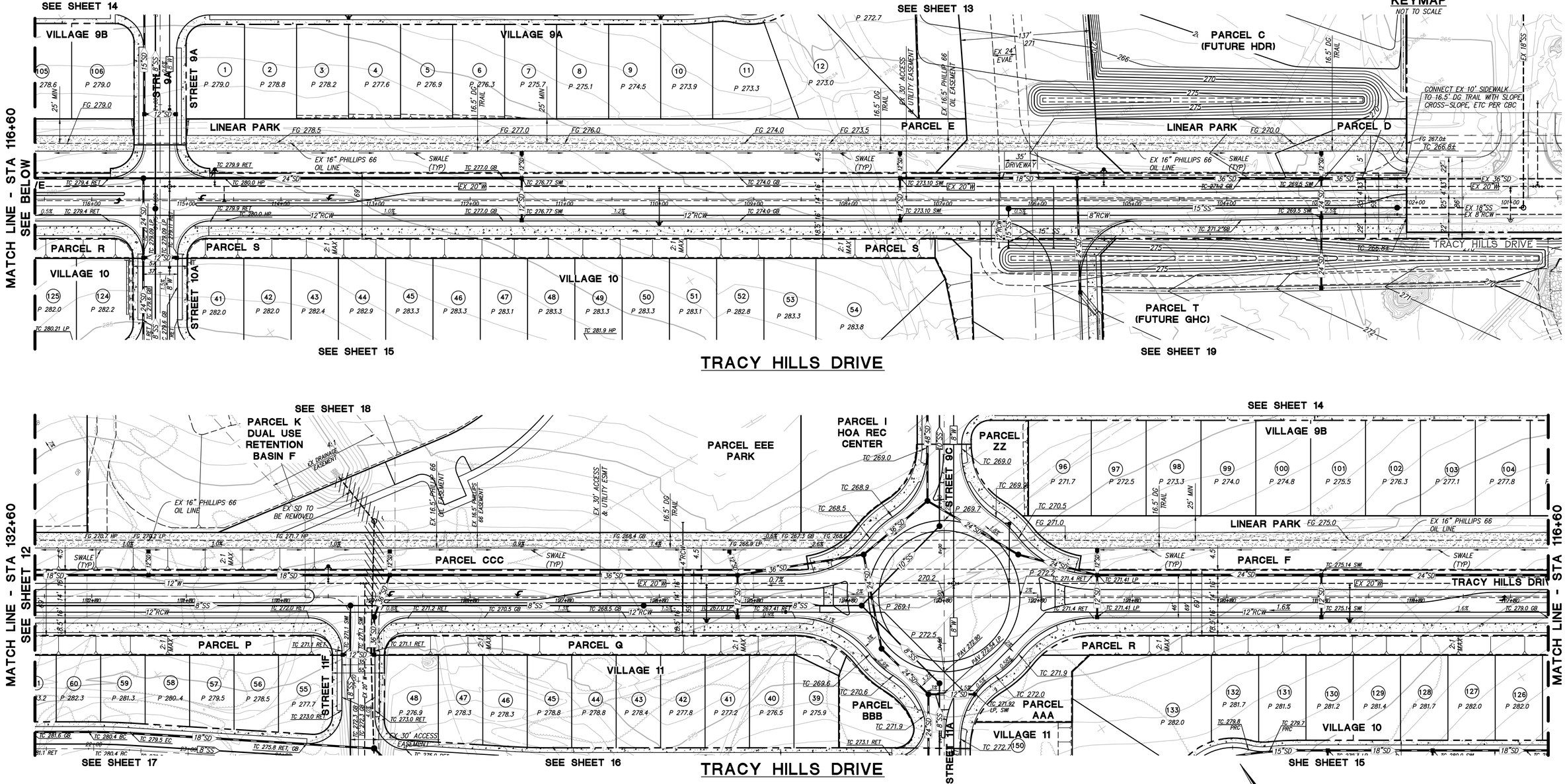
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KEYMAP
NOT TO SCALE



VESTING TENTATIVE MAP - TRACT 4004

TRACY HILLS DRIVE (STA 102+09 TO STA 132+60)

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

0 50 100 150
1 inch = 50 ft.

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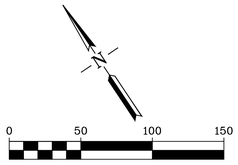
DATE: OCTOBER 1, 2020 JOB NO.: 185011 SHEET 11 OF 20

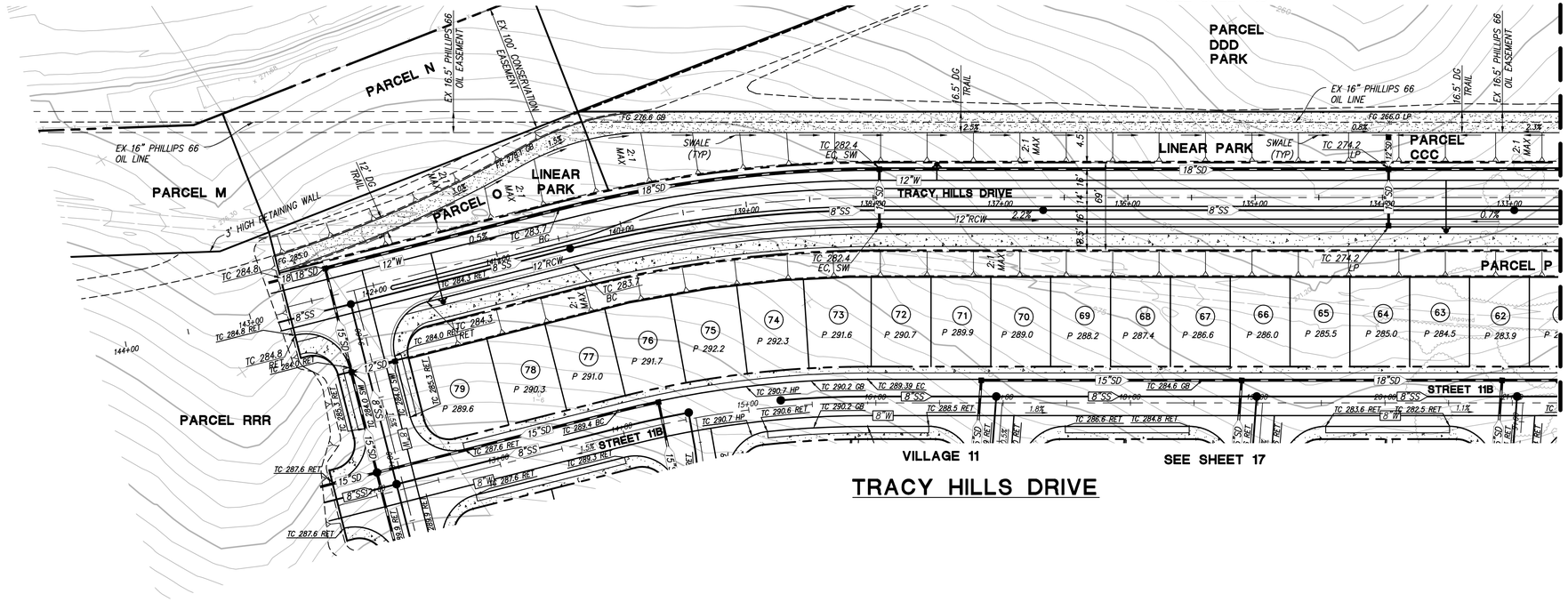
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KEYMAP

NOT TO SCALE





VESTING TENTATIVE MAP - TRACT 4004

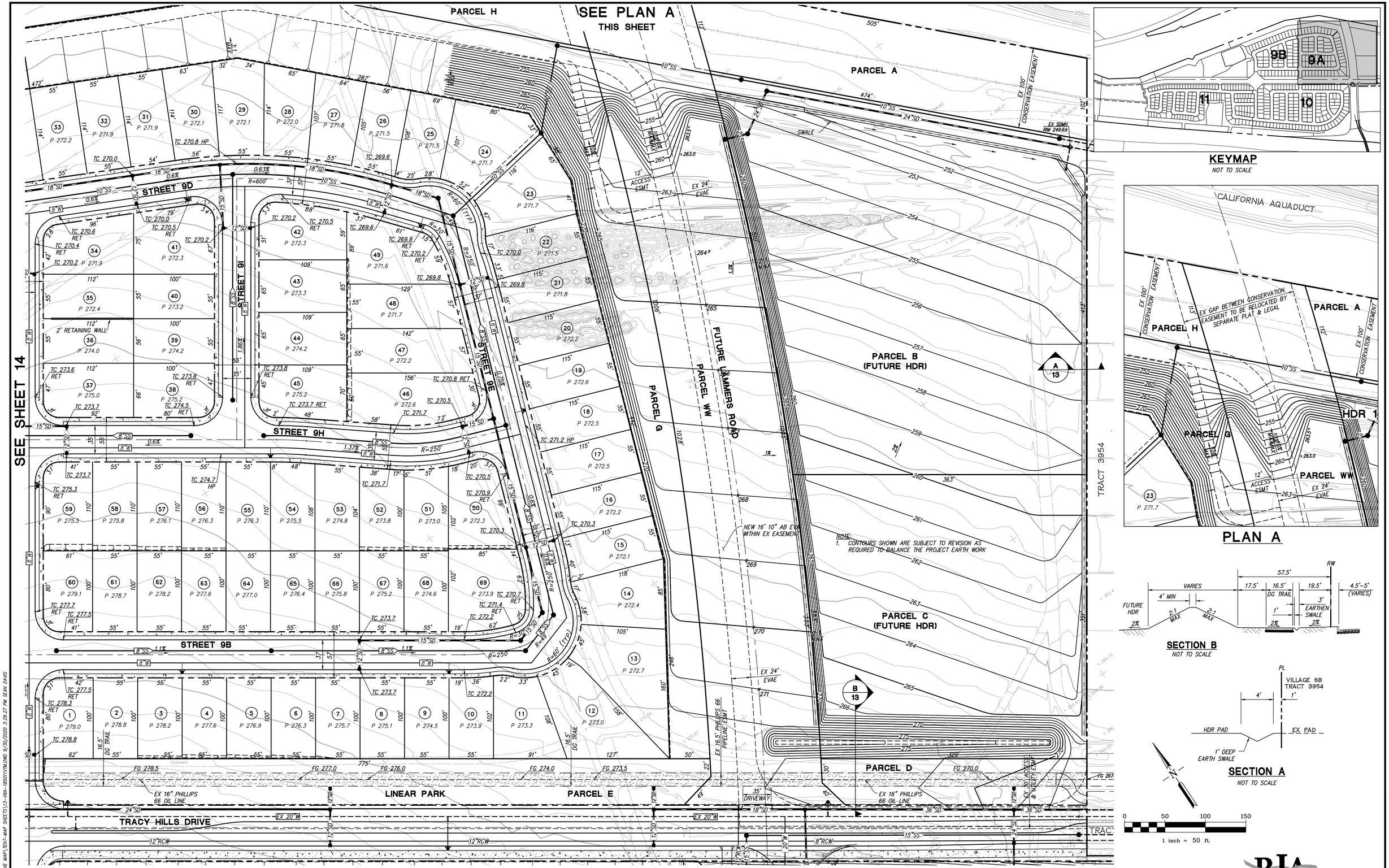
TRACY HILLS DRIVE (STA 132+60 TO STA 142+70)

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA

FOR: INTEGRAL COMMUNITIES

RUGGERI-JENSEN-AZAR
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KEYMAP
NOT TO SCALE

PLAN A

SECTION B
NOT TO SCALE

SECTION A
NOT TO SCALE

0 50 100 150
1 inch = 50 ft.

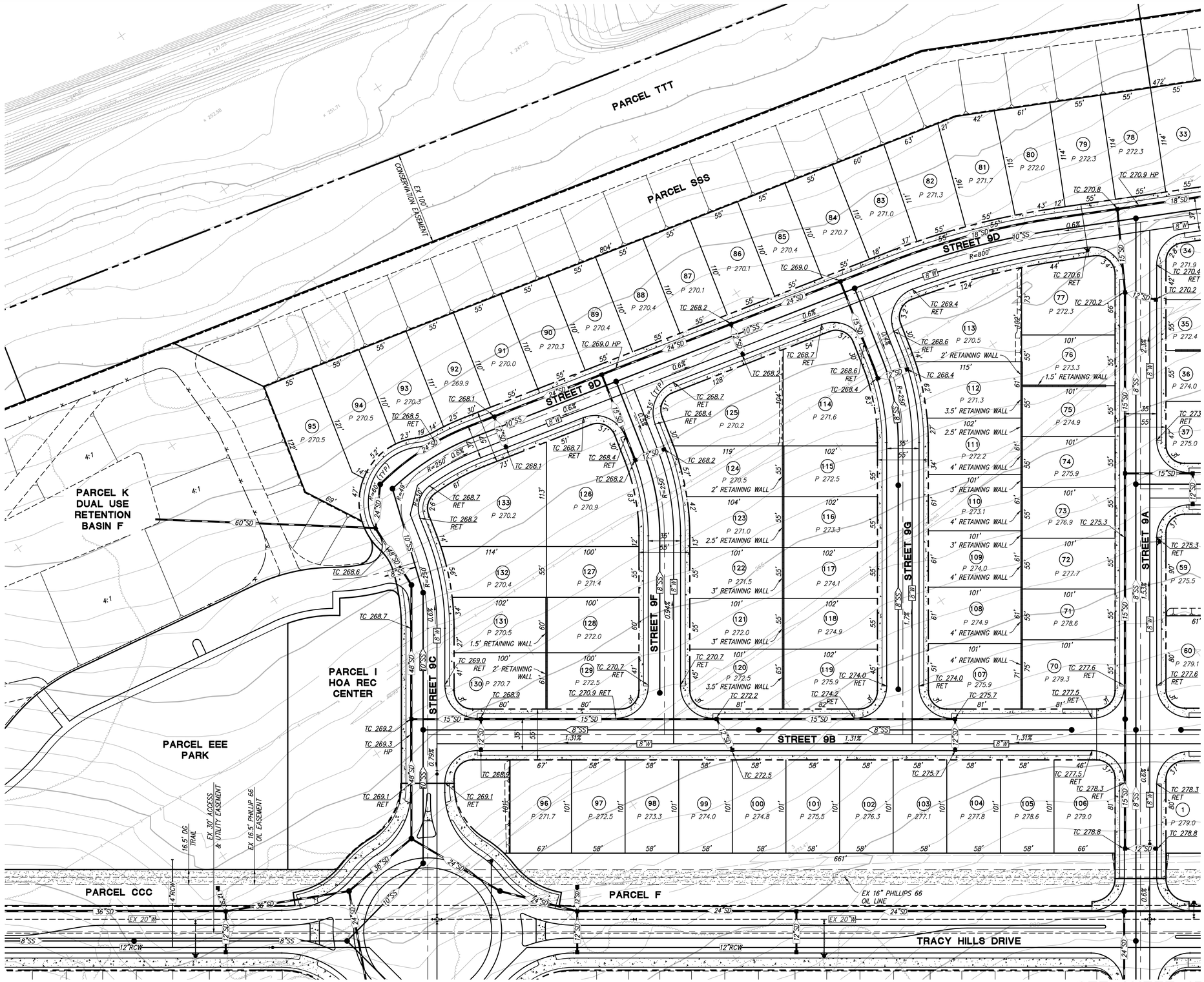
VESTING TENTATIVE MAP - TRACT 4004
VILLAGE 9A AND HDR PARCELS

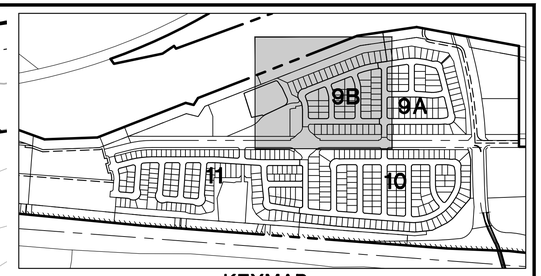
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FOR: INTEGRAL COMMUNITIES

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DATE: OCTOBER 1, 2020 JOB NO.: 185011 SHEET 13 OF 20

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KEYMAP

NOT TO SCALE

0 50 100 150

1 inch = 50 ft.

VESTING TENTATIVE MAP - TRACT 4004

VILLAGE 9A & 9B

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA

FOR: INTEGRAL COMMUNITIES

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SEE SHEET 14

SEE SHEET 13

SEE SHEET 16

SEE SHEET 19

SEE SHEET 20

TRACY HILLS DRIVE

PARCEL R

PARCEL S

VILLAGE 10

STREET 10A

STREET 10B

STREET 10C

STREET 10D

STREET 10E

STREET 10F

STREET 10G

PARCEL W

PARCEL X

PARCEL V

PARCEL TT

FUTURE LAMMERS ROAD

INTERSTATE 580

6' DEEP DRAINAGE DITCH

EX 100' CONSERVATION EASEMENT

EX RESTRICTION OF ACCESS RIGHTS

55' PROPOSED DRAINAGE EASEMENT

SWALE (TYP)

DAYLIGHT LINE (TYP.)

BUILDING SETBACK LINE

KEYMAP

NOT TO SCALE

VESTING TENTATIVE MAP - TRACT 4004

VILLAGE 10

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA

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0 50 100 150

1 inch = 50 ft.

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SEE SHEET 18

SEE SHEET 14

SEE SHEET 17

SEE SHEET 15

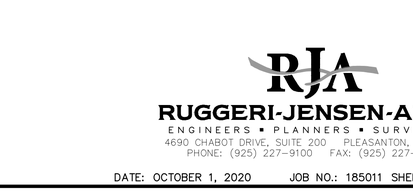


KEYMAP

NOT TO SCALE

SECTION A

NOT TO SCALE



SECTION B

NOT TO SCALE

0 50 100 150

1 inch = 50 ft.

VESTING TENTATIVE MAP - TRACT 4004

VILLAGE 10 & 11

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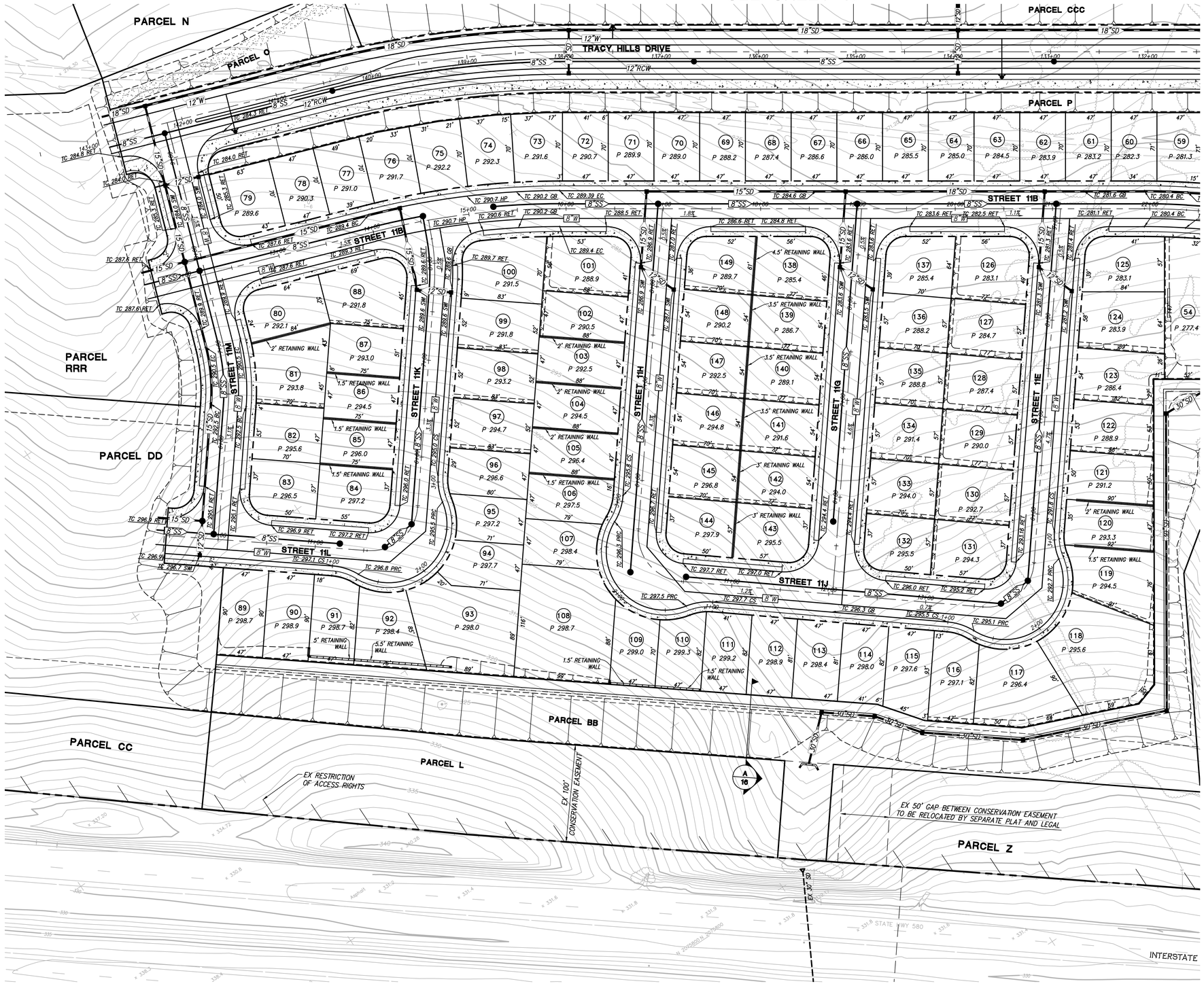
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588

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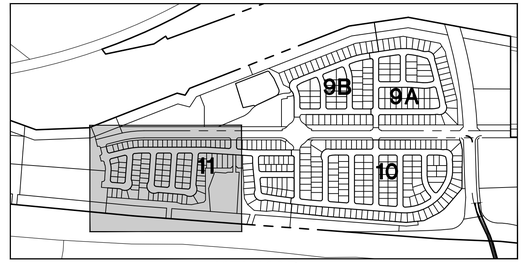
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SEE SHEET 18



SEE SHEET 16



KEYMAP

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0 50 100 150

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VESTING TENTATIVE MAP - TRACT 4004

VILLAGE 11

CITY OF TRACY, SAN JOAQUIN COUNTY, CALIFORNIA

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KEYMAP

NOT TO SCALE

CALIFORNIA AQUEDUCT

PARCEL TTT

EX 100' CONSERVATION EASEMENT

PARCEL SSS

PARCEL J

12' WIDE AB BASIN ACCESS ROAD

VILLAGE 9

DUAL USE RETENTION BASIN F PARCEL K

25' HIGH "NET"

SPLIT RAIL FENCE

5% MAX

HOA REC CENTER PARCEL I

PARK PARCEL EEE

PARK PARCEL DDD

EX ACCESS & UTILITY ESMT TO BE QUITCLAIMED

EX SD TO BE REMOVED

EX 30' ACCESS & UTILITY ESMT

EX 16.5' PHILLIP 66 OIL EASEMENT

16.5' DG TRAIL

EX 16" PHILLIPS 66 OIL LINE

TRACY HILLS DRIVE

PARCEL CCC

EX 20"W

VILLAGE 11

STREET 11F

SEE SHEET 14

SEE SHEET 17

SEE SHEET 16

0 50 100 150

1 inch = 50 ft.

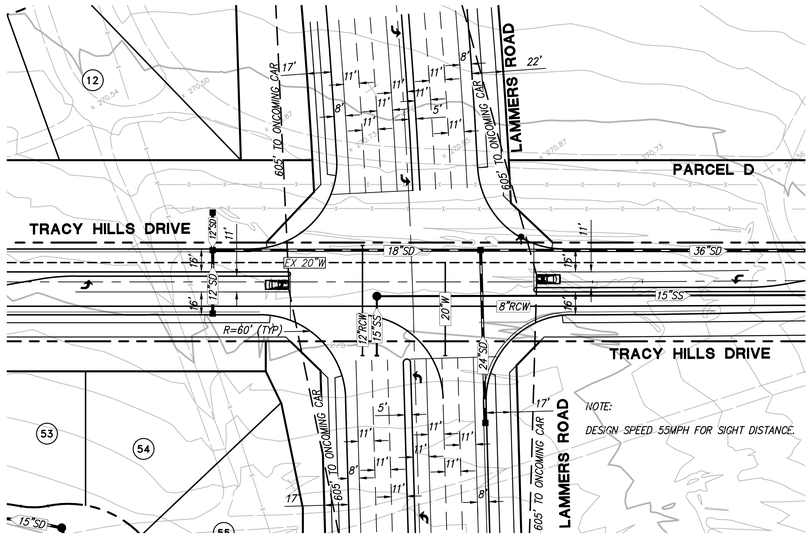
VESTING TENTATIVE MAP - TRACT 4004
RETENTION BASIN & PARK

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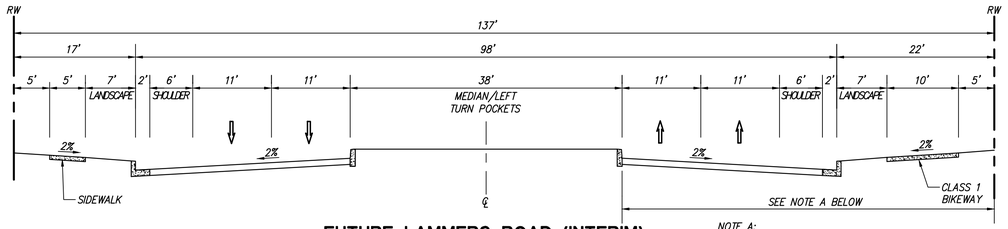
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FUTURE INTERSECTION AT LAMMERS ROAD

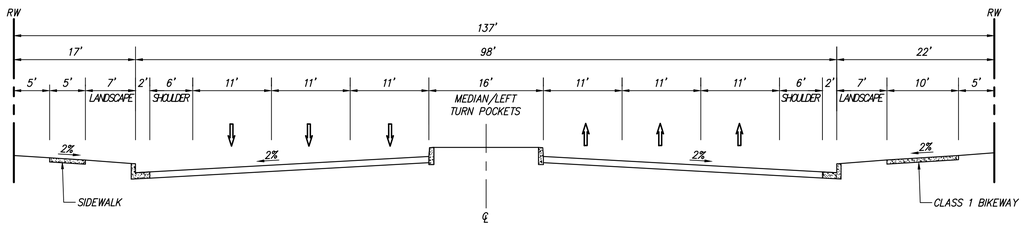
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FUTURE LAMMERS ROAD (INTERIM)

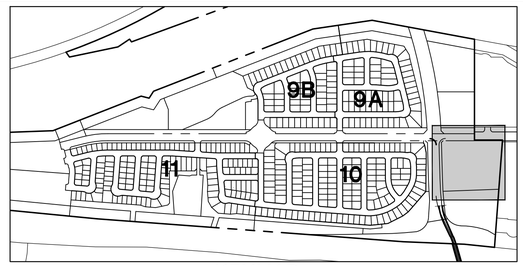
NOT TO SCALE

NOTE A:
PORTION OF LAMMERS ROAD TO BE CONSTRUCTED WITH PHASE 2A.



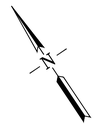
FUTURE LAMMERS ROAD (ULTIMATE)

NOT TO SCALE

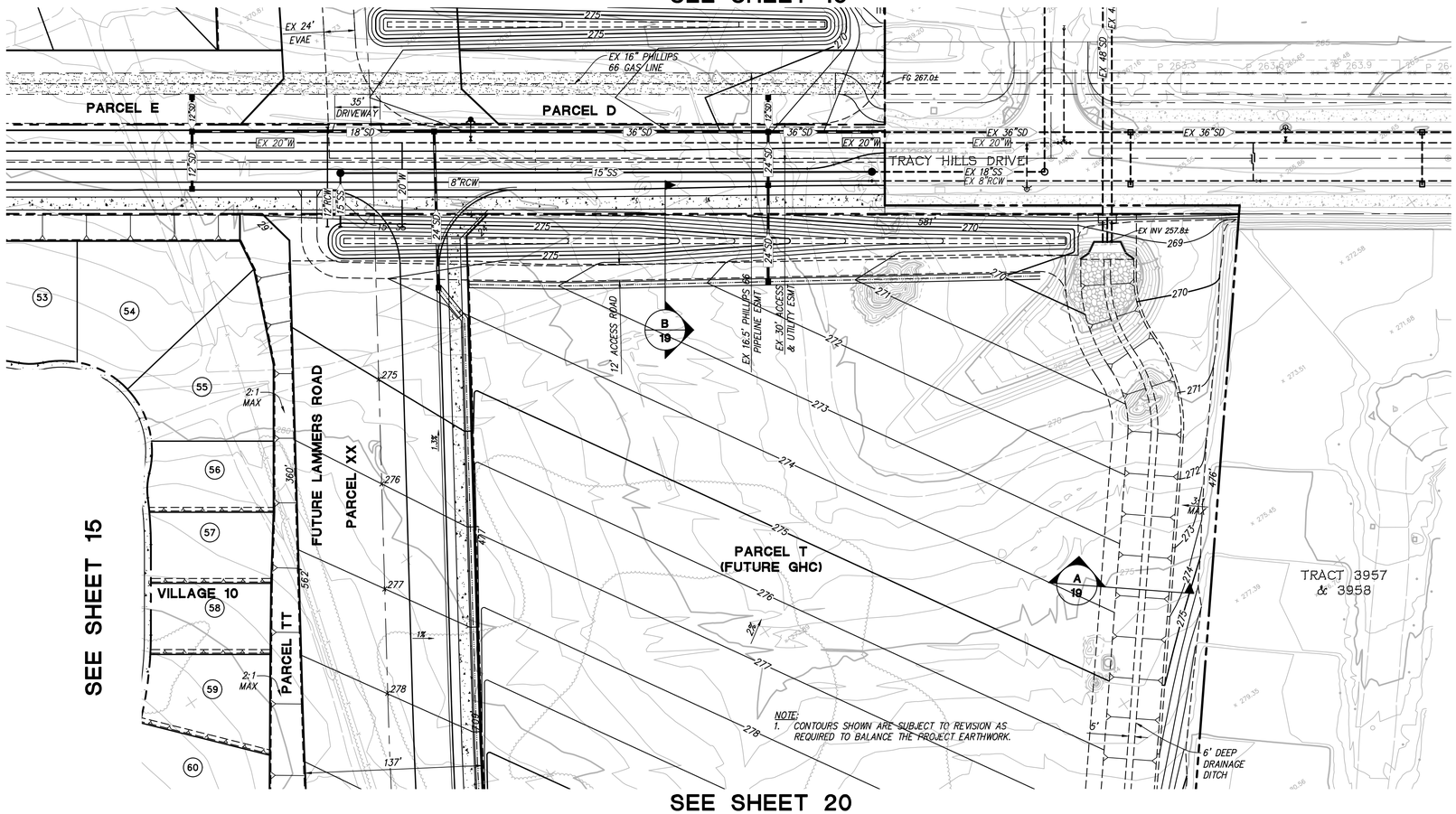


KEYMAP

NOT TO SCALE



SEE SHEET 13

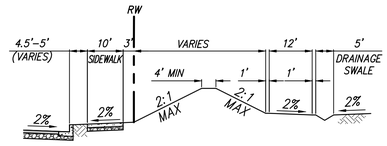


SEE SHEET 15

SEE SHEET 20

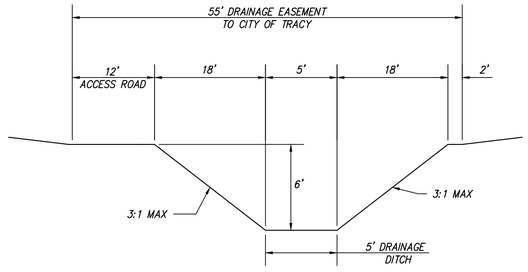
0 50 100 150

1 inch = 50 ft.



SECTION B

NOT TO SCALE



GRASS LINE CHANNEL (HYDROSEED)
SECTION A

NOT TO SCALE

VESTING TENTATIVE MAP - TRACT 4004
GHC PARCEL T

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SEE SHEET 19

SEE SHEET 15

VILLAGE 10

STREET 10C

PARCEL TT

PARCEL T
(FUTURE GHC)

PARCEL U
(FUTURE GHC)

PARCEL XX

FUTURE LAMMERS ROAD

PARCEL V

PARCEL YY
(FUTURE INTERCHANGE)

TRACT 3957
& 3958

55' DRAINAGE ESMT

12' ACCESS ROAD

6' DEEP DRAINAGE DITCH

FUTURE CALTRANS RIGHT OF WAY

EX RESTRICTION OF ACCESS RIGHTS

INTERSTATE 580

STATE HWY. 580

NOTE:
1. CONTOURS SHOWN ARE SUBJECT TO REVISION AS REQUIRED TO BALANCE THE PROJECT EARTHWORK.

NOTE A:
PORTION OF LAMMERS ROAD TO BE CONSTRUCTED WITH PHASE 2A.

NOTE – CONTINUATION OF LAMMERS ROAD TO BE SHOWN ON PHASE 2 VTM.

FG 280.0
FL 279.0

TC 280.7 BC

TC 281.4 BC

FG 282.0
FL 281.0

TC 285.3 EC

TC 286.6 EC

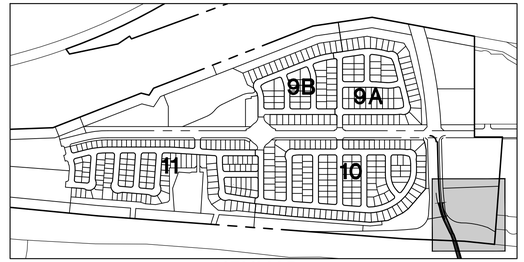
TC 291.2 GB

TC 291.8 GB

TC 293.2

A
19

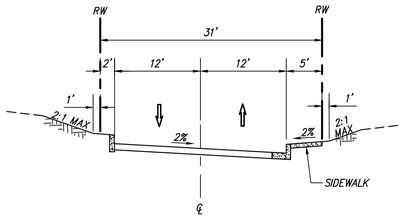
C
20



KEYMAP
NOT TO SCALE

0 50 100 150

1 inch = 50 ft.



LAMMERS ROAD UNDERCROSSING
SECTION C
NOT TO SCALE

VESTING TENTATIVE MAP - TRACT 4004
GHC PARCEL U

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Attachment F

INITIAL STUDY

October 2020

PROPOSED AMENDMENT TO THE TRACY HILLS SPECIFIC PLAN PHASE 1B AND 1C

Prepared For:

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

Prepared By:

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

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INTRODUCTION

This document has been prepared in accordance with the requirements of the California Environmental Quality Act ("CEQA") and its implementing regulations (the "CEQA Guidelines"), to assess whether or not further environmental review is required to support the City of Tracy's approval of proposed amendments to the Tracy Hills Specific Plan (THSP) (proposed Project). The Project 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 Phase 1B and 1C (Project site) as shown in Figure 1, *Regional Location Map* and Figure 2, *Project Vicinity*. Overall, the proposed Project would result in more residential uses and fewer commercial uses within the Project site, as shown in Figure 3, *Proposed Amendment Changes* 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]) on October 2015 and certified the final subsequent EIR in January 2016. This analysis incorporates by reference, where relevant and appropriate, discussion and analysis contained in the previously certified THSP SEIR. The THSP SEIR evaluates the potential environmental impacts resulting from the approval and implementation of the THSP. The THSP involves the development of 2,736.1 acres of land with residential, commercial, open space, mixed-use business park, and industrial uses. The THSP SEIR was a "program" EIR consistent with Section 15168 of the CEQA Guidelines, which evaluated several actions associated with implementation of the THSP development program, including approval of the Specific Plan; 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).

Under Section 15168(c) of the CEQA Guidelines, when a program EIR has been certified for a development program such as a general plan or specific plan, "later activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared." Section 15168(c)(2) further states, "if the agency finds that pursuant to Section 15162, no subsequent EIR

would be required, the agency can approve the activity as being with the scope of the project covered by the program EIR, and no new environmental document would be required."

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 Project, 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

Project Location

The Project site is located within the THSP Area in the southern portion of the City of Tracy in San Joaquin County, California as shown in Figure 1, *Regional Location Map*. The THSP area consists of approximately 2,731.6 acres and surrounds the existing interchange at Corral Hollow Road and the proposed Lammers Road interchange on Interstate 580 (I-580). Refer to Figure 2, *Project Vicinity*.

Specific Plan Amendment

An amendment to the previously approved THSP (proposed Project) has been submitted to the City of Tracy for consideration. The proposed Project would change the land use designations for properties within the current boundaries of the THSP, specifically in the areas referred to as Tracy Hills Phase 1B and 1C (Project site). Refer to Figure 3, *Proposed Land Use Designation Changes* and Figure 4, *Proposed THSP Zoning Changes*. The Project proposes to re-designate and shift zoning within the 310-acre area of Phase 1B and 1C as follows:

- Mixed-use Business Park (MUBP): decrease of 132.1 acres
- General Highway Commercial (GHC): decrease of 18.6 acres
- Light Industrial (M1): decrease of 26.7 acres
- Low Density Residential (LDR): increase of 129 acres
- Medium Density Residential (MDR): increase of 46 acres
- Open Space: increase of 3.2 acres

The total building footprint (gross acres) would remain unchanged from the approved THSP. The land use plan comparison between the approved THSP and proposed project is shown in Table 1: Land Use Plan Buildout (2035).

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 Phase 1B and 1C (Project site). The Project proposes to re-designate and shift land uses for the Project from Residential High, Industrial, and Commercial to Residential Medium and Residential Low to be consistent with the THSP Amendment.

Proposed Vesting Tentative Map

A Vesting Tentative Map (VTM) for Phase 1B of the Project site has been submitted to the City of Tracy for consideration.[1] The VTM would result in an increase of 432 lots within Phase 1B, but the increased unit count would remain within the density range allowed by the previously approved THSP.

[1] VTM for Phase 1C will be submitted at a later date. Based on preliminary conversations with the applicant, it was estimated that the Phase 1C application will propose approximately 369 dwelling units. As such, this analysis considers up to 801 additional dwelling units within the Project site. This is within the allowable density range proposed by the Project.

Table 1: Land Use Plan Buildout (2035)[2]

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[3]	Developable Acres[2,4,5]	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	No change	No change	122 DU	No change	No change	No Change
Low Density Residential	2.1-5.8	1,188	852.5	3,150 DU	1,316.2	961.5	3,558 DU	+128.2	+109	+408 DU
Medium Density Residential	5.9-12.0	376.1	319.7	2,381 DU	422.1	358.8	2,672 DU	+46	+39.1	+291 DU
High Density Residential	12.1-25.0	9.2	7.8	125 DU	No change	No change	125 DU	No change	No change	No change

[2] Approved KT/7C Village and proposed KR Project are reflected as background conditions.

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

[4] 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.

[5] 180 to 185 acres of General Plan mandated Open Space taken out of Low Density Residential land use category.

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[3]	Developable Acres[2,4,5]	Dwelling Units (DU)/ Square Feet (SF)	Gross Acres	Developable Acres	Dwelling Units (DU)/ Square Feet (SF)
Mixed-use Business Park	0.2 F.A.R	211.1	179.4	1,561,933 SF	79.0	67.2	585,446 SF	-132.1	-112.2	-976,487 SF
General Highway Commercial [6]	0.2 F.A.R	72.4	61.5	535,788 SF	53.8	45.7	398,400 SF	-18.6	-15.8	-137,388 SF
Light Industrial	0.25 F.A.R	363.1	308.6	3,360,654 SF	336.4	285.9	3,113,887 SF	-26.7	-22.7	-246,767 SF
Conservation Corridors	N/A	123.3	N/A	N/A	126.5	N/A	N/A	+3.2	N/A	N/A
Interstate 580 Interchange and ROW	N/A	137.5	N/A	N/A	No change	No change	No change	N/A	N/A	N/A
California Aqueduct ROW	N/A	143.1	N/A	N/A	No change	No change	No change	N/A	N/A	N/A

[6] 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.

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[3]	Developable Acres[2,4,5]	Dwelling Units (DU)/ Square Feet (SF)	Gross Acres	Developable Acres	Dwelling Units (DU)/ Square Feet (SF)
Union Pacific Rail Road	N/A	12.2	N/A	N/A	No change	No change	No change	N/A	N/A	N/A
Totals		**2,731.6**	1,810.8	**5,778 DU; 5.5 million SF**	No change	1,808.2	**6,477 DU's; 4.1 million SF**	No change	**-2.6**	**+699 DU; -1.4 million SF[7]**

Source: Application For Tracy Hill Specific Plan Amendment For Phase 1B & 1C, February 2020; Tracy Hill Specific Plan Subsequent EIR, January 2016.

[7] 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 the Project Site will be 801 dwelling units, as described in the text.

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

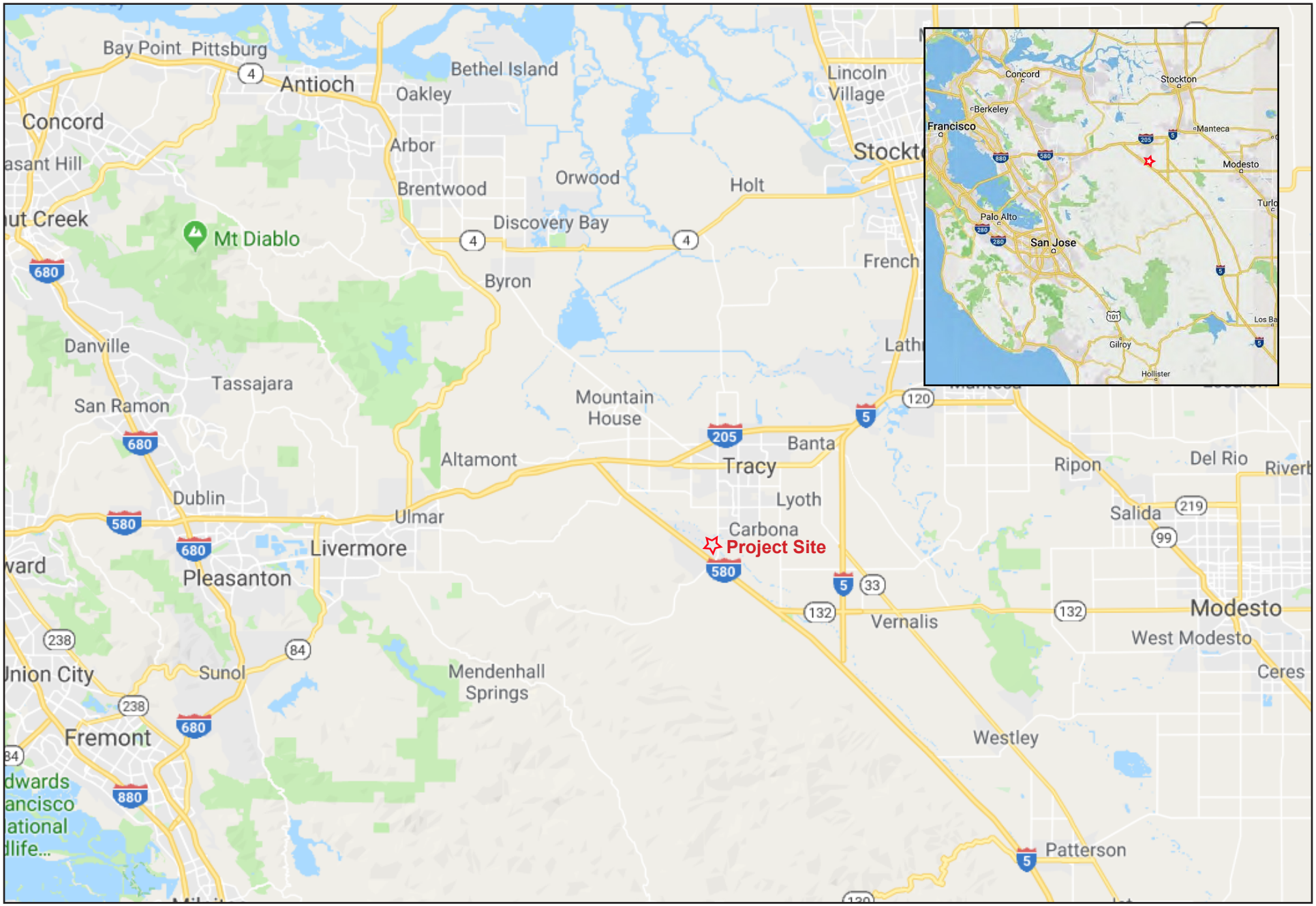
	Significant and Unavoidable Impacts	Less Than Significant with Mitigation Incorporated
		• Construction during bird nesting season • Conflict with tree preservation policy or ordinance • Conflict with Habitat Conservation Plan/Natural Community Conservation Plan
Cultural Resources	N/A	• Damage to cultural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

	Significant and Unavoidable Impacts	Less Than Significant with Mitigation Incorporated
		• Exposure structures adjacent to undeveloped areas to risk of wildland fires
Hydrology and Water Quality	N/A	• Storm water discharge requirements and water quality • Soil erosion and sedimentation • Storm water runoff volumes • Pollutants (associated with non-residential storm water runoff) • 100-Year Flood Hazard Areas
Land Use	N/A	• Conflict with 2009 San Joaquin Airport Land Use Compatibility Plan
Noise	• Exposure of persons to noise levels in excess of established standards • Traffic noise level increases (Project and Cumulative)	• Expose persons or generate excessive groundborne vibration
Public Services and Utilities	N/A	• Need for new or physically altered fire protection facilities • Need for new or physically altered law enforcement facilities • Need for yet to be constructed City Water System Master Plan (WSMP) facilities • Need for wastewater treatment capacity
Traffic	• Impact to bicycle and pedestrian modes • Freeway segments during construction (Phase 1)	• Impact to 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

	Significant and Unavoidable Impacts	Less Than Significant with Mitigation Incorporated
	• 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) • Impact to the 2035 roadway and freeway network (Buildout) • Impact to Alamont Pass, Corral Hollow Road, Patterson Pass, roadways in Alameda County (Phase 1) • Impact on existing Phase 1a street network and streets surrounding the school site (Phase 1) • Impact to bicycle and pedestrian connection from Spine Road along Corral Hollow Road	facilities from temporary offsite school for 450 students • Impact to Phase 1a roadway network and roadway facilities from temporary on-site school

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

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



Source: Google Maps, 2019

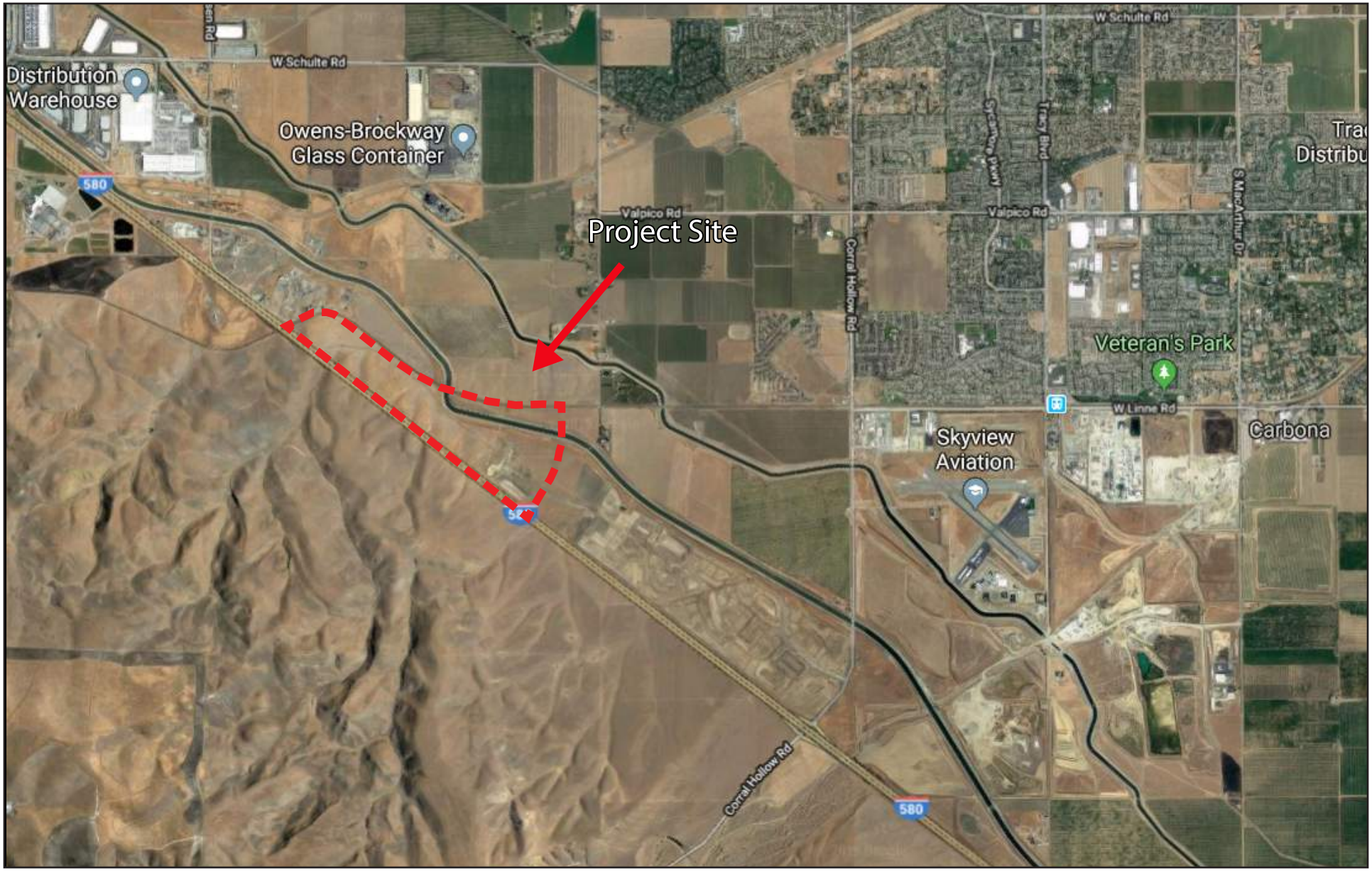
Figure 1: Regional Location Map

Tracy Hills Specific Plan Phase 1B and 1C *CEQA §15168 Analysis*

Not to scale

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Source: Google Maps, 2019

Figure 2: Project Vicinity Map

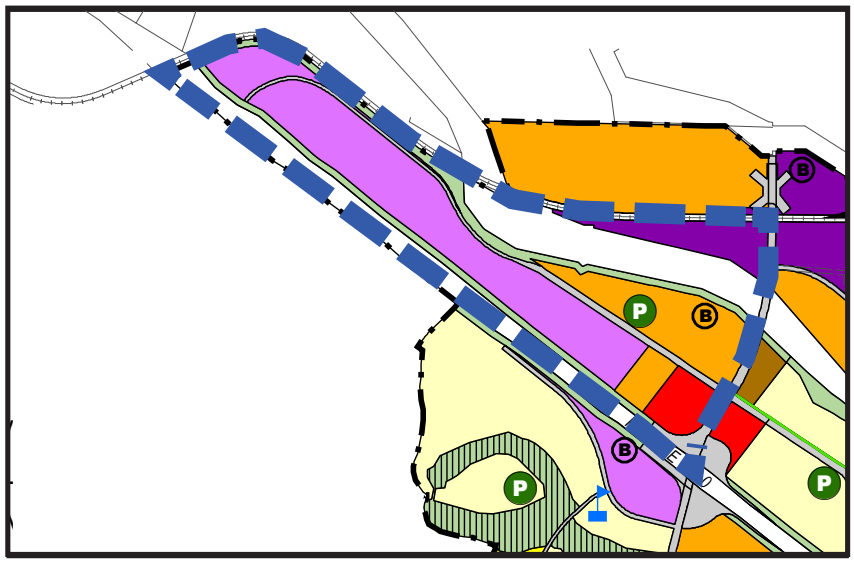
Tracy Hills Specific Plan Phase 1B and 1C

CEQA §15183 Analysis

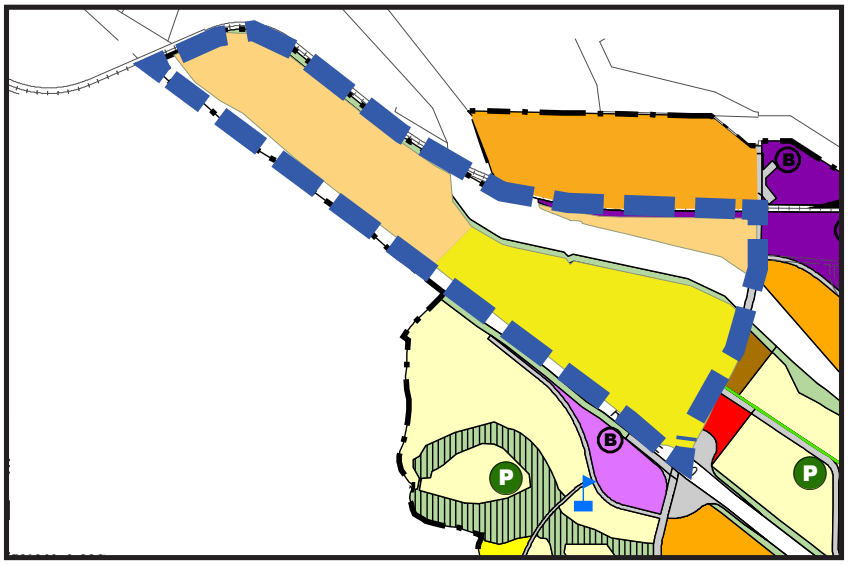
Not to scale

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Current THSP Land Use Concept



Proposed THSP Land Use Concept

City of Tracy General Plan Land Use Designations

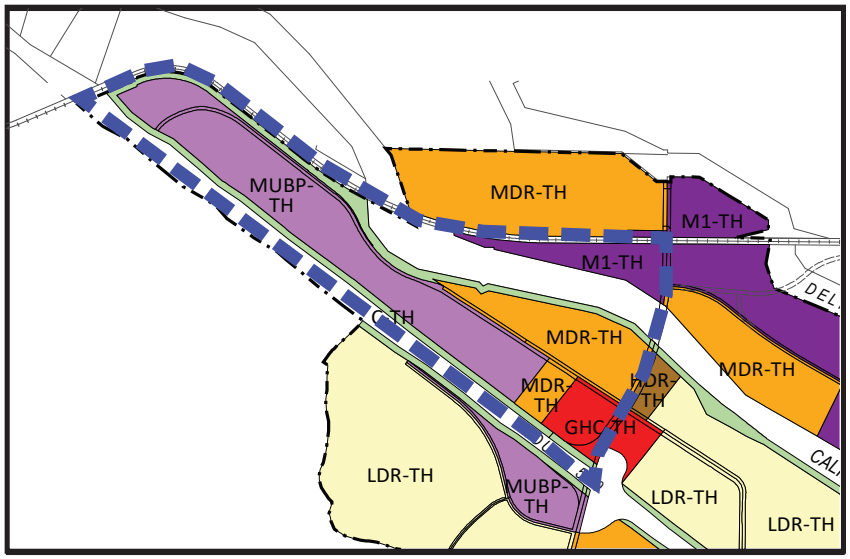
- Commercial
- Residential High
- Residential Medium
- Residential Low
- Industrial

Source: City of Tracy, 2016; Kimley-Horn, 2020

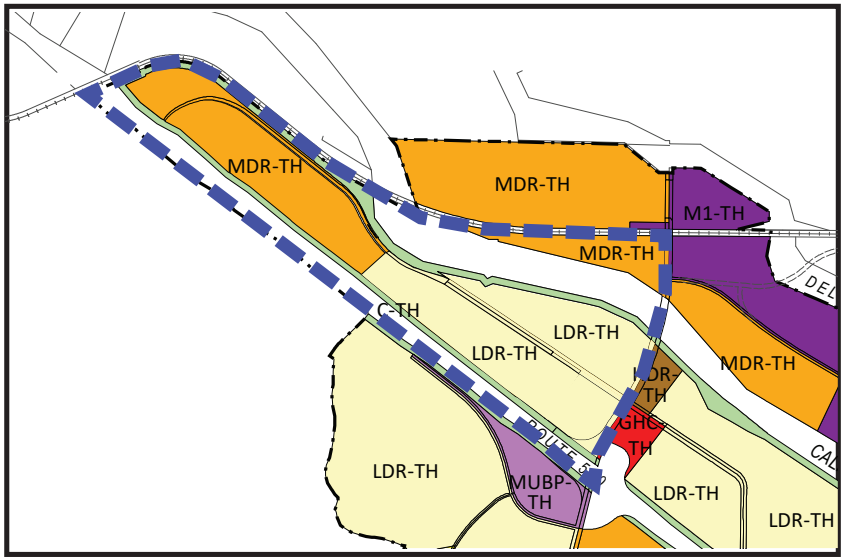
Figure 3: Proposed Amendment Changes
Tracy Hills Specific Plan Phase 1B and 1C
CEQA §15183 Analysis

Not to scale

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Current THSP Land Use Concept



Proposed THSP Land Use Concept

Legend

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

Source: City of Tracy, 2016; Kimley-Horn, 2020

Figure 4: Proposed Zoning Changes
Tracy Hills Specific Plan Phase 1B and 1C
CEQA §15183 Analysis

Not to scale

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ENVIRONMENTAL EVALUATION

This section evaluates the potential environmental effects of the proposed Project using a modified version of the environmental checklist from the State *CEQA Guidelines*. 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?	☐	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic building along a State-designated scenic highway?	☐	☐	☐	☐	☒
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☐	☒
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

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

As identified in the THSP SEIR, impacts related to scenic vistas were considered significant and unavoidable. Impacts to scenic vistas were found to be significant and unavoidable because implementation of the THSP would change the visual character and views to and from across the approximate 2,732-acre THSP Area. The THSP SEIR concluded that with implementation of Mitigation Measure AES 4.1-1 in the THSP SEIR, impacts to scenic vistas would still remain significant and unavoidable.

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

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

Within the Project site, the proposed Project would result in a net increase of low and medium density residential units and a net decrease of mixed- use business park, light industrial, and general highway commercial uses, as compared to the THSP (See Table 1: *Land Use Plan Buildout*). Project implementation would result in development of low and medium density residential uses within the Project site, which is currently characterized by undeveloped land. 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 identified in the THSP SEIR, impacts related to scenic resources were considered significant and unavoidable. Impacts to scenic vistas from the THSP would remain significant and unavoidable because views from the I-580 to the THSP Area would be directly impacted by the adjacent development. 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 result in development of low and medium residential uses, which would impact views from the I-580. Similar to the approved THSP, the proposed Project would have the potential to create substantial damage to scenic resources. With implementation of the above mitigation measure, the proposed Project's impact on scenic resources would remain significant and unavoidable. This would not be a new specific impact or an increase in the severity of an impact that was identified in the THSP SEIR and would therefore be consistent with the effects of implementation of the THSP.

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

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

remain significant and unavoidable even with implementation of Mitigation Measure AES 4.1-3 identified in the THSP SEIR.

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

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

Project implementation would result in transition of primarily undeveloped agricultural land to development of low and medium density residential uses within the Project site. Although the proposed Project would result in an additional 801 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. Similar to the approved THSP, the proposed Project would have the potential to degrade the existing visual character or quality of the Project site. With implementation of the above mitigation measure, the proposed Project's impact on the existing visual character or quality of the Project site would remain significant and unavoidable. This would not be a new specific impact, nor would it increase the severity of the impact previously identified in the THSP SEIR and would therefore be consistent with the effects of implementation of the THSP.

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

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

The following mitigation measure incorporated herein from the previously certified THSP SEIR is 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 low and medium density residential uses on the Project site which were not analyzed in the THSP SEIR. The proposed uses would be considered sources of light and glare. However, the proposed Project would decrease commercial uses within the Project site to accommodate the increase in residential uses. Therefore, the sources of light from residential uses would not be considered to add new light sources to the Project site. Similar to the approved THSP, compared to existing conditions, the proposed Project would have the potential to create a new source or light or glare which would adversely affect day or nighttime views in the area. With implementation of the above mitigation measure, the proposed Project's impact on light and glare would remain significant and unavoidable. This would not be a new specific impact or an increase in the severity of an impact that was identified in the THSP SEIR and would therefore be consistent with the effects of implementation of the THSP.

Cumulative Impacts

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

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

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

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

II. AGRICULTURAL AND FORESTRY RESOURCES

WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

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

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.[8] The 25 acres of Prime Farmland is located along Lammers Road, just south of the Delta-Mendota Canal and is made up of an existing vineyard. Impacts related to agricultural resources within the THSP Area were previously considered in the impact analysis in the Tracy

[8] THSP SEIR, Figure 4.2-1

General Plan EIR, however, no mitigation measures were identified to reduce this impact, and the Tracy City Council adopted a statement of overriding considerations with respect to the anticipated loss of farmland.[9]

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

> ***Mitigation Measure AG 4.2-1:*** *As part of the development process for individual site-specific development projects, the agricultural mitigation fee adopted by the City shall be paid for each acre of Prime Farmland to be developed. The fees shall be collected by the City at the time building permits are issued for such site-specific development projects, or as otherwise required by the City.*
>
> *The majority of the 2,200 acres identified as Farmland of Local Importance has historically been utilized as grazing land with no infrastructure in place to irrigate and actively farm. For the portion of the 2,200 acres of Farmland of Local Importance historically utilized as grazing land, the Project established of a conservation easement to ensure that over 3,500 acres of grazing land would be preserved in perpetuity. The recording of this conservation easement on 3,500 acres of open space has been identified as a Project Design Feature that has been implemented. For any of the 2,200 acres of Farmland of Local Importance that has been actively farmed, the City's adopted agricultural mitigation fee shall be paid for each acre of Farmland of Local Importance to be developed. The fees shall be collected by the City at the time building permits are issued for such site-specific development projects, or as otherwise required by the City. Though the City's Municipal Code identifies the Tracy Hills site as exempt from the City's adopted fee, the Project Applicant has agreed to payment of the fee as described within this mitigation measure.* [*This is Mitigation Measure 4.2-1 in the THSP SEIR]*

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. With implementation of the above mitigation measure, the proposed Project's impact on conversion of prime farmland to non-agricultural uses would be less than significant. This would not be a new specific impact or an increase in the severity of an impact that was identified in the THSP SEIR and would therefore be consistent with the effects of implementation of the THSP. As such, no further analysis is required.

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

[9] THSP SEIR, page 4.2-9

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 THSP Area 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 proposed Project area. As such, the proposed Project would not include properties zoned for agricultural use or under Williamson Act Contract, and therefore no impact would occur. This would not be a new specific impact or an increase in the severity of an impact that was identified in the THSP SEIR and would therefore be consistent with the effects of implementation of the THSP. As such, no further analysis is required.

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

As discussed in the previously certified THSP SEIR, full buildout of the THSP would result in conversion of the THSP Area to urban uses. However, the proposed land uses in the THSP Area would be incompatible with adjacent land uses without appropriate buffer activities from development of the THSP. Impacts 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 is applicable to the proposed Project:

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

Project implementation would result in transition of primarily undeveloped agricultural land to development of low and medium density residential uses within the Project site. With implementation of the above mitigation measure, the proposed Project's impact on the conversion of Farmland to non-agricultural would remain significant and unavoidable. This would not be a new specific impact or an increase in the severity of an impact that was identified in the THSP SEIR and would therefore be consistent with the effects of implementation of the THSP.

Cumulative Impacts

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. Impacts of the proposed Project 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.

The majority of the 2,200 acres identified as Farmland of Local Importance has historically been utilized as grazing land with no infrastructure in place to irrigate and actively farm. For the portion of the 2,200 acres of Farmland of Local Importance historically utilized as grazing land, the Project established a conservation easement to ensure that over 3,500 acres of grazing land would be preserved in perpetuity. The recording of these conservation easements on 3,500 acres of open space has been identified as a Project Design Feature that has been implemented. For any of the 2,200 acres of Farmland of Local Importance that has been actively farmed, the City's adopted agricultural mitigation fee shall be paid for each acre of Farmland of Local Importance to be developed. The fees shall be collected by the City at the time building permits are issued for such site-specific development projects, or as otherwise required by the City. Though the City's Municipal Code identifies the Project site as exempt from the City's adopted fee, the Project Applicant has agreed to payment of the fee as described within this mitigation measure. [This is Mitigation Measure 4.2-3 in the THSP SEIR]

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

III. AIR QUALITY

WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

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

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

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

increase in (both construction and operational-related) criteria air pollutants that would exceed the SJVACPD's significance thresholds. As discussed in the THSP SEIR buildout of the THSP would result in exceedances of the 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 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 4.3-4a: *New sensitive land uses including residential, hospital, medical offices, and day care facilities located within 500 feet of the I-580 freeway shall be designed to include air filtration systems with efficiencies equal to or exceeding a Minimum Efficiency Reporting Value (MERV) 13 (or equivalent system) as defined by the American Society of Heating, Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2. The average particle size efficiency (PSE) removal based on ASHRAE Standard 52.2 for MERV 13 is approximately 75 percent for 0.3 to 1.0 µg/m3 (DPM) and 90 percent for 1.0 to 10 µg/m3 (PM_{10} and $PM_{2.5}$). [This is Mitigation Measure 4.3-4a 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, build out of the Specific Plan 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, 4.3-4a 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 proposed Project would not extend the THSP area beyond the boundaries analyzed in the THSP SEIR. Project implementation would result in an increase of 801 dwelling units, as compared to the previously approved THSP. Although the proposed Project would increase residential development within the Project site, it would be on land designated for Mixed Use Business Park, General Highway Commercial, and Light industrial development in the THSP. Therefore, Project implementation would result in a decrease of 1,293 a.m. peak hour trips and 2,330 p.m. peak hour trips, and a proportional decrease in emissions as compared to analysis of the THSP SEIR. The impact relative to an applicable air quality plan would be less significant to the land use analyzed for the Project site in the THSP SEIR. Therefore, the impact relative to an applicable air quality plan would be less significant as 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 buildout of the THSP were estimated in the previously certified THSP SEIR using the California Emissions Estimator Model (CalEEMod). Based on the THSP SEIR, buildout of the THSP would result in construction emissions that would exceed SJVAPCD's 10 tons per year threshold for reactive organic gases (ROG) and nitrogen oxides (NO_x). The THSP found during construction emissions would be significant and unavoidable after implementation of Mitigation Measures AQ 4.3-1a through 4.3-1c, in the THSP SEIR.

Project implementation would be consistent with analysis in the THSP SEIR, as the conversion of undeveloped land to urbanized development would remain the same. Construction of the proposed Project would require the same types of equipment analyzed in the THSP. 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 buildout of the THSP. Operational emissions for land use development projects are typically distinguished as mobile, energy, and area sources of emissions. Operational emissions for buildout of the THSP were estimated using CalEEMod and analyzed in the THSP SEIR. According to the THSP SEIR, buildout of the Specific Plan 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 (PM_{10}) and smaller than 2.5 microns ($PM_{2.5}$). The proposed Project would develop low and medium density residential land uses within the Project site. Residential land uses result in fewer vehicle trips as compared to the land use designations of mixed-use business park, general highway commercial, and light industrial analyzed for

the Project site in the THSP SEIR. The Tracy Hills Specific Plan Amendment for Phase 1B and 1C-Transportation Consistency Analysis Memo (2019) found a decrease of 1,293 a.m. peak hour trips and 2,330 p.m. peak hour trips compared to the THSP. Notwithstanding, the proposed Project would result in an exceedance of SJVAPCD thresholds for ROG, NO_X, CO, PM_{10}, and $PM_{2.5}$. As such, no new impact or increase in the severity of a previously identified impact would occur, and a significant and unavoidable impact would result. Although a significant and unavoidable impact would occur, implementation of Mitigation Measure 4.3-2 (in the THSP SEIR) would reduce the severity of this impact to the maximum extent feasible. Additional environmental review is not required since this impact was addressed and is consistent with the findings of the THSP SEIR.

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

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

The proposed Project would not extend the THSP area beyond the boundaries analyzed in the THSP SEIR. Project implementation would result in an increase of 801 dwelling units, as compared to the previously approved THSP. Although the proposed Project would increase residential development on the Project site, it would be on land designated for Mixed Use Business Park, General Highway Commercial, and Light industrial development in the THSP. The proposed land uses would result in less emissions than those analyzed in the THSP SEIR. Mitigation Measures AQ 4.3-1a through 4.3-1c, 4.3-2, 4.3-4a and 4.3-4b from the THSP SEIR would be applicable to the proposed Project and would further reduce the severity of the impact. This would not be a new specific impact or an increase in the severity of an impact that was identified in the THSP SEIR and would therefore be consistent with the effects of implementation of the THSP.

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

The *CEQA Guidelines* indicate that a potentially significant impact could occur if the proposed Project would expose sensitive receptors to substantial pollutant concentrations. Exposure of toxic air contaminants was assessed in the previously certified THSP SEIR by evaluating diesel particulate matter (DPM) emissions on nearby sensitive receptors. A Health Risk Assessment (HRA) and addendum were prepared for the previously certified THSP SEIR. The HRA addressed the potential contribution of public exposure to DPM by locating sensitive receptors within 500 feet of I-580 (a generator of toxic air contaminants). The HRA determined that proposed Project operations would not exceed the 10 cases per million that is considered significant by the SJVAPCD and CARB. Under the same combined scenario, cancer risk at sensitive receptors adjacent to the Specific Plan Area would have risk up to 4.61 new cases per million persons (in nine-year exposure) and would not exceed the SJVAPCD significance threshold.

The HRA determined that the 30- and 70-year exposure periods would exceed SJVAPCD significance thresholds for cancer risk. However, with project design features including Minimum Efficiency Reporting Value (MERV) 13 (or equivalent air filtration system), all three exposure periods would not exceed the significance threshold.

Impacts associated with the Specific Plan (including the proposed Project) related to criteria pollutant emissions during construction was identified as a significant and unavoidable impact within the THSP SEIR. The purpose of the proposed Project is to re-designate and shift zoning within the 310-acre area of Phase 1B and 1C. The proposed Project would develop residential land uses which, on average, result in fewer emissions than commercial and industrial uses. Thus, the impact relative to exposure of toxic air contaminants would be similar to that identified in the THSP SEIR. Consistent with the THSP SEIR, with mitigation incorporated (Mitigation Measures AQ 4.3-4a and 4.3-4b), the resulting impact from the proposed Project would be less than significant. No new impact or increase in the severity of a previously identified impact in the certified THSP SEIR would occur as a result of the proposed Project.

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

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

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

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

Cumulative Impacts

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

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

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

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?	☐	☐	☐	☐	☒
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☐	☒
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☐	☒
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

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

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

Plants

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

Wildlife Species

As determined in the THSP SEIR, no federally or state listed species have ever been documented in the THSP Area and areas adjacent to the THSP Area, including a 3,500 acre preserve. The California Red Legged Frog (CRLF) was document off of the THSP in the Corral Hollow Creek area, which is located in the adjacent 3,500 acre preserve area, and has been designated as critical habitat for the CRLF by the USFWS. It was determined that all areas of the THSP that could potentially support the CRLF are outside the THSP's footprint. The THSP SEIR also determined that the THSP could potentially support Burrowing Owl, Swainson's Hawk, Northern Harrier, Loggerhead Shrike, American Badger, San Joaquin Whipsnake, Prairie falcon, and Coast Horned Lizard. However, even though some of these species have been spotted on the THSP Area in a limited quantity, the lack of quality habitat on the THSP Area for these species was found to be less than significant. No other listed, sensitive or special status wildlife species are known to occur on the THSP, and no suitable habitat was found on the THSP to support other listed, sensitive or special status wildlife species. To ensure that the THSP's impacts on wildlife species remain less than significant, mitigation measures (Mitigation Measures BIO 4.4-1a, 4.4-1e, 4.4-1h, 4.4-1i, 4.4-1j, 4.4-1k, 4.4-1l, and 4.4-lo) 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 activates or grading, pre-construction clearance surveys shall be initialed by a qualified biologist to reinforce negative findings (the continued absence of SJKF) on the Project Site with substantial evidence. A second SJKF survey shall be conducted no more than thirty (30) days prior to the onset of construction or ground disturbing activities. If SJKF are detected within portions of the Project Site proposed for development, the developer shall immediately contact the USFWS telephonically and in writing, and following consultation with the USFWS, avoidance and minimization measures specific to SJKF will be incorporated into the Project as described in the USFWS "Standard Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbing Activities (1999)" and the USFWS "San Joaquin Kit Fox Habitat Evaluation Forms (2001)" to reduce impacts to this species to a less than significant level. These SJKF avoidance and minimization measures shall include the following:*

1. *No later than forty five (45) days prior to any ground disturbing activities or grading, the developer shall contact a qualified biologist holding proper permits and provide approval to that biologist to relocate known SJKF located on site to the 3,500 acre open space preserve or another relocation preserve approved by the USFWS or covered by the SJMSCP.*
2. *No later than fourteen (14) days prior to any ground disturbing activities or grading, all known dens shall be monitored for at least three (3) consecutive days to ensure that SJKF dens, to the extent they exist on the Project Site, are unoccupied prior to den excavation.*
3. *No later than five (5) business days prior to the initiation of any ground disturbing activities or grading (Grading Start Date), developer shall notify the Regional Offices of CDFW and USFWS in writing of its intent to destroy unoccupied SJKF dens and initiate grading. At this time, Developer*

shall again authorize qualified representative of CDFW and USFWS to attempt to relocate known SJKF, to the extent feasible. If CDFW and USFWS are unable to relocate known SJKF by the Grading Start Date, Developer shall be required to eliminated known SJKF dens in the manner set forth below:

- *Known SJKF dens located on the Project Site shall be excavated and destroyed under the direct supervision of a qualified biologist. Prior to the destruction of the dens, the dens shall be monitored for at least three (3) consecutive days to determine whether the den is active or dormant. Activity at the den can be monitored by placing tracking medium at den entrances and by spot lighting. If no den activity is observed during this period, then den should be destroyed immediately, pursuant to the den destruction procedures set forth below.*

- *Destruction of dens shall be accomplished by careful excavation with hand tools until it is certain that no kit foxes are inside. The den shall be fully excavated and back filled with dirt and compacted to ensure that kit foxes cannot reenter or use the den during the construction period.*

- *If a kit fox is found inadvertently inside a den during excavation, the animal shall be allowed to escape unhindered, or, to the extent feasible, representatives from the CSFW or USFWS shall be contacted to attempt to relocate and/or collar the kit fox pursuant to SJMSCP or other applicable protocol. [This is Mitigation Measure 4.4-1c in the THSP SEIR]*

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

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

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

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

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

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

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

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

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

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

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

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

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

Mitigation Measure BIO 4.4-1f: *Prior to commencement of ground disturbing activities in all areas of potentially suitable habitat to support California Tiger Salamander (CTS), pre-activity clearance surveys shall be initialed by a qualified biologist in accordance with published guidelines and protocols. Survey methods shall be derived from published protocols, and to reinforce positive or negative findings with substantial evidence. If CTS is detected within portions of the Project Site proposed for development, then avoidance and minimization measures specific to CTS will be incorporated into the Project as necessary to reduce impacts to CTS to less-than significant. This measure is specific to Areas A, B and C of the Project.*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

   Mitigation Measure BIO 4.4-1i: *Pre-construction surveys shall include a survey for burrowing owl and raptor nests, which will be conducted prior to grading. Pre-construction surveys for burrowing owl will be conducted weekly, beginning no later than thirty (30) days and ending no earlier than three (3) days prior to the commencement of disturbance. If burrowing owls are found during the pre-construction survey, then replacement burrows and habitat shall be provided prior to the commencement of construction within the 3,500 acre preserve area. The Project applicant shall provide artificial replacement burrows in the event that owls are detected, either as wintering or breeding within Project boundaries.*

   Construction activities associated with project features that occur within portions of the Project Site containing occupied or suitable habitat for the burrowing owl and raptor nests shall be restriction to periods outside the breeding season for this species. The breed season for burring 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 burros shall be excavated with hand tools by a qualified biologist when determined to be unoccupied, and backfilled to ensure that animals do not reenter. [This is Mitigation Measure 4.4-1i in the THSP SEIR]

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

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

2. *If birds protected under the Migratory Bird Treaty Act are found nesting, then appropriate construction buffers shall be established to avoid disturbance of the nests until such time that the young have fledged. The size of the nest buffer shall be determined by the biologist in consultation with CDFW, and shall be based on the nesting species, its sensitivity to disturbance, and expected types of disturbance. Typically, these buffers range from 75 to 250 feet from the nest location.*

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

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

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

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

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

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

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

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

Mitigation Measure BIO 4.4-1o: *Prior to commencement of ground disturbing activities in areas of potentially suitable habitat to support American Badger, pre-activity clearance surveys shall be initialed by a qualified biologist to reinforce positive or negative findings with substantial evidence. If American badger is located within the Project Site, potential loss of individual animals must be*

mitigated through one of the following: (1) an on-site passive relocation program, through which badgers are excluded from occupied burrows by installation of a one-way door in burrow entrances, monitoring of the burrow for one week to confirm badger usage has been discontinued, and hand excavation and collapse of the burrow to prevent reoccupation; or (2) active trapping and relocation of badgers to suitable off-site habitat by a qualified biologist. [This is Mitigation Measure 4.4-1o in the THSP SEIR]

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

Project implementation would result in the conversion of undeveloped land to urban uses within the Project site, 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, but the THSP Area has been designed to ensure that this area is not impacted by the development of the THSP, as that area is not actually within the THSP.

The Project site is within the same development boundary as the analyzed in the THSP SEIR and would not be within any riparian habitat. 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. Mitigation Measures BIO 4.4-3a to 4.4-3d in the THSP SEIR would ensure that the THSP's impacts on jurisdictional waters/wetlands of the U.S. or State of California remain less than significant.

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

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

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

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

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

4. *Avoidance measures being utilized by the Project include but are not be limited to the following: 1) complete avoidance of wetlands and other water features; 2) construction of structures to maintain natural floodplains; 3) installation of open channel drainages, swales or bottomless*

culvert systems to maintain the integrity of natural water features; 4) installation of culverts for wildlife crossings in sensitive and unique habitats to allow connectivity among water features or natural lands; 5) use natural/biological materials in armoring of structures (i.e. bridges, culverts, etc.) to the greatest extent practical; 6) when feasible, install exclusionary fencing to guide wildlife away from roadways and into water features or sensitive habitats; and 7) consult with regulatory agencies to determine the most environmentally sound methods and alternatives prior to Project implementation. [This is Mitigation Measure 4.4-3a in the THSP SEIR]

***Mitigation Measure BIO 4.4-3b:** Prior to any ground disturbing activities, a wetland delineation shall be prepared by a qualified biologist to document isolated conditions and lack of Federal jurisdictional authority regarding the activities. [This is Mitigation Measure 4.4-3b in the THSP SEIR]*

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

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

Project implementation would result in development of urban uses within the Project site. Similar to the approved THSP, the proposed Project would have the potential to substantially effect jurisdictional wetlands because there are jurisdictional wetlands mapped within the Project site in the THSP SEIR. With implementation of the above mitigation measures, the proposed Project's impact on jurisdictional wetlands 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 (d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

As determined in the THSP SEIR, the portion of the THSP Area that would be developed is not likely to support any State or Federally- listed flora or fauna, and is comprised entirely of non-native vegetation and low-grade habitat for any native wildlife species. As determined in the THSP SEIR, buildout of the THSP would be designed to avoid impacts to the movement of resident or migratory wildlife. Impacts on wildlife movement opportunities were considered less than significant in the previously certified THSP. Opportunities for terrestrial wildlife movement within the THSP Area are currently limited by the California Aqueduct and Delta-Mendota Canal located on the edge of the proposed Project area. Mitigation Measure BIO 4.4-4a in the THSP SEIR would ensure a 100-foot setback from the California

Aqueduct be required to allow wildlife movement to persist throughout the THSP Area without any significant barriers or blockades.

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

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

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

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

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

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

> ***See Mitigation Measures BIO 4.4-1a through 4.4-1o above.***

Project implementation would develop low and medium density residential uses within the Project site, which is within the same footprint previously analyzed in THSP SEIR. With implementation of the above mitigation measures, the proposed Project's impact on all federal, state, and local regulations regarding sensitive species would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

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

The proposed Project area is located within the sphere of influence of the San Joaquin Multi Species Conservation Plan (SJMSCP). As set forth in Mitigation Measure BIO 4.4-1h of the THSP SEIR, applicants for individual development sites would have the option to participate in the SJMSCP to address potential impacts on special-status species associated with the conversion of existing habitat to urban uses. By participating in the SJMSCP, applicants would be required to comply with all relevant conditions of the use agreement, including the Incidental Take Minimization Measures defined in Section 5.2 of the SJMSCP. As a result, no impacts relative to conservation plans would occur. This finding is supported by the THSP SEIR.

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.

Project implementation would result in development of low and medium density residential uses within the Project site, which would be within the same footprint of the previously analyzed THSP Area. The proposed Project would within the sphere of influence of the SJMSCP. With implementation of the above mitigation measures, the proposed Project's impact on the SJMSCP would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Cumulative Impacts

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

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?	☐	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☐	☐	☒
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☐	☒
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

Since certification of the THSP SEIR, the topic Tribal Cultural Resources was added to the Appendix G checklist of CEQA thresholds. On September 25, 2014, Governor Brown signed Assembly Bill (AB) 52 into law, which requires tribal cultural resources to be considered during the CEQA process. AB 52 is applicable to projects for which a Notice of Preparation (NOP) is filed on or after July 2015. Because the THSP SEIR filed an NOP in 2014, tribal cultural resources are not required to be analyzed under the Section 15183 or 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. Further, Senate Bill 18 (SB 18), which became effective September 2004, requires local government to notify and consult with California Native American tribes when the local government is considering adoption or amendment of a general or specific plan. The City complied with SB 18 at the time of adopting the original THSP, and sent notice of the proposed THSP Amendment to a list of known tribes. Specifically, on September 2, 2020, the City mailed notice of the proposed Project to the following tribes: Wilton Rancheria, Buena Vista Rancheria, Southern Sierra Miwuk Nation, the Confederated Villages of Lisjan, Southern Sierra Miwuk Nation, California Valley Miwok Tribe, Ione Band of Miwok Indians, and North Valley Yokuts Tribe. No new lands are proposed for development as part of the Project, nor any new land uses that are different than were considered for the THSP Area as a whole. As such, there's no new potential for impacts to tribal cultural resources.

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 4.5-1a: Lammers Road Homestead (P-39-000120) Monitoring***
>
> *A trained archaeological monitor (Bachelor of Arts/Bachelor of Science in anthropology or related field with an emphasis in archaeology OR adequate training and experience in archaeological field methods) shall be present within 100 feet of the Lammers Road Homestead (P-39-000120) (Lammers Road Homestead measures 490' (N-S) x 400' (E-W)) during ground disturbance associated with the Project. The archaeological monitor shall work under the direction of a qualified archaeologist (M.S./M.A. in anthropology, archaeology, or related discipline with an emphasis in archaeology and demonstrated competence in archaeological research, fieldwork, reporting, and curation and meets the Secretary of Interior standards as a qualified archaeologist). If a buried historic or archaeological feature or deposit is present it shall undergo archaeological excavation, analysis, technical reporting, and the collection shall be offered to a local repository, such as the Tracy Historical Museum. If no resources are found, the archaeological monitor shall submit a report that documents negative findings for buried historic archaeology. [This is Mitigation Measure 4.5-1a in the THSP SEIR]*
>
> ***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]*

Project implementation would develop 801 residential dwelling units within the Project site, which is located within the THSP Area in the southern portion of the City. As shown in Figure 2, *Project Vicinity Map*, the California aqueduct bisects 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. With implementation of the above mitigation measures, the proposed Project's impact on a historical resource would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of

the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

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

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

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

> ***Mitigation Measure CUL 4.5-2a: Training and Reporting***
>
> *Prior to the initiation of disturbing activities associated with the Project area, all construction personnel shall be alerted to the potential for encountering buried or unanticipated cultural and paleontological remains, including prehistoric and/or historical resources. Construction personnel shall be instructed that upon discovery of buried cultural materials, all work within a 30 meter vicinity of the find will be halted immediately, and the lead agency will be notified. Once the find has been identified by a qualified archaeologist, the lead agency shall make the necessary plans for treatment of the find(s) and for the evaluation and mitigation of impacts if the find is found to be an historical resource per State CEQA Guidelines as discussed in Section 4.5.4.2. [This is Mitigation Measure 4.5-2a in the THSP SEIR]*

Build-out of the proposed Project has the potential to impact unknown archaeological resources due to grading and construction activities. However, the proposed Project is within the development boundary analyzed in the THSP SEIR and was included in cultural resource assessments prepared for the THSP. Accordingly, potential impacts would be consistent with the conclusions of the THSP. With implementation of the above mitigation measure, Project implementation would have a less than significant impact on archaeological resources. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Threshold (c) Would the project 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).[10] As such, build-out of the THSP Area has the potential to impact unknown archaeological resources because of its grading and construction activities. The THSP SEIR concluded that implementation of the THSP with mitigation measures would have a less than significant impact on paleontological resource. Mitigation Measure CUL 4.5-3a would require paleontological monitoring by a trained paleontologist and would reduce the potential impacts to paleontological resources or resource sites, or unique geological feature from implementation of the Project to a less than significant level.

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

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

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. However, Project development has the potential to impact unknown paleontological resources during grading and construction activities. The City of Tracy likely contains undiscovered paleontological resources, especially in undeveloped areas. With implementation of above mitigation measure, the proposed Project would not disturb paleontological resources, any greater than already analyzed in the THSP SEIR, as the changes would result in re-designation of properties within the current boundaries of Tracy Hills Phase 1B and 1C areas. Although there is the potential to disturb previously undiscovered paleontological resources, this potential was previously disclosed and mitigated for in the certified THSP SEIR. This would not be a new specific impact, nor would it increase the severity of the impact previously identified in the THSP SEIR and would therefore be consistent with the effects of implementation of the THSP.

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

As discussed in Threshold (b), no archaeological resources were reported within the THSP Area. However, the City of Tracy likely contains undiscovered archaeological resources, especially in undeveloped areas. As such, build-out of the THSP Area has the potential to disturb any human remains not previously

[10] THSP Draft EIR, page 4.5-25

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. Project implementation would result in development of low and medium density residential uses. As such, Project build-out has the potential to impact unknown human remains during grading and construction activities. With implementation of the above mitigation measure, the proposed Project's impact on human remains would be less than significant This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Cumulative Impacts

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

VI. GEOLOGY AND SOILS

WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

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

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

ii. Strong seismic ground shaking?

iii. Seismic-related ground failure, including liquefaction?

iv. Landslides?

The 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 (Carmergie/Corral Hollow) is located approximately eight miles southwest of the THSP Area. The THSP SEIR identified that the impact of groundshaking to people or property caused by seismic activity on nearby faults would be increased as a result of site development. The THSP SEIR concluded that implementation of the requirements of the California Building Code (CBC) and the Tracy General Plan would ensure that impacts on humans associated with seismic hazards would be less than significant.

Within the Project site, the proposed Project would result in a net increase of low and medium density residential units and a net decrease of mixed- use business park, light industrial, and general highway commercial uses, as compared to the THSP (See Table 1: *Land Use Plan Buildout*). With implementation of the requirements of the CBC and the General Plan, the proposed Project would not expose persons or structures to seismic hazards and impacts associated with the proposed Project would be less than significant, similar to those impacts previously analyzed in the THSP SEIR. The proposed Project would not result in a new specific impact or an increase in the severity of an impact that was identified in the THSP SEIR and would therefore be consistent with the effects of implementation of the THSP and no further analysis is required.

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

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

Project implementation would re-designate the Project site from mixed use business park, general highway commercial, and light industrial to low- and medium- density residential to allow for construction of 801 residential dwelling units. The construction of new buildings and structures as part of the proposed Project would 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. The proposed Project would have the potential to result in substantial soil erosion or the loss of topsoil. Development of the Project site was analyzed under the THSP SEIR and Project implementation would not expand the development footprint of the THSP Area. With implementation of the Best Management Practices during construction as required by the Project Stormwater Pollution Prevention Plan, the proposed Project's impact on soil erosion would be less than significant, similar to those impacts previously analyzed in the THSP SEIR. This would not be a new specific impact or an increase in the severity

of an impact that was identified in the THSP SEIR and would therefore be consistent with the effects of implementation of the THSP and no further analysis is required.

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

Typically, subsidence occurs in areas underlain by soils that are highly compressible, such as soft clays or silts and unconsolidated sand or fill material. Landslide and liquefaction potential for the THSP site is considered low as determined in the THSP SEIR. The THSP SEIR concluded that implementation of the THSP would have a less than significant impact related to landslide, lateral spreading, subsidence, liquefaction and/or collapse.

The proposed Project would have the potential to be located on a geologic unit or soil that would become unstable and potentially result in on- or off-site impacts related to landslide, lateral spreading, subsidence, liquefaction and/or collapse because. the Project site is within the same development footprint analyzed in the THSP SEIR. However, the overall potential for landslide and liquefaction would be low. The proposed Project would be required to comply with Objective SA-1.1, Policy 1 of the City's General Plan which requires that geotechnical engineering studies be undertaken for any development in areas where potentially serious geologic risks exist. With implementation of this policy, impacts would be less than significant, similar to the previously certified THSP SEIR. This would not be a new specific impact or an increase in the severity of an impact that was identified in the THSP SEIR and would therefore be consistent with the effects of implementation of the THSP and no further analysis is required.

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

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

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

> ***Mitigation Measure GEO 4.6-4:*** *During excavation activities and prior to the placement of fill on the site, a certified geotechnical engineer shall be retained by the Project Applicant/future Project Applicants to evaluate subgrade soils for the extent of their expansive potential. For areas found to contain soft, potentially expansive clays, the soil shall be removed (i.e., over excavated) and/or stabilized prior to the placement and compaction of fill. Stabilization techniques include, but are not limited to, the placement of 18 inches of ½-inch to ¾-inch crushed rock over stabilization fabric (such as Mirafi 500X or equivalent), placement of larger, angular stabilization rock (1-inch to 3-inch, clean) and use of chemical treatments such as lime to reduce the soil's expansive potential.*

In addition, building construction alternatives, such as the use of alternative foundation types (i.e., post-tension, piles, etc.) versus end-bearing foundations, shall be considered and implemented where appropriate. Final techniques shall be (a) developed by a certified geotechnical engineer or engineering geologist and (b) reviewed and approved by the City prior to issuance of a grading permit. [This is Mitigation Measure 4.6-4 in the THSP SEIR]

The proposed Project is within the same development footprint covered by the adopted THSP and would also have the potential to be located in highly expansive soils. With Implementation of above mitigation measure, the proposed Project's impact as a result of expansive soils would be less than significant. This would not be a new specific impact or an increase in the severity of an impact that was identified in the THSP SEIR and would therefore be consistent with the effects of implementation of the THSP and no further analysis is required.

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

The topic in respect to the use of septic tanks was not analyzed in the THSP SEIR because no septic tanks were identified in the existing or proposed conditions 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 an 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?	☐	☐	☐	☐	☒
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

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

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

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

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

- *Provide amenities for non-motorized transportation (i.e., secure bicycle storage, changing rooms, and showers) (building permit).*
- *Provide transit shelters for all transit stops within the Project (building permit triggers and coordination with TRACER.).*
- *Include traffic calming measures at Project intersections and on roadways where feasible (tentative map).*
- *Employers shall provide parking cash-out programs for employees (100 percent of employees eligible).*

Energy Efficiency

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

Water Conservation and Efficiency

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

Solid Waste

- *Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard) (building permit).*

- *Provide interior and exterior storage areas for recyclables and adequate recycling containers located in public areas (occupancy permit). [This is Mitigation Measure 4.7-1 in the THSP SEIR]*

Although the proposed Project would increase residential development within the Project site, it would be on land designated for Mixed Use Business Park, General Highway Commercial, and Light industrial development in the THSP. Therefore, project implementation would result in a decrease of 1,293 a.m. peak hour trips and 2,330 p.m. peak hour trips, and a proportional decrease in emissions as compared to analysis of the THSP SEIR. Further, the above mitigation measure from the THSP SEIR is applicable to the proposed Project. The proposed land use changes and residential development would incrementally reduce emissions. However, the overall 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, similar to the THSP. Thus, the proposed Project would not result in a new specific impact or an increase in the severity of an impact that was identified in the THSP SEIR and would therefore be consistent with the effects of implementation of the THSP.

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

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

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

See Mitigation Measure GHG 4.7-1 above.

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

impacts would not be altered any greater than what was previously analyzed and remain less than significant.

Cumulative Impacts

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

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?	☐	☐	☐	☐	☒
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☐	☒
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☒
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☐	☒
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

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

As identified in the THSP SEIR, implementation of the THSP would have a less than significant impact related to the public with respect to hazardous materials with mitigation incorporated. The types of uses and facilities allowed in the THSP Area may generate, store, use, distribute or dispose of hazardous materials such as industrial waste, oils, solvents, paints, diesel fuel, hydraulic fluid and corrosives. With implementation of Mitigation Measure HAZ 4.8-1, implementation of the THSP would have a less than significant impact. Mitigation Measure HAZ 4.8-1 would require facilities that exceed the threshold specified by Health & Safety Code Section 25532(l) to prepare and implement a Risk Management Plan.

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

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

The proposed Project would increase residential development within the Project site, it would be on land designated for Mixed Use Business Park, General Highway Commercial, and Light industrial development in the THSP. Upon development of the Project site, hazardous materials would be limited to those associated with common household fertilizers, pesticides, paint, solvent, and petroleum products. Because these materials would be used in very limited quantities, they are not considered a significant hazard to the public. Further, these materials would be used in lesser quantities and likely be of a lesser strength than those that would have been used by commercial and industrial uses previously analyzed for the Project site. With Implementation of the above mitigation measure, the proposed Project's impact on creating significant hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

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

As identified in the THSP SEIR, implementation of the THSP would have a less than significant impact related to release of hazardous materials into the environment. A review of regulatory databases maintained by County, State, and Federal agencies found no documentation of hazardous materials

violations or discharge on the THSP Area. The Phase I and II ESAs completed for the THSP SEIR identified two underground crude oil pipelines (both located within the THSP Area) and adjacent former sanitary landfills and former gasoline service stations that may have the potential to impact the THSP Area. The THSP SEIR concluded that with implementation of Mitigation Measure HAZ 4.8-2a and 4.8-2b, implementation of the THSP would have a less than significant impact. Mitigation Measure HAZ 4.8-2a and 4.8-2b would require a qualified Site Characterization specialist to conduct a site characterization at the Project regarding the active pipelines prior to issuance of building permits, in consultation with Conoco Phillips, Shell and the San Joaquin Environmental Hazards Division.

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

> ***Mitigation Measure HAZ 4.8-2a:*** *Prior to issuance of grading permits, a Phase II ESA focused on soil sampling and soil vapor sampling shall be conducted near the location of the underground crude oil pipelines, as determined by a qualified Phase II/Site Characterization specialist. 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 on the THSP SEIR, a PPL 16-inch pipeline and Shell 20-inch pipeline crosses through the Project site. Similar to the approved THSP, the proposed Project would have the potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment. With implementation of the above mitigation measures, the proposed Project's impact on release of hazardous materials into the environment would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

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

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

The THSP SEIR analyzed the risk analysis for all five pipelines in the THSP Area. The three pipelines (26-inch natural gas pipeline and 36-inch natural gas pipeline, and Chevron 18-inch pipeline) within the PG&E easement were evaluated together, because they are in a common corridor. 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. The 50-foot easement for the PG&E and Chevron pipeline was determined to be within the normally acceptable range of individual risk for workers at the adjacent development within the THSP. For the PPL 16-inch pipeline located in a 16.5-foot wide easement that bisects the THSP Area, the calculated individual risk of fatality for a resident standing at the edge of the easement was determined to be less than significant. For the Shell 20-inch pipeline located in a 20-foot wide easement along I-580, the calculated individual risk of fatality for a resident was determined to be less than significant. With implementation of setback mitigation,

Mitigation Measure HAZ 4.8-4, pipeline risk to proposed development within the THSP Area would be reduced to less than significant levels.

The previously certified THSP SEIR also analyzed the potential consequences of aqueduct breach for the proposed school in the THSP Phase 1. The THSP SEIR determined the separation of the proposed school site boundary of 100-feet from aqueduct easement and approximately 5 to 10-feet in elevation compared to the top edge of the trapezoidal channel, appears consistent with the California Department of Water Resources recommendation for an open space/greenbelt along the aqueduct. This separation was determined to be sufficient extra protection should any upstream water flow be determined to possibly move toward the proposed school site along the south edge of the aqueduct. With implementation of Mitigation Measure HAZ 4.8-5, the proposed school site in the THSP Phase I would be required to be in compliance with all siting requirements due to the nearby aqueduct, reducing 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:

> ***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]

Mitigation Measure HAZ 4.8-5: *The Project Applicant shall secure all necessary approvals through the California Department of Education and Department of Toxic Substances Control for the proposed school site in THSP Phase 1. [This is Mitigation Measure 4.8-5 in the THSP SEIR]*

The Project site would be located approximately one-mile northwest of the proposed school site previously identified in the THSP SEIR. Given that the Project proposes 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 the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

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

As identified in the THSP EIR, the THSP Area is not included on a hazardous sites list compiled pursuant to California Government Code Section 65962.5. Implementation of the proposed Project would result in development of low and medium residential uses within the Project site, which is within the same footprint as what was previously analyzed in the THSP SEIR. No adverse impacts relative to hazardous materials sites would result with Project implementation. The proposed Project would not cause a new impact to occur and no further analysis is required.

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

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

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

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

As identified in Figure 4.10-2 of the THSP SEIR, the Project site would be within the San Joaquin ALUCP Traffic Pattern Zone 7. With implementation of the above mitigation measure, the proposed Project's impact on the San Joaquin ALUCP would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

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

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

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

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

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

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

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

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

The THSP Area is zoned "Moderate" in the Local Responsibility Area and "Un-zoned" in the State Responsibility Area, which represent the lowest fire severity. Although the THSP Area in 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 develop 801 low and medium density residential dwelling units within the Project site, increasing the number the residential structures from previously analyzed in the THSP SEIR. However, as identified in the previously certified THSP SEIR, there is only a limited fire threat to the THSP Area. 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 any greater impacts than already analyzed in the THSP SEIR would be less than significant. This is consistent with the impact conclusions of the THSP

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

Cumulative Impacts

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

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?	☐	☐	☐	☐	☒
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☐	☒
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☐	☒
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☐	☒
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☐	☒
f. Otherwise substantially degrade water quality?	☐	v	☐	☐	☒
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☐	☒
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☐	☒
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☐	☒
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

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

As determined in the THSP SEIR, the buildout of the THSP would have a less than significant impact in respect to violation of water quality with the implementation of the terminal retention/percolation basins or other facilities. Construction activities for 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.

Project implementation would develop 801 low and medium density residential dwelling units within the Project site, increasing the number the residential structures from previously analyzed in the THSP SEIR. The proposed Project would have the potential to violate water quality standards or waste discharge requirements. Potential water quality impacts associated with the proposed Project would include short-term construction-related erosion/sedimentation and long-term operational stormwater discharge. If not managed properly, grading and construction activities could cause soils and other pollutants to enter the storm drain system. During heavy rains, this may degrade stormwater quality at downstream locations. To minimize water quality impacts associated with the proposed Project, construction activities would be required to comply with a SWPPP consistent with the NPDES. Additionally, the proposed Project would also implement stormwater control measures such as Low Impact Development (LID) and Best Management Practices (BMP's) per the City's Manual of Stormwater Quality Control Standards for New Development and Redevelopment as analyzed in the THSP SEIR.

After construction, stormwater from the proposed Project site would have the potential to degrade water quality in downstream water bodies, in particular the Old River, which is already impaired. Development of the proposed Project would add impervious surfaces through construction of buildings, parking areas, roadways, and other improvements. An increase in impervious surfaces has the potential to increase runoff from the THSP Area, which in turn could transport urban pollutants to off-site areas. However, the proposed Project would incorporate to the extent feasible, low impact development (LID) features,

including directing drainage from impervious surfaces to bioswales for infiltration. 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. With compliances with NPDES permit requirements and implementation of BMPs during construction, the proposed Project's impact on water quality standards or waste discharge requirements would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Threshold (b) Would the project substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level?

As identified in the THSP SEIR, implementation of the THSP would not have an adverse impact on groundwater recharge. The Water Supply Assessment prepared for the THSP SEIR concluded that the City's existing and additional planned future water supplies are sufficient to meet the City's existing and projected future water demands, including those future water demands associated with the THSP to the year 2035 under all hydrologic conditions.

Development of the proposed Project would add impervious surfaces through construction of buildings, parking areas, roadways, and other improvements. An increase in impervious surfaces has the potential to impact groundwater recharge, however as identified in the THSP SEIR, on-site bioswales would be included to facilitate groundwater recharge as part of buildout of the THSP Area. Therefore, similar to the approved THSP, Project implementation would not deplete groundwater supplies or interfere with groundwater recharge, any greater than already analyzed in the THSP SEIR and this impact would be less than significant This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Threshold (c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

As identified in the THSP SEIR, with mitigation, implementation of the THSP would have a less than significant impact with respect to substantial erosion or siltation on- or off-site. The Tracy Hills Storm Drainage Master Plan (SDMP) was prepared as a guidance document to identify the primary framework of storm drainage facilities needed to serve future land development under the buildout condition for the THSP Project Area. Individual development projects within the THSP would be required to provide site-specific or project-specific storm drainage solutions that would be consistent with the overall infrastructure approach within the Tracy SDMP. The THSP SEIR determined that buildout of the THSP would increase erosion and sedimentation through the removal of vegetation during construction of THSP

infrastructure. Implementation of the THSP would result in an increase in flow rates and volumes of runoff with an increase in the amount of impervious surface such as buildings, streets and parking areas. However, with implementation of Mitigation Measure HYDRL 4.9-1a and 4.9-2 in the THSP SEIR, potential impacts on erosion and sedimentation would be less than significant.

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

> ***Mitigation Measure HYDRL 4.9-1a:*** *Prior to issuance of a grading or building permit, whichever occurs first, all Project Applicants shall demonstrate to the City of Tracy compliance with NPDES General Construction Activities Storm Water Permit Requirements established by the Clean Water Act (CWA), including the preparation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall identify specific types and sources of stormwater pollutants, determine the location and nature of potential impacts, and specify appropriate control measures to eliminate any potentially significant impacts on receiving water quality from stormwater runoff. The SWPPP shall comply with the most current standards established by the Central Valley RWQCB. Best Management Practices shall be selected from a menu according to site requirements and shall be subject to approval by the City Engineer and Central Valley RWQCB. [This is Mitigation Measure 4.9-1a in the THSP SEIR]*
>
> ***Mitigation Measure HYDRL 4.9-2:*** *All Project Applicants shall submit and obtain City approval of a drainage plan to the City of Tracy for on-site post-construction BMP drainage improvements consistent with the Tracy Hills Storm Drain Master Plan. Once City approval is received, all Project Applicants shall construct the drainage improvements as necessary and in accordance with the timing described in the Tracy Hills Storm Drain Master Plan. [This is Mitigation Measure 4.9-2 in the THSP SEIR]*

Development of the Project site would have the potential to alter drainage pattern from increased erosion and sedimentation through the removal of vegetation during construction activities. With implementation of the above mitigation measures, the proposed Project's impact on the existing drainage pattern of the Project site would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Threshold (d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding?

As identified in the THSP SEIR, majority of the THSP Area is not located within the 100-year and 500-year floodplains. Development of the THSP Area would convert a primarily undeveloped site to a developed one, which would increase flow rates, frequency, and volumes of runoff by introducing streets, buildings, parking areas, and other impervious surfaces within the THSP Area. Flows from the off-site, upstream drainages tributary to the THSP would be intercepted and conveyed through a combination of open

channels and underground storm drain system and discharge to the proposed retention basins. The retention basins would capture increases in peak flow as result of development and would substantially reduce or eliminate downstream flow. With implementation of the drainage improvements described in the SDMP, it is unlikely that the THSP Area would result in or be affected by flooding. Therefore, implementation of the THSP would have a less than significant impact on the rate or amount of surface runoff resulting in flooding.

Development of the Project site would have the potential to alter drainage pattern through introduction of streets, buildings, parking area, and other impervious surfaces from buildout of the Project site. With implementation of the drainage improvements as described in the SDMP and THSP SEIR, the proposed Project's impact on increased surface runoff which would result in flooding would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Threshold (e) Would the project create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

As identified in the THSP SEIR, with mitigation, implementation of the THSP would have a less than significant impact in respect to runoff water that exceeds the capacity of existing or planned storm water drainage systems. As discussed in Section 4.8, Hazards and Hazardous Materials of the THSP SEIR, the types of uses and facilities allowed in the THSP Project Area may generate, store, use, distribute or dispose of hazardous materials such as industrial waste, oils, solvents, paints, diesel fuel, hydraulic fluid and corrosives. With implementation of Mitigation Measures HYDRL 4.9-1a, 4.9-1b, 4.9-2, and 4.9-3, potential impacts from polluted runoff would be less than significant.

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

> ***See Mitigation Measures HYDRL 4.9-1a and 4.9-2 above.***
>
> ***Mitigation Measure HYDRL 4.9-1b:*** *Prior to issuance of a grading or building permit, whichever occurs first, all Project Applicants shall submit to the City Engineer for review a draft copy of the Notice of Intent (NOI) and SWPPP. After approval by the City, the NOI and SWPPP shall be sent to the State Water Resources Control Board for approval. [This is Mitigation Measure 4.9-1b in the THSP SEIR]*
>
> ***Mitigation Measure HYDRL 4.9-3:*** *All Project Applicants shall implement the following measures:*
>
> 1. *Shall implement sound Integrated Pest Management (IPM) principles and practices in an effort to minimize the use of pesticides in common landscaped areas, open space areas, or park areas. These programs shall include setting acceptable thresholds of infestations and a process for determining the best prevention or treatment method for a given pest. Pest problems in common landscaped areas, open space areas, or park maintenance shall be*

managed through prevention and treatment using physical, mechanical and biological controls. The use of toxic pesticides will be implemented only after other non-toxic approaches or products have been determined infeasible. Fertilizers shall be applied sparingly, and shall be derived from natural sources, such as fish emulsion or manure.

2. *Shall cooperate with the City to create a public education program for future business owners to increase their understanding of water quality protection, which should include but not be limited to:*

    - *Hazardous material use controls;*
    - *Hazardous materials exposure controls;*
    - *Hazardous material disposal and recycling.*

3. *Encourage the use of alternative methods to avoid hazardous materials to the extent feasible, and prohibit the dumping of hazardous materials in open space areas or the storm drain system. [This is Mitigation Measure 4.9-3 in the THSP SEIR]*

As discussed in the previously certified THSP SEIR, the THSP would be designed to include storm drainage solutions as part of its land plan to accommodate the THSP's drainage as well as drainage from certain other existing surrounding use and adhere to the City's Storm Drainage Master Plan, which has plans for improvements that accommodate development proposed under the THSP.

Project implementation would have the potential to increase local runoff volumes, frequency, and flow rates from development of low and medium density residential uses within the Project site. 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. With implementation of above mitigation measures, the proposed Project's impact on increased runoff water would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

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

As identified in the THSP SEIR, with mitigation, implementation of the THSP would have a less than significant impact on degradation of water quality. As discussed above in Threshold (e), with implementation of Mitigation Measures HYDRL 4.9-1a, 4.9-1b, 4.9-2, and 4.9-3, implementation of the THSP would not substantially degrade water quality.

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

See Mitigation Measures HYDRL 4.9-1a, 4.9-1b, 4.9-2 and 4.9-3 above.

The proposed Project would have the potential to increase runoff through erosion or siltation from construction and operation activities. With implementation of the above mitigation measures, the proposed Project's impact on water quality would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Threshold (g) Would the project place housing/structures 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?

As identified in the THSP SEIR, 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, no impact would occur.

The Project site is not located within the 100-year and 500-year floodplain areas as shown in Figure 4.9-3A and Figure 4.9-3B of the THSP SEIR. As such, while the proposed Project would not place structures within a 100-year flood hazard area and, similar to the THSP, there would be no impact and no further analysis is required.

Threshold (h) Would the project place within a 100-year flood hazard area structures 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 is located in 100-year and 500-year floodplains for Corral Hollow Creek. With implementation of Mitigation Measure HYDRL 4.9-4 in the THSP SEIR, potential impacts associated with placing structures within the 100-year floodplain would be less than significant.

As discussed above, the Project site is not located within the 100-year area as shown in Figure 4.9-3A and Figure 4.9-3B of the THSP SEIR. 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 an 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?	☐	☐	☐	☐	☒
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☐	☒
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

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

As identified in the THSP SEIR, implementation of the previously approved THSP would not have the potential to divide an established community. The THSP SEIR found that, while new development, improvements, and intensification of the THSP Area would occur under the THSP, implementation of the THSP would not physically divide an established community and impacts would be less than significant.

Within the Project site, the proposed Project would result in a net increase of low and medium density residential units and a net decrease of mixed- use business park, light industrial, and general highway commercial uses, as compared to the THSP (See Table 1: *Land Use Plan Buildout*). Implementation of the proposed Project would result in development of low and medium density residential uses within the Project site, which is currently characterized by undeveloped land. Given that the Project site is currently undeveloped, the Project would not physically divide an established community. Thus, impacts would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Threshold (b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

As identified in the previously certified SEIR for the THSP, implementation of the THSP 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 3-5 of the THSP. 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 in within the Tracy Municipal Airport, Traffic Pattern Zone 7 in the 2009 San Joaquin ALUCP as shown in Figure 4.10-2 of the THSP SEIR. With implementation of Mitigation Measure LU-4.10-1, potential impacts regarding compatibility with the existing land use plans and policies to a less-than- significant level by ensuring that tentative and final maps comply with the 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. With implementation of the above mitigation measure, the proposed Project's impact on land use plans, policies, or regulations would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

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

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

Implementation of the proposed Project would result in development of low and medium density residential uses within the Project site, which is within the same footprint previously analyzed in THSP SEIR. Because the Project site is within the same footprint of the THSP and within the SJMSCP, the proposed Project would have the same potential to conflict with the SJMCP. With implementation of the above mitigation measures, the proposed Project's impact with the SJMCP would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Cumulative Impacts

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

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?	☐	☐	☐	☐	☒
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

Threshold (a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

The main mineral resources found in San Joaquin County, and Tracy are sand and gravel (aggregate), which are primarily used for construction materials like asphalt and concrete. The City of Tracy has an adopted Aggregate Mining Overlay zone, which has been approved by the State Division of Mines and Geology (Resolution 2000-12 of State Division of Mines and Geology). In order to protect aggregate land and mitigate conflicts between mining activities and urban uses, the 2011 Tracy General Plan designates lands with production quality mineral reserves as Aggregate in the southern portion of Tracy. Of the area classified by the State Division of Mines and Geology as having potentially significant mineral deposits, the City has designated the bulk of this area as Aggregate in the 2011 General Plan. Some additional areas identified as having potentially significant aggregate deposits are designated as Industrial in the General Plan. The City and State have agreed to protect identified areas south of Linne Road for aggregate uses and allow for urban development north of Linne Road (much of which has already occurred).

There is a small aggregate area south of the California Aqueduct, along Corral Hollow Road that is within the THSP Area. Impacts to mineral resources within the THSP Area was determined to be less than significant in the 2011 General Plan EIR.

The Project site is located outside of the small aggregate area identified in the THSP SEIR. Thus, the proposed Project's impact in regards to the loss of availability of a known mineral resource would be considered less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Threshold (b) Would the project result in the loss of availability of a locally- important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

The THSP Area has not been used for mineral resource recovery and is not delineated as a mineral resource recovery site on any land use plans. As the Project site is not currently used (or planned for use) as a mineral resource recovery site, no impacts to mineral resources would occur. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result and no further analysis is required.

Cumulative Impacts

As discussed above, the proposed Project would not cause a new mineral impact to occur, nor an increase in the severity of a mineral impact previously disclosed in the THSP SEIR. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor an increase in the severity of a cumulative impact previously disclosed.

XII. NOISE

WOULD THE PROJECT:

Issues	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*Reviewed Under Previous Document*
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☐	☒
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☐	☒
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☐	☒
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

A noise impact analysis was performed for the previously certified THSP SEIR to evaluate the potential for noise and vibration impacts resulting from Specific Plan implementation. The results and findings as they apply to the proposed Project are summarized herein.

Noise sources in the Specific Plan 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 2 Long-Term Locations and 4 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.

Typical noise sources generated by General Highway Commercial, Light Industrial, and Mixed-use Business Park uses and include sources such as, vehicle traffic, emergency generators, trash compactors, and rooftop mechanical equipment. The main source of noise associated with operation of residential land uses is vehicle traffic.

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; [11] 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.*

[11] THSP Draft EIR, page 4.11-22.

- *Construction activities shall occur between the hours of 7:00 AM and 10:00 PM daily pursuant to Section 9.12.030 and Section 4.12.820 of the Tracy Municipal Code. [This is Mitigation Measure 4.11-1 in the THSP SEIR]*

Mitigation Measure NOI 4.11-3a*: Prior to issuance of any Building Permit, the Project applicant shall demonstrate, to the satisfaction of the City of Tracy, compliance with the following:*

- *To the extent possible, all mechanical equipment shall be oriented away from the nearest noise sensitive receptors; and*

- *All mechanical equipment shall be screened and enclosed to minimize noise or the equipment shall be factory rated at a noise level that would comply with the noise limits set forth in the City's Municipal Code. [This is Mitigation Measure 4.11-3a in the THSP SEIR]*

Mitigation Measure NOI 4.11-3b: *Where a commercial zone abuts a residential zone or residential use, all deliveries of goods and supplies; trash pick-up (including the use of parking lot trash sweepers); and the operation of machinery or mechanical equipment which emits noise levels in excess of 65 dBA, as measured from the closest property line to the equipment, shall only be allowed between the hours of 7:00 AM and 10:00 PM, unless otherwise specified in an approved conditional use permit or other discretionary approval. [This is Mitigation Measure 4.11-3b in the THSP SEIR]*

Mitigation Measure NOI 4.11-3c: *All feasible sound attenuation shall be incorporated into the parking areas (i.e., landscaping and brushed driving surfaces), such that noise from parking area has been minimized to the greatest extent practicable such that parking lot noise would not exceed the standards indicated in Tracy Municipal Code Section 4.12.750 (General Sound Level Limits). [This is Mitigation Measure 4.11-3c in the THSP SEIR]*

Mitigation Measure NOI 4.11-3d: *Prior to the issuance of Building Permits, any residential development within 2,040 feet of the I-580 centerline shall be designed in compliance with the California Building Code (CBC) and an Acoustical Noise Analysis shall be prepared to ensure that the City of Tracy's exterior and interior noise level standards defined in General Plan Figure 9-3, Land Use Compatibility for Community Noise Environment, are met at all residential, commercial, and recreational land uses. The analysis shall verify that residences are adequately shielded and/or located at an adequate distance from mobile noise sources. Residential buildings or structures shall be designed to ensure interior noise levels do not exceed 45 dBA. In addition, individual developments shall, to the extent feasible, implement site-planning techniques such as the following:*

- *Increasing the distance between the noise source and the receiver;*

- *Using non-noise sensitive structures such as garages to shield noise-sensitive areas;*

- *Orienting buildings to shield outdoor spaces from a noise source;*

- *Incorporating architectural design strategies, which reduce the exposure of noise-sensitive spaces to stationary noise sources (i.e., placing bedrooms or balconies on the side of the house facing away from noise sources). These design strategies shall be implemented as required by the City to comply with City noise standards;*

- *Incorporating noise barriers, walls, or other sound attenuation techniques, as required by the City to comply with City noise standards; and*

- *Modifying elements of building construction (i.e., walls, roof, ceiling, windows, and other penetrations), as necessary to provide sound attenuation. This may include sealing windows, installing thicker or double-glazed windows, locating doors on the opposite side of a building from the noise source, or installing solid-core doors equipped with appropriate acoustical gaskets. [This is Mitigation Measure 4.11-3d in the THSP SEIR]*

Mitigation Measure NOI 4.11-3e: *Prior to the issuance of Grading Permits, any residential development associated with the THSP Buildout (i.e., development other than Phase 1a) located within 260 feet of the Union Pacific Railroad corridor shall have an Acoustical Analysis prepared to fully analyze acoustical impacts and develop measures, if required, to ensure that the City's exterior standards of 70 dBA would be achieved for the proposed land uses that are subject to noise from train pass-bys. The analysis shall conduct detailed train noise modeling to verify that residences are adequately shielded and/or located at an adequate distance from the rail corridor to comply with the City's exterior standards. The analysis shall also ensure that interior noise levels do not exceed 45 dBA. [This is Mitigation Measure 4.11-3e in the THSP SEIR]*

The Tracy Hills Specific Plan Amendment for Phase 1B and 1C - Transportation Consistency Analysis Memo (2020) found a decrease of vehicle trips compared to what was analyzed in the THSP SEIR. As such, noise sources associated with vehicle trips would be lessen by the Project, as compared to the THSP SEIR. Given that the proposed Project has proposed residential instead of commercial and industrial land uses, stationary noise impacts would also be less than significant because residential stationary sources are less noisy than commercial and industrial stationary sources. With implementation of the above mitigation measures, impacts to noise levels would not be altered any greater than what was previously analyzed and remain less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Threshold (b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

According to the THSP SEIR, neither the City of Tracy nor the County of San Joaquin establishes thresholds for excessive vibration. Therefore, the United States Department of Transportation (Federal Transit Administration [FTA]) criteria of 2.0 inch-per-second PPV for the evaluation of potential human annoyance and potential for structural damage to result from vibration is used.

Similar to the previously approved THSP, construction of the proposed Project 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.

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, similar to the previously approved THSP. The proposed Project would also implement best practices for construction activities (as specified in Mitigation Measure NOI 4.11-1), which would reduce groundborne noise and vibration from construction.

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

See Mitigation Measure NOI 4.11-1 above.

With implementation of the above mitigation measure, construction vibration levels as a result of construction for the proposed Project construction would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Threshold (c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

As discussed in the previously certified THSP SEIR, implementation of the THSP 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.[12] The Specific Plan impact was identified as significant and unavoidable. According to the THSP SEIR, impacts would occur on off-site roadways where it is infeasible to implement mitigation measures. Therefore, impacts to off-site uses from traffic noise remain significant and unavoidable.

[12] THSP Draft EIR, page 4.11-22.

The Tracy Hills Specific Plan Amendment for Phase 1B and 1C - Transportation Consistency Analysis Memo (2019) found a decrease of vehicle trips as compared to the THSP SEIR. As such, there would not be a new specific impact, nor would it increase the severity of the impact previously identified in the THSP SEIR and would therefore be consistent with the effects of implementation of the THSP.

The previously approved THSP SEIR evaluated stationary source noise impacts such as mechanical equipment, slow moving delivery/supply trucks, activities at the loading docks, parking lots, landscape maintenance, and outdoor pools. As the THSP is currently primarily vacant, the previously approved THSP SEIR found new noise sources would be introduced as a result of THSP buildout. The THSP SEIR found that 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 the proposed Project has proposed residential instead of commercial and industrial land uses, stationary noise impacts would also be less than significant because residential stationary sources are less noisy than commercial and industrial stationary sources. As such, this would not be a new specific impact, nor would it increase the severity of the impact previously identified in the THSP SEIR and would therefore be consistent with the effects of implementation of the THSP.

Threshold (d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Noise emissions from construction of the proposed Project would be localized and occur intermittently for varying periods of time. The highest construction noise levels associated with construction would be generated during grading, excavation, and foundation work, with lower noise levels occurring during building construction and finishing. According to the THSP SEIR, potentially significant impacts from construction noise could occur with THSP implementation. Construction of the proposed Project including individual site-specific development in close proximity to existing and/or previously completed land uses may cause notable temporary sound level increases.

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

See Mitigation Measure NOI 4.11-1 above.

With implementation of the above mitigation measure, the proposed Project would reduce the potential for a substantial temporary or periodic increase in ambient noise levels to occur by requiring the preparation of a Construction Noise Management Plan. With mitigation, the impact is less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Threshold (e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The Project site is located approximately 1.5 miles west 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. Phase 1B/1C is not located within any CNEL Airport Noise Contours. Therefore, the proposed Project would not expose persons residing or working in the proposed Project area to excessive airport related noise levels and no impact would occur. No further analysis is required.

Threshold (f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

According to the THSP SEIR, the THSP Area is not located within two miles of a private airstrip. Therefore, the proposed Project is not located within a distance of two miles from a private airstrip. Due to the distance separation, the proposed Project would not expose persons to excessive airport-related noise levels. Similar to the THSP, there would be no impact and no further analysis is required.

Cumulative Impacts

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

XIII. POPULATION AND HOUSING

WOULD THE PROJECT:

Issues	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*Reviewed Under Previous Document*
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☐	☒
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☐	☒
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

Threshold (a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

As identified in the previously certified EIR prepared for the THSP, the THSP would include construction of new residential areas. The THSP SEIR concluded that buildout of the THSP would not exceed the maximum dwelling units or non-residential square footage already anticipated in the certified 2011 General Plan EIR for the THSP Area. The General Plan EIR did not find any significant impacts related to population, employment or housing, thus implementation of the THSP would not induce population growth, which has not already been anticipated in the 2011 General Plan EIR. The THSP EIR determined that displacement of the five existing houses in the THSP Area would not substantiate the need for construction of replacement housing. As a result, impacts related to population and housing were found in the THSP SEIR to be less-than-significant.

The Project would result in an increase of 801 dwelling units within the Project site. Using a multiplier of 3.27 persons per household (pph), the Project would add approximately 2,620 residents to the Project site. [13]

Based on the employee per square feet of building space assumed in Table 4.13-18a, *Project Buildout (Post 2035) Trip Generation* of the THSP SEIR, implementation of the proposed Project would result in a decrease of 1,778 employees in the THSP Area from what was previously determined in the THSP SEIR (See Table 3: *Comparison of Employee Projections)*. Implementation of the proposed Project would increase the number of residents on the Project site, but decrease the number of jobs projected for

[13] The City of Tracy 2011 General Plan EIR (page 3-41) used a multiplier of 3.27 persons per household (pph) based on the 2008 Department of Finance estimate to determine total buildout. The project number of new residents was determined by multiplying 709 dwelling units x 3.27 pph = 2,318 people

buildout of the THSP due to the decrease of mixed-use business park, light industrial, and general highway commercial uses, which are land uses that typically provide job growth. As a result, the job- housing ratio would result in more housing and fewer jobs than previously identified in the THSP SEIR.

Table 3: Comparison of Employee Projections

Land Use	Employee per SF	THSP		Proposed Project		Difference Between THSP and Proposed Project	
		SF	# employee	SF	# employee	SF	# employee
Commercial	0.00231	535,788	1,238	398,400	921	-137,388	-317
Office	0.00118	1,561,933	1,844	585,446	691	-976,487	-1,153
Other (Industrial/Warehousing)	0.00125	3,360,654	4,197	3,113,887	3,889	-246,767	-308
TOTAL		**5,458,375**	**7,279**	**4,097,733**	**5,501**	-1,360,642	-1,778

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 applicant would be subject to the GMO and any growth associated with the Project would therefore not exceed the growth planned for the THSP Area in the 2011 General Plan. This is consistent with the impact conclusion of the THSP EIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Threshold (b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

Threshold (c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

As determined in the previously certified EIR for the THSP, five single-family homes would likely be demolished and replaced with new single family and multi-family homes. Since the THSP includes the construction of new residential areas, the displacement of the five existing houses would not substantiate the need for construction of replacement housing. Therefore, impacts related to population and housing were determined in the THSP SEIR to be less than significant.

Implementation of the proposed Project would result in development of low and medium density residential use on the Project site, which is currently characterized by undeveloped land. As such, no

displacements would occur as a result of the Project and no replacement housing would be required. Thus, impact would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Cumulative Impacts

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

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?	☐	☐	☐	☐	☒
ii. Police protection?	☐	☐	☐	☐	☒
iii. Schools?	☐	☐	☐	☐	☒
iv. Parks?	☐	☐	☐	☐	☒
v. Other public facilities?	☐	☐	☐	☐	☒
b. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☐	☒
c. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☐	☒
d. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☐	☒
e. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☐	☒
f. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☐	☒
g. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☐	☒

WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*Reviewed Under Previous Document*
h. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☐	☒
i. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☐	☒
j. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

Threshold (a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?

i. Fire Protection

As identified in the THSP SEIR, development of the THSP would include two fire stations within the THSP Area that would be adequately equipped to provide fire services for the buildout of the THSP once implemented. 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 4.12-1, 4.12-2, 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]*

Implementation of the proposed Project would increase population growth in the THSP Area by proposing an increase of 801 dwelling units compared to the THSP SEIR. As discussed above, the increase of 801 dwelling units from implementation of the proposed Project would result in 2,620 new residents that were not considered in the THSP SEIR. However, the THSP SEIR assumed the Project site would be developed with mixed- use business park, light industrial, and general highway commercial uses, which would also create demand on fire services. The proposed Project, with implementation of the mitigation measures identified above, would not result in the need to construct additional fire stations, beyond those identified in the THSP SEIR. Given that no additional fire stations would be required to serve the proposed Project, beyond those identified in the THSP, the proposed Project would not create substantial adverse physical impacts associated with constructions of a new fire station. As such, this impact would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

ii. Police Protection

As identified in the THSP SEIR, development of the THSP would include construction of a new police substation located closer to the THSP than the current primary station. As determined in the THSP SEIR, buildout of the THSP would not exceed the City's planned growth level, additional service population was already accounted for in the Citywide Public Safety Master Plan, and would not require additional law enforcement facilities beyond what has been planned. Additionally, individual development projects under the THSP would be required to pay the applicable impact fees, which ensure payment of a proportionate share towards the planned facilities. As a result, development within the THSP Project Area would not exceed the maximum dwelling units or non-residential square footage previously approved in 2016, or the maximum dwelling units square footage contemplated by the City's General Plan. Law enforcement needs would not be altered by implementation of the THSP with implementation of Mitigation Measures PSR 4.12-4a and 4.12-5b. Implementation of Mitigation Measures PSR 4.12-4a and 4.12-5b would reduce potential impacts on fire protection to a less than significant level.

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

Mitigation Measure PSR 4.12-4a: *The Project applicant of individual projects within the THSP Project Area shall consult with the Police Department during preliminary stages of site design to*

review safety features, determine their adequacy, and suggest design and/or physical improvements to the proposed site plan. This is achieved through the City's development review process, which currently is coordinated with various City Departments' review of new development proposals. [This is Mitigation Measure 4.12-4a in the THSP SEIR]

Mitigation Measure PSR 4.12-5b: *As part of the application process for each individual development under the Specific Plan, the Project applicant shall be required to pay the applicable development impact fees. [This is Mitigation Measure 4.12-5b in the THSP SEIR]*

Implementation of the proposed Project would increase population growth in the THSP Area by proposing an increase of 801 dwelling units compared to the THSP SEIR. As discussed above, the increase of 801 dwelling units from implementation of the proposed Project would result in 2,620 new residents that were not considered in the THSP SEIR. However, the THSP SEIR assumed the Project site would be developed with mixed- use business park, light industrial, and general highway commercial uses, which would also create demand on police services. The THSP SIER assumed that one police station within the THSP Area would be constructed. The proposed Project, with implementation of the mitigation measures identified above, would not result in the need to construct additional police stations, beyond those identified in the THSP SEIR. Given that no additional police stations would be required to serve the proposed Project, beyond those identified in the THSP, the proposed Project would not create substantial adverse physical impacts associated with constructions of a new police station. As such, this impact would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

iii. Schools

As identified in the THSP SEIR, implementation of the THSP could substantially increase the population of school children in the City of Tracy, requiring construction of new facilities or modification of existing facilities to accommodate the growth of the student body. Development of the THSP Area was estimated to generate 3,520 new students in grades K–8. As discussed in the THSP SEIR, three elementary schools (K-8) were proposed throughout the THSP Area. Although the final number and locations of the schools would be determined in accordance with the Jefferson School District Facilities Master Plan as the THSP is built out. Implementation of the approved THSP would generate a maximum of 5,499 dwelling units. The Jefferson School District uses an elementary student generation factor of 0.44 grade K-5 students per dwelling unit, 0.2 grade 6-8 students per dwelling unit, and 0.3 grade 9-12 students per dwelling unit to estimate projected student population.[14] Based on these generation rates, 2,420 grade K-5 and 1,100 grade 6-8 students would be generated by the buildout of the proposed residential land uses in the THSP SEIR. As discussed in the THSP SEIR, Jefferson School District schools are operating near or above capacity and the student enrollment generated by the THSP would exceed current school district capacity. Each individual development application would be subject to the requirement to pay applicable impact fee subject to school mitigation agreements with the Tracy Unified School District and Jefferson School

[14] THSP Draft EIR, page 4.12-38

District. Under Section 65996 of the California Government Code, the payment of such fees is deemed to fully mitigate the impacts of new development on school facilities. Therefore, THSP impacts in this regard were determined to be less than significant.

As discussed above, implementation of the proposed Project would result in an increase of 801 dwelling units compared to the assumptions of the THSP. The 801 dwelling units from implementation of the proposed Project would result in 2,620 new residents that were not considered in the THSP SEIR. Using the generation rates from THSP SEIR, an increase of 353 grade K-5, 161 grade 6-8 students, and 241 grade 9-12 students and would be generated by the proposed Project. As discussed in the THSP SEIR, the final number of schools and locations of the schools would be determined in accordance with the Jefferson School District Facilities Master Plan as the THSP is built out. Furthermore, each individual development application, including the proposed Project, would be subject to the requirement to pay the applicable impact fee in accordance with SB 50. Under Section 65996 of the California Government Code, the payment of such fees is deemed to fully mitigate the impacts of new development on school facilities. Given that the THSP SEIR did not identify the number or location of schools to be constructed to accommodate the THSP-associated growth, and that the proposed Project would pay the applicable impact fees, new students associated with the proposed Project could potentially be accommodated in the schools that would have been planned for the rest of the approved THSP. In such a case, no new schools would need to be constructed, beyond those identified in the THSP SEIR, and as such no physical impacts associated with constructing additional schools would occur. Therefore, this impact would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

iv-v. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks and other recreational facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

Threshold (b) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Threshold (c) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

As identified in the THSP SEIR, development of the THSP would include up to three acres of neighborhood park land or one acre of community park land per 1,000 population. Neighborhood and community parks which would be distributed throughout the residential areas. Active play and sports parks proposed by the THSP may feature play fields, ball fields, children play areas, picnic areas, tennis courts, and open lawns. Park features may be interconnected by nature walks and bikeways within the greenways and parkways. The THSP SEIR determined that new residents in the THSP would use the new parks within the THSP more than the City's existing facilities given proximity to their neighborhoods, condition of the new

facilities and the ability to walk or bicycle to many of the parks. Therefore, implementation of the THSP would result in a less than significant impact with regard to the substantial physical deterioration of existing facilities.

Project implementation would increase population in the THSP Area by developing an additional 801 dwelling units on the Project site as compared to the THSP. As discussed above, the increase of 801 dwelling units would result in 2,620 new residents that were not considered in the THSP SEIR. The THSP stated that, "each tentative subdivision map shall either include adequate neighborhood park land to bring the total neighborhood park land within the tentative map approved portion of the Specific Plan to three acres per 1,000 population, or the developer shall demonstrate how future tentative map areas of the Specific Plan will include park land to achieve the minimum three acres per 1,000 population requirement, and otherwise comply with the Parks Master Plan."[15] The proposed Project would include an additional 3.2 acres of land designated as Conservation Corridors, as compared to the approved THSP, which would not permit development. The inclusion of this 3.2 acres would allow for adequate neighborhood park land at a ratio exceeding three acres per 1,000 population. As such, this impact would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Threshold (d) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

The City of Tracy provides wastewater services throughout the City and the THSP Area. Impacts to wastewater treatment requirements were analyzed in the previously certified THSP SEIR for buildout of the THSP Area. As described in the previously certified THSP SEIR, the City's Waste Water Treatment Plant releases effluent into the Old River, therefore the City is subject to NPDES permitting requirements, as implemented by the RWQCB. To accommodate future planned growth, including the buildout of the THSP Area, the City plans to implement a wastewater treatment system upgrade in accordance with the Wastewater Master Plan (WWMP) and as evaluated in the related environmental documentation.

Since buildout of the proposed Project would be utilizing the City's wastewater treatment facilities, anticipated wastewater generated by the increase of proposed residential land uses in the proposed Project would not be expected to result in an exceedance of any wastewater treatment requirements of the applicable RWQCB any greater than previously analyzed in the THSP SEIR. Therefore, impacts would be considered less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

[15] THSP, page 2-19

Threshold (e) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The City of Tracy provides water and wastewater services throughout the City and the THSP Area. Impacts to existing water and wastewater treatment facilities were analyzed in the previously certified THSP SEIR for buildout of the THSP Area. Although buildout of the THSP Area would require new water facilities and would eventually require the construction of additional wastewater conveyance and wastewater treatment facilities, the environmental impacts that may result from the construction of these facilities were evaluated and mitigated through the environmental review process for the adoption of the City's Water System Master Plan (WSMP) and the Wastewater Master Plan (WWMP). According to the THSP SEIR, because implementation of the THSP would require the construction of yet-to-be-built WSMP facilities, and may require the construction of certain interim improvements pending completion of WSMP improvements, the THSP would have potentially significant impacts. With implementation of Mitigation Measures PSR 4.12-6, 4.12-7a and 4.12-8b, impacts would be reduced to a less than significant impact.

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

> ***Mitigation Measure PSR 4.12-6:*** *Developers of subsequent phases of the Project (beyond Phase 1a) will be required to prepare SB 221 analysis for each subsequent phase of development. [This is Mitigation Measure 4.12-6 in the THSP SEIR]*
>
> ***Mitigation Measure PSR 4.12-7a:*** *As part of the development process for each individual site-specific development under the Specific Plan, the City shall review flow monitoring, at the applicant's cost, to determine available capacity. If the City determines, based on technical and legal constraints and other relevant data, that existing capacity is available to serve the development at issue, then no further mitigation is required. However, if the City determines, based on technical and legal constraints and other relevant data, that existing capacity is not available to serve the development at issue, then the improvements as identified in the Master Plan must be constructed that are necessary to create the additional capacity required, subject to any applicable credit and/or reimbursement provisions, as determined by the City. [This is Mitigation Measure 4.12-7a in the THSP SEIR]*
>
> ***Mitigation Measure PSR 4.12-8b:*** *As part of the development process for each individual site-specific development under the Specific Plan, the applicant shall pay its applicable development impact fees for wastewater facilities prior to issuance of building permits. [This is Mitigation Measure 4.12-8b in the THSP SEIR]*

Project implementation would increase the projected number of dwelling units in the THSP Area by 801 dwelling units than previously analyzed in the THSP SEIR. Future development that may occur under the proposed Project would be located within the same footprint of the THSP Area. As discussed in the THSP SEIR, the City plans to implement a wastewater treatment system upgrade as outlined in the WWMP. Because future development that may occur under the proposed Project would be located in the same

footprint of the THSP, these future developments would also be serviced by the wastewater treatment system upgrades. With implementation of the above mitigation measures, the proposed Project's impact on new water or wastewater facilities would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Threshold (f) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

As discussed in Section IX (Hydrology and Water Quality) and the THSP SEIR, the construction of new stormwater drainage facilities or expansion of existing facilities would be required for buildout of the THSP Area as well as individual development projects. The storm drainage infrastructure within the THSP Area would incorporate terminal retention basins as the means of managing runoff from new development via storage and percolation. These basins are depicted in *Figure 4.9-4* of the THSP SEIR. As discussed in the THSP SEIR, storm water runoff generated by buildout of the THSP would be self-contained and would not utilize any existing downstream City storm drainage facilities. The drainage improvements discussed in the THSP SEIR would accommodate projected runoff from the THSP Area. Thus, implementation of the THSP would not exceed the capacity of the proposed stormwater drainage system.

The proposed Project would be located within the same footprint as what was previously analyzed in the THSP SEIR and storm water runoff generated by the proposed uses would be self-contained and would not utilize any existing downstream City storm drainage facilities any greater than previously analyzed in the THSP SEIR. Project implementation would not require new stormwater drainage facilities, the construction of which would cause significant environmental effects. This would not be a new specific impact or an increase in the severity of an impact that was identified in the THSP SEIR and would therefore be consistent with the effects of implementation of the THSP.

Threshold (g) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

As described in the Water Supply Assessment (WSA) conducted for the previously certified THSP SEIR, the THSP Area would be served by the City from its existing and future portfolio of water supplies. The WSA conducted for the THSP Area concluded that the City's existing and planned water supplies would be sufficient to meet the water demand for any hydrologic conditions to the year 2035. No water supply shortages are anticipated for any hydrologic conditions based on Year 2035 water demands. As determined in the THSP SEIR, for all hydrologic conditions, the City's existing and additional water supplies are sufficient to meet the City's Year 2035 water demands. Thus, implementation of the THSP would be of a less than significant level regarding water supply.

Project implementation would increase the projected number of dwelling units in the Project site by 801 dwelling units than previously analyzed in the THSP SEIR. The proposed Project would also result in a decrease of approximately 1.4 million square feet of mixed- use business park, light industrial, and general

highway commercial uses. Accordingly, Project implementation would result in the following changes to water demand[16]:

- Mixed-use Business Park (MUBP): decrease of 132.1 acres, decrease of 198.15 af/ac/yr
- General Highway Commercial (GHC): decrease of 18.6 acres, decrease of 37.2 af/ac/yr
- Light Industrial (M1): decrease of 26.7 acres, decrease of 4.05 af/ac/yr
- Residential: increase of 801 dwelling units, increase of 384.9 af/du/yr

The proposed Project would result in a net potable water demand increase of approximately 145.5 acre feet per year (af/yr) over those considered in the THSP SEIR.[17,18]

The City is currently under contract with the United States Bureau of Reclamation (USBR) for the delivery of water to the City from the Central Valley Project (CVP). The City's current contract, an Interim Renewal Contract, is effective January 1, 2014 through February 29, 2016 and includes up to 20,000 af/yr of water supplies. This contract amount includes the initial 10,000 af/yr from the City's initial contract with the USBR (entered into in 1974), 7,500 af/yr from approved assignments from Banta Carbona Irrigation District (BCID) and West Side Irrigation District (WSID), and 2,500 af/yr from an additional assignment from WSID which was exercised in December 2013.

Regarding groundwater, according to the THSP SEIR, a 2,300 af/yr increase of the average annual operational groundwater yield above the groundwater yield recommended in the 1990 Kennedy/Jenks/Chilton study (6,700 af/yr) could be provided within the estimated sustainable yield of the Tracy Sub-basin in the City, without adverse impact to groundwater resources or quality in the City over a 50-year timeframe. This expansion of groundwater usage to 9,000 af/yr would be within the City's estimated share of the aquifer's sustainable yield of 22,000 af/yr of the 28,000 acre feet/year total (which includes groundwater usage within West Side Irrigation District, Naglee-Burk Irrigation District, Plain View Water District (now part of the Byron Bethany Irrigation District), and Banta-Carbona Irrigation District).Groundwater Management Policy was adopted by the City in 2001 to establish a maximum annual groundwater extraction rate of 9,000 af/yr.

An additional demand of 145.5 af/yr from the proposed Project would not cause the City to exceed the established water supply limits, and therefore, the City would have sufficient water supplies to serve the proposed Project. This impact would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

[16] Based on Water Use Factors provided in the THSP Water Supply Assessment for THSP, Page 10
[17] [-132.1 ac MUBP + -26.7 ac M1]*1.5 af/ac/yr + [-18.6 ac GHC]*2.0 af/ac/yr + [+801 du]*175.82 af/du/yr = [+145.5 af/yr]
[18] Water use factors for low density residential and medium density residential are 429 gpd/du and 310 gpd/du, respectively. For conservative purposes, water demand for the proposed Project was calculated using the low-density water use factor.

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)[19].

The Development Agreement (DA) between the City of Tracy and the THSP Project Applicant provides that the Applicant shall commit funding for Wastewater Treatment Expansion. In return, the City would provide wastewater service to the THSP Area in accordance with the THSP and WWMP as each development occurs, so long as the Applicant remains in compliance with the terms of the THSP and the THSP SEIR. Because the DA provides for the expansion of wastewater facilities in coordination with development of the THSP, the THSP does not create a demand for wastewater treatment that is not available; however, without the payment of applicable impact fees, the impact of the THSP would be significant. To avoid additional impacts and ensure construction, 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.

Project implementation would increase the projected number of dwelling units in the Project site by 801 dwelling units than previously analyzed in the THSP SEIR. Future development that may occur under the proposed Project would be located within the same footprint of the THSP Area. As discussed in the THSP SEIR, the City plans to implement a wastewater treatment system upgrade as outlined in the WWMP. Because future development that may occur under the proposed Project would be located in the same footprint of the THSP, these future developments would also be serviced by the wastewater treatment system upgrades.

In accordance with the DA, the proposed Project would pay the appropriate development impact fees and coordinate with the City to ensure that the City's future wastewater treatment capacity is adequate to service the proposed Project. Regardless of any additional demand on the City's wastewater treatment provided caused by the proposed Project, payment of development impact fees would ensure this impact is less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Threshold (i) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

[19] THSP Draft EIR, page 4.12-44

The THSP Area would be served by the Foothill Sanitary Landfill, which has sufficient capacity to serve the City of Tracy through the year 2082. As determined in the THSP SEIR, the buildout of the THSP Area is considered a small addition to the overall tons per day the City of Tracy currently generates.[20] 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.

Project implementation would increase the projected number of dwelling units in the Project site by 801 dwelling units. Because future development that may occur under the proposed Project would be located in the same footprint of the THSP, solid waste generated by these future developments would be sent to the same Foothill Sanitary Landfill.

Based upon the current generation factor of 7.52 pounds per person per day (the residential, commercial, industrial average), the proposed Project would result in an additional 6,332 pounds of solid waste per day, or 3.17 tons.[21] The THSP SEIR assumed that the THSP would generate approximately 54 tons of solid waste per day. Given the small addition to the overall tons the THSP and the City of Tracy currently generates, the landfill would have capacity to serve the proposed Project and this impact would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

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.[22] 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 statues and regulations and the impact was found to be less than significant.

Similar to the THSP, the proposed Project would comply with applicable statutes and regulations, including the City's waste diversion programs and the CALGreen Code, and the impact would be less than significant. This is consistent with the impact conclusions of the THSP SEIR. No new specific impact would result, nor would the impact previously identified be any more severe as a result of the proposed Project. Therefore, the proposed Project would be consistent with the effects of implementation of the THSP.

Cumulative Impacts

As discussed above, the proposed Project would not cause a new public services, recreation, or utilities impact to occur, nor an increase in the severity of any public services, recreation, or utilities impacts previously disclosed in the THSP SEIR, with implementation of the mitigation measures discussed in this

[20] THSP Draft EIR, page 4.12-47

[21] [+2,620 residents] + [- 1,778 employees] = [+842 people in THSP Area as result of proposed Project]; [842 people] * [7.52 lbs waste/person/day] = [6,332 lbs waste/day]

[22] THSP Draft EIR, page 4.15-45

section. Therefore, the proposed Project would not cause either a new cumulative impact to occur, nor an increase in the severity of a cumulative impact previously disclosed.

XV. TRANSPORTATION/TRAFFIC

WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*Reviewed Under Previous Document*
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☐	☒
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☐	☒
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☐	☒
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☐	☒
e. Result in inadequate emergency access?	☐	☐	☐	☐	☒
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

A Transportation Consistency Analysis was prepared by Kimley-Horn and Associates, Inc. (October 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 Mixed Use Business Park, General Highway Commercial, Low Density Residential, Medium Density Residential, Light Industrial, and Open Space.

The trip generation calculation included a comparison between the previously certified THSP SEIR buildout trips and the proposed Project buildout trips. This comparison is provided below in Table 4, Trip Generation. The total trips generated for the approved Specific Plan is 7,831 (3,947 IN / 3,884 OUT) AM peak hour trips and 14,066 (7,050 IN / 7,016 OUT) PM peak hour trips. Based on the proposed amended THSP, the Project is anticipated to generate 6,538 (2,849 IN / 3,689 OUT) AM peak hour trips and 11,736 (6,278 IN / 5,458 OUT) PM peak hour trips.

Comparison of the trip generation for the THSP SEIR analysis and the proposed Project buildout trips indicates the overall a.m. peak hour trips decrease by approximately 1,293 trips, and the overall p.m. peak hour trips decrease by approximately 2,330 trips.

Table 4: 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
				7,831	**3,947**	/	**3,884**	**14,066**	**7,050**	/	**7,016**
Pending Specific Plan Amendment for Village 7C and KT Update											
Trip Generation Rates	**Square Feet**	**Units**		**Weekday AM**				**Weekday PM**			
				Total	**IN**	/	**OUT**	**Total**	**IN**	/	**OUT**
Low/Mid Density Residential & Residential Estate	-	**5,660**	**No. of Dwelling Units**	**3,113**	**778**	/	**2,335**	**5,943**	**3,744**	/	**2,199**
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
				6,823	**3,263**	/	**3,560**	**12,245**	**6,221**	/	**6,024**
Proposed Specific Plan Amendment for Phases 1B and 1C											
Trip Generation Rates	**Square Feet**	**Units**		**Weekday AM**				**Weekday PM**			
				Total	**IN**	/	**OUT**	**Total**	**IN**	/	**OUT**
Low/Mid Density Residential & Residential Estate	-	**6,461**	**No. of Dwelling Units**	**3,554**	**889**	/	**2,665**	**6,784**	**4,274**	/	**2,510**
High Density Residential	-	125	No. of Dwelling Units	39	8	/	31	74	48	/	26
Retail	**398,400**	**919**	**Employees**	**1,746**	**1,083**	/	**663**	**3,180**	**1,526**	/	**1,654**
Office	**585,446**	**701**	**Employees**	**154**	**136**	/	**18**	**295**	**50**	/	**245**
Other (Industrial/Warehousing)	**3,113,887**	**3,889**	**Employees**	**661**	**522**	/	**139**	**1,283**	**321**	/	**962**
School	-	800	Students	384	211	/	173	120	59	/	61
			Total Trips	**6,538**	**2,849**	/	**3,689**	**11,736**	**6,278**	/	**5,458**
			Net New Trips (Compared to Original Approved Specific Plan)	**-1,293**	**-1,098**	/	**-195**	**-2,330**	**-772**	/	**-1,558**
			Net New Trips (Compared to Pending Specific Plan Amendment for Village 7C and KT Update) (For informational purposes only)	**-285**	**-414**	/	**129**	**-509**	**57**	/	**-566**

Notes:

DU = Dwelling Units, Emp. = Employees

1. Trip generation rates and Original Specific Plan Buildout trips taken from the Tracy Hills Specific Plan Recirculated Draft Subsequent Environmental Impact Report, October, 2015
2. The SEIR used 0.48 for the AM peak hour school trip generation rate calculations instead of the 0.45 that was listed
3. The bold and underlined land uses denote proposed changes.

Source: Kimley-Horn, October, 2020

Project implementation would result in an overall decrease of a.m. and p.m. peak hour trips and is not anticipated to cause new impacts on the roadway network under cumulative conditions.

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?

While the trip generation with the proposed Project is less than the approved THSP SEIR, the trip distribution is different because land uses that would otherwise be generating jobs would be replaced by residential housing units. However, the trip reduction is sufficiently substantial that it is anticipated that the traffic volumes associated with implementation of Phase 1B and 1C would be no greater than the impacts to the circulation system previously analyzed in the THSP SEIR. Under cumulative conditions, implementation of the proposed Project would modestly increase the total number of outbound a.m. peak hour trips by approximately 20 trips. As discussed above, this marginal increase in trips is not anticipated to cause new impacts on the roadway network under cumulative (buildout) conditions and would be considered inconsequential when compared to the 3,884 a.m. peak hour trips leaving the THSP Area.

However, because Phase 1A is under construction, this analysis also looks at an interim Project condition which includes Phase 1A, 1B and 1C. The THSP SEIR found that the construction of Phase 1A of the Specific Plan would cause significant impacts on the existing City roadway and freeway network. Although this "interim" condition was not analyzed in the THSP SEIR, it is anticipated that given the shift in land use designations, combined with existing THSP SEIR base year conditions (2013), that temporary impacts to the local and regional circulation system may result and would require the need to accelerate the timing of improvements previously identified in the THSP SEIR. Table 5, *Background Plus Project LOS Results* provides the LOS results for all study intersections.

It was determined that the following intersections will operate at an unacceptable LOS:

- Intersection #7 – Corral Hollow Road and I-580 Eastbound Ramp
- Intersection #9 – Corral Hollow Road and Tracy Hills Drive
- Intersection #10 – Corral Hollow Road and Linne Road

Table 5: Background Plus Project LOS Results

#	Intersection[1]	LOS or V/C Standard[2,3]	Control Type[4]	Background Conditions						Background Plus Project Conditions							
				AM Peak Hour			PM Peak Hour			AM Peak Hour				PM Peak Hour			
				V/C	Delay	LOS	V/C	Delay	LOS	MVMT	V/C	Delay[5]	LOS	MVMT	V/C	Delay[5]	LOS
5	Lammers Rd & Tracy Hills Dr (INTERIM)	D	SSSC	Intersection Does Not Exist						-	-	3.3	A	-	-	13	B
	Worst Approach									NB	-	10.4	B	NB	-	23.0	C
6	Corral Hollow Rd & Lammers Rd	0.85	RAB	0.413	-	A	0.464	-	A	-	0.382	-	-	-	0.569	-	-
7	Corral Hollow Rd & I-580 EB Ramps	0.85	RAB	0.742	-	B	0.561	-	A	-	0.505	-	-	-	**0.868**	-	-
8	Corral Hollow Rd & I-580 WB Ramps	0.85	RAB	-	32.4	C	-	53.9	D	-	0.837	-	-	-	0.802	-	-
9	Corral Hollow Rd & Tracy Hills Drive/Street D	D	Signal	-	19.0	B	-	16.6	B	-	-	37.6	D	-	-	**58.9**	**E**
10	Corral Hollow Rd & Linne Rd	D	Signal	-	21.7	C	-	26.1	C	-	-	26.5	C	-	-	52.9	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. RAB- Roundabout Control; Signal – Signal Control

5. Delay indicated in seconds/vehicle.

6. Intersections that fall below LOS standard are shown in **bold.**

Additional findings of the traffic analysis completed for the proposed Project are summarized below:

1. A total of 1,347 units west of Corral Hollow Road, accessed via Tracy Hills Drive, can be built before triggering the need for the Lammers Road south connection. This assumes 214 units built in KT. Before the trigger is met, Tracy Hills Drive will be a continuous roadway from Phase 1A to Phase 1B with no side street access or control at the Lammers Road crossing.

2. Any additional traffic from Phase 1A or Phase 1B or 1C beyond the trip trigger will require the construction of a new Lammers Road connection from Tracy Hills Drive underneath the I-580 freeway, with access to Corral Hollow Road, south of the I-580.

3. The intersection of Lammers Road and Tracy Hills Drive, for trips over the trip trigger, will be a T-intersection to accommodate first Phase 1B and later Phase 1C traffic flow onto the new Lammers Road connection to Corral Hollow Road. The Lammers Road leg will have a side street stop control on the northbound approach towards Tracy Hills Drive, and Tracy Hills Drive will have free flowing east-west movements with an eastbound right turn lane and a westbound left-turn lane at Lammers Road. Tracy Hills Drive will be a two-lane road in Phase 1B and Phase 1C with intersection widening for turn lanes on the eastbound approach at Tracy Hills Drive. The Project will be required to construct all frontage improvements along Lammers Road. Implementation of these improvements can be potentially postponed until Lammers Road is constructed north of Tracy Hills Drive.

4. The new intersection of Corral Hollow Road/Lammers Road will be either a roundabout or a signal. A signal warrant analysis must be completed to justify installation of a signal

5. The intersection of Corral Hollow Road and Tracy Hills Drive will have two northbound and two southbound lanes with the implementation of Phases 1B and 1C. Turn lanes on Corral Hollow Road and Tracy Hills Drive east and the westbound approaches, will be consistent with the KT TM approval.

6. The intersection of Corral Hollow Road and Linne Road operates at an acceptable LOS D; however, it should be noted that the northbound and westbound movements are anticipated to fail in Background Plus Project PM peak hour conditions. It is recommended to provide two northbound and southbound through lanes to mitigate this deficiency. The westbound approach would have one left turn and one right turn lane.

Additionally, 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 that 18 percent of Tracy Hills Phase 1B and 1C (approximately 144 homes) 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. Though these impacts would be temporary in nature (5-7 years until improvements identified under Buildout Conditions are funded and constructed), they can be mitigated by implementation of the following measures (these include both previously certified THSP SEIR mitigation measures and standard conditions of project approval for individual phases of project development/implementation.

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

> ***Mitigation Measure 4.13-5a:*** *Existing Plus Project 2035 Intersection Delay & LOS Mitigations, the following mitigations are required to obtain acceptable LOS based on development of the Project as assumed for year 2035. Triggers based on the volume of traffic generated by the Project in year 2035:*
>
> - *Intersection #1 (Corral Hollow Road / I-580 EB Ramps) Signalize the intersection and widen the I-580 overcrossing to four through lanes. The northbound approach shall be reconstructed to include two northbound through lanes and a northbound right-turn lane. The southbound approach shall include two southbound through lanes and a southbound left-turn lane, and the eastbound approach shall include a shared eastbound through/right-turn lane and an eastbound left-turn lane. This mitigation is beyond the scope of improvements identified in the adopted TMP.*
>
>   *The Applicant has the option of constructing the I-580 interchange improvements only to the extent identified in the adopted TMP if the Applicant also implements the Lammers Interchange (as identified in the adopted TMP). Either of these options will fully mitigate the impact. The TMP improvement includes only the reconstruction of the northbound approach to include a northbound through lane and a shared northbound through/right-turn lane. On the southbound approach, only the reconstruction to include a southbound left-turn lane and two southbound through lanes. And on the eastbound approach, only the reconstruction to include an eastbound left-turn lane, a shared eastbound left/through lane, and an eastbound right turn lane. This intersection shall be interconnected with Intersection #2: Corral Hollow Road / I-580 WB Ramps.*
>
>   *The Applicant shall, in collaboration with the City Engineer and Caltrans, commence with a Project Study Report (PSR) for the interchange improvements for Corral Hollow Road and Lammers Road. The PSR shall commence immediately following the approval of this Project Application by the City of Tracy and the Interchange shall be improved when the project will generate its 2,588 AM peak hour trip, which would be generated by a mix of office, retail, industrial and residential land uses. The applicant shall submit a trip generation calculation with each building permit application and/or final map approval in collaboration with the City Engineer. If the trip generation indicates 2,588 AM peak hour trips or more, the interchange shall be improved before issuance of such building permit and/or final map approval. The intersection falls under Caltrans jurisdiction.*
>
> - *Intersection #2 (Corral Hollow Road/ I-580 WB Ramps) - Signalize the intersection, widen the I-580 overcrossing to four through lanes, and construct a westbound loop on-ramp to accommodate Project 2035 conditions. The northbound approach shall be reconstructed to include two northbound through lanes and two northbound right-turn lanes which lead to the loop on-ramp. The southbound approach shall include two southbound through*

lanes and one southbound right-turn lane, and the westbound approach shall include one shared westbound through/left-turn lane and one westbound right-turn lane. This mitigation is beyond the scope of improvements identified in the adopted TMP.

The Applicant has the option of constructing the I-580 interchange improvements only to the extent identified in the adopted TMP if the Applicant also implements the Lammers Interchange (as identified in the adopted TMP). Either of these options will fully mitigate the impact. The TMP improvement includes only the reconstruction of the northbound approach to include a northbound left-turn lane and a northbound through lane. On the southbound approach, only the reconstruction to include a southbound right-turn lane and two southbound through lanes. And on the westbound approach, only the reconstruction to include a shared westbound through/left-turn lane and a channelized westbound right-turn lane. This intersection shall be interconnected with Intersection #1: Corral Hollow Road / I-580 EB Ramps.

The Applicant shall, in collaboration with the City Engineer and Caltrans, commence with a Project Study Report (PSR) for the interchange improvements for Corral Hollow Road and Lammers Road. The PSR shall commence immediately following the approval of this Project Application by the City of Tracy and the Interchange shall be improved when the project will generate its 2,588 AM peak hour trip, which would be generated by a mix of office, retail, industrial and residential land uses. The applicant shall submit a trip generation calculation with each building permit application and/or final map approval as directed by the City Engineer. If the trip generation indicates 2,588 AM peak hour trips or more, the interchange shall be improved before issuance of such building permit and/or final map approval. The intersection falls under Caltrans jurisdiction.

- *Intersection #3 (Corral Hollow Road /Spine Road) – Signalize the intersection and improve the northbound approach to include a northbound left-turn lane, two northbound through lanes, and a northbound right-turn lane. The southbound approach shall include two southbound left-turn lanes, two southbound through lanes, and a southbound right-turn lane. The eastbound approach shall include an eastbound left-turn lane, an eastbound through lane, and an eastbound right-turn lane. The westbound approach shall include two westbound left-turn lanes, a westbound through lane, and a westbound right-turn lane. The construction of Corral Hollow's approaches to four through lanes is within the scope of improvements identified in the adopted TMP, while Spine Road and the north and southbound turn lanes into the Project site from Corral Hollow Road are not, and thus, are the responsibility of the Applicant. If the Applicant chooses to also construct the Lammers Road Interchange, the mitigation decreases as follows: Construct the northbound approach to include a northbound right turn lane, a northbound through lane and a shared northbound through/right-turn lane. Construct the southbound approach to include a southbound left-turn lane, two southbound through lanes, and a southbound right-turn lane. The westbound approach shall be constructed to include a westbound left-turn lane, a westbound through lane, and a westbound right-turn lane. No decreased mitigations*

would be triggered for the eastbound approach. Either of these options will fully mitigate the impact. The intersection shall be improved at the issuance of the first building permit.

- *Intersection #4 (Corral Hollow Road / Linne Road) – Signalize the intersection and reconstruct the northbound approach to include a northbound right-turn lane and a northbound through lane. The southbound approach shall include a southbound left-turn lane and a southbound through lane, and the westbound approach shall remain a shared westbound left/right-turn lane. This signal shall be interconnected with the controller at the railroad crossing and improvements shall be constructed at the railroad crossing gates Prior to approval of the first tentative map for the project, the City Engineer will identify which of the foregoing improvements, if any, are eligible for funding with the City's TIF funds. Approval of the railroad crossing improvements falls under the jurisdiction of UPRR and the CA PUC. The Applicant shall, in collaboration with the City Engineer and UPRR/CA PUC, commence with a preliminary and final design process for the intersection and railroad crossing improvements.*

  For those improvements determined by the City Engineer to be eligible for funding with City TIF funds, Applicant shall be responsible for paying its fair share of the costs of such improvements. For those improvements determined by the City Engineer not to be eligible for funding with City TIF funds, Applicant shall be responsible for paying the full costs of such improvements. The intersection shall be improved when the project will generate its 468 PM peak hour trips, which could be generated by a mix of office, retail, industrial and residential land uses. The applicant shall submit a trip generation calculation with each building permit application and/or final map approval as directed by the City Engineer. If the trip generation indicates 468 PM peak hour trips or more, the intersection shall be improved before issuance of such subsequent building permit and/or final map approval. Approval of the railroad improvements falls under the jurisdiction of UPRR and CA PUC.

- *Intersection #5 (Tracy Boulevard / Linne Road) – Signalize the intersection and reconstruct the southbound approach to include a shared southbound through/left-turn lane and a southbound right-turn lane. Construct the eastbound approach to include an eastbound left-turn lane and a shared eastbound through/right-turn lane. The westbound approach shall remain a shared westbound left/through/right-turn lane and the northbound approach shall remain a shared northbound through/left/right-turn lane. This signal shall be interconnected with the controller at the railroad crossing and improvements shall be constructed at the railroad crossing gates. Approval of the railroad improvements falls under the jurisdiction of UPRR and CA PUC. The applicant shall, in collaboration with the City Engineer and UPRR/CA PUC, commence with a preliminary and final design process for the intersection improvements.*

  Prior to approval of the first tentative map for the project, the City Engineer will identify which of the foregoing improvements, if any, are eligible for funding with the City's TIF funds. For those improvements determined by the City Engineer to be eligible for funding

with City TIF funds, Applicant shall be responsible for paying its fair share of the costs of such improvements. For those improvements determined by the City Engineer not to be eligible for funding with City TIF funds, Applicant shall be responsible for paying the full costs of such improvements. The intersection shall be improved when the project will generate its 469 PM peak hour trips, which could be generated by a mix of office, retail, industrial and residential land uses. The applicant shall submit a trip generation calculation with each building permit application and/or final map approval as directed by the City Engineer. If the trip generation indicates 469 PM peak hour trips or more, the intersection shall be improved before issuance of such building permit.

- *Intersection #7 (Corral Hollow Road / Valpico Road) – Signalize the intersection and reconstruct the southbound, eastbound, and westbound approaches to each include a left-turn lane and a shared through/right-turn lane. Reconstruct the northbound approach to include one left-turn lane, one through lane, and one right-turn lane. The improvement for widening Corral Hollow Road is a TMP improvement, is currently being planned and shall be funded by the City TIF. With implementation of the Corral Hollow Road/Valpico Road widening project, the impact would be fully mitigated.*

- *Intersection #9 (Corral Hollow Road / New Schulte Road) - Reconstruct the westbound approach to include a westbound left-turn lane, one westbound through lane and right turn lane, and one westbound right-turn lane. The northbound, southbound, and eastbound approaches are to remain as they are in Existing Conditions. The City has an approved and funded CIP project that would add the westbound right turn lane. With implementation of the right turn lane, the impact would be fully mitigated.*

- *Intersection #10 (Lammers Road / Old Schulte Road) - Signalize the intersection and reconstruct the northbound approach to include a northbound left-turn lane and a northbound through lane. Reconstruct the southbound approach to include a southbound right-turn lane and a southbound through lane. The eastbound approach shall remain as it is in Existing Conditions. However, the City has established a CIP Project for this interim improvement and partial funds have already been collected from other development projects as fair share payments and these other development projects funded the addition of the northbound left-turn lane only. The Applicant shall fund the addition of the southbound right-turn lane and signal modifications required when the project generates 2,588 trips.*

  The Applicant shall be responsible for paying its fair share of the costs of the CIP interim improvements prior to issuance of the first building permit. A portion of the ROW required for widening this intersection falls with San Joaquin jurisdiction.

- *Intersection #13 (Mountain House Parkway / I-580 EB Ramps) – Signalize the intersection. The City has approved the Medline, FedEx, and Building 1 and 2 projects which have been conditioned to implement this improvement to mitigate their respective impacts. With*

anticipated installation of the signal, the Project will have no additional impact at this intersection. This intersection falls under Caltrans jurisdiction.

- *Intersection #14 (Mountain House Parkway / I-580 WB Ramps) – Signalize the intersection. The City has approved the Medline, FedEx, and Building 1 and 2 projects which have been conditioned to implement this improvement to mitigate their respective impacts. With anticipated installation of the signal, the Project will have no additional impact at this intersection and thus the Applicant is not responsible for this mitigation. This intersection falls under Caltrans jurisdiction.*

- *Intersection #23 (Internal Intersection along S. Tracy Hills Road) – Signalize the intersection and construct the northbound approach to include a shared northbound through/left-turn lane and a channelized northbound right-turn lane. The southbound approach shall include dual southbound left-turn lanes and a shared southbound through/right turn lane. The eastbound approach shall include an eastbound left-turn lane and a shared eastbound through/right-turn lane. The westbound approach shall include a westbound left-turn lane, two westbound through lanes, and a westbound right-turn lane. This improvement is the responsibility of the Applicant and shall be implemented at the time this area and roadways develop, and before the first building permit for this area is issued.*

- *Intersection #36 (Corral Hollow Road / Tennis Lane) – Construct a median along Corral Hollow Road and allow only left –in's and right-in-right-out turns on both approaches of Tennis Lane. This improvement shall be added to the City TMP and TIF. The Project will have no impact after implementation of this improvement. The City shall implement this improvement.*

  [This is Mitigation Measure 4.13-5a in the THSP SEIR]

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]*

Mitigation Measure TRANS 4.13-14a: Existing Plus Phase 1a Intersection Delay & LOS Mitigations the following mitigations are required to be installed by the Project Applicant, triggers are identified in Table 4.13-68 in the THSP SEIR:

- Intersection #1 (Corral Hollow Road / I-580 EB Ramps) – Install an all-way stop controlled intersection as an interim improvement once development is approved to generate 196 PM peak hour trips to mitigate the interim impact. Signalize the intersection at the time development is approved to generate 832 PM peak hour trips to accommodate Project Phase 1a conditions and fully mitigate their impact. This improvement is a partial TMP improvement and shall be partially funded by the City TIF. The City Engineer shall, at the

time the tentative map is prepared, identify the non-TMP improvements. The costs of the non-TMP improvements are the responsibility of the Applicant. The Applicant shall, in collaboration with the City Engineer and Caltrans, commence with an Encroachment Permit application to install the all-way stop sign and signal immediately following the approval of this Project Application by the City of Tracy.

- Intersection #3 (Corral Hollow Road / Spine Road) – Signalize the intersection and improve the northbound approach to include a northbound left-turn lane and one northbound through lane. The southbound approach to include one southbound through lane and one southbound right-turn lane, and the eastbound approach to include two eastbound left-turn lanes and one eastbound right-turn lane. The construction of Corral Hollow's approaches to four through lanes is within the scope of improvements identified in the adopted TMP, while Spine Road and the north and southbound turn lanes into the Project site from Corral Hollow are not, and thus, are the responsibility of the Applicant. The improvement shall be installed before issuance of the first certificate of occupancy.

- Intersection #4 (Corral Hollow Road / Linne Road) – Install a signal at the intersection that will have interconnect with the railroad crossing controller. Improvements shall be constructed at the railroad crossing gates. The signalization is a Public Utilities Commission requirement because vehicle queues will spill across the railroad tracks and will cause safety concerns for train traffic. The signal shall be installed when 396 PM peak hour trips would be generated by the Project. This improvement is a partial TMP improvement and shall be partially funded by the City TIF. The City Engineer shall, at the time the tentative map is prepared, identify the non-TMP improvements. The costs of the non-TMP improvements are the responsibility of the Applicant. The Applicant shall, in collaboration with the City Engineer and UPRR/PUC, commence with an engineering design process to install the improvements identified. This design shall commence immediately following the approval of this Project Application by the City of Tracy.

- Intersection #5 (Tracy Boulevard / Linne Road) – Reconstruct the eastbound approach to an eastbound left-turn lane and eastbound through lane, and the westbound approach to a westbound right-turn lane and westbound through lane. Allow the northbound and southbound approaches to remain as they are in existing conditions. This improvement is a partial TMP improvement and shall be partially funded by the City TIF. The City Engineer shall, at the time the tentative map is prepared, identify the non-TMP improvements. The costs of the non-TMP improvements are the responsibility of the Applicant. The Applicant shall, in collaboration with the City Engineer and UPRR/CA PUC, commence with an engineering design process to install the improvements identified. This design process shall commence immediately following the approval of this Project Application by the City of Tracy.

- Intersection #7 (Corral Hollow Road / Valpico Road) – Signalize the intersection and reconstruct the southbound, eastbound, and westbound approaches to include a left-

turn lane and a shared through/right-turn lane. Reconstruct the northbound approach to include one northbound left-turn lane, one northbound through lane, and one northbound right-turn lane. This improvement is a TMP improvement and shall be partially funded by the City TIF. The City has funding for the expansion of Corral Hollow Road to four lanes from Parkside Drive to Linne Road, including the improvement and signalization of the Valpico Road/Corral Hollow Road intersection. The City is proceeding and currently in the planning stage of the expansion and signalization project and expects to begin construction in 2016/2017. With anticipated road expansion and installation of the signal, the Project will have no additional impact at this intersection and thus the Applicant is not responsible for this mitigation.

- Intersection #13 (Mountain House Parkway / I-580 EB Ramps) – Refer to Mitigation 4.13-5a.
- Intersection #14 (Mountain House Parkway / I-580 WB Ramps) – Refer to Mitigation 4.13-5a.

[This is Mitigation Measure TRANS 4.13-14a in the THSP EIR]

For the interim condition, if the funding and/or timing of the improvements identified for intersections 7, 9, and 10 are not in place prior to issuance of the first building permit, the following interim improvements have been identified to accommodate the addition of Phase 1B and 1C traffic onto the network. These improvements are a part of the ultimate improvements identified Tracy Hills SP EIR. These improvements are in addition to improvements previously identified for Phase 1A and KT as updated.

Interim Mitigation Measure 1:

- *Intersection #7*– Corral Hollow Road and I-580 Eastbound Ramp
  - Interim Mitigation: Provide a channelized eastbound right turn lane
- *Intersection #9*– Corral Hollow Road and Tracy Hills Drive
  - Interim Mitigation: Provide two northbound and southbound through lanes
- *Intersection #10 – Corral Hollow Road and Linne Road*
  - Interim Mitigation: Provide two northbound and southbound through lanes

At the time of preparation of this Initial Study, no roadway infrastructure plans have been prepared or submitted to City Staff for Phase 1B and 1C. As such, the Project Applicant will be required to provide vehicular access to Phase 1B and 1C consistent with City Standards in effect at time of Project approval and subject to the City of Tracy Traffic Master Plan (TMP). Site access will be subject to review and approval by the City Engineer.

Although mitigation would reduce impacts related to overcapacity traffic conditions, the impact would remain significant and unavoidable in accordance with the THSP SEIR. This is because construction timing of said improvements is uncertain since they are program improvements dependent on funding from development throughout Tracy and in part, depend on actions outside of the City's jurisdictional control

(e.g. Caltrans). Impacts would remain significant and unavoidable in accordance with the THSP SEIR until such time as all identified improvements are constructed and operational.

Threshold (b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

As identified in the previously certified THSP SEIR, the THSP complies with the San Joaquin Congestion Management Program (CMP) and the CMP LOS standard of D or better is maintained on all the CMP routes as identified in Tables 4.13-48 and 4.13-49 in the THSP SEIR. The THSP includes a range of travel demand management (TDM) strategies that are consistent with those identified in the City's station area plans of the General Plan and the San Joaquin Council of Governments (SJCOG) TDM goals. As such, the THSP SEIR concluded that no impacts would result from implementation of the THSP.

Project implementation would not result in a conflict with an applicable CMP or travel demand measure as the marginal increase of 129 trips from the proposed Project is not anticipated to cause new impacts on the roadway network for cumulative conditions and would be considered inconsequential when compared to the 3,889 a.m. peak hour trips leaving the THSP Area. 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]*

With implementation of the above mitigation measure, 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 still remain significant and unavoidable in this regard, consistent with the effects of implementation of the THSP.

Cumulative Impacts

Under Cumulative Conditions the City of Tracy Transportation Master Plan (TMP) Roadway improvements are assumed to be in place. The Trip Generation results in Table 1 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; these measures include Mitigation Measure TRANS-7 in the certified THSP SEIR. Cumulative Project impacts would be considered Significant and Unavoidable since the proposed Project would contribute to the cumulative significant and unavoidable impacts previously identified in the THSP SEIR. Additional environmental review is not required since this impact was addressed and would not exacerbate the previously identified impacts in the THSP SEIR.

XIX. MANDATORY FINDINGS OF SIGNIFICANCE

WOULD THE PROJECT:

	Potentially Significant Impact	*Less Than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*	*Reviewed Under Previous Document*
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☐	☒
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☐	☒
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☐	☒

RESPONSES TO CHECKLIST QUESTIONS

a – c. As described throughout the analysis above, the proposed Project would not result in any significant impacts to the environment that cannot be mitigated to a less than significant level through the application of uniformly applied development policies and/or standards that were not already anticipated in the THSP SEIR. The proposed Project is required to implement a range of standard and uniformly applied development policies and standards, as well as any previously identified mitigation measures, all of which are identified in the previously certified THSP SEIR, which would reduce the majority of potentially significant impacts to a less than significant level. The cumulative impacts associated with development of the proposed Project were considered and found not to be cumulatively considerable. Further, cumulative impacts of the proposed Project would be consistent with those analyzed and disclosed in the previously certified THSP SEIR. The proposed Project would not result in any cumulative impacts that were not contemplated in the previously certified THSP SEIR. The proposed Project would not result in any peculiar site-specific impacts, impacts to biological resources or impacts to cultural and/or historical resources that were not contemplated in the previously certified THSP SEIR. The proposed Project would cause neither a new impact to occur, nor an increase in the severity of an impact previously disclosed.

DETERMINATION OF APPROPRIATE CEQA DOCUMENTATION

Section 15162(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 Project. 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.

MITIGATION, MONITORING, AND REPORTING PROGRAM

A number of mitigation measures required to avoid and reduce potentially significant adverse impacts of the proposed THSP Project. Mitigation measures from the EIR prepared for the THSP SEIR are applicable to the proposed Project. To mitigate the proposed Project's impacts, the mitigation measures listed below would be implemented as part of the proposed Project.

Mitigation, Monitoring, and Reporting Program

Impact Category	*Mitigation Measure*	*Implementation Timing*	*Responsible Monitoring Party*	*Monitoring/ Reporting Method*
Aesthetics	**Mitigation Measure AES 4.1-1:** The THSP contains design guidelines and landscaping standards (Tracy Hills Specific Plan, pages 3-1 through 3-96) which have been implemented in the Phase 1a Vesting Tentative Map (Figure 3-12, Phase 1a Vesting Tentative Map), and which would be required on individual, site-specific developments within the THSP. These measures would ensure that development within the Project Area is aesthetically pleasing and is compatible with current development in the City of Tracy. Beyond these measures, there is no feasible mitigation. [This is Mitigation Measure 4.1-1 in the THSP SEIR]	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.
	Mitigation Measure AES 4.1-2: The THSP contains design guidelines and landscaping standards (Tracy Hills Specific Plan, pages 3-1 through 3-96) which have been implemented in the Phase 1a Vesting Tentative Map (Figure 3-12, Phase 1a Vesting Tentative Map), and which would be required on individual, site specific development within the THSP. These measures would ensure that development within the THSP Project Area is aesthetically pleasing and is compatible with current development in the City of Tracy. Beyond these measures, there is no feasible mitigation. [This is Mitigation Measure 4.1-2 in the THSP SEIR]	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.
	Mitigation Measure AES 4.1-3: The THSP contains design guidelines and landscaping standards (Tracy Hills Specific Plan, pages 3-1 through 3-96) which would be required on individual, site specific development within the THSP. These measures would ensure that development within the THSP Project Area is aesthetically pleasing and is compatible with current development in the City of Tracy. Beyond these measures, there is no feasible mitigation. [This is Mitigation Measure 4.1-3 in the THSP SEIR]	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.
	Mitigation Measure AES 4.1-4: To decrease light spillage and glare to the maximum extent practicable, all individual developments under the THSP shall be required to: • Prior to final inspection or certificate of occupancy, all exterior and parking area lighting shall be directed downward or shielded, to prevent glare or spray of light on to public rights-of-way or adjacent residential property, consistent with City standards. [This is Mitigation Measure 4.1-4 in the THSP SEIR]	Prior to inspection.	Development Services, Engineering	Construction inspection.
	Mitigation Measure AES 4.1-5: The THSP contains design guidelines and landscaping standards (Tracy Hills Specific Plan, pages 3-1 through 3-96) which would be required on individual, site specific development within the THSP. These measures would ensure that development within the THSP Project Area is aesthetically pleasing and is compatible with current development in the City of Tracy. Beyond these measures, there is no feasible mitigation. [This is Mitigation Measure 4.1-5 in the THSP SEIR]	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.
Agricultural and Forestry Resources	**Mitigation Measure AG 4.2-1:** As part of the development process for individual site-specific development projects, the agricultural mitigation fee adopted by the City shall be paid for each acre of Prime Farmland to be developed. The fees shall be	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.

Mitigation, Monitoring, and Reporting Program

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

Mitigation, Monitoring, and Reporting Program

Impact Category	*Mitigation Measure*	*Implementation Timing*	*Responsible Monitoring Party*	*Monitoring/ Reporting Method*
Air Quality	**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 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	Prior to issuance of grading permit, during construction. Prior to issuance of grading permit, building permit; During construction.	Development Services, Engineering Development Services, Engineering	Review construction specifications materials and retain for administrative record, / Conduct site inspections. Review construction specifications materials and retain for administrative record, Conduct site inspections.

Mitigation, Monitoring, and Reporting Program

Impact Category	*Mitigation Measure*	*Implementation Timing*	*Responsible Monitoring Party*	*Monitoring/ Reporting Method*
	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]	Prior to issuance of grading permit.	Development Services, Engineering	Review construction specifications materials and retain for administrative record, Conduct site inspections
	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]	Prior to issuance of building permit.	Development Services, Engineering	Review construction specifications materials and retain for administrative record, Conduct site inspections
	Mitigation Measure AQ 4.3-4a: New sensitive land uses including residential, hospital, medical offices, and day care facilities located within 500 feet of the I-580 freeway shall be designed to include air filtration systems with efficiencies equal to or exceeding a Minimum Efficiency Reporting Value (MERV) 13 (or equivalent system) as defined by the American Society of Heating, Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2. The average particle size efficiency (PSE) removal based on ASHRAE Standard 52.2 for MERV 13 is approximately 75 percent for 0.3 to 1.0 µg/m3 (DPM) and 90 percent for 1.0 to 10 µg/m3 (PM_{10} and $PM_{2.5}$). [This is Mitigation Measure 4.3-4a in the THSP SEIR]	Prior to issuance of building permit	Development Services, Engineering	Review construction specifications materials and retain for administrative record, Conduct site inspections
	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,	Prior to site plan approval, prior to building permit issuance if high efficiency air filters required	Development Services, Engineering	Review construction specifications materials and retain for administrative record, Conduct site inspections

Mitigation, Monitoring, and Reporting Program

Impact Category	*Mitigation Measure*	*Implementation Timing*	*Responsible Monitoring Party*	*Monitoring/ Reporting Method*
	ventilation, and air conditioning (HVAC) system that includes high efficiency filters for particulates (Minimum Efficiency Reporting Value [MERV] 13 or higher) or other similarly effective systems shall be required. [This is Mitigation Measure 4.3-4b in the THSP SEIR]			
Biological Resources	**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 activates or grading, pre-construction clearance surveys shall be initialed by a qualified biologist to reinforce negative findings (the continued absence of SJKF) on the Project Site with substantial evidence. A second SJKF survey shall be conducted no more than thirty (30) days prior to the onset of construction or ground disturbing activities. If SJKF are detected within portions of the Project Site proposed for development, the developer shall immediately contact the USFWS telephonically and in writing, and following consultation with the USFWS, avoidance and minimization measures specific to SJKF will be incorporated into the Project as described in the USFWS "Standard Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbing Activities (1999)" and the USFWS "San Joaquin Kit Fox Habitat Evaluation Forms (2001)" to reduce impacts to this species to a less than significant level. These SJKF avoidance and minimization measures shall include the following: 1. No later than forty five (45) days prior to any ground disturbing activities or grading, the developer shall contact a qualified biologist holding proper permits and provide approval to that biologist to relocate known SJKF located on site to the 3,500 acre open space preserve or another relocation preserve approved by the USFWS or covered by the SJMSCP. 2. No later than fourteen (14) days prior to any ground disturbing activities or grading, all known dens shall be monitored for at least three (3) consecutive days to ensure that SJKF dens, to the extent they exist on the Project Site, are unoccupied prior to den excavation.	Prior to and during construction. Prior to and during construction. Prior to construction.	Development Services, Engineering, Planning Development Services, Engineering, Planning Development Services, Engineering, Planning	Compliance with project conditions of approval. Compliance with project conditions of approval. Compliance with project conditions of approval.

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	3. No later than five (5) business days prior to the initiation of any ground disturbing activities or grading (Grading Start Date), developer shall notify the Regional Offices of CDFW and USFWS in writing of its intent to destroy unoccupied SJKF dens and initiate grading. At this time, Developer shall again authorize qualified representative of CDFW and USFWS to attempt to relocate known SJKF, to the extent feasible. If CDFW and USFWS are unable to relocate known SJKF by the Grading Start Date, Developer shall be required to eliminated known SJKF dens in the manner set forth below: • Known SJKF dens located on the Project Site shall be excavated and destroyed under the direct supervision of a qualified biologist. Prior to the destruction of the dens, the dens shall be monitored for at least three (3) consecutive days to determine whether the den is active or dormant. Activity at the den can be monitored by placing tracking medium at den entrances and by spot lighting. If no den activity is observed during this period, then den should be destroyed immediately, pursuant to the den destruction procedures set forth below. • Destruction of dens shall be accomplished by careful excavation with hand tools until it is certain that no kit foxes are inside. The den shall be fully excavated and back filled with dirt and compacted to ensure that kit foxes cannot reenter or use the den during the construction period. • If a kit fox is found inadvertently inside a den during excavation, the animal shall be allowed to escape unhindered, or, to the extent feasible, representatives from the CDFW or USFWS shall be contacted to attempt to relocate and/or collar the kit fox pursuant to SJMSCP or other applicable protocol. [This is Mitigation Measure 4.4-1c in the THSP SEIR] **Mitigation Measure BIO 4.4-1d:** During construction, temporary disturbances and Project-related vehicle traffic will be restricted to established roads, construction areas, and other designated lands. Also during construction: 1. Project-related construction vehicles will observe a daytime speed limit of 20-mph, except on County roads and State and Federal highways. 2. Night-time construction will be minimized to the greatest extent feasible. However if it does occur, then the speed limit will be reduced to 10-mph. 3. Project-related, non-ranch operations off-road traffic outside of designated Project areas that are undergoing construction will be prohibited. 4. To prevent inadvertent entrapment of small mammals, including SJKF, during construction, excavated, steep-walled holes or trenches more than 2-feet deep will be covered at the close of each working day by plywood or similar materials. Each excavation shall contain at least one ramp, with long trenches at least one ramp shall be placed every .25 mile. Slope of ramps shall be now steeper than 1:1. If the trenches cannot be closed, one or more escape ramps constructed of earthen-fill or wooden planks will be installed. Before such holes or trenches are filled, they will be thoroughly inspected for trapped wildlife. If at any time a trapped or injured SJKF is discovered, the USFWS and the CDFW will be contacted immediately to attempt to relocate and/or collar the SJKF. Escape ramps shall also be installed immediately to allow trapped animals to escape. 5. Construction pipes, culverts, or similar structures with a diameter of 4-inches or greater that are stored within Project limits for one or more overnight periods will be thoroughly inspected for any SJKF before the pipe is subsequently buried, capped, or otherwise used or moved. If a kit fox is discovered inside a pipe, that section of pipe should not be moved until the USFWS and CDFW has been consulted. If necessary, and under the direct supervision of a biologist, the pipe may be moved only once to remove it from the path of construction activity, until the fox has escaped.	During construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.

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	6. All food, garbage in plastic shall be disposed of in closed containers and regularly removed from the site to minimize attracting SJKF and other sensitive species to the site. 7. Use of rodenticides and herbicides within Project limits will be restricted. Uses of such compounds will observe label and other restrictions mandated by the U.S. Environmental Protection Agency, California Department of Food and Agriculture, and other State and Federal legislation, as well as additional project-related restrictions deemed necessary by the USFWS and CDFW. If rodent control must be conducted, zinc phosphide or an equivalent material will be used because of a lower adverse health risk to kit fox. 8. No dogs, cats or other animals shall be permitted on the Project Site. 9. Developer shall provide a sensitive species identification and avoidance education program for all construction employees that consists of a consultation in which persons knowledgeable in kit fox biology and legislative protection to explain endangered species protocols, habitat needs and the measures and conditions of approval being taken to reduce impacts to the species during project construction and implementation. A fact sheet conveying this information shall be prepared for distribution to all contractors, their employees, and any and all other personnel who are working on the construction site. [This is Mitigation Measure 4.4-1d in the THSP SEIR] **Mitigation Measure BIO 4.4-1e:** Prior to commencement of ground disturbing activities in all areas of potentially suitable habitat to support Swainson's hawk, pre-activity clearance surveys shall be initialed by a qualified biologist to reinforce positive or negative findings with substantial evidence. If Swainson's hawk is detected within portions of the Project Site proposed for development, then avoidance and minimization measures specific to Swainson's hawk will be incorporated into the Project as described in the CDFW "Staff Report on Mitigation for Impacts to Swainson's Hawk (2012)" to reduce impacts to Swainson's hawk to less-than significant. This measure is applicable to Areas A, B and C of the Project. 1. If an active nest site is found, the Project will allow sufficient foraging and fledging area to maintain the nest. 2. The Project will not remove historic or known Swainson's hawk nest trees unless avoidance measures are determined to be infeasible. Removal of such trees should occur only during the timeframe of October 1 and the last day in February. [This is Mitigation Measure 4.4-1e in the THSP SEIR]	Prior to and during construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.
	Mitigation Measure BIO 4.4-1f: Prior to commencement of ground disturbing activities in all areas of potentially suitable habitat to support California Tiger Salamander (CTS), pre-activity clearance surveys shall be initialed by a qualified biologist in accordance with published guidelines and protocols. Survey methods shall be derived from published protocols, and to reinforce positive or negative findings with substantial evidence. If CTS is detected within portions of the Project Site proposed for development, then avoidance and minimization measures specific to CTS will be incorporated into the Project as necessary to reduce impacts to CTS to less-than significant. This measure is specific to Areas A, B and C of the Project. 1. Temporary construction disturbances to CTS habitat will be minimized to the extent practicable. All Project-related vehicle traffic will be restricted to established roads, and construction areas. 2. A qualified biologist will be on site during all activities that may result in the take of CTS. The biologist will be given the authority to stop any work that may result in the take of this listed species. 3. The biologist will be responsible for ensuring that the exclusion fence installed around occupied CTS habitat inspected before the start of each day and remains intact until project construction is complete.	Prior to and during construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.

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	4. Plastic monofilament netting (erosion control matting) or similar material will not be used for erosion control or other purposes around occupied CTS habitat because CTS may become entangled or trapped in it. Acceptable substitutes include coconut coir matting or tackified hydroseeding. 5. The project proponent or its contractor will implement BMPs to prevent sediment from entering suitable CTS habitat through the use of silt fencing and sterile hay bales. 6. A worker training program that includes the CTS will be conducted for construction personnel before groundbreaking at individual redevelopment project sites. 7. A speed limit of 20 (mph) will be observed within construction areas, particularly on rainy nights when CTS are most likely to be moving between their breeding ponds and upland habitat. To the extent possible, nighttime construction will be minimized. Off-road traffic outside designated construction areas will be prohibited. 8. To prevent entrapment of CTS during construction, any trenches, holes, or other excavations into which CTS could fall and become trapped will be covered. The opening will be completely covered at the end of each workday. [This is Mitigation Measure 4.4-1f in the THSP SEIR] **Mitigation Measure BIO 4.4-1g:** Prior to commencement of ground disturbing activities in all areas of potentially suitable habitat to support California red-legged frog (CRLF), pre-activity clearance surveys shall be initialed by a qualified biologist to reinforce positive or negative findings with substantial evidence. This measure is specific to Areas B and C of the Project. 1. Survey will occur during the wet season (generally October 15 to April 15), no more than 48 hours before new ground disturbance. 2. A worker training program that includes the CRLF will be conducted for construction personnel before groundbreaking at individual redevelopment project sites. 3. If a CRLF is found, the construction supervisor shall halt work immediately within a buffer area of 50 feet of any discovered CRLF. The construction supervisor will also contact the project biologist and will suspend all construction activities in the immediate construction zone (50-foot radius) until the animal leaves the site voluntarily or is removed by the biologist to a release site using USFWS-approved transportation techniques. 4. To prevent entrapment of CRLF during construction, any trenches, holes, or other excavations into which CRLF could fall and become trapped will be covered. The opening will be completely covered at the end of each workday. [This is Mitigation Measure 4.4-1g in the THSP SEIR]	Prior to and during construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.
	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	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.

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	of construction within the 3,500 acre preserve area. The Project applicant shall provide artificial replacement burrows in the event that owls are detected, either as wintering or breeding within Project boundaries. Construction activities associated with project features that occur within portions of the Project Site containing occupied or suitable habitat for the burrowing owl and raptor nests shall be restriction to periods outside the breeding season for this species. The breed season for burring 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 burros 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]	Prior to and during construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.
	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	Prior to and during construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.

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	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]	Prior to and during construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.
	Mitigation Measure BIO 4.4-1l: Prior to construction, the Project applicant will stake, flag, fence or otherwise conspicuously delineate all environmentally sensitive areas that are to be protected in place and remain undisturbed during construction. Environmentally sensitive areas would include wetland, riparian habitat, aquatic habitat, raptor nesting locations, etc. The construction materials used to delineate environmentally sensitive areas would be removed no later than 30 days following physical completion of construction. [This is Mitigation Measure 4.4-1l in the THSP SEIR] **Mitigation Measure BIO 4.4-1m:** The discovery of any previously unidentified protected species that are not covered by the SJMSCP, including those protected under the MBTA and the Fish and Game Code, shall be avoided and evaluated by a qualified biologist during surveys. The USFWS and CDFG shall be notified of the presence of any previously unreported protected species. Any unanticipated take of protected wildlife shall be reported immediately to the USFWS and CDFG. [This is Mitigation Measure 4.4-1m in the THSP SEIR]	Prior to and during construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.
	Mitigation Measure BIO 4.4-1n: Prior to commencement of ground disturbing activities in areas of potentially suitable habitat to support Western spadefoot toad, pre-activity clearance surveys shall be initialed by a qualified biologist to reinforce positive or negative findings with substantial evidence. 1. For work conducted within suitable habitat and during the western spadefoot toad migration and breeding season (November 1 to May 31), a qualified biologist will survey the active work areas (including access roads) in mornings following measurable precipitation events. Construction may commence once the biologist has confirmed that no spadefoot toads are in the work area. 2. If western spadefoot toad is found within the construction footprint, it will be allowed to move out of harm's way of its own volition or a qualified biologist will relocate the organism to the nearest burrow that is outside of the construction impact area. [This is Mitigation Measure 4.4-1n in the THSP SEIR]	Prior to and during construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.
	Mitigation Measure BIO 4.4-1o: Prior to commencement of ground disturbing activities in areas of potentially suitable habitat to support American Badger, pre-activity clearance surveys shall be initialed by a qualified biologist to reinforce positive or negative findings with substantial evidence. If American badger is located within the Project Site, potential loss of individual animals must be mitigated through one of the following: (1) an on-site passive relocation program, through which badgers are excluded from occupied burrows by installation of a one-way door in burrow entrances, monitoring of the burrow for one week to confirm badger usage has been discontinued, and hand excavation and collapse of the burrow to prevent reoccupation; or	Prior to and during construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.

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	(2) active trapping and relocation of badgers to suitable off-site habitat by a qualified biologist. [This is Mitigation Measure 4.4-1o in the THSP SEIR] **Mitigation Measure BIO 4.4-1p**: The Project applicant shall execute a management and funding agreement for the managing and monitoring of one hundred percent of the approximately 3,500 acre open space preserve subject to the three conversation easements discussed in this Section, which shall occur before the commencement of any ground disturbing activities in Area C. (Note Areas A and B are already subject to a management and funding agreement and therefore this Measure applies to Area C.) [This is Mitigation Measure 4.4-1p in the THSP SEIR]	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.
	Mitigation Measure BIO 4.4-3a: The project area includes numerous small episodic drainage features. If adverse effects to them cannot be avoided, then the Project shall notify the appropriate regulatory agency (i.e., USACE, CDFW and RWQCB) prior to impacting the feature, to comply with the requisite permitting requirements. 1. Section 401 of the CWA requires a water quality certification for discharges and/or adverse impacts to regulated waterways and aquatic environments. The RWQCB is empowered to enforce this regulation through the Water Quality Certification Program. For this Project, activities may require a CWA Section 401 Water Quality Certification (WQC). 2. Section 1600 of the California Fish and Game Code (CFGC) regulates substantial alteration of waters and their adjacent riparian lands within the State. For this Project, activities may require Lake and Streambed Alteration Notification. 3. If impacts to special aquatic resource areas are ultimately unavoidable within the Project Site, then the applicant should develop an informal plan to offset or compensate for adverse effects to these resources to ensure rapid and favorable action during any warranted permitting processes. With regard to Waters of the State, the Project has voluntarily elected to offset locales associated with permanent losses, at a mitigation to impact ratio of 3:1, and 1:1 for temporary disturbances to regulated waters, riparian habitats or other sensitive natural communities in all areas where Project related activities would be expected to adversely affect watercourses, streams, drainages, and their tributaries. The offset associated with permanent losses would occur by purchasing conservation credits from an approved mitigation bank, in-lieu fee program, or equivalent resource agency-approved process. 4. Avoidance measures being utilized by the Project include but are not be limited to the following: 1) complete avoidance of wetlands and other water features; 2) construction of structures to maintain natural floodplains; 3) installation of open channel drainages, swales or bottomless culvert systems to maintain the integrity of natural water features; 4) installation of culverts for wildlife crossings in sensitive and unique habitats to allow connectivity among water features or natural lands; 5) use natural/biological materials in armoring of structures (i.e. bridges, culverts, etc.) to the greatest extent practical; 6) when feasible, install exclusionary fencing to guide wildlife away from roadways and into water features or sensitive habitats; and 7) consult with regulatory agencies to determine the most environmentally sound methods and alternatives prior to Project implementation. [This is Mitigation Measure 4.4-3a in the THSP SEIR]	Prior to and during construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.
	Mitigation Measure BIO 4.4-3b: Prior to any ground disturbing activities, a wetland delineation shall be prepared by a qualified biologist to document isolated conditions and lack of Federal jurisdictional authority regarding the activities. [This is Mitigation Measure 4.4-3b in the THSP SEIR]	Prior to construction. Prior to construction.	Development Services, Planning Development Services, Planning	Compliance with project conditions of approval. Compliance with project conditions of approval.

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	Mitigation Measure BIO 4.4-3c: A RWQCB Report of Waste Discharge (ROWD) pursuant to the California Water Code Section 13260 would need to be acquired for impacts to "waters of the State" under the jurisdictional authority of the RWQCB. [This is Mitigation Measure 4.4-3c in the THSP SEIR] **Mitigation Measure BIO 4.4-3d:** A CDFW Streambed Alteration Agreement shall also be obtained, where necessary under applicable laws and regulations, for any proposed Project activities that would affect State waters regulated by the CDFW within the Project Site. [This is Mitigation Measure 4.4-3d in the THSP SEIR] **Mitigation Measure BIO 4.4-4a**: A 100-foot setback from the California Aqueduct shall be required to allow wildlife movement to persist throughout the Project Site without any significant barriers or blockades. Prior to development of properties adjacent to I-580 or the south side of the California Aqueduct that do not have a 100-foot wide conservation easement placed adjacent to these facilities, a 100-foot wide conservation easement shall be recorded along the I-580 and the Aqueduct. These measure ensures that known wildlife movement corridors remain intact, and allow for an appropriate number and size of permeable wildlife passages through Project boundaries, ensuring connectively to areas that already are subject to conservation easements, such as the 3,500 acre preserve located adjacent to Area C. [This is Mitigation Measure 4.4-4a in the THSP SEIR]	Prior to construction. Prior to and during construction.	Development Services, Planning Development Services, Engineering, Planning	Compliance with project conditions of approval. Compliance with project conditions of approval.
Cultural Resources	**Mitigation Measure CUL 4.5-1a: Lammers Road Homestead (P-39-000120) Monitoring** A trained archaeological monitor (Bachelor of Arts/Bachelor of Science in anthropology or related field with an emphasis in archaeology OR adequate training and experience in archaeological field methods) shall be present within 100 feet of the Lammers Road Homestead (P-39-000120) (Lammers Road Homestead measures 490' (N-S) x 400' (E-W)) during ground disturbance associated with the Project. The archaeological monitor shall work under the direction of a qualified archaeologist (M.S./M.A. in anthropology, archaeology, or related discipline with an emphasis in archaeology and demonstrated competence in archaeological research, fieldwork, reporting, and curation and meets the Secretary of Interior standards as a qualified archaeologist). If a buried historic or archaeological feature or deposit is present it shall undergo archaeological excavation, analysis, technical reporting, and the collection shall be offered to a local repository, such as the Tracy Historical Museum. If no resources are found, the archaeological monitor shall submit a report that documents negative findings for buried historic archaeology. [This is Mitigation Measure 4.5-1a in the THSP SEIR] **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] **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	During construction. During construction.	Development Services, Engineering Development Services, Engineering, Planning	Construction inspection. Compliance with project conditions of approval.

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	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] **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] **Mitigation Measure CUL 4.5-3a: Paleontological Monitoring** Paleontological spot check monitoring by a trained paleontologist (a trained paleontologist should have a Bachelor of Arts/Bachelor of Science in anthropology or related field with an emphasis in paleontology OR adequate training and experience in paleontological field methods, and work under the direct supervision of a qualified paleontologist) of excavations deeper than five feet in depth within the Project area, and spot check monitoring of any excavation in valleys in the eastern portion of the Project area against the hills in several of the washes (all areas of the Oro Loma Formation as mapped on the USGS Geology Map (Dibble 2006)) shall be performed by a train paleontologist. [This is Mitigation Measure 4.5-3a in the THSP SEIR]	Prior to and during construction. During construction. During construction.	Development Services, Engineering, Planning Development Services, Engineering Development Services, Engineering	Compliance with project conditions of approval. Construction inspection. Construction inspection.
Geology and Soils	**Mitigation Measure GEO 4.6-4:** During excavation activities and prior to the placement of fill on the site, a certified geotechnical engineer shall be retained by the Project Applicant/future Project Applicants to evaluate subgrade soils for the extent of their expansive potential. For areas found to contain soft, potentially expansive clays, the soil shall be removed (i.e., over excavated) and/or stabilized prior to the placement and compaction of fill. Stabilization techniques include, but are not limited to, the placement of 18 inches of ½-inch to ¾-inch crushed rock over stabilization fabric (such as Mirafi 500X or equivalent), placement of larger, angular stabilization rock (1-inch to 3-inch, clean) and use of chemical treatments such as lime to reduce the soil's expansive potential. In addition, building construction alternatives, such as the use of alternative foundation types (i.e., post-tension, piles, etc.) versus end-bearing foundations, shall be considered and implemented where appropriate. Final techniques shall be (a) developed by a certified geotechnical engineer or engineering geologist and (b) reviewed and approved by the City prior to issuance of a grading permit. [This is Mitigation Measure 4.6-4 in the THSP SEIR]	During to and during construction.	Development Services, Engineering	Compliance with project conditions of approval.
Greenhouse Gas Emissions	**Mitigation Measure GHG 4.7-1:** The Project shall include, but not be limited to, the following list of design features. These features shall be incorporated into the design of the Project to ensure consistency with adopted statewide plans and programs to the extent feasible. Project applicants shall demonstrate the incorporation of design features of the Project prior to the issuance of building or occupancy permits, as noted below. <u>Transportation</u> • 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).	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.

Mitigation, Monitoring, and Reporting Program

Impact Category	*Mitigation Measure*	*Implementation Timing*	*Responsible Monitoring Party*	*Monitoring/ Reporting Method*
	• Provide a ride sharing program, for which all employees shall be eligible to participate (occupancy permit). • Provide amenities for non-motorized transportation (i.e., secure bicycle storage, changing rooms, and showers) (building permit). • Provide transit shelters for all transit stops within the Project (building permit triggers and coordination with TRACER.). • Include traffic calming measures at Project intersections and on roadways where feasible (tentative map).Employers shall provide parking cash-out programs for employees (100 percent of employees eligible). <u>Energy Efficiency</u> • 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). <u>Water Conservation and Efficiency</u> • 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). <u>Solid Waste</u> • Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard) (building permit). • Provide interior and exterior storage areas for recyclables and adequate recycling containers located in public areas (occupancy permit). [This is Mitigation Measure 4.7-1 in the THSP SEIR]			
Hazards and Hazardous Materials	**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]	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.
	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	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.

Mitigation, Monitoring, and Reporting Program

Impact Category	*Mitigation Measure*	*Implementation Timing*	*Responsible Monitoring Party*	*Monitoring/ Reporting Method*
	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] [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]	Prior to and during construction.	Development Services, Engineering	Compliance with project conditions of approval.
	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]	Prior to construction.	Development Services, Engineering	Compliance with project conditions of approval.
	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.	Prior to and during construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.

Mitigation, Monitoring, and Reporting Program

Impact Category	*Mitigation Measure*	*Implementation Timing*	*Responsible Monitoring Party*	*Monitoring/ Reporting Method*
	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] **Mitigation Measure HAZ 4.8-5**: The Project Applicant shall secure all necessary approvals through the California Department of Education and Department of Toxic Substances Control for the proposed school site in THSP Phase 1. [This is Mitigation Measure 4.8-5 in the THSP SEIR] Refer to **Mitigation Measure LU 4.10-1** in Section X, Land Use.	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.

Mitigation, Monitoring, and Reporting Program

Impact Category	*Mitigation Measure*	*Implementation Timing*	*Responsible Monitoring Party*	*Monitoring/ Reporting Method*
	Refer to **Mitigation Measures PSR 4.12-1, 4.12-2, and 4.12-3** in Section XII, Public Services and Utilities. *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]	Prior to construction. Prior to and during construction. Prior to and during construction. Prior to and during construction. Prior to and during construction.	Development Services, Planning Development Services, Engineering Development Services, Engineering, Planning Development Services, Engineering Development Services, Engineering, Planning	Compliance with project conditions of approval. Compliance with project conditions of approval. Compliance with project conditions of approval. Compliance with project conditions of approval. Compliance with project conditions of approval.
Hydrology and Water Quality	**Mitigation Measure HYDRL 4.9-1a:** Prior to issuance of a grading or building permit, whichever occurs first, all Project Applicants shall demonstrate to the City of Tracy compliance with NPDES General Construction Activities Storm Water Permit Requirements established by the Clean Water Act (CWA), including the preparation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP shall identify specific types and sources of stormwater pollutants, determine the location and nature of potential impacts, and specify appropriate control measures to eliminate any potentially significant impacts on receiving water quality from stormwater runoff. The SWPPP shall comply with the most current standards established by the Central Valley RWQCB. Best Management Practices shall be selected from a menu according to site requirements and shall be subject to approval by the City Engineer and Central Valley RWQCB. [This is Mitigation Measure 4.9-1a in the THSP SEIR] **Mitigation Measure HYDRL 4.9-1b:** Prior to issuance of a grading or building permit, whichever occurs first, all Project Applicants shall submit to the City Engineer for review a draft copy of the Notice of Intent (NOI) and SWPPP. After approval by the City, the NOI and SWPPP shall be sent to the State Water Resources Control Board for approval. [This is Mitigation Measure 4.9-1b in the THSP SEIR]	Prior to construction. Prior to construction.	Development Services, Engineering, Planning Development Services, Engineering	Compliance with project conditions of approval. Compliance with project conditions of approval.

Mitigation, Monitoring, and Reporting Program

Impact Category	*Mitigation Measure*	*Implementation Timing*	*Responsible Monitoring Party*	*Monitoring/ Reporting Method*
	Mitigation Measure HYDRL 4.9-2: All Project Applicants shall submit and obtain City approval of a drainage plan to the City of Tracy for on-site post-construction BMP drainage improvements consistent with the Tracy Hills Storm Drain Master Plan. Once City approval is received, all Project Applicants shall construct the drainage improvements as necessary and in accordance with the timing described in the Tracy Hills Storm Drain Master Plan. [This is Mitigation Measure 4.9-2 in the THSP SEIR]	Prior to and during construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.
	Mitigation Measure HYDRL 4.9-3: All Project Applicants shall implement the following measures: 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]	Prior to and during construction.	Development Services, Planning	Compliance with project conditions of approval.
	Mitigation Measure HYDRL 4.9-4: All Project Applicants within the 100-year floodplain shall submit and obtain approval of grading and building plans that demonstrate that the building's finished floor elevations are a minimum of 1 foot above the 100-year flood elevation for Corral Hollow Creek, and meet the requirements to withstand a 200-year flood per the ULOP Criteria. [This is Mitigation Measure 4.9-4 in the THSP SEIR]	Prior to construction.	Development Services, Engineering	Compliance with project conditions of approval.
Land Use	**LU 4.10-1:** All tentative and final maps within the THSP shall conform to the provisions of the 2009 ALUCP (or the ALUCP in effect at the time of Project Applicant submissions), including but not limited to: • Land use restrictions of the ALUCP; • All proposed school sites within a 2 mile radius of the airport runway must obtain approval by the State Department of Transportation Division of Aeronautics. [This is Mitigation Measure 4.10-1 in the THSP SEIR]	Prior to approval of tentative and final subdivision maps	Development and Engineering Services	Review site plans and ALUCP requirements
Noise	**Mitigation Measure NOI 4.11-1:** Prior to the issuance of demolition permits or ground disturbing activities (whichever occurs first), the Contractor shall demonstrate to the satisfaction of the City of Tracy Engineering and Building Divisions that the Project complies with the following:	Prior to the issuance of demolition permits or ground disturbing activities	Development Services, Engineering	Review contract specifications and notices; confirm with monitoring

Mitigation, Monitoring, and Reporting Program

Impact Category	*Mitigation Measure*	*Implementation Timing*	*Responsible Monitoring Party*	*Monitoring/ Reporting Method*
	• 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. • 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]	Prior to the issuance of building permits	Development Services, Engineering	Review contract and equipment specifications; confirm with monitoring
	Mitigation Measure NOI 4.11-3b: Where a commercial zone abuts a residential zone or residential use, all deliveries of goods and supplies; trash pick-up (including the use of parking lot trash sweepers); and the operation of machinery or mechanical equipment which emits noise levels in excess of 65 dBA, as measured from the closest property line to the equipment, shall only be allowed between the hours of 7:00 AM and 10:00 PM, unless otherwise specified in an approved conditional use permit or other discretionary approval. [This is Mitigation Measure 4.11-3b in the THSP SEIR]	Disposition of property for commercial use	Development Services, Engineering	Review and approval of notice of requirements to be distributed to buyers during property transactions
	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]	Issuance of building permit	Development Services, Engineering	Review of site and landscape plans; confirm with monitoring

Mitigation, Monitoring, and Reporting Program

Impact Category	*Mitigation Measure*	*Implementation Timing*	*Responsible Monitoring Party*	*Monitoring/ Reporting Method*
	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]	Prior to issuance of building permit	Development Services, Engineering	Review of Acoustical Noise Analysis and architectural specifications; confirm with monitoring
Public Services and Utilities	**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]	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.
	Mitigation Measure PSR 4.12-2: Prior to issuance of the first building permit, the developer shall construct an all-whether, emergency vehicle access to all points of the Project site from Lammers Road (including crossings of the Delta Mendota Canal, Union Pacific Railroad, and California Aqueduct). The emergency vehicle access shall be available to police, fire, and all other necessary and relevant emergency responders. The design, location, and maintenance of the access shall meet City standards to the satisfaction of the Fire Chief. The access shall be continuously maintained by the developer until permanent access is developed and accepted for maintenance by the City. [This is Mitigation Measure 4.12-2 in the THSP SEIR]	Prior to and during construction.	Development Services, Engineering	Compliance with project conditions of approval.
	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]. [This is Mitigation Measure 4.12-3 in the THSP SEIR]	Prior to and during construction.	Development Services, Engineering	Compliance with project conditions of approval.
	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,	Prior to construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.

Mitigation, Monitoring, and Reporting Program

Impact Category	*Mitigation Measure*	*Implementation Timing*	*Responsible Monitoring Party*	*Monitoring/ Reporting Method*
	which currently is coordinated with various City Departments' review of new development proposals. [This is Mitigation Measure 4.12-4a in the THSP SEIR]	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.
	Mitigation Measure PSR 4.12-5b: As part of the application process for each individual development under the Specific Plan, the Project applicant shall be required to pay the applicable development impact fees. [This is Mitigation Measure 4.12-5b in the THSP SEIR]	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.
	Mitigation Measure PSR 4.12-6: Developers of subsequent phases of the Project (beyond Phase 1a) will be required to prepare SB 221 analysis for each subsequent phase of development. [This is Mitigation Measure 4.12-6 in the THSP SEIR]	Prior to and during construction.	Development Services, Engineering, Planning	Compliance with project conditions of approval.
	Mitigation Measure PSR 4.12-7a: As part of the development process for each individual site-specific development under the Specific Plan, the City shall review flow monitoring, at the applicant's cost, to determine available capacity. If the City determines, based on technical and legal constraints and other relevant data, that existing capacity is available to serve the development at issue, then no further mitigation is required. However, if the City determines, based on technical and legal constraints and other relevant data, that existing capacity is not available to serve the development at issue, then the improvements as identified in the Master Plan must be constructed that are necessary to create the additional capacity required, subject to any applicable credit and/or reimbursement provisions, as determined by the City. [This is Mitigation Measure 4.12-7a in the THSP SEIR]	Prior to construction.	Development Services, Planning	Compliance with project conditions of approval.
	Mitigation Measure PSR 4.12-8b: As part of the development process for each individual site-specific development under the Specific Plan, the applicant shall pay its applicable development impact fees for wastewater facilities prior to issuance of building permits. [This is Mitigation Measure 4.12-8b in the THSP SEIR]			
Transportation	**Mitigation Measure TRANS 4.13-7b:** The Applicant shall pay the applicable City TIF, County TIF, SJCOG RTF, the JPA TIF, and any other applicable transportation fees that may be in place when individual projects are processed under the THSP in accordance with applicable laws and regulations. [This is Mitigation Measure 4.13-7b in the THSP SEIR]	Triggers as stipulated in Table 4.13-68 of Tracy Hills Specific Plan Subsequent EIR	Development Services, Engineering	Obtain proof of payment and retain for administrative record
	Mitigation Measure TRANS 4.13-2: To achieve compliance with CIR-3 Policy P4 and P6, the bicycle and pedestrian improvement connections from the THSP to the Citywide Network shall be implemented when the roadway infrastructure is required as determined at approval of each final map or issuance of building permits by the City Engineer. The pedestrian and bicycle facilities are included in the City of Tracy's typical cross sections and in the City TIF. Bicycle and pedestrian facilities within the THSP area shall be implemented with each building permit application/final map approval. Widening Corral Hollow Road and constructing and widening Lammers Road shall be in place when the project generates 2,588 AM peak hour trips. [This is Mitigation Measure 4.13-2 in the THSP SEIR]	Triggers as stipulated in Table 4.13-68 of Tracy Hills Specific Plan Subsequent EIR	Development Services, Engineering	Plan review, Site inspection

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RESOLUTION 2020-_____

RECOMMENDING THAT THE CITY COUNCIL APPROVE A GENERAL PLAN AMENDMENT FOR THE TRACY HILLS PHASE 1B/1C AREA, APPLICATION NUMBER GPA19-0001

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 April 8, 2019, an application was submitted for a proposed General Plan Amendment to the Tracy Hills Phase 1B/1C area, which consists of approximately 310 acres located west of Phase 1A in the vicinity of Tracy Hills Drive, Application Number GPA19-0001, and

WHEREAS, The proposed General Plan Amendment includes changes to the General Plan Land Use Designations map, Figure 2-2, for the Tracy Hills area, and

WHEREAS, The overall 310-acre subject property includes approximately 161 acres for Phase 1B, 122 acres for Phase 1C, and a 27-acre remainder parcel to the north, and

WHEREAS, Within Phase 1B, the proposed General Plan Amendment includes changing the General Plan land use designations on approximately 71 acres from Residential Medium to Residential Low and changing approximately 66 acres from Commercial to Residential Low, and

WHEREAS, The resulting Phase 1B area would consist of approximately 137 acres of Residential Low, 10 acres of Residential High, and 14 acres of Commercial, and

WHEREAS, Within Phase 1C, the proposed General Plan Amendment includes changing the General Plan land use designation on approximately 122 acres from Commercial to 108 acres of Residential Medium and 14 acres of Residential Low, and

WHEREAS, The proposed General Plan Amendment also includes changing the General Plan land use designation on a 27-acre remainder parcel, which is located north of the California Aqueduct, from Industrial to Residential Medium, and

WHEREAS, The proposed General Plan Amendment also includes updating text on page 2-12 of the General Plan related to the anticipated build-out numbers for the Tracy Hills Specific Plan and a text clean-up on page 2-57, and

WHEREAS, The updated text would state that the Tracy Hills Specific Plan area is anticipated to include over 6,000 residential units and approximately 4 million square feet of commercial, office, and industrial space, and

WHEREAS, Given this proposed reduction to commercial and industrial designated land

within the Tracy Hills Specific Plan area, the City conducted an economic study to analyze whether the remaining commercial and industrial designated land would be sufficient to satisfy anticipated future market demands, and

WHEREAS, The economic study concluded that the proposed land use designation change from non-residential to residential uses would not constrain the future economic development of the City because there would still be more than sufficient land remaining for future commercial/retail, business park/office, and industrial development, 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 Phase 1B/1C Project. Therefore, pursuant to Section 15168(c)(2), no further environmental document is required, and

WHEREAS, On October 14, 2020, the Planning Commission conducted a duly noticed public hearing to consider the proposed General Plan Amendment for the Tracy Hills Phase 1B/1C 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 Phase 1B/1C area (Application Number GPA19-0001), as shown in Attachment A of the Planning Commission staff report dated October 14, 2020.

* *

The foregoing Resolution 2020-_____ was passed and adopted by the Planning Commission of the City of Tracy on the 14th day of October 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 PHASE 1B/1C PROJECT, APPLICATION NUMBER SPA19-0002

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, On April 8, 2019, an application was submitted for a proposed amendment to the Tracy Hills Specific Plan for the Tracy Hills Phase 1B/1C Project, which consists of approximately 310 acres located west of Phase 1A in the vicinity of Tracy Hills Drive, Application Number SPA19-0002, and

WHEREAS, The proposed Tracy Hills Specific Plan Amendment (SPA) includes rezoning land within the Tracy Hills Phase 1B/1C area, and

WHEREAS, The proposed SPA includes decreasing the Mixed Use Business Park Zone District (MUBP-TH) by approximately 132 acres, decreasing the Light Industrial Zone District (M1-TH) by approximately 27 acres, and decreasing the General Highway Commercial Zone District (GHC-TH) by approximately 19 acres, and

WHEREAS, The proposed SPA includes increasing the Low Density Residential Zone District (LDR-TH) by approximately 129 acres, increasing the Medium Density Residential Zone District (MDR-TH) by approximately 46 acres, and increasing the Tracy Hills Conservation Zone District (C-TH) by approximately 3 acres, and

WHEREAS, The proposed SPA would result in Phase 1B zoned primarily as Low Density Residential and Phase 1C zoned primarily as Medium Density Residential, and

WHEREAS, Phase 1B also includes areas zoned High Density Residential and General Highway Commercial, located east of the future Lammers Road extension, which would be unchanged by the proposed SPA, and

WHEREAS, The proposed SPA also includes updates to the development standards for the LDR-TH zoning district to allow flexibility for small lots, by reducing the minimum lot size to 3,200 square feet and reducing minimum lot width to 35 feet on knuckles and cul-de-sacs, and

WHEREAS, The proposed SPA also includes the addition of Appendix C, the Phase 1B Landscape Design Guidelines, and

WHEREAS, Due to proposed reductions in land zoned as Mixed Use Business Park, Light Industrial, and General Highway Commercial, the City conducted an economic study to analyze whether the remaining areas zoned for commercial and industrial uses would be

sufficient to satisfy anticipated market demands, and

WHEREAS, The economic study concluded that the proposed rezoning of non-residential to residential uses would not constrain the future economic development of the City because there would still be more than sufficient land remaining for future commercial/retail, business park/office, and industrial development, and

WHEREAS, The proposed SPA is consistent with the General Plan, as amended, and

WHEREAS, An Environmental Impact Report (EIR) was certified by the City Council on April 5, 2016 for the Tracy Hills Specific Plan. An 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 Phase 1B/1C Project. Therefore, pursuant to Section 15168(c)(2), no further environmental document is required, and

WHEREAS, On October 14, 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 Phase 1B/1C 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 Phase 1B/1C project (Application Number SPA19-0002), as shown in Attachment B of the Planning Commission staff report dated October 14, 2020.

* *

The foregoing Resolution 2020-_____ was passed and adopted by the Planning Commission of the City of Tracy on the 14th day of October 2020, by the following vote:

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

_____
CHAIR

ATTEST:

_____
STAFF LIAISON

Exhibit 1

ORDINANCE _____

AN ORDINANCE OF THE CITY OF TRACY APPROVING AN AMENDMENT TO THE TRACY HILLS SPECIFIC PLAN FOR THE TRACY HILLS PHASE 1B/1C PROJECT APPLICATION NUMBER SPA19-0002

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, On April 8, 2019, an application was submitted for a proposed amendment to the Tracy Hills Specific Plan for the Tracy Hills Phase 1B/1C Project, which consists of approximately 310 acres located west of Phase 1A in the vicinity of Tracy Hills Drive, Application Number SPA19-0002; and

WHEREAS, The proposed Tracy Hills Specific Plan Amendment (SPA) includes rezoning land within the Tracy Hills Phase 1B/1C area; and

WHEREAS, The proposed SPA includes decreasing the Mixed Use Business Park Zone District (MUBP-TH) by approximately 132 acres, decreasing the Light Industrial Zone District (M1-TH) by approximately 27 acres, and decreasing the General Highway Commercial Zone District (GHC-TH) by approximately 19 acres; and

WHEREAS, The proposed SPA includes increasing the Low Density Residential Zone District (LDR-TH) by approximately 129 acres, increasing the Medium Density Residential Zone District (MDR-TH) by approximately 46 acres, and increasing the Tracy Hills Conservation Zone District (C-TH) by approximately 3 acres; and

WHEREAS, The proposed SPA would result in Phase 1B zoned primarily as Low Density Residential and Phase 1C zoned primarily as Medium Density Residential; and

WHEREAS, Phase 1B also includes areas zoned High Density Residential and General Highway Commercial, located east of the future Lammers Road extension, which would be unchanged by the proposed SPA; and

WHEREAS, The proposed SPA also includes updates to the development standards for the LDR-TH zoning district to allow flexibility for small lots, by reducing the minimum lot size to 3,200 square feet and reducing minimum lot width to 35 feet on knuckles and cul-de-sacs; and

WHEREAS, The proposed SPA also includes the addition of Appendix C, the Phase 1B Landscape Design Guidelines; and

WHEREAS, Due to proposed reductions in land zoned as Mixed Use Business Park, Light Industrial, and General Highway Commercial, the City conducted an economic study to

analyze whether the remaining areas zoned for commercial and industrial uses would be sufficient to satisfy anticipated market demands; and

WHEREAS, The economic study concluded that the proposed rezoning of non-residential to residential uses would not constrain the future economic development of the City because there would still be more than sufficient land remaining for future commercial/retail, business park/office, and industrial development; and

WHEREAS, The proposed SPA is consistent with the General Plan, as amended; and

WHEREAS, An Environmental Impact Report (EIR) was certified by the City Council on April 5, 2016 for the Tracy Hills Specific Plan. An 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 Phase 1B/1C 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 October 14, 2020 and recommended that the City Council _____ the proposed Tracy Hills Specific Plan Amendment for the Tracy Hills Phase 1B/1C Project, Application Number SPA19-0002; 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 Phase 1B/1C Project, Application Number SPA19-0002, 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 LARGE-LOT VESTING TENTATIVE SUBDIVISION MAP FOR THE TRACY HILLS PHASE 1B/1C PROJECT TO CREATE 69 PARCELS AND 9 LOTS OF VARIOUS SIZES ON APPROXIMATELY 310 ACRES LOCATED WEST OF PHASE 1A IN THE VICINITY OF TRACY HILLS DRIVE APPLICATION NUMBER TSM18-0007

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 November 8, 2018, an application was submitted for a large-lot Vesting Tentative Subdivision Map for the Tracy Hills Phase 1B/1C Project to create 69 parcels and 9 lots on approximately 310 acres located west of Phase 1A in the vicinity of Tracy Hills Drive, Application Number TSM18-0007, and

WHEREAS, The proposed large-lot Vesting Tentative Subdivision Map is for the purpose of sale or finance and is not intended by the Applicant or the City for development on any portion of the property without the approval of a separate and subsequent Tentative Subdivision Map and corresponding Final Map(s) that are consistent with the Tracy Hills Specific Plan, and

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

WHEREAS, The proposed large-lot 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, 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 Phase 1B/1C 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 October 14, 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 large-lot Vesting Tentative Subdivision Map for the Tracy Hills Phase 1B/1C Project to create 69 parcels and 9 lots on approximately 310 acres located west of Phase 1A in the vicinity of Tracy Hills Drive, Application Number TSM18-0007, 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 14th day of October 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 Phase 1B/1C
Large-Lot Vesting Tentative Subdivision Map
Application Number TSM18-0007
October 14, 2020

Project: These Conditions of Approval shall apply to the large-lot Vesting Tentative Subdivision Map for Tracy Hills Phase 1B/1C, Application Number TSM18-0007, including approximately 69 parcels and 9 lots of various sizes.

Property: The property consists of approximately 310 acres located in the Tracy Hills Specific Plan Area, west of Phase 1A in the vicinity of Tracy Hills Drive, Application Number TSM18-0007.

A. Definitions; Abbreviations.

The definitions in the City's zoning regulations (Tracy Municipal Code, Title 10, Chapter 10.08) and subdivision ordinance (Tracy Municipal Code, Title 12, Chapter 12.08) apply, and in addition:

1. "Applicant" means any person, or other legal entity, defined as a "Subdivider" by Section 12.08.010 of the City of Tracy Municipal Code.

2. "Development Services Director" means the Development Services Director of the City of Tracy, or any other person designated by the City Manager or the Development Services Director, to perform the duties set forth here. (The Development Services Director is also referred to in the Tracy Municipal Code as the Development and Engineering Services Director.)

3. "City Regulations" means all written laws, rules, and policies established by the City, including those set forth in the City of Tracy General Plan, the Tracy Hills Specific Plan, the Tracy Municipal Code, ordinances, resolutions, written policies, written procedures, and the City's Design Documents (including the Standard Plans, Standard Specifications, Design Standards, and relevant Public Facility Master Plans).

4. "Conditions of Approval" or "Conditions" means these conditions of approval.

5. "Property" means the approximately 310 acres located in the Tracy Hills Specific Plan Area that is the subject of the large-lot Vesting Tentative Subdivision Map for Tracy Hills Phase 1B/1C, Application Number TSM18-0007.

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. 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.

4. Conformance with Vesting Tentative Subdivision Map. All Final Maps shall be in substantial conformance with the approved Vesting Tentative Subdivision Map (Application Number TSM18-0007), which was received by the Development Services Department on August 18, 2020, and approved by the City Council on _____, 2020, unless modified by these Conditions.

5. Large-Lot Subdivision for Non-Development Purposes. This large-lot subdivision is for the purpose of sale or finance and is not intended by the Applicant or by the City to allow development on the Property without the subsequent approval of a separate and additional Tentative Subdivision Map (Application Number TSM18-0006) and corresponding Final Map(s) that are consistent with the Tracy Hills Specific Plan. This separate and subsequent

Tentative Subdivision Map (Application Number TSM18-0006) and the corresponding Final Map(s) must be approved prior to development occurring on the Property. The Subdivider shall include a Deed Notice on each Final Map approved for this large-lot subdivision that discloses this condition.

C. **Engineering Division Conditions of Approval**

C.1. General Conditions

C.1.1. City of Tracy will not accept any dedications shown on this Large-Lot Vesting Tentative Subdivision Map, Application No. TSM18-0007, ("Tentative Subdivision Map") until all improvements are completed, and all requirements as identified in the Conditions of Approval for Tracy Hills Phase 1B Small-Lot Vesting Tentative Subdivision Map, Application Number TSM18-0006 ("Small-Lot Vesting Tentative Map TSM18-0006") are complied with to the satisfaction of the Development Services Director.

C.2. Final Map

The City will not approve any Final Map submitted for this Tentative Subdivision 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.2.1. Subdivider has submitted one reproducible (mylar) copy of the approved Tentative Subdivision Map 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 means consent to the preparation of the Tentative Subdivision Map and the proposed subdivision of the Property as shown on the Tentative Subdivision Map.

C.2.2. Each Final Map is prepared in accordance with the applicable requirements of the Tracy Municipal Code, these Conditions of Approval, and in substantial conformance with the Tentative Subdivision Map.

C.2.3. Each Final Map includes and shows offer(s) of dedication of all right(s)-of-way and/or temporary or permanent easement(s) in accordance with City Regulations and these Conditions.

C.2.4. 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.2.5. Final Map Phasing Plan: Prior to the subdivider's submittal to the City of the first final map for City approval, Subdivider shall submit for the City Engineer's review and reasonable approval a phasing plan for the submittal of all Final Maps to be filed for the Tentative Subdivision Map. The phasing plan may be subject to subsequent modifications based on market conditions, the rate of development, and Subdivider's disposition of the parcels created by the Final Maps.

C.2.6. Deferred Improvement Agreement: Prior to the City's approval of the first Final Map, the Subdivider shall execute a Deferred Improvement Agreement, in substantial conformance with the City's standard form agreement, by which the Subdivider agrees to complete construction of public facilities within the right-of-way for Tracy Hills Drive and Lammers Road, which are required by the conditions of approval for Small-Lot Vesting Tentative Map TSM18-0006, unless such improvements are addressed in other executed agreements with the City. All such Deferred Improvement Agreements shall identify timing requirements for construction of all public facilities, in conformance with the phasing plan submitted by the Subdivider and approved by the City Engineer.

C.2.7. Subdivider has paid engineering review fees including Final Map review, agreement processing, and all other applicable as required by City Regulations.

C.3. Grading Permit

C.3.1. The City will not accept a grading permit application for the property that is the subject of this Tentative Subdivision Map as complete until the Subdivider has provided all relevant documents related to the grading permit required by the applicable City Regulations and these Conditions of Approval, to the satisfaction of the City Engi

RESOLUTION 2020-_____

RECOMMENDING THAT THE CITY COUNCIL APPROVE A SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP FOR THE TRACY HILLS PHASE 1B PROJECT TO CREATE 432 SINGLE-FAMILY RESIDENTIAL LOTS, A PARK SITE, AND APPROXIMATELY 70 OTHER PARCELS ON APPROXIMATELY 310 ACRES LOCATED WEST OF PHASE 1A IN THE VICINITY OF TRACY HILLS DRIVE, APPLICATION NUMBER TSM18-0006

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 October 24, 2018, an application was submitted for a small-lot Vesting Tentative Subdivision Map for the Tracy Hills Phase 1B Project to create 432 single-family residential lots, a park site, and approximately 70 other parcels on approximately 310 acres located west of Phase 1A in the vicinity of Tracy Hills Drive, Application Number TSM18-0006, and

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

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

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

WHEREAS, The site is physically suitable for the proposed density of development. The proposed density of 3.5 dwelling units per gross acre is consistent with the General Plan Residential Low designation, which provides for a density range of 2.1 to 5.8 dwelling units per gross acre. Traffic circulation is designed in accordance with City standards for the proposed density to ensure adequate traffic service levels are met, and

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

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

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

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

WHEREAS, An Environmental Impact Report (EIR) was certified by the City Council on April 5, 2016 for the Tracy Hills Specific Plan. An 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 Phase 1B/1C 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 October 14, 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 small-lot Vesting Tentative Subdivision Map for the Tracy Hills Phase 1B Project to create 432 single-family residential lots, a park site, and approximately 70 other parcels on approximately 310 acres located west of Phase 1A in the vicinity of Tracy Hills Drive, Application Number TSM18-0006, 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 14th day of October 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 Phase 1B
Small-Lot Vesting Tentative Subdivision Map
Application Number TSM18-0006
October 14, 2020

Project: These Conditions of Approval shall apply to the small-lot Vesting Tentative Subdivision Map for Tracy Hills Phase 1B, Application Number TSM18-0006, including approximately 432 single-family residential lots, a park site, and approximately 70 other parcels.

Property: The property consists of approximately 310 acres located in the Tracy Hills Specific Plan Area, west of Phase 1A in the vicinity of Tracy Hills Drive, Application Number TSM18-0006.

Community Facilities Districts: Certain conditions of approval herein involve the establishment of one or more Community Facilities Districts (CFDs) to implement the Project. The imposition of conditions requiring or involving the establishment of CFDs on the Property shall not limit the City from establishing additional CFDs over the Property, subject to an affirmative vote of the Property owner(s).

A. Definitions; Abbreviations.

The definitions in the City's zoning regulations (Tracy Municipal Code, Title 10, Chapter 10.08) and subdivision ordinance (Tracy Municipal Code, Title 12, Chapter 12.08) apply, and in addition:

1. "Applicant" means any person, or other legal entity, defined as a "Subdivider" by Section 12.08.010 of the City of Tracy Municipal Code.

2. "Development Services Director" means the Development Services Director of the City of Tracy, or any other person designated by the City Manager or the Development Services Director, to perform the duties set forth here. (The Development Services Director is also referred to in the Tracy Municipal Code as the Development and Engineering Services Director.)

3. "City Regulations" means all written laws, rules, and policies established by the City, including those set forth in the City of Tracy General Plan, the Tracy Hills Specific Plan, the Tracy Municipal Code, ordinances, resolutions, written policies, written procedures, and the City's Design Documents (including the Standard Plans, Standard Specifications, Design Standards, and relevant Public Facility Master Plans).

4. "Conditions of Approval" or "Conditions" means these conditions of approval.

5. "Property" means the approximately 310 acres located in the Tracy Hills Specific Plan Area that is the subject of the small-lot Vesting Tentative Subdivision Map for Tracy Hills Phase 1B, Application Number TSM18-0006.

The following abbreviations may be used in these Conditions:

EIR	Environmental Impact Report	PI&RA	Park Improvement and Reimbursement Agreement
DIA	Deferred Improvement Agreement	PUE	Public Utility Easement
OIA	Offsite Improvement Agreement	TMC	Tracy Municipal Code

B. **Planning Division Conditions of Approval**

1. Compliance with laws. The Subdivider shall comply with all laws (federal, state, and local) related to the development of real property within the Project boundaries, including, but not limited to: the Planning and Zoning Law (Government Code sections 65000, et seq.), the Subdivision Map Act (Government Code sections 66410, et seq.), the California Environmental Quality Act (Public Resources Code sections 21000, et seq., "CEQA"), and the Guidelines for the California Environmental Quality Act (California Administrative Code, title 14, sections 15000, et seq., "CEQA Guidelines").

2. City Regulations. Unless specifically modified by these Conditions of Approval, the Subdivider shall comply with all City Regulations.

3. Mitigation Measures. The Subdivider shall comply with all applicable mitigation measures in the Final Subsequent Environmental Impact Report (EIR) for the Tracy Hills Specific Plan Project (State Clearinghouse No. 2013102053), which was certified by the City Council on April 5, 2016, as it may be amended or modified pursuant to CEQA and the CEQA Guidelines.

4. Notice of protest period. Pursuant to Government Code Section 66020, including Section 66020 (d)(1), the City HEREBY NOTIFIES the Subdivider that the 90-day approval period (in which the Subdivider may protest the imposition of any fees, dedications, reservations, or other exactions that are within the purview of the Mitigation Fee Act [Government Code section 66000 et seq.] ("Exactions") and imposed on this Project by these Conditions of Approval) shall begin on the date of the conditional approval of this Project. If the Subdivider fails to file a protest of the Exactions complying with all of the requirements of Government Code Section 66020 within this 90-day period, the Subdivider will be legally barred from later challenging any of the Exactions. The terms of this paragraph shall not affect any other deadlines or statutes of limitations set forth in the Mitigation Fee Act or other applicable law, or constitute a waiver of any affirmative defenses available to the City.

5. Final Maps for Financing Purposes. For the purpose of these Conditions of Approval, if any Final Map or Parcel Map is filed within the boundaries of the Project solely for financing purposes only, and no permits will be requested pursuant to such map, then the requirements listed in these Conditions of Approval shall not apply to the final map or parcel map for financing purposes only.

6. Conformance with Vesting Tentative Subdivision Map. All Final Maps shall be in substantial conformance with the approved Vesting Tentative Subdivision Map (Application Number TSM18-0006), which was received by the Development Services Department on October 7, 2020, and approved by the City Council on _____, 2020, unless modified by these Conditions.

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

   As used in these Conditions of Approval:

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

   "Public landscaping" includes but is not limited to the following public areas and public improvements within or adjacent to the Project: public walls, special public amenities, ground cover, turf, shrubs, trees, irrigation systems, drainage and electrical systems, masonry walls or other fencing, entryway monuments or other ornamental structures, furniture, recreation equipment, hardscape and any associated appurtenances within medians, parkways, dedicated easements, channel-ways, public parks and public open space areas. It does not include public streets and street sweeping, but may include street lights.

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

   a. CFD or other funding mechanism. Before final inspection or occupancy of the first dwelling (except for up to fifteen model homes), the Subdivider shall, at its expense, form a Community Facilities District (CFD) or establish another lawful funding mechanism that is reasonably acceptable to the City for the entire Property for funding or performing the on-going maintenance of public landscaping. Formation of the CFD shall include, but not be limited to, affirmative votes and the recordation

of a Notice of Special Tax Lien. Upon successful formation, the Property will be subject to the maximum special tax rates as outlined in the Rate and Method of Apportionment. If funds are needed to pay for such public landscaping maintenance costs before collection of the first Special Services Tax (the "deficit"), then before final inspection or occupancy of the first dwelling (except for up to fifteen model homes), the Subdivider shall deposit to the CFD (by submittal to the City's Finance Director) the amount of the deficit;

Or

b. HOA and dormant CFD. If the HOA is the chosen funding mechanism, the Subdivider must do the following:

(1) Form a Homeowner's Association (HOA) or other maintenance association, with CC&Rs reasonably acceptable to the City, to assume the obligation for the on-going maintenance of all public landscaping areas within the entire tentative subdivision map area;

(2) Cause the HOA to enter into an agreement with the City, in a form to be approved by the City and to be recorded against the Property concurrently with the first Final Map, setting forth, among other things, the required maintenance obligations, the standards of maintenance, and all other associated obligation(s) to ensure the long-term maintenance by the HOA of all public landscape areas within the entire tentative subdivision map area;

(3) For each Final Map, make and submit to the City, in a form reasonably acceptable to the City, an irrevocable offer of dedication of all public landscape areas within the Final Map area;

(4) Before final inspection or occupancy of the first dwelling (except for up to fifteen model homes), annex into a CFD in a "dormant" capacity, to be triggered if the HOA fails (as determined by the City in its sole and exclusive discretion) to perform the required level of public landscape maintenance. The dormant tax or assessment shall be disclosed to all homebuyers and non-residential property owners, even during the dormant period.

Or

c. Direct funding. Before final inspection or occupancy of the first dwelling (except for up to fifteen model homes), the Subdivider shall deposit with the City an amount necessary, as reasonably determined by the City, to fund in perpetuity the full costs of public landscaping maintenance as identified by the approved landscaping budget analysis.

8. Maintenance for Public Landscaping for Major Program Roadways. Before approval of the first Final Map, the Subdivider shall assure that there will be sufficient funding to pay the Subdivider's proportionate share of the ongoing public landscaping maintenance costs associated with major program roadways, by entering into an agreement with the City, which shall be recorded against the Property, which adopts and implements one of the following two options (a. or b.), subject to the approval of the City's Finance Director:

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

   Or

   b. Direct Funding. Before final inspection or occupancy of the first dwelling (except for up to fifteen model homes), the Subdivider shall deposit with the City an amount necessary, as reasonably determined by the City, to fund in perpetuity the full costs of funding the Subdivider's proportionate share of the ongoing public landscaping maintenance costs associated with major program roadways identified in the Citywide Roadway and Transportation Master Plan.

9. Parks. Before approval of the first Final Map, the Subdivider shall enter into an agreement with the City, which shall be recorded against the property, which stipulates the following:

   a. Before final inspection or occupancy of the 180th dwelling unit (whichever occurs first, except for up to fifteen model homes), the Phase 1B neighborhood park shall be completed and accepted by the City Council. If the Phase 1B neighborhood park is not completed and accepted by the City Council before final inspection or occupancy of the 180th dwelling unit (whichever occurs first, except for up to fifteen model homes) , no further building permits (except for plumbing only building permits) shall be issued until the neighborhood park is completed and accepted by the City Council.

10. Conservation Easement. Before approval of the first Final Map, the Subdivider shall enter into an agreement with the City, which shall be recorded against the Property, which stipulates that before issuance of a building permit for the 300th dwelling unit (except for plumbing only building permits), the Subdivider shall plant trees in the 100-foot wide conservation easement adjacent to Interstate 580, as depicted in Appendix C of the Tracy Hills Specific Plan (Figures C-6 and C-7), to the satisfaction of the Development Services Director.

11. Schools. Before issuance of a building permit for each new dwelling (except for plumbing only permits), 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.

12. Public Services. Before approval of the first Final Map, the Subdivider shall do one of the following, subject to the approval of the City's Finance Director:

    a. CFD or other funding mechanism. The Subdivider shall enter into an agreement with the City, to be signed by the City's Finance Director, which shall be recorded against the Property, which stipulates that prior to issuance of a building permit (except for plumbing only building permits and except for up to fifteen model homes), the Subdivider will form or annex into a Community Facilities District (CFD) or establish another lawful funding mechanism that is reasonably acceptable to the City for funding the on-going operational costs of providing Police services, Public Works services and other City services to serve the Project area. Formation of the CFD shall include, but not be limited to, affirmative votes and the recordation of a Notice of Special Tax Lien. The Subdivider shall be responsible for all costs associated with the formation or annexation proceedings. Upon successful formation, the parcels will be subject to the maximum special tax rates as outlined in the Rate and Method of Apportionment.

    Or

    b. Direct funding. The Subdivider shall enter into an agreement with the City, which shall be recorded against the Property, which stipulates that prior to issuance of a building permit (except for plumbing only building permits and except for up to fifteen model homes), the Subdivider will fund a fiscal impact study to be conducted and approved by the City to determine the long term on-going operational costs of providing Police services, Public Works services, and other City services to serve the Project area, and deposit with the City an amount necessary, as reasonably determined by the City, to fund the full costs in perpetuity as identified by the approved study.

13. Utilities in Roundabout. The roundabout shown on the approved Vesting Tentative Subdivision Map for Tracy Hills Phase 1B shall be designed

and constructed in such a manner that no utility lines intersect a 30-foot radius from the center of the roundabout in order to allow sufficient space for the planting and mature growth of any trees planted within the roundabout, which are conceptually depicted in Appendix C of the Tracy Hills Specific Plan (Figure C-9). The Subdivider shall submit Improvement Plans that demonstrate compliance with this condition, to the satisfaction of the Development Services Director.

14. Phillips 66 Pipeline Easement. A Phillips 66 pipeline easement intersects the Project site. Before approval of the first Final Map, the Subdivider shall enter into an agreement with the City, which shall be recorded against the Property, which stipulates that the Subdivider shall clearly mark and label any plot plan where the location of the 16.25-foot minimum setback line from the edge of the Phillips 66 pipeline easement encroaches into the subject property of the plot plan, prior to issuance of a building permit (except for plumbing only building permits), to the satisfaction of the Development Services Director.

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 on April 5, 2016, by Resolution No. 2016-063, and any amendments thereto.

b) *Amendment to the Tracy Hills Specific Plan for Phase 1B and 1C,* approved by City Council by Resolution No. 2020-_____ on October 14, 2020, including the *Transportation Consistency Analysis* prepared for the Amendment by Kimley-Horn and Associates, dated October 1, 2020, and any updates or amendments thereto ("Specific Plan Amendment").

c) *Tracy Hills Specific Plan Final Subsequent Environmental Impact Report,* dated January 2016, certified by City Council by Resolution No. 2016-062 on April 5, 2016, and the *Initial Study for the Proposed Amendment to the Tracy Hills Specific Plan for Phase 1B and 1C* prepared by Kimley-Horn and Associates, dated October 2020, including all mitigation measures incorporated therein (hereinafter referred to together as "EIR").

d) *Tracy Hills Phase 1A/B/C Plus KT Network Analysis Memorandum* prepared by Kimley-Horn and Associates, dated December 23, 2019, and *Tracy Hills Phase 1B Vesting Tentative Map Review Memorandum* prepared by Kimley-Horn and Associates, dated

October 6, 2020, and any updates or amendments thereto ("Traffic Study").

e) *Tracy Hills Phase 1B and 1C Sanitary Sewer Study Technical Memorandum* prepared by Black Water Consulting Engineers, to be completed subsequent to the approval of the Vesting Tentative Subdivision Map, and any updates or amendments thereto ("Sanitary Sewer Study").

f) *Peer Review and Hydraulic Evaluation for Tracy Hills Phase 1B and 1C Technical Memorandum* prepared by West Yost Associates, dated May 7, 2020, and any updates or amendments thereto ("*Water Study*").

g) *Tracy Hills Phase 1B Drainage Analysis Technical Memorandum* prepared by Ruggeri-Jensen-Azar, dated August 4, 2020, and any revisions or additions thereto required as a result of the future review of said memorandum performed by the City storm drainage consultant ("Storm Drainage Study").

h) *Citywide Water System Master Plan* prepared by West Yost Associates, dated December 2012.

i) *Plan Line Study – Corral Hollow Road* prepared by Ruggeri-Jensen-Azar ("Corral Hollow Road Plan Line"), dated November 7, 2016..

j) Pipeline Safety Hazard Assessment, Tracy Hills Specific Plan prepared by Place Works dated September 2014.

k) *Any Finance Implementation Plan* ("FIP"), as described in Section 10.20.060(b)(3)(B) of the Tracy Municipal Code, that is approved by the City Council for the property described in the Tracy Hills Phase 1B Vesting Tentative Subdivision Map, Application No. TSM18-0006.

l) *Development Agreement,* executed between the City of Tracy and the developers of the Tracy Hills Project, approved by the City Council on April 5, 2016, by Ordinance No. 1213, and any amendments thereto ("Development Agreement").

m) Settlement Agreement, executed between the City of Tracy and the developers of the Tracy Hills Project, having an effective date of December 17, 2019 ("Settlement Agreement").

n) Agreement to Defer Payment of Development Impact Fees on New Residential Development, executed between the City of Tracy and the developers of the Tracy Hills Project, dated November 15, 2016 ("Fee Deferral Agreement").

C.1.2. Timing of Compliance: The Applicant shall satisfy each of the following conditions prior to filing the first Final Map unless a different time for compliance is specifically stated in these Conditions of Approval. Any condition requiring an improvement that has already been designed, completed or under a City-approved agreement may be considered satisfied at the discretion of the City Engineer.

For the purpose of these Conditions of Approval, if any Final Map or Parcel Map is filed within the boundaries of the Project solely for financing purposes only, and no permits will be requested pursuant to such map, then the requirements listed in these Conditions of Approval shall not apply to the final map or parcel map for financing purposes only.

C.1.3. Revisions to the Vesting Tentative Subdivision Map ("VTSM"): The Subdivider shall incorporate revisions to comply with the recommendations and comments in the Traffic Study prior to signature by the City Engineer on the VTSM.

C.2. Improvement Plans

C.2.1. General

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

C.2.2. Signed and stamped Engineer's Estimate that summarizes the cost of constructing all the public improvements shown on the Improvement Plans.

C.2.2. Site Grading

C.2.2.1 Erosion Control

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

C.2.2.2 Grading and Drainage Plans

Submit a Grading and Drainage Plan prepared by a Registered Civil Engineer and accompanied by the Project's Geotechnical/Soils Engineering report. The report shall provide recommendations regarding adequacy of the site

relative to the stability of soils such as soil types and classification, percolation rate, soil bearing capacity, highest observed ground water elevation, and others.

C.2.2.3 When the grade differential between the Project site and the adjacent property(s) exceeds 12 inches, a reinforced or masonry block wall, engineered slope, or engineered retaining wall is required for retaining soil. The Subdivider shall submit Retaining Wall Plans that includes the construction detail(s) and structural calculations of the retaining wall or masonry wall for City's review and approval.

C.2.2.4 If an engineered slope is used to retain soil on adjacent property outside the Project boundary, a slope easement will be necessary from the adjacent property. The Subdivider shall obtain a slope easement from owner(s) of the adjacent and affected property(s) and show the slope easement on the Final Map.

C.2.2.5 If applicable, show existing irrigation structure(s), channel(s) and pipe(s) that are to remain or relocated or to be removed, after coordinating with the irrigation district or owner of the irrigation facilities. If there are irrigation facilities including tile drains, that are required to remain to serve existing adjacent agricultural uses, the Subdivider shall design, coordinate and construct required modifications to the facilities to the reasonable satisfaction of the owner of the irrigation facilities and the City.

C.2.3. Grading Permit

The City will not accept a grading permit application for the Project as complete until the Subdivider has provided all relevant documents related to the grading permit required by the City Regulations and these Conditions of Approval, to the satisfaction of the City Engineer.

C.2.4. Storm Drainage

C.2.4.1

C.2.4.2 All permanent underground storm drainage lines, structures and facilities to be maintained by the City shall be located within right-of-way to be dedicated to the City or within an easement. If applicable, interim facilities and storm drain lines and collection basins shall be maintained by the Subdivider.

Provide design and construction details for all storm water intercept points at Project boundary at I-580 showing adequate inlet structures, erosion control features, storm

drainage easements and connections to the proposed storm drainage facilities in Tracy Hills Drive.

Prior to acceptance of storm drainage facilities for maintenance by the City, the Subdivider shall revise the locations of the 50' wide openings in the Conservation Easements to align with existing drainage routes and proposed storm drainage intercept points into the Project on-site storm drainage system.

C.2.4.3 Storm drainage plans are to be submitted with the required hydrologic and hydraulic calculations for the sizing of storm drainage pipe(s) and shall comply with the Storm Drainage Study and City Regulations.

C2.4.4. Prior to acceptance of maintenance of any public facilities by the City, the Subdivider shall prepare and obtain approval from the Public Works Department of a maintenance plan for all temporary and permanent storm drainage facilities to be maintained by the Subdivider or the HOA. The maintenance plan shall show the phasing of roadway construction, mass grading, drainage facilities, including collection channels, erosion control and protection of the Phillips 66 pipeline during construction. A SWPPP may be used as the maintenance plan with approval by the City Engineer.

C.2.4.5. Storm water designs shall show facilities needed for the collection and channeling of surface water runoff and off-site flow-thru surface water runoff to underground storm drainage facilities, such as temporary drainage collection channels and sedimentation ponds. These improvements shall be shown on the Grading Plans and be approved by the City Engineer before the issuance of a Grading Permit.

C.2.4.6. Since the Project will construct a terminal retention basin, it has been determined that the Project will be exempt from the Post Construction Stormwater Quality Standards. However, should new Federal or State regulations come into effect during the buildout of the Project that would require future compliance, then the Project would not be exempted from those new requirements.

SWPPP's shall be implemented during project construction. In addition, the Project may implement stormwater control measures such as disconnected roof leaders, non-contiguous street sidewalks (providing landscape strips/parkways), tree planting in parkways and use of drought tolerant landscape with drip irrigation systems and "intelligent" controllers. Similarly, public education measures regarding the damaging

effects of pollutants to water quality may also be implemented.

C.2.4.7. All storm water structural and construction details that are not part of the City Standard Plans or City Design Standards shall be provided by the Subdivider and submitted to the City for approval as part of the improvement plans.

C.2.4.9. Storm drainage retention basin, including dual-use recreation facilities, shall be contained within a parcel suitable for dedication to the City of Tracy. The basin shall be provided with appropriate fencing with warning signs, access roadways to and from public roadways and access roadways into the ponds for maintenance purposes as approved by the City Engineer. All storm drainage inlets into this basin shall have inlet structures with design acceptable to the City Engineer. All dual-use recreation facilities located with the retention basin shall be designed in consultation with the Engineering, Public Works, Parks & Recreation, and other applicable City departments and are subject to the final approval of said departments.

C.2.4.9. Fixed vertical sediment depth markers shall be installed near discharge points into the Retention Basin to assist with measurements of sediment deposition over time and future assessments of the need for maintenance activities.

C.2.4.10. Prior to or concurrently with the City's approval of the first Final Map within Project, the Subdivider shall dedicate to the City utility maintenance easements necessary for all storm drainage facilities. All requirements relating to the access and maintenance by the Utilities Department and Public Works Department shall be incorporated into the improvement plans.

C.2.5. Sanitary Sewer

C.2.5.1. All sanitary sewer lines and associated improvements shall be designed and installed per the Sanitary Sewer Study that is to be completed subsequent to the Vesting Tentative Subdivision Map approval and City Regulations. Before approval of Final Map(s) for the Project, Subdivider shall submit improvement plans and obtain approval for the plans for all on-site sewer improvements.

C.2.5.2. No final inspection of any residential building will be performed or certificate of occupancy for commercial building will be issued, with the exception of Model Homes, until all improvements required per the Sanitary Sewer Study and

City Regulations are completed and functional, as determined by the City Engineer.

C.2.5.3. Subdivider shall pay impact fees at the time of issuance of building permit or in accordance with the Fee Deferral Agreement.

C.2.5.4. Prior to the City's approval of the first Final Map within Project, the Subdivider shall dedicate to the City utility maintenance easements necessary for all sanitary sewer lines. All requirements relating to the access and maintenance by the Utilities Department and Public Works Department shall be incorporated into the improvement plans.

C.2.5.5. The design for 10" sanitary sewer main shown crossing Lot 24 on the VTSM shall be revised as necessary to address access and maintenance requirements of the Public Works Department. The 10" sanitary sewer line shall be located within a parcel to be dedicated to the City for access and maintenance. A paved access shall be provided for the entire length of the parcel to be created between Lots 23 and 24 as required by the Public Works and Utilities departments.

C.2.6. Water Distribution System

C.2.6.1. All potable and recycled water lines and associated improvements shall be designed and installed per the Water Study and City Regulations.

C.2.6.2. During the construction phases (vertical construction) of the Project, the Subdivider shall be responsible for providing water infrastructure (temporary or permanent) capable of delivering adequate fire flows and pressure appropriate to the various stages of construction and as approved by the Fire Marshall.

C.2.6.3. Prior to approval of each Final Map, the Subdivider shall submit calculations and improvement plans as required by the Fire Marshall and the City Engineer, and obtain a letter from the Fire Marshall that the fire flow parameters per Tracy Design Standards Section 6.02 are met for the phased construction of water lines to the satisfaction of the Fire Marshal.

C.2.6.4. Subdivider shall install a 12-inch recycled water main in Tracy Hills Drive as required to serve the Project, connected to the existing recycled water main installed for the Tracy Hills Phase 1A project.

Initially, the 12-inch Recycled Water Main will be connected to a potable water supply (with a stub in place to future recycled water) as approved by the City until the program backbone Recycled Water facilities are in place. Once the Recycled Water system network is online the 12-inch Recycled Water distribution main will be disconnected from the Potable Water system and connected to the Recycled Water System as part of the Recycled Water Project by the City.

C.2.6.5. Domestic and Irrigation Water Services – The HOA will be responsible for the repair and maintenance of all valves, fittings on services related to landscaping on all parcels to be owned by HOA and within HOA easements.

C.2.6.6. Fire Service Line – The Subdivider shall design and install fire hydrants at the locations approved by the Fire Marshall. Before the approval of the Improvement Plans, the Subdivider shall obtain written approval from the Fire Marshall for the design, location and construction details of the fire service connections to the Project, and for the location and spacing of fire hydrants that are to be installed to serve the Project.

C.2.7. Street Improvements

C.2.7.1. Subdivider is required to design and construct all applicable on-site, frontage and off-site roadway improvements to serve the Project as identified in the Traffic Study, EIR and these Conditions of Approval. All improvements shall comply with City Regulations, Tracy Hills Design Standards and Specific Plan Amendment. Such improvements shall include, but are not limited to, roadways, water distribution system, sewer system, storm drainage systems, curb and gutter, sidewalks, street lighting system, traffic signals, ITS systems, pavement and crosswalk striping, bicycle lanes and trails, roadway signage and street signs, median islands, turn lanes, landscaping, and all necessary related improvements as required by the City. Timing of completion of street improvements shall comply with these Conditions of Approval.

In the case of a discrepancy between the information shown on the VTSM and the right-of-way and street improvement requirements in the Traffic Study, the Traffic Study shall govern unless determined otherwise by the City Engineer.

Subdivider shall conduct traffic counts as required by the City Engineer once every three months (or at other times if determined by the City Engineer) from the date of approval of the first Final map within the VTSM area. Subdivider shall

submit report with the traffic counts to the City Engineer within 10 days from the date of the traffic counts. Where applicable, these traffic counts will be utilized to determine the timing of improvements that have been identified in the Traffic Report and the EIR..

C.2.7.2. Tracy Hills Drive and Other In-tract Streets – Right-of-Way

The Subdivider shall dedicate all rights-of-way that are necessary to construct Tracy Hills Drive and all the in-tract streets, based on their respective cross sections shown on the Vesting Tentative Subdivision Map ("VTSM") and in accordance the Traffic Study, with the Final Map for the respective phase. The width of travel lanes, turn lanes, street median, landscaping strips and sidewalks shall be in accordance with the Vesting Tentative Subdivision Map and the Traffic Study.

C.2.7.3. Tracy Hills Drive and Other In-tract Streets – Improvements

Design and construction details of Tracy Hills Drive and the in-tract streets such as asphalt concrete pavement, curb, gutter, median curb, sidewalks, street lights, fire hydrants, landscaping with automatic irrigation system, storm drains, catch basin and drop inlets, sanitary sewer mains and laterals, water mains, individual water services and meters, pavement marking and striping, traffic signs, driveways, curb ramps and all other street improvements shall comply with City Regulations, and shall be shown on the Improvement Plans.

Improvements along Tracy Hills Drive shall also include Class II bike lanes on both sides of the roadway and an ADA-compliant decomposed granite trail northerly of the north side of the roadway, in accordance with the VTSM and the Traffic Study.

C.2.7.4. Lammers Road South of Tracy Hills Drive – Right-of-Way

The Subdivider shall dedicate the right-of-way necessary to construct the ultimate future Lammers Road improvements (137' right-of-way) between Tracy Hills Drive and I-580, based on the Future Lammers Road (Ultimate) cross section shown on the VTSM and in accordance the Traffic Study, with the Final Map for the respective phase that meets the trigger thresholds identified in the traffic Report. The ultimate future width and number of travel lanes and turn

lanes, and width of street median, landscaping strips and sidewalks shall be in accordance with the Traffic Study.

The Subdivider shall dedicate or cause to be dedicated all right-of-way that is necessary to construct the ultimate future Lammers Road improvements between I-580 and Corral Hollow Road, and that is outside of the boundaries of the Project, in accordance the Traffic Study. Details of the roadway alignment and geometry shall be submitted for review and approved by the City Engineer. The right-of-way shall be dedicated to the City prior to or concurrently with the Final Map that dedicates the right-of-way for the portion of Lammers Road between Tracy Hills Drive and I-580 as described above. The ultimate future width and number of travel lanes, turn lanes, and width of street median, landscaping strips and sidewalks shall be in accordance with the Traffic Study and roadway alignment and geometry as approved by the City Engineer.

C.2.7.5. Lammers Road South of Tracy Hills Drive – Improvements for Residential Units

A total of 1,347 residential units west of Corral Hollow Road, accessed via Tracy Hills Drive, can be built before triggering the need for the Lammers Road south connection between Tracy Hills Drive and Corral Hollow Road. This trigger equates to approximately 890 westbound and 473 eastbound P.M. peak hour trips along Tracy Hills Drive west of Corral Hollow Road.

Prior to approval of the Final Map that meets the trigger threshold as determined by the traffic counts, , the Subdivider shall construct Lammers Road improvements south of Tracy Hills Drive, extending between Tracy Hills Drive and Corral Hollow Road, including undercrossing beneath I-580, consisting of two travel lanes, and a shoulder, landscape strips and sidewalk on the east side as shown on the VTSM and in accordance with the Traffic Study. Subdivider shall obtain approval of encroachment permit and/or agreements from Caltrans for the I-580 undercrossing and related improvements within the Caltrans right-of-way.

C.2.7.6. Lammers Road South of Tracy Hills Drive – Improvements for Commercial Development

Prior to the final inspection of any commercial building developed on the area south of Tracy Hills Drive and east of future Lammers Road and designated as General Highway Commercial in the Specific Plan Amendment (Parcels T and U on the VTSM), the Subdivider shall construct the Interim

Lammers Road Improvements south of Tracy Hills Drive, extending between Tracy Hills Drive and Corral Hollow Road, including widened undercrossing beneath I-580, consisting of four travel lanes, shoulders, street median, landscape strips and sidewalks as shown on the VTSM and in accordance with the Traffic Study. The final extent and cross-section geometry of the improvements shall be determined at the time of application for the commercial development.

C.2.7.7. In order to guarantee completion of the portion of the Lammers Road South of Tracy Hills Drive Improvements between I-580 and Corral Hollow Road and that lie outside of the boundaries of the Project, the Subdivider shall enter into an improvement agreement (SIA or OIA) and post an improvement security in the amounts and form in accordance with section 12.36.080 of the TMC and as required by these Conditions of Approval. The Subdivider shall submit the signed and notarized improvement agreement with the necessary improvement security before approval of the Final Map within the Project that meets the trigger thresholds identified in the traffic Report. .

C.2.7.8. Lammers Road North of Tracy Hills Drive – Right-of-Way

The Subdivider shall dedicate the right-of-way necessary to construct the ultimate future Lammers Road improvements (137' right-of-way) between Tracy Hills Drive and the California Aqueduct right-of-way, based on the Future Lammers Road (Ultimate) cross section shown on the VTSM and in accordance the Traffic Study, with the Final Map for the respective phase. The ultimate future width and number of travel lanes and turn lanes, and width of street median, landscaping strips and sidewalks shall be in accordance with the Traffic Study.

C.2.7.9. Lammers Road North of Tracy Hills Drive – Improvements for High Density Residential Development

At the time of approval of the first Final Map for residential development within the area north of Tracy Hills Drive and east of future Lammers Road (designated as High Density Residential in the Specific Plan Amendment and shown as Parcels B and C on the VTSM), the Subdivider shall construct the Interim Lammers Road improvements, extending between Tracy Hills Drive and the California Aqueduct right-of-way, consisting of four travel lanes, shoulders, street median, landscape strips and sidewalks as shown on the VTSM and in accordance with the Traffic Study.

In order to guarantee completion of the Lammers Road North of Tracy Hills Drive Improvements, the Subdivider shall enter into an improvement agreement (SIA or OIA) and post an improvement security in the amounts and form in accordance with section 12.36.080 of the TMC and as required by these Conditions of Approval. The Subdivider shall submit the signed and notarized improvement agreement with the necessary improvement security before approval of the first Final Map within Parcels B and C.

C.2.7.10. Corral Hollow Road at Lammers Road – Right of Way

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

The Subdivider shall dedicate all rights-of-way necessary for the widening of Corral Hollow Road required at the future intersection of Corral Hollow Road and Lammers Road. The dedication shall include additional right-of-way for turn lanes and transitions where applicable. If required, the Subdivider shall also dedicate right-of-way for construction of intersection improvements as outlined in the Traffic Study, including traffic signal or a roundabout for buildout requirements.

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

C.2.7.11. Corral Hollow Road at Lammers Road – Improvements

Concurrent with the construction of improvements on Lammers Road south of Tracy Hills Drive as described above, the Subdivider shall construct the Corral Hollow Road and Lammers Road intersection improvements, consisting of either a roundabout or traffic signal and all associated improvements, in accordance with the Traffic Study.

C.2.7.12. Pavement Repaving/Overlay on Corral Hollow Road

For the first 144 homes within the VTSM area, the Subdivider shall pay its fair share towards the estimated cost of repaving/ overlay from I-580 south right-of-way line to southerly City

Limits as directed by the City Engineer. At the time of widening of Corral Hollow Road at the intersection with future extension of Lammers Road, the Subdivider shall design and install repaving/overlay from the I-580 south right-of-way line to the southern City Limits as directed by the City Engineer. City will make fair share contributions collected from other projects to the Subdivider towards the cost of repaving / overlay.

C.2.7.14. In order to guarantee completion of the Corral Hollow Road Improvements, the Subdivider shall enter into an improvement agreement (SIA or OIA) and post an improvement security in the amounts and form in accordance with section 12.36.080 of the TMC and as required by these Conditions of Approval. The Subdivider shall submit the signed and notarized improvement agreement with the necessary improvement security before approval of the Final Map within the Project that meets the trigger thresholds identified in the traffic Report. .

C.2.7.15. Criseldo Mina Avenue and Palmer Street - Improvements

In accordance with the *Traffic Study*, all improvements necessary to implement Route No. 1 in the Alternative Routes Analysis contained therein, consisting of the connection of Criseldo Mina Avenue to Palmer Street, shall be completed and said streets shall be accepted by the City Council as public roadways prior to the filing of the Final Map within the Project that meets the trigger thresholds identified in the traffic Report.

C.2.7.16. Emergency Vehicle Access (EVA)

The existing all-weather emergency vehicle access road constructed per the Conditions of Approval and EIR Mitigation Measures for the Tracy Hills Phase 1A VTSM shall be reconstructed as necessary to conform to the extended Tracy Hills Drive improvements and the proposed Project grading north of Tracy Hills Drive, as generally shown on the VTSM.

Prior to issuance of the first building permit, the Subdivider shall ensure that the existing and reconstructed portions of the all-weather emergency vehicle access road, extending from Tracy Hills Drive northerly to its terminus at South Lammers Road, is fully accessible to Fire Department vehicles and all other necessary emergency responders at all times and to the satisfaction of the Fire Department.

C.2.7.17. Traffic Control Plan

Before starting any work within the project, the Subdivider shall submit a Traffic Control Plan for each phase of work, to show the method and type of construction signs to be used for regulating traffic at the work areas and within existing streets accessing the work areas. The Traffic Control Plan shall be prepared by a Civil Engineer or Traffic Engineer licensed to practice in the State of California.

C.2.7.18. Encroachment Permit

Before starting any work to be performed and improvements to be constructed within City's right-of-way, the Subdivider shall obtain an Encroachment Permit from the City. The Subdivider or its authorized representative shall submit all documents that are required to process the Encroachment Permit including but not limited to, approved Improvement Plans, Traffic Control Plan, payment of engineering review fees, copy of the Contractor's license, Contractor's Tracy business license, and certificate of insurance naming the City of Tracy as additional insured or as a certificate holder.

C.2.7.19. Dead-End Streets.

A standard barricade and guardrail with appropriate traffic sign will be required at street ends. Alternatively, turnarounds/ hammerheads meeting the requirements of Fire Marshall shall be provided at the dead-end streets.

C.2.7.20. All intersections shall be designed to accommodate fire truck movements as required by the Fire Department.

C.2.7.21. Subdivider must provide and verify sight distances, where applicable, with regard to intersections, reverse lots and fence placements as required by the City Engineer.

C.2.8. EIR Mitigation Measures

The EIR identifies Project impacts that are to be mitigated by the Subdivider. The mitigation measures are summarized in the Mitigation, Monitoring and Reporting Matrix contained in the EIR as referenced under Item C.1.1.c above. Subdivider shall comply with all applicable mitigation measures as outlined in the EIR including, but not limited to, the following:

a. 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.

b. 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)

c. 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.

d. 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.

e. Mitigation Measure PSR 4.12-6: Developers of subsequent phases of the Project (beyond Phase 1A) will be required to prepare SB 221 analysis for each subsequent phase of development.

f. 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.

g. 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.

h. Mitigation Measure PSR 4.12-2: Prior to issuance of the first building permit, the developer shall construct an all-whether, emergency vehicle access to all points of the Project site from Lammers Road (including crossings of the Delta Mendota Canal, Union Pacific Railroad, and California Aqueduct). The emergency vehicle access shall be available to police, fire, and all other necessary and relevant emergency responders. The design, location, and maintenance of the access shall meet City standards to the satisfaction of the Fire Chief. The access shall be continuously maintained by the developer until permanent access is developed and accepted for maintenance by the City

C.2.9. Neighborhood, Linear and Dual-Use Parks

C.2.9.1. The Subdivider shall offer for dedication Parcels "EEE", "CCC" and "K" for neighborhood park, linear park, and dual use recreation facility/detention basin purposes, respectively, on the Final Map that corresponds to the timing of completion of respective parks as identified in the Planning~~'s~~ Department's Conditions of Approval. The Subdivider shall design and construct the park improvements consistent with the Tracy Hills Specific Plan, Specific Plan Amendment and City Regulations. The Subdivider shall be eligible for park fee credits in accordance with the Title 13 of the TMC and the Park Improvement and Reimbursement Agreement ("PI&RA").

C.2.9.2. The Subdivider shall submit park improvement plans, signed and notarized improvement agreement PI&RA, and Improvement Security in the amount and type specified in the City Regulations at the time of approval of the Final Map that corresponds to the timing of completion of the park improvements specified in Planning Division's Conditions of Approval.

C.2.10. Public Utility Easements

C.2.10.1. Undergrounding of Overhead Utilities. Any existing overhead lines and poles within the Project boundaries shall be removed or undergrounded.

C.2.10.2. All private utility services to serve the Project such as electric, telephone and cable TV to the building must be installed underground, within right-of-way or a dedicated Public Utility Easement (PUE) and at the location approved by the City and the respective owner(s) of the utilities.

The Subdivider shall submit improvement plans for the installation of electric, gas, telephone and TV cable lines that are to be installed under the sidewalk or within the PUE.

Underground utility conduits may be installed under the sidewalks, and underground boxes and structures may be located in the landscaped parkway next to the curb. All above-ground boxes and facilities shall be behind the sidewalk and within the PUE. Pop-outs to provide additional width of PUE where required to accommodate larger above-ground structures will be permitted subject to review and approval by Public Works Director and the City Engineer. Before approval of the first Final Map, the Subdivider shall complete the necessary coordination work with the respective owner(s) of the utilities to for approval.

C.2.10.3. Public Utility Easements on sideyard lots shall be adjusted or eliminated in final neighborhood designs based on actual joint trench design requirements.

C.3. Final Map

The City will not approve any Final Map until the Subdivider demonstrates, to the satisfaction of the City Engineer, that all the requirements set forth in these Conditions of Approval are completed, including, but not limited to the following:

C.3.1. Subdivider has submitted one reproducible (mylar) copy of the approved tentative subdivision map for the Project after Subdivider's receipt of a notification of approval of the Tentative Subdivision Map. The signature of the owner of the Property on the Tentative Subdivision Map shall indicate the owner's consent to the preparation of the Tentative Subdivision Map and the proposed subdivision of the Property.

C.3.2. Each Final Map is prepared in accordance with the applicable requirements of the Tracy Municipal Code, these Conditions of Approval, all other applicable City Regulations, and in substantial conformance with the Tentative Subdivision Map.

C.3.3. Each Final Map includes and shows offer(s) of dedication of all right(s)-of-way and/or temporary or permanent easement(s) required by the Improvement Plans and Final Map, in accordance with City Regulations and these Conditions. If construction easement(s) is/are shown, it/they shall indicate the termination date of the construction easement(s).

C.3.4. Horizontal and vertical control for the Project shall be based upon the City of Tracy coordinate system and at least three 2nd order Class 1 control points establishing the "Basis of Bearing" and shown as such on the Final Map. The Final Map shall also identify surveyed ties from two of the horizontal control points to a minimum of two separate points adjacent to or within the Property described by the Final Map.

C.3.5. Subdivider has submitted a signed and stamped Engineer's Estimate that show construction cost of subdivision improvements that are described in Conditions C.2 above plus10% for construction contingencies.

C.3.6. Subdivision Improvement Agreement

Before the City's approval of any Final Map, the Subdivider shall execute a Subdivision Improvement Agreement (for the public facilities required to serve the real property described by the Final Map), and post all required improvement security in accordance with City Regulations.

C.3.7. Final Map Phasing Plan

Prior to Subdivider's submittal to the City of the first Final Map for City approval, Subdivider shall submit for the City Engineer's review and reasonable approval a phasing plan for the submittal of all Final Maps to be filed for this Vesting Tentative Subdivision Map. The phasing plan may be subject to subsequent modifications based on market conditions, the rate of development, and Subdivider's disposition of the parcels created by the Final Maps.

C3.8. Deferred Improvement Agreement

Prior to the City's approval of the first Final Map within the Project, the Subdivider shall execute a Deferred Improvement Agreement, in substantial conformance with the City's standard form agreement, by which (among other things) the Subdivider agrees to complete construction of all remaining public facilities (to the extent the public facilities are not included in the Subdivision Improvement Agreement or other executed agreement(s) with the City) which are required by these Conditions of Approval. The Deferred Improvement Agreement shall identify timing requirements for construction of all remaining public facilities, in conformance with the phasing plan submitted by the Subdivider and approved by the City Engineer.

C.3.9. 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.3.9.1 Faithful Performance (100% of the estimated cost of constructing the public facilities).

C.3.9.2 Labor & Material (100% of the estimated cost of constructing the public facilities).

C.3.9.3 Warranty (10% of the estimated cost of constructing the public facilities).

C.3.9.4 Monumentation ($750 multiplied by the total number of street centerline monuments that are shown on the Final Map).

C.3.10. 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.3.11. 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.3.12. Subdivider has submitted hydrologic and storm drainage calculations for the design and sizing of in-tract storm drainage pipes located within the Project.

C.3.13. Subdivider has submitted signed and stamped Improvement Plans.

C.3.14. Signed and notarized Offsite Improvement Agreement (OIA) and Improvement Security, to guarantee completion of the identified public improvements that are necessary to serve the Project as required by these Conditions of Approval. The form and amount of Improvement Security shall be in accordance with Section 12.36.080 of the Tracy Municipal Code (TMC), and the OIA.

C.3.15. Signed and notarized Deferred Improvement Agreement (DIA) and Improvement Security, to allow deferment of completion of improvements as required by these Conditions of Approval. The form and amount of Improvement Security shall be in accordance with the DIA and Section 12.36.080 of the TMC.

C.4. Grading and Encroachment Permits

No applications for grading and encroachment permits will be accepted by the City as complete until the Subdivider has provided all documents required by these Conditions and City Regulations, to the reasonable satisfaction of the City Engineer, including, but not limited to, the following:

C.4.1. Grading and Drainage Plans prepared on a 24” x 36” size polyester film (mylar). Grading and Drainage Plans shall be prepared under the supervision of and stamped and signed by a Registered Civil Engineer.

C.4.2. Payment of the applicable Grading Permit fees which include grading plan checking and inspection fees, and other applicable fees as required by these Conditions of Approval.

C.4.3. Three sets of the Storm Water Pollution Prevention Plan (SWPPP) identical to the reports submitted to the State Water Quality Control Board (SWQCB) and any documentation or written approvals from the SWQCB including a copy of the Notice of Intent (NOI) with the state-issued Wastewater Discharge Identification number (WDID). After the completion of the Project, the Subdivider is responsible for filing the Notice of Termination (NOT) required by SWQCB, and shall provide the City, a copy of the completed Notice of Termination.

C.4.4. Cost of preparing the SWPPP, NOI and NOT including the annual storm drainage fees and the filing fees of the NOI and NOT shall be paid by the Subdivider. The Subdivider shall comply with all the requirements of the SWPPP and applicable Best Management Practices (BMPs) and the Storm Water Regulations adopted by the City in 2008 and any subsequent amendment(s), and the City Regulations.

C.4.5. Two sets of the Project's Geotechnical Report signed and stamped by a licensed Geo-technical Engineer licensed to practice in the State of California. The technical report must include relevant information related to soil types and characteristics, soil bearing capacity, percolation rate, roadway section construction recommendations and elevation of the highest observed groundwater level.

C.4.6. A copy of the Approved Fugitive Dust and Emissions Control Plan that meets San Joaquin Valley Air Pollution Control District (SJVAPCD) as required in Mitigation Monitoring and Reporting Program of the Tracy Hills Specific Plan Final Environmental Impact Report (TH-EIR).

C.4.7. Two sets of Hydrologic and Storm Drainage Calculations for the design of the on-site storm drainage system.

C.4.8. Reasonable written permission from irrigation district or affected owner(s), if applicable. The cost of relocating and/or removing irrigation facilities and/or tile drains is the sole responsibility of the Subdivider.

C.4.9. Written approval(s) or permit(s) obtained from San Joaquin County regarding the removal and abandonment of any existing well(s), if applicable. All existing on-site wells, if any, shall be abandoned or removed in accordance with the City and San Joaquin County requirements. The Subdivider shall be responsible for all costs associated with the abandonment or removal of the existing well(s) including the cost of permit(s) and inspection.

C.4.10. Improvement Plans prepared on a 24" x 36" size 4-mil thick polyester film (mylar) that incorporate all the requirements described in these Conditions of Approval. Improvement Plans shall be prepared under

the supervision of, and stamped and signed by a Registered Civil, Traffic, Electrical, Mechanical Engineer, and Registered Landscape Architect for the relevant work.

C.4.11. Two sets of structural calculations for drainage structures and retaining walls within street right-of-way and retention basins signed and stamped by a Structural Engineer licensed in the State of California.

C.4.13. Check payment for the applicable engineering review fees which include plan checking, permit and agreement processing, testing, construction inspection, and other applicable fees as required by these Conditions of Approval. The engineering review fees will be calculated based on the current fee rate adopted by the City Council.

C.4.14. Traffic Control Plan for each phase signed and stamped by a Registered Civil Engineer or Traffic Engineer licensed in the State of California.

C.4.15. As required per Mitigation Measure 4.8-2a of the EIR, the Subdivider shall submit, prior to issuance of grading permits, a Phase II ESA focused on soil sampling conducted near the location of the underground crude oil pipelines, as determined by a qualified Phase II/Site Characterization specialist.

C.4.16. As required per Mitigation Measure 4.8-2b of the EIR, prior to issuance of grading permits, the Subdivider shall work with Conoco Phillips to implement and observe a site damage prevention plan to the satisfaction of the City of Tracy Engineering Division.

C.4.17 Signed and notarized Offsite Improvement Agreement (OIA) and Improvement Security, to guarantee completion of the identified public improvements that are necessary to serve the Project as required by these Conditions of Approval. The form and amount of Improvement Security shall be in accordance with Section 12.36.080 of the Tracy Municipal Code (TMC), and the OIA.

C.4.18 Signed and notarized Deferred Improvement Agreement (DIA) and Improvement Security, to allow deferment of completion of improvements as required by these Conditions of Approval. The form and amount of Improvement Security shall be in accordance with the DIA and Section 12.36.080 of the TMC, or pursuant to the terms of the Development Agreement, as appropriate.

C.5. Building Permit

The City will not approve any building permit within the Project boundaries (except for a plumbing permit issued for the purpose of perfecting an RGA) until a Final Map is approved by the City Council and it is recorded at the San

Joaquin County Recorder's Office, and the Subdivider demonstrates, to the reasonable satisfaction of the City Engineer, compliance with all the required Conditions of Approval and payment of fees I accordance with the Fee Deferral Agreement including but not limited to the following:

C.5.1. Payment of the applicable current City-Wide Roadway and Traffic, Water, Recycled Water, Wastewater, Storm Drainage, Public Safety, Public Facilities, and Park Development Impact Fees as these relate to the Project and as required by these Conditions of Approval.

C.5.2. Payment of applicable Regional Transportation Impact Fees (RTIF) as required in the Mitigation, Monitoring and Reporting Program of the EIR, these Conditions of Approval, and the Settlement Agreement.

C.5.3. Check payment of any applicable Agricultural Mitigation Fee as required in Chapter 13.28 of the Tracy Municipal Code and Mitigation Measure AG 4.2.1 of the EIR and these Conditions of Approval.

C.5.4. Payment of the San Joaquin County Facilities Fees as required in Chapter 13.24 of the TMC.

C.6. Final Building Inspection

The City will not perform final building inspection (except for Model Homes) until after the Subdivider provides documentation which demonstrates, to the reasonable satisfaction of the City Engineer, that:

C.6.1. The Subdivider has completed construction of all public facilities required to serve the building for which a certificate of occupancy is requested or a final building inspection has to be performed unless otherwise defined herein. Unless specifically provided in these Conditions, or the City Regulations, the Subdivider shall take all actions necessary to construct all public facilities required to serve the Project, and the Subdivider shall bear all costs related to construction of the public facilities (including all costs of design, construction, construction management, plan check, inspection, land acquisition, program implementation, and contingency).

C.7. Temporary or Final Building Certificate of Occupancy

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

C.7.1 The Subdivider has satisfied all the requirements set forth in these Conditions of Approval.

C.7.2. The Subdivider has completed construction of all required public facilities for the building for which a certificate of occupancy is

requested, unless otherwise defined herein. Unless specifically provided in these Conditions of Approval, or some other applicable City Regulations, the Subdivider shall use diligent and good faith efforts in taking all actions necessary to construct all public facilities required to serve the Project, and the Subdivider shall bear all costs related to construction of the public facilities (including all costs of design, construction, construction management, plan check, inspection, land acquisition, program implementation, and contingency).

C.8. Acceptance of Public Improvements

Public improvements will not be considered for City Council's acceptance until after the Subdivider demonstrates to the reasonable satisfaction of the City Engineer, completion of the following:

C.8.1. All the public improvements shown on the Improvement Plans are completed and all the deficiencies listed in the deficiency report prepared by the assigned Engineering Inspector are all corrected.

C.8.2. Subdivider has completed the 90-day public landscaping maintenance period.

C.8.3. Subdivider has submitted Certified "As-Built" Improvement Plans (or Record Drawings). Upon completion of the construction by the Subdivider, the City shall temporarily release the originals of the Improvement Plans to the Subdivider so that the Subdivider will be able to document revisions to show the "As Built" configuration of all improvements.

C.8.4. Where applicable, signed and notarized Grant Deed(s) with legal description(s) and plat maps for the offer of dedication of right-of-way, and Grant of Easements as required per these Conditions of Approval and City Regulations, or dedications shown on the Final Map.

C.9. Release of Improvement Security

City will release Improvement Security(s) to the Subdivider after City Council's acceptance of public improvements, both on-site and off-site, in accordance with TMC section 12.36.080, upon written request and submittal of the recorded Notice of Completion.

C.10. Special Conditions

C.10.1. All streets and utilities improvements within City's right-of-way shall be designed and constructed in accordance with City Regulations, except as otherwise specifically approved in the Tracy Hills Specific Plan.

C.10.2. When street cuts are made for installation of utilities, the Subdivider is required to install 2 inches thick asphalt concrete overlay with reinforcing fabric at least 25 feet from all sides and for the entire length

of the utility trench. A 2 inches deep grind on the existing asphalt concrete pavement will be required where the asphalt concrete overlay will be applied and shall be uniform thickness in order to maintain current pavement grades, cross and longitudinal slopes. If the utility trench extends beyond the median island, the limit of asphalt concrete overlay shall be up to the lip of existing gutter located along that side of the street.

C.10.3. All improvement plans shall contain a note stating that the Developer (or Contractor) will be responsible to preserve and protect all existing survey monuments and other survey markers. Any damaged, displaced, obliterated or lost monuments or survey markers shall be re-established or replaced by a licensed Land Surveyor at the Developer's (or Contractor's) sole expense. A corner record must be filed in accordance with the State law for any reset monuments (California Business and Professions Code Section 8871).

C.10.4. Benefit District

The Subdivider may make a written request to the City for the formation of a Benefit District, before the approval of the final map and improvement plans for the public facility(s) considered to be oversized that benefits other property(s) or development(s). Reimbursement request(s) will be processed in accordance with TMC Chapter 12.60.

C.10.5. The CFD or HOA shall include future costs of maintenance including PG&E charges for all new streetlights and new traffic signals to be installed by the Project.

C.10.6. Nothing contained in these Conditions shall be construed to permit any violation of City Regulations. Subject, however, to City Regulations, this Condition does not preclude the City from requiring pertinent revisions and additional requirements to the final map, improvement agreements, and improvement plans, before the City Engineer's signature on the final map and improvement plans, if the City Engineer finds it necessary due to public health and safety reasons. (Government Code section 66498.6.) The Subdivider shall bear all the cost for the inclusion, design, and implementations of such additions and requirements, without reimbursement or any payment from the City.