

**TRACY HILLS SPECIFIC PLAN
RECIRCULATED
DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT
VOLUME III
OCTOBER 2015**

APPENDIX H-6A

CORRESPONDENCE DOCUMENTS – TRACY, DATED FALL 2014



Kimley-Horn
and Associates, Inc.

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■
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April 15, 2014

**RE: Tracy Hills Specific Plan DEIR: Response to Caltrans District 10 NOP
Comments**

Dear Mr. Dumas

Thank you for your Department's continuous interest in future development projects in the City of Tracy, specifically the Tracy Hills Specific Plan. This letter is a response to your comments regarding Traffic Analysis for the Tracy Hills Specific Plan and serves as a follow-up to our meeting on January 22, 2014. Please note that the comprehensively updated Specific Plan, as attached, has changed from the October 2013 NOP and Initial Study.

The response to the comments follows the general flow of your letter dated December 3, 2013, which was based on the Project as defined in the October 2013 NOP.

1. The Guide for the Preparation of Traffic Impact Studies, published by Caltrans December 2002 will be utilized to prepare the Traffic Section of the DEIR for the Tracy Hills Specific Plan Project.
2. A pre-consultation meeting was held with Caltrans Staff on January 22, 2014.
3. The applicable jurisdiction/agency standards and thresholds of significance will be utilized in the analysis of the roadway network.
4. The most recent SJCOG travel demand model from the SJCOG RTP, as updated for the City of Tracy for the City General Plan and subsequently the Cordes Ranch Specific Plan EIR, will be utilized in the analysis. The model has been calibrated for trip generation characteristics unique to the City of Tracy for the City of Tracy 2011 General Plan. Typically the City trip generation is slightly higher when compared to ITE trip generation rates, especially for retail land uses. The detailed project trip generation will be indicated in the Trip Generation subsection in the DEIR.

5. Forecast volumes from the model will be post processed using the Furness method.
6. The City uses a 5% project traffic limit for cumulative traffic conditions as the threshold for including study intersections and segments in the traffic analysis. This methodology was utilized from select zone plots to identify the study roadways. Based on this methodology, the following Caltrans facilities will be studied in the traffic analysis:

Caltrans Study Intersections	Project Trips / Cumulative+Project Trips
Corral Hollow Road/I-580 EB Ramp	96.66%
Corral Hollow Road/I-580 WB Ramp	98.42%
Mountain House Parkway/I-580 EB Ramps	57.34%
Mountain House Parkway/I-580 WB Ramps	20.55%
Lammers Road/I-580 EB Ramps	49.28%
Lammers Road/I-580 WB Ramps	71.99%
Lammers Ext (Eleventh)/I-205 EB Ramps	14.05%
Lammers Ext (Eleventh)/I-205 WB Ramps	39.72%
Chrisman Road/I-205 EB Ramps	7.26%
Chrisman Road/I-205 WB Ramps	36.36%

Caltrans Study Highway Segments	Project Trips / Cumulative+Project Trips
I-580 - Between I-205 Junction & Mountain House Parkway Interchange	14.20%
I-580 - Between Mountain House Parkway & Lammers Road Interchange	36.14%
I-580 - Between Lammers Road & Corral Hollow Road Interchange	23.46%
I-580 - Between Corral Hollow Road & Rte132 (Vernalis Rd) Interchange	9.42%
I-580 - Grant Line Road/I-205 Junction	3.93%
I-205 Eleventh Street/Corral Hollow Road	4.80%

I-205 Lammers Road/Chrisman Road	2.31%
I-205 Chrisman Road/I-5 Junction	3.22%

Note: Strike-through segments were identified as potential candidates, but not studied because they did not meet the 5% threshold.

7. Traffic Counts were collected during the typical AM and PM peak hours in the City of Tracy. The AM peak (7-9AM) and PM peak (4-6PM) were counted on a typical Tuesday, Wednesday and/or Thursday.
8. Some study intersections and roadways currently fall under the County of San Joaquin jurisdiction, but within the City Sphere of Influence, and will be annexed into the City, as future annexations are considered. Some intersections remain within the County jurisdiction. The County will be consulted on the potential CIP projects they plan to implement and the data will be included in the analysis.
9. Intersection spacing for the Corral Hollow interchange and the proposed Lammers interchange will be evaluated and included in analysis. This may occur as part of the Vesting Tentative Map approval.
10. Truck percentages will be accounted for at the Mountain House-Patterson pass/I-580 interchange, since this interchange provides access to an industrial area. No Saturday analysis will be conducted, because the project will generate the highest trips during the weekday PM peak hours.
11. HCM 2010 methodologies will be used to analyze signalized and unsignalized intersections. For close spacing of intersections and to determine queue lengths, SimTraffic will be used in the analysis. For roundabouts, Sidra 6 will be utilized. Mainline operations will be analyzed using HCM methodologies. No merge and diverge analysis is required for this level of analysis, unless indicated as such in the traffic section of the DEIR.
12. The addition of the project traffic does not warrant weaving or ramp metering analysis at the Corral Hollow and Lammers interchanges. The City will work with Caltrans to develop a PSR and/or PR document once the project applicant develops a number of units which trigger improvements that will require the project applicant to maintain the Caltrans operational standards at the study intersections.
13. STAA routes on the City road network have been identified in the City Transportation Master Plan (TMP - Fig. 4.22). Corral Hollow Road will be a future STAA route and Lammers Road will be a future Local Truck

Route. Truck routes have been identified to protect the residential character of developments alongside major arterials. Based on our preliminary analysis, the project would not generate a significant amount of STAA truck traffic from the freeway.

14. The following study scenarios will be analyzed:
 - Existing Conditions,
 - Existing Plus Project 2035 conditions
 - Existing Plus project Buildout Conditions (Segments and Caltrans intersections only)
 - Cumulative (2035) conditions
 - Cumulative (2035) Plus Project 2035 conditions
 - Cumulative Plus Project Buildout Conditions (Segments and Caltrans intersections only)
 - A Vested Tentative Map Phase (1A) of the project, as submitted by the applicant, will be evaluated in the DEIR.
15. Mitigation Measures will be identified consistent with the SJCOG RTP and CIP, Caltrans PSR's, the County of San Joaquin CIP and City of Tracy TMP and CIP, and may include additional improvements as deemed feasible, if required or triggered.
16. The worksheets and background information will be attached to the DEIR document in an appendix.
17. Project location, vicinity, Specific Plan Circulation, study intersections, existing and future scenario turning movements for the AM and PM peak hours will be indicated in the analysis. Travel Demand model plots will be provided for select zones/the project.
18. Lammers Road is a much needed facility for both The Tracy Hills Specific Plan and the further buildout of the City. The approximate location of the interchange is included in the City 2035 TMP and it is also funded in the City TIF.
19. As noted in paragraph 14, a first phase of development will be included in the analysis, indicating the required improvements to the road network, including the Corral Hollow interchange and triggers.

Please feel free to contact us with any further comments and /or clarifications/.
We look forward to collaborating with you to facilitate the review and
consideration of this project.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Frederik Venter PE

CC:

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