

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN**

| Mitigation Measures   | Party Responsible for Implementation | Implementation Trigger/Timing                         | Agency Responsible for Monitoring  | Monitoring/Reporting Action                                  | Monitoring Frequency                    | Monitoring Compliance Record (Name/Date)   |
|---|--------------------------------------|---|------------------------------------|--|---|--|
| <p><u>4.1-4:</u> To decrease light spillage and glare to the maximum extent practicable, all individual developments under the THSP shall be required to:</p> <ul style="list-style-type: none"> <li>◆ 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.</li> </ul> | Developers                           | Prior to final inspection or certificate of occupancy | Development & Engineering Services | Site inspection  | Once per individual development project | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |
| <p><u>4.2-1:</u> As part of the development process for individual site-specific development projects, the agricultural mitigation fee adopted by the City shall be paid for each acre of Prime Farmland to be developed. The fees shall be collected by the City at the time building permits are issued for such site-specific development projects, or as otherwise required by the City.</p>  | Developers                           | Prior to issuance of building permits                 | Development & Engineering Services | Obtain proof of fee payment and retain administrative record | Once per individual development project | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |
| <p><u>4.2-2:</u> 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 P1.</p>   | Construction Contractors             | Prior to approval of Subdivision Map                  | Development & Engineering Services | Require as condition of approval of Subdivision Map          | Once per subdivision                    | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____   |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures   | Party Responsible for Implementation | Implementation Trigger/Timing                             | Agency Responsible for Monitoring  | Monitoring/Reporting Action  | Monitoring Frequency  | Monitoring Compliance Record (Name/Date) |
|---|--------------------------------------|---|------------------------------------|--|---|--|
|   |                                      |   |                                    |  |   | Initials: _____<br>Date: _____           |
|   |                                      |   |                                    |  |   | Initials: _____<br>Date: _____           |
| <p>4.3-1a: Prior to the issuance of any grading permit the City Engineer and the Chief Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that, in compliance with SJVAPCD Regulation VIII, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:</p> | Construction Contractors             | Prior to issuance of grading permit / during construction | Development & Engineering Services | Review construction specifications materials and retain for administrative record / Conduct site inspections | Review specifications once per individual development project; monitor during regular inspections | Initials: _____<br>Date: _____           |
| <ul style="list-style-type: none"> <li>◆ 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;</li> </ul>  |                                      |   |                                    |  |   | Initials: _____<br>Date: _____           |
| <ul style="list-style-type: none"> <li>◆ All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant;</li> </ul>   |                                      |   |                                    |  |   | Initials: _____<br>Date: _____           |
| <ul style="list-style-type: none"> <li>◆ 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;</li> </ul>  |                                      |   |                                    |  |   | Initials: _____<br>Date: _____           |
| <ul style="list-style-type: none"> <li>◆ When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible</li> </ul>  |                                      |   |                                    |  |   | Initials: _____<br>Date: _____           |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

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| <p>dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained;</p> <ul style="list-style-type: none"> <li>◆ 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.);</li> <li>◆ 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;</li> <li>◆ 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;</li> <li>◆ Any site with 150 or more vehicle trips per day shall prevent carryout and trackout;</li> <li>◆ Limit traffic speeds on unpaved roads to 15 mph;</li> <li>◆ Install sandbags or other erosion control measures to prevent silt run-off to public roadways from sites with a slope greater than one percent;</li> <li>◆ Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the THSP Project Area; and</li> <li>◆ Fugitive dust emanating from the Project site shall not exceed 20 percent opacity, per SJVAPCD Regulation VIII.</li> </ul> |                                      |                               |                                   |                             |                      |  |

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| <p>◆ 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.</p>   |                                      |   |                                    |  |   |  |
| <p><u>4.3-1b:</u> The following measures shall be implemented during construction to reduce NO<sub>x</sub> related emissions. They shall be included in the Grading Plan, Building Plans, and contract specifications. Contract specification language shall be reviewed by the City prior to issuance of a grading permit.</p>   | Construction Contractors             | Prior to issuance of grading permit / building permit / during construction | Development & Engineering Services | Review construction specifications materials and retain for administrative record / Conduct site inspections | Review specifications once per individual development project; monitor during regular inspections | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |
| <p>◆ 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.</p> |                                      |   |                                    |  |   |  |

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| <ul style="list-style-type: none"> <li>◆ Use of alternative-fueled or catalyst-equipped diesel construction equipment, if available and feasible; and</li> <li>◆ Clearly posted signs that require operators of trucks and construction equipment to minimize idling time (e.g., 5-minute maximum).</li> <li>◆ Properly and routinely maintain all construction equipment, as recommended by manufacturer’s manuals, to control exhaust emissions.</li> <li>◆ Use electric equipment for construction whenever possible in lieu of fossil fuel-fired equipment.</li> </ul>  |   |                                      |                                    |  |   |  |
| <p><u>4.3-1c:</u> 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.</p> | Developers and Construction Contractors | Prior to issuance of grading permit  | Development & Engineering Services | Review construction specifications materials and retain for administrative record / Conduct site inspections | Review specifications once per individual development project; monitor during regular inspections | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |
| <p><u>4.3-2:</u> Prior to issuance of building permits, each applicant for individual site specific developments under the Specific Plan shall demonstrate compliance with SJVAPCD Rule 9510, Indirect Source Review (ISR) or implementation of a</p>   | Developers and Construction Contractors | Prior to issuance of building permit | Development & Engineering Services | Review construction specifications materials and retain for administrative                                   | Review specifications once per individual development   | Initials: _____<br>Date: _____<br><br>Initials: _____  |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

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|---|--------------------------------------|---|------------------------------------|--|---|--|
| 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 implement 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.   |                                      |   |                                    | record / Conduct site inspections  | project; monitor during regular inspections   | Date: _____<br>Initials: _____<br>Date: _____<br>Initials: _____<br>Date: _____                    |
| <u>4.3-4a:</u> 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/m <sup>3</sup> (DPM) and 90 percent for 1.0 to 10 µg/m <sup>3</sup> (PM <sub>10</sub> and PM <sub>2.5</sub> ). | Developers                           | Prior to issuance of building permit  | Development & Engineering Services | Review construction specifications materials and retain for administrative record / Conduct site inspections | Review specifications once per individual development project; monitor during regular inspections | Initials: _____<br>Date: _____<br>Initials: _____<br>Date: _____<br>Initials: _____<br>Date: _____ |
| <u>4.3-4b:</u> 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 <i>Air Quality and</i>   | Developers                           | Prior to site plan approval / prior to building permit issuance if high efficiency air filters required | Development & Engineering Services | Review construction specifications materials and retain for administrative record / Conduct site inspections | Review specifications once per individual development project; monitor during regular inspections | Initials: _____<br>Date: _____<br>Initials: _____<br>Date: _____<br>Initials: _____                |

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| <p><i>Land Use Handbook.</i> 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.</p> |                                      |   |                                    |   |  | Date: _____<br><br>Initials: _____<br>Date: _____  |
| <p><b>4.4-1a:</b> 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.</p>  | Developer-contracted biologist       | Training prior to construction activities / construction oversight during construction activities | Development & Engineering Services | Review training program specifications and retain for administrative record / Conduct site inspections                            | Review survey and evidence once per individual development project; monitor during regular inspections | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |
| <p><b>4.4-1b:</b> Prior to commencement of ground disturbing activities in any areas of potentially suitable habitat to support special status plant species, pre-activity clearance surveys shall be initiated by a qualified botanist. This measure is specific to Area A, B and C.</p>   | Developer-contracted botanist        | Initiated prior to issuance of grading permit / building permit                                   | Development & Engineering Services | Review survey results and evidence of (a) buffer delineation, and (b) consultation with CDFW and USFWS / Conduct site inspections | Review survey and evidence once per individual development project; monitor during regular inspections | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |
| <ul style="list-style-type: none"> <li>◆ Surveys shall be floristic in nature and timed during appropriate blooming periods.</li> <li>◆ Surveys shall target those locales within the Project Site of direct and indirect effects. The results of these</li> </ul>  |                                      |   |                                    |   |  |  |

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| <p>surveys shall be submitted to CDFW and USFWS for review.</p> <ul style="list-style-type: none"> <li>◆ 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.</li> <li>◆ 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.</li> </ul>   |                                      |  |                                    |   |  | Initials: _____<br>Date: _____   |
| <p><u>4.4-1c:</u> 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</p> | Developer-contracted biologist       | First surveys initiated no more than 60 days prior to the onset of construction or ground-disturbing activities. | Development & Engineering Services | Review survey results and evidence of (a) consultation with USFWS, and (b) avoidance and minimization measures / Conduct site inspections | Review survey and evidence once per individual development project; monitor during regular inspections | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |



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| (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.  |   |   |                                    |  |  |  |
| 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:   | Developers and Construction Contractors | Prior to issuance of grading permit / building permit / during construction | Development & Engineering Services | Review construction specifications materials and retain for administrative record / Conduct site inspections | Review survey and evidence once per individual development project; monitor during regular inspections | Initials: _____<br>Date: _____           |
| 1) Project-related construction vehicles will observe a daytime speed limit of 20-mph, except on County roads and State and Federal highways.   |   |   |                                    |  |  | Initials: _____<br>Date: _____           |
| 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.   |   |   |                                    |  |  | Initials: _____<br>Date: _____           |

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| 3) Project-related, non-ranch operations off-road traffic outside of designated Project areas that are undergoing construction will be prohibited.  |                                      |                               |                                   |                             |                      | Initials: _____                          |
| 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. |                                      |                               |                                   |                             |                      | Date: _____                              |
| 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.  |                                      |                               |                                   |                             |                      |  |

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| <p>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.</p> <p>8) No dogs, cats or other animals shall be permitted on the Project Site.</p> <p>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.</p> | Developer-contracted biologist       | Initiated prior to the onset of construction or ground-disturbing activities. | Development & Engineering Services | Review survey results and evidence of (a) consultation with CDFW, and (b) avoidance and minimization measures / Conduct site inspections | Review survey and evidence once per individual development project; monitor during regular inspections | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |

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| 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.  |                                      |   |                                    |  |  | Initials: _____<br>Date: _____   |
| <ol style="list-style-type: none"> <li>1) If an active nest site is found, the Project will allow sufficient foraging and fledging area to maintain the nest.</li> <li>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.</li> </ol>  |                                      |   |                                    |  |  |  |
| <p><u>4.4-1f</u> Prior to commencement of ground disturbing activities in all areas of potentially suitable habitat to support California Tiger Salamander (CTS), pre-activity clearance surveys shall be initiated by a qualified biologist in accordance with published guidelines and protocols. Survey methods shall be derived from published protocols, and to reinforce positive or negative findings with substantial evidence. If CTS individuals or eggs are discovered, all work within the vicinity of the discovery shall halt and not continue until CDFW has been consulted and appropriate authorization obtained. This measure is specific to Areas A, B and C of the Project.</p> | Developer-contracted biologist       | Initiated prior to the onset of construction or ground-disturbing activities. | Development & Engineering Services | Review survey results and evidence of avoidance and minimization measures / Conduct site inspections | Review survey and evidence once per individual development project; monitor during regular inspections | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |
| <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> </ol>  |                                      |   |                                    |  |  |  |

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| 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.   |                                      |                               |                                   |                             |                      |  |

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|--|--------------------------------------|--|------------------------------------|--|--|--|
| <p><u>4.4-1g:</u> Prior to commencement of ground disturbing activities in all areas of potentially suitable habitat to support California red-legged frog (CRLF), pre-activity clearance surveys shall be initiated by a qualified biologist to reinforce positive or negative findings with substantial evidence. This measure is specific to Areas B and C of the Project.</p>  | Developer-contracted biologist       | Survey no more than 48 hours prior to the onset of construction or ground-disturbing activities. | Development & Engineering Services | Review survey results and evidence of avoidance and minimization measures / Conduct site inspections | Review survey and evidence once per individual development project; monitor during regular inspections | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |
| <p>1) Survey will occur during the wet season (generally October 15 to April 15), no more than 48 hours before new ground disturbance.</p>   |                                      |  |                                    |  |  | Initials: _____  |
| <p>2) A worker training program that includes the CRLF will be conducted for construction personnel before groundbreaking at individual redevelopment project sites.</p>   |                                      |  |                                    |  |  | Date: _____  |
| <p>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.</p> |                                      |  |                                    |  |  |  |
| <p>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.</p>   |                                      |  |                                    |  |  |  |
| <p><u>4.4-1h:</u> 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</p>  | Developers                           | Prior to the issuance of grading and   | Development & Engineering Services | Review evidence of compliance with   | Review survey and evidence once per  | Initials: _____<br>Date: _____   |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation  | Implementation Trigger/Timing   | Agency Responsible for Monitoring             | Monitoring/Reporting Action   | Monitoring Frequency  | Monitoring Compliance Record (Name/Date)  |
|--|---------------------------------------|---|---|---|---|---|
| <p>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.</p>   |                                       | <p>construction permits</p>   |   | <p>SJMSCP / Conduct site inspections</p>  | <p>individual development project; monitor during regular inspections</p>                                     | <p>Initials: _____<br/>                     Date: _____<br/><br/>                     Initials: _____<br/>                     Date: _____<br/><br/>                     Initials: _____<br/>                     Date: _____</p> |
| <p><u>4.4-1i:</u> 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.</p> <p>Construction activities associated with project features that occur within portions of the Project Site containing occupied or suitable habitat for the burrowing owl and raptor nests shall be restriction to periods outside the breeding season for this species. The breed season for burrowing owl runs from February 15 through August 31.</p> | <p>Developer-contracted biologist</p> | <p>Surveys initiated no more than 30 days prior to the onset of construction or ground-disturbing activities.</p> | <p>Development &amp; Engineering Services</p> | <p>Review survey results and evidence of (a) consultation with CDFW and USFWS, and (b) avoidance and minimization measures / Conduct site inspections</p> | <p>Review survey and evidence once per individual development project; monitor during regular inspections</p> | <p>Initials: _____<br/>                     Date: _____<br/><br/>                     Initials: _____<br/>                     Date: _____<br/><br/>                     Initials: _____<br/>                     Date: _____</p> |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation                            | Implementation Trigger/Timing  | Agency Responsible for Monitoring             | Monitoring/Reporting Action  | Monitoring Frequency  | Monitoring Compliance Record (Name/Date)   |
|--|---|--|---|--|---|--|
| <p>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.</p> |   |  |   |  |   |  |
| <p>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.</p>  |   |  |   |  |   |  |
| <p><u>4.4-1j</u>: 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</p>   | <p>Construction Contractor / Developer-contracted biologist</p> | <p>Surveys initiated no more than 14 days prior to the onset of vegetation</p> | <p>Development &amp; Engineering Services</p> | <p>Review survey results and evidence of (a) consultation with CDFW, and (b)</p> | <p>Review survey, evidence, and monitoring report once per individual</p> | <p>Initials: _____<br/>                     Date: _____<br/>                     Initials: _____</p> |



**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures   | Party Responsible for Implementation | Implementation Trigger/Timing            | Agency Responsible for Monitoring | Monitoring/Reporting Action  | Monitoring Frequency                                    | Monitoring Compliance Record (Name/Date)  |
|---|--------------------------------------|--|-----------------------------------|--|---|---|
| cannot be scheduled during this period, a qualified biologist shall conduct pre-construction surveys for nesting birds according to the following guidelines:   |                                      | removal or ground-disturbing activities. |                                   | avoidance and minimization measures. Review monitoring report and conduct site inspections | development project; monitor during regular inspections | Date: _____<br>Initials: _____<br>Date: _____<br>Initials: _____<br>Date: _____ |
| 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 |                                      |  |                                   |  |   |   |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation                            | Implementation Trigger/Timing  | Agency Responsible for Monitoring             | Monitoring/Reporting Action   | Monitoring Frequency  | Monitoring Compliance Record (Name/Date)  |
|--|---|--|---|---|---|---|
| <p>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.</p>   |   |  |   |   |   |   |
| <p><u>4.4-1k:</u> 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.</p> | <p>Construction Contractor / Developer-contracted biologist</p> | <p>Surveys initiated prior to the onset of vegetation removal or ground-disturbing activities.</p> | <p>Development &amp; Engineering Services</p> | <p>Review survey results and evidence of avoidance and minimization measures / Conduct site inspections</p> | <p>Review survey and evidence once per individual development project; monitor during regular inspections</p> | <p>Initials: _____<br/>                     Date: _____<br/><br/>                     Initials: _____<br/>                     Date: _____<br/><br/>                     Initials: _____<br/>                     Date: _____</p> |
| <p><u>4.4-1l:</u> 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.</p>  | <p>Construction Contractor</p>                                  | <p>Prior to construction</p>   | <p>Development &amp; Engineering Services</p> | <p>Conduct site inspections</p>   | <p>Monitor during regular inspections</p>   | <p>Initials: _____<br/>                     Date: _____<br/><br/>                     Initials: _____<br/>                     Date: _____<br/><br/>                     Initials: _____<br/>                     Date: _____</p> |
|  |   |  |   |   |   | <p>Initials: _____</p>  |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation  | Implementation Trigger/Timing  | Agency Responsible for Monitoring             | Monitoring/Reporting Action   | Monitoring Frequency  | Monitoring Compliance Record (Name/Date)   |
|--|---------------------------------------|--|---|---|---|--|
| <p><u>4.4-1m:</u> 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.</p>   | <p>Developer-contracted biologist</p> | <p>During on-site monitoring and surveys required in mitigation measures 4.4-1a through 4.4-1c, 4.4-1e through 4.4-1l, 4.4-1n, and 4.4-1o.</p> | <p>Development &amp; Engineering Services</p> | <p>Review, as applicable, survey results and evidence of (a) consultation with CDFW and USFWS, and (b) avoidance and minimization measures.</p> | <p>As necessary based on discovery of previously unidentified protected species</p> | <p>Date: _____<br/>                     Initials: _____<br/>                     Date: _____<br/>                     Initials: _____<br/>                     Date: _____<br/>                     Initials: _____<br/>                     Date: _____</p> |
| <p><u>4.4-1n:</u> Prior to commencement of ground disturbing activities in areas of potentially suitable habitat to support Western spadefoot toad, pre-activity clearance surveys shall be initiated by a qualified biologist to reinforce positive or negative findings with substantial evidence.</p> <p>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.</p> <p>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.</p> | <p>Developer-contracted biologist</p> | <p>Initiated first survey prior to commencement of ground disturbing activities</p>  | <p>Development &amp; Engineering Services</p> | <p>Review survey results and evidence of avoidance and minimization measures / Conduct site inspections</p>                                     | <p>Monitor during regular inspections</p>   | <p>Initials: _____<br/>                     Date: _____<br/>                     Initials: _____<br/>                     Date: _____<br/>                     Initials: _____<br/>                     Date: _____</p>                                      |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures   | Party Responsible for Implementation | Implementation Trigger/Timing                         | Agency Responsible for Monitoring  | Monitoring/Reporting Action   | Monitoring Frequency               | Monitoring Compliance Record (Name/Date)   |
|---|--------------------------------------|---|------------------------------------|---|------------------------------------|--|
| <p><u>4.4-1o:</u> Prior to commencement of ground disturbing activities in areas of potentially suitable habitat to support American Badger, pre-activity clearance surveys shall be initiated by a qualified biologist to reinforce positive or negative findings with substantial evidence. If American badger is located within the Project Site, potential loss of individual animals must be mitigated through one of the following: (1) an on-site passive relocation program, through which badgers are excluded from occupied burrows by installation of a one-way door in burrow entrances, monitoring of the burrow for one week to confirm badger usage has been discontinued, and hand excavation and collapse of the burrow to prevent reoccupation; or (2) active trapping and relocation of badgers to suitable off-site habitat by a qualified biologist.</p> | Developer-contracted biologist       | Prior to commencement of ground disturbing activities | Development & Engineering Services | Review survey results and evidence of avoidance and minimization measures / Conduct site inspections              | Monitor during regular inspections | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |
| <p><u>4.4-1p:</u> 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.)</p>  | Developer                            | Prior to issuance of first grading permit             | Development & Engineering Services | Review management and funding agreement   | Once                               | Initials: _____<br>Date: _____   |
| <p><u>4.4-3a:</u> 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.</p>  | Construction Contractors             | Prior to issuance of grading and construction permits | Development & Engineering Services | Review evidence of consultation with regulatory agencies and avoidance, minimization, and compensation measures / | Monitor during regular inspections | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____   |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures   | Party Responsible for Implementation | Implementation Trigger/Timing | Agency Responsible for Monitoring | Monitoring/Reporting Action | Monitoring Frequency | Monitoring Compliance Record (Name/Date)                             |
|---|--------------------------------------|-------------------------------|-----------------------------------|-----------------------------|----------------------|--|
| 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).  |                                      |                               |                                   | Conduct site inspections    |                      | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |
| 2) Section 1600 of the California Fish and Game Code (CFG) regulates substantial alteration of waters and their adjacent riparian lands within the State. For this Project, activities may require Lake and Streambed Alteration Notification.  |                                      |                               |                                   |                             |                      |  |
| 3) If impacts to special aquatic resource areas are ultimately unavoidable within the Project Site, then the applicant should develop an informal plan to offset or compensate for adverse effects to these resources to ensure rapid and favorable action during any warranted permitting processes. With regard to Waters of the State, the Project has voluntarily elected to offset locales associated with permanent losses, at a mitigation to impact ratio of 3:1, and 1:1 for temporary disturbances to regulated waters, riparian habitats or other sensitive natural communities in all areas where Project related activities would be expected to adversely affect watercourses, streams, drainages, and their tributaries. The offset associated with permanent losses would occur by purchasing conservation credits from an approved mitigation bank, in-lieu fee program, or equivalent resource agency-approved process. |                                      |                               |                                   |                             |                      |  |
| 4) Avoidance measures being utilized by the Project include but are not be limited to the following: 1) complete avoidance of wetlands and other water  |                                      |                               |                                   |                             |                      |  |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation | Implementation Trigger/Timing                         | Agency Responsible for Monitoring  | Monitoring/Reporting Action  | Monitoring Frequency               | Monitoring Compliance Record (Name/Date)   |
|--|--------------------------------------|---|------------------------------------|--|------------------------------------|--|
| 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. | Developer                            | Prior to issuance of grading and construction permits | Development & Engineering Services | Review jurisdictional determination from USACE and avoidance, minimization, and compensation measures / Conduct site inspections | Monitor during regular inspections | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |
| <u>4.4.3c:</u> 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.  | Developer                            | Prior to issuance of grading and construction permits | Development & Engineering Services | Review ROWD from RWQCB and avoidance, minimization, and compensation measures /  | Monitor during regular inspections | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____   |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures   | Party Responsible for Implementation | Implementation Trigger/Timing                         | Agency Responsible for Monitoring  | Monitoring/Reporting Action  | Monitoring Frequency               | Monitoring Compliance Record (Name/Date) |
|---|--------------------------------------|---|------------------------------------|--|------------------------------------|--|
|   |                                      |   |                                    | Conduct site inspections   |                                    | Initials: _____<br>Date: _____           |
|   |                                      |   |                                    |  |                                    | Initials: _____<br>Date: _____           |
| <p><u>4.4-3d:</u> 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.</p>  | Developer                            | Prior to issuance of grading and construction permits | Development & Engineering Services | Review Agreement from CDFW and avoidance, minimization, and compensation measures / Conduct site inspections | Monitor during regular inspections | Initials: _____<br>Date: _____           |
|   |                                      |   |                                    |  |                                    | Initials: _____<br>Date: _____           |
|   |                                      |   |                                    |  |                                    | Initials: _____<br>Date: _____           |
|   |                                      |   |                                    |  |                                    | Initials: _____<br>Date: _____           |
| <p><u>4.4-4a:</u> A 100-foot setback from the California Aqueduct shall be required to allow wildlife movement to persist throughout the Project Site without any significant barriers or blockades. Prior to development of properties adjacent to I-580 or the south side of the California Aqueduct that do not have a 100-foot wide conservation easement placed adjacent to these facilities, a 100-foot wide conservation easement shall be recorded along the I-580 and the Aqueduct. These measure ensures that known wildlife movement corridors remain intact, and allow for an appropriate number and size of permeable wildlife passages through Project boundaries, ensuring connectivity to areas</p> | Developer                            | Prior to approval of Subdivision Map                  | Development & Engineering Services | Review site plans and executed easements   | Once per subdivision               | Initials: _____<br>Date: _____           |
|   |                                      |   |                                    |  |                                    | Initials: _____<br>Date: _____           |
|   |                                      |   |                                    |  |                                    | Initials: _____<br>Date: _____           |
|   |                                      |   |                                    |  |                                    | Initials: _____<br>Date: _____           |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures   | Party Responsible for Implementation        | Implementation Trigger/Timing         | Agency Responsible for Monitoring  | Monitoring/Reporting Action  | Monitoring Frequency   | Monitoring Compliance Record (Name/Date)   |
|---|---|---------------------------------------|------------------------------------|--|--|--|
| that already are subject to conservation easements, such as the 3,500 acre preserve located adjacent to Area C.   |   |                                       |                                    |  |  |  |
| <p><b>4.5-1a:</b> Lammers Road Homestead (P-39-000120) Monitoring:</p> <p>A trained archaeological monitor (BA/BS 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.</p> | Developer-contracted archaeological monitor | During ground-disturbing activities   | Development & Engineering Services | Conduct site inspection / review final report(s)   | Once per development project   | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |
| <p><b>4.5-1b:</b> Construction Personnel Training</p> <p>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)</p>  | Construction Contractors                    | Prior to ground-disturbing activities | Development & Engineering Services | Review construction specifications materials and retain for administrative record / Conduct site inspections | Review specifications once per individual development project; monitor | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____   |



**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation | Implementation Trigger/Timing         | Agency Responsible for Monitoring  | Monitoring/Reporting Action  | Monitoring Frequency  | Monitoring Compliance Record (Name/Date)   |
|--|--------------------------------------|---------------------------------------|------------------------------------|--|---|--|
| <p>shall be notified prior to initiation of construction activities. During construction and operations, personnel and equipment shall be restricted to the project work site.</p>   |                                      |                                       |                                    |  | during regular inspections  | Initials: _____<br>Date: _____   |
| <p><u>4.5-2a:</u> Training and Reporting</p> <p>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.</p> | Construction Contractors             | Prior to ground-disturbing activities | Development & Engineering Services | Review construction specifications materials and retain for administrative record / Conduct site inspections | Review specifications once per individual development project; monitor during regular inspections | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |
| <p><u>4.5-2b:</u> Human Remains</p> <p>If human remains are encountered during ground disturbing activities, all work within a 30 meter vicinity of the find shall 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</p>  | Construction Contractors             | During ground-disturbing activities   | Development & Engineering Services | Review construction specifications materials and retain for administrative record / Conduct site inspections | Review specifications once per individual development project; monitor during regular inspections | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation  | Implementation Trigger/Timing       | Agency Responsible for Monitoring  | Monitoring/Reporting Action  | Monitoring Frequency   | Monitoring Compliance Record (Name/Date)   |
|--|---------------------------------------|-------------------------------------|------------------------------------|--|--|--|
| <p>§5097.94 and §5097.98. The Native American Heritage Commission shall notify the designated Most Likely Descendant(s), who would in turn provide recommendations for the treatment of the remains within 48 hours of being granted access to the find.</p>   |                                       |                                     |                                    |  |  | Initials: _____<br>Date: _____   |
| <p><u>4.5-3a:</u> Paleontological spot check monitoring by a trained paleontologist (a trained paleontologist should have a BA/BS 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.</p>   | Developer-Hired Paleontologist        | During ground-disturbing activities | Development & Engineering Services | Review construction specifications materials and retain for administrative record / Conduct site inspections                         | Review specifications once per individual development project; monitor during regular inspections            | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |
| <p><u>4.6-4:</u> 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</p> | Developer-Hired Geotechnical Engineer | Prior to issuance of grading permit | Development & Engineering Services | Review geotechnical report and construction specifications materials and retain for administrative record / Conduct site inspections | Review report and specifications once per individual development project; monitor during regular inspections | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation    | Implementation Trigger/Timing                          | Agency Responsible for Monitoring  | Monitoring/Reporting Action  | Monitoring Frequency   | Monitoring Compliance Record (Name/Date) |
|--|---|--|------------------------------------|--|--|--|
| 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.  |   |  |                                    |  |  |  |
| <p><b>4.7-1:</b> 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.</p> | Developers and construction contractors | Prior to the issuance of building or occupancy permits | Development & Engineering Services | Review building plans and specifications and retain for administrative record / Conduct site inspections | Review building plans and specifications once per individual development project; monitor during regular inspections | Initials: _____<br>Date: _____           |
| Transportation   |   |  |                                    |  |  | Initials: _____<br>Date: _____           |
| ♦ Provide pedestrian connections to the off-site circulation network (building permit triggers).   |   |  |                                    |  |  | Initials: _____<br>Date: _____           |
| ♦ 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).  |   |  |                                    |  |  |  |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation | Implementation Trigger/Timing | Agency Responsible for Monitoring | Monitoring/Reporting Action | Monitoring Frequency | Monitoring Compliance Record (Name/Date) |
|--|--------------------------------------|-------------------------------|-----------------------------------|-----------------------------|----------------------|--|
| <ul style="list-style-type: none"> <li>◆ Provide transit shelters for all transit stops within the Project (building permit triggers and coordination with TRACER).</li> <li>◆ Include traffic calming measures at Project intersections and on roadways where feasible (tentative map).</li> <li>◆ Employers shall provide parking cash-out programs for employees (100 percent of employees eligible).</li> </ul>  |                                      |                               |                                   |                             |                      |  |
| Energy Efficiency  |                                      |                               |                                   |                             |                      |  |
| <ul style="list-style-type: none"> <li>◆ 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).</li> <li>◆ Install “cool” roofs and cool pavements, and strategically placed trees as applicable.</li> <li>◆ Install high efficiency lighting, and energy efficient heating and cooling systems (building permit).</li> <li>◆ Install high energy efficient appliances (clothes washers, dishwashers, fan, and refrigerators) (occupancy permit).</li> <li>◆ Install programmable thermostats (building permit).</li> <li>◆ Design buildings to reduce energy use through solar orientation and take advantage of landscaping and sun screens (building permit).</li> <li>◆ Reduce unnecessary outdoor lighting (building permit).</li> </ul> |                                      |                               |                                   |                             |                      |  |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation | Implementation Trigger/Timing                 | Agency Responsible for Monitoring  | Monitoring/Reporting Action | Monitoring Frequency | Monitoring Compliance Record (Name/Date)                             |
|--|--------------------------------------|---|------------------------------------|-----------------------------|----------------------|--|
| <b>Water Conservation and Efficiency</b>   |                                      |   |                                    |                             |                      |  |
| ◆ Install water-efficient irrigation systems (building permit).  |                                      |   |                                    |                             |                      |  |
| ◆ Landscaping shall consist of drought tolerant native species with water-efficient characteristics (building permit).   |                                      |   |                                    |                             |                      |  |
| ◆ Comply with <i>Municipal Code</i> 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.   |                                      |   |                                    |                             |                      |  |
| <b>Solid Waste</b>   |                                      |   |                                    |                             |                      |  |
| ◆ 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).  |                                      |   |                                    |                             |                      |  |
| <u>4.8-1:</u> 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 | Developers of such facilities        | Prior to issuance of certificate of occupancy | Development & Engineering Services | Confirm EHD approval of RMP | Once per development | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation             | Implementation Trigger/Timing        | Agency Responsible for Monitoring  | Monitoring/Reporting Action                                       | Monitoring Frequency  | Monitoring Compliance Record (Name/Date)   |
|--|--|--------------------------------------|------------------------------------|---|---|--|
| Joaquin County Environmental Health Department (EHD) through the Certified Unified Program Agencies (CUPA) process.  |  |                                      |                                    |   |   | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____                                       |
| <p><u>4.8-2a:</u> Prior to issuance of grading permits, a Phase II ESA focused on soil sampling and soil vapor sampling shall be conducted near the location of the underground crude oil pipelines, as determined by a qualified Phase II/Site Characterization specialist. The sampling shall be conducted in consultation with Conoco Phillips, Shell and the San Joaquin (EHD), with regard to potential contaminated soils from pipeline leaks. Upon completion of site characterization activities, the Site Characterization specialist shall recommend remedial activities, if necessary, in consultation with EHD. This recommendation from the Phase II ESA shall be implemented to the satisfaction of EHD.</p> | Developer-hired Site Characterization Specialist | Prior to issuance of grading permits | Development & Engineering Services | Confirm Phase II recommendations implement to satisfaction of EHD | Once per development  | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |
| <p><u>4.8-2b:</u> Prior to issuance of grading permits, the Project Applicant shall work with Conoco Phillips and Shell to implement and observe a site damage-prevention plan to the satisfaction of the City of Tracy Engineering Division. This may potentially include the following:</p> <ul style="list-style-type: none"> <li>◆ 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);</li> </ul>   | Developer  | Prior to issuance of grading permits | Development & Engineering Services | Review damage prevention plan; conduct site inspections           | Review plan; once per development; monitor during regular inspections | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation | Implementation Trigger/Timing | Agency Responsible for Monitoring | Monitoring/Reporting Action | Monitoring Frequency | Monitoring Compliance Record (Name/Date) |
|--|--------------------------------------|-------------------------------|-----------------------------------|-----------------------------|----------------------|--|
| <ul style="list-style-type: none"> <li>◆ Prominently marking the line locations prior to site development, maintaining markings throughout the development process, and final marking after work is complete;</li> <li>◆ Communicate plans for significant excavation or land contouring work;</li> <li>◆ Identify changes in land contour that could significantly reduce the soil cover over the pipelines;</li> <li>◆ 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;</li> <li>◆ Minimize installations of new buried utilities and services across the existing pipelines;</li> <li>◆ Evaluate whether the existing lines should be lowered to increase vertical separation between the pipelines and new surface features; and</li> <li>◆ Develop other damage-prevention measures as may be necessary.</li> </ul> |                                      |                               |                                   |                             |                      |  |
| <p>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</p>  |                                      |                               |                                   |                             |                      |  |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation  | Implementation Trigger/Timing        | Agency Responsible for Monitoring  | Monitoring/Reporting Action  | Monitoring Frequency  | Monitoring Compliance Record (Name/Date)   |
|--|---------------------------------------|--------------------------------------|------------------------------------|--|---|--|
| best management practices intended to reduce risk and enhance pipeline safety.   |                                       |                                      |                                    |  |   |  |
| <p><u>4.8-3:</u> 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 <i>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</i> prepared by Wilson Geosciences, Inc. dated May 2013 and to the satisfaction of the City of Tracy Engineering Division.</p>  | Developer and Construction Contractor | Prior to issuance of grading permits | Development & Engineering Services | Review grading and utility plans; conduct site inspections   | Review plans once per development; monitor during regular inspections | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |
| <p><u>4.8-4:</u> In accordance with the <i>Pipeline Safety Hazard Assessment, Tracy Hills Specific Plan</i> prepared by PlaceWorks dated September 2014, proposed development adjacent to the natural gas and/or crude oil pipelines shall implement the following measures:</p> <ol style="list-style-type: none"> <li data-bbox="201 1060 747 1141">1. Incorporate a 13- to 18-foot setback distance from the centerline of the Phillips 66 pipeline to the nearest buildings/structures in the proposed development.</li> <li data-bbox="201 1166 747 1367">2. Incorporate a 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&amp;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.</li> </ol> | Developer and Construction Contractor | Prior to approval of Subdivision Map | Development & Engineering Services | Require site plans, completed easement agreements, and construction specifications as condition of approval of Subdivision Map | Once per subdivision  | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |



**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation | Implementation Trigger/Timing | Agency Responsible for Monitoring | Monitoring/Reporting Action | Monitoring Frequency | Monitoring Compliance Record (Name/Date) |
|--|--------------------------------------|-------------------------------|-----------------------------------|-----------------------------|----------------------|--|
| 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.  |                                      |                               |                                   |                             |                      |  |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures   | Party Responsible for Implementation | Implementation Trigger/Timing | Agency Responsible for Monitoring | Monitoring/Reporting Action | Monitoring Frequency | Monitoring Compliance Record (Name/Date) |
|---|--------------------------------------|-------------------------------|-----------------------------------|-----------------------------|----------------------|--|
| 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. Future 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. Future 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).   |                                      |                               |                                   |                             |                      |  |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation | Implementation Trigger/Timing   | Agency Responsible for Monitoring  | Monitoring/Reporting Action   | Monitoring Frequency | Monitoring Compliance Record (Name/Date)   |
|--|--------------------------------------|---|------------------------------------|---|----------------------|--|
| 19. Future 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.<br><br>For additional detail refer to the September 2014 <i>Pipeline Safety Hazard Assessment, Tracy Hills Specific Plan.</i>   |                                      |   |                                    |   |                      |  |
| <u>4.8-5:</u> 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.   | Developer                            | Prior to issuance of first residential building permit in THSP Phase 1      | Development & Engineering Services | Require evidence of CDE and DTSC approvals  | Once                 | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |
| <u>4.8-6:</u> 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 | Developer-hired stormwater engineer  | 48 hours after first post-construction storm event for each retention basin | Development & Engineering Services | Confirmation from stormwater engineer of complete drawdown / receipt of funding to prevent hazardous wildlife to open water | After storm events   | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation | Implementation Trigger/Timing         | Agency Responsible for Monitoring  | Monitoring/Reporting Action  | Monitoring Frequency  | Monitoring Compliance Record (Name/Date)   |
|--|--------------------------------------|---------------------------------------|------------------------------------|--|---|--|
| vegetation in or around the basins that provide food or cover for hazardous wildlife should be eliminated.   |                                      |                                       |                                    |  |   |  |
| <u>4.8-8a:</u> 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. | Developer                            | Prior to issuance of building permits | Development & Engineering Services | Review landscape plans / require evidence of executed conservation easements   | Review plans once per development application; regular monitoring | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |
| <u>4.8-8b:</u> 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.   | Developer                            | Prior to issuance of building permits | Development & Engineering Services | Review plans to ensure adequate fire department access is included for all easement corridors and conservation easements / confirm at inspection | Once per development application                                  | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |
| <u>4.8-8c:</u> 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   | Developer                            | Prior to issuance of building permits | Development & Engineering Services | Review detailed design and material specifications to consistency with California Building   | Once per development application                                  | Initials: _____<br>Date: _____<br><br>Initials: _____  |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures   | Party Responsible for Implementation | Implementation Trigger/Timing   | Agency Responsible for Monitoring  | Monitoring/Reporting Action   | Monitoring Frequency  | Monitoring Compliance Record (Name/Date)   |
|---|--------------------------------------|---|------------------------------------|---|---|--|
| 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.   |                                      |   |                                    | Code, Chapter 7A / confirm at inspection  |   | Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____                    |
| <u>4.9-1a:</u> 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. | Construction Contractors             | Prior to issuance of a grading or building permit, whichever occurs first | Development & Engineering Services | Review and approval SWPPP and compliance with permit requirements; confirm approval by RWQCB; confirm with monitoring | Once for review and approval; confirm during regular monitoring | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |
| <u>4.9-1b:</u> 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.  | Construction Contractors             | Prior to issuance of a grading or building permit, whichever occurs first | Development & Engineering Services | Review and approval SWPPP; confirm with monitoring  | Once for review and approval; confirm during regular monitoring | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____                                       |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation | Implementation Trigger/Timing                    | Agency Responsible for Monitoring  | Monitoring/Reporting Action  | Monitoring Frequency  | Monitoring Compliance Record (Name/Date)   |
|--|--------------------------------------|--|------------------------------------|--|---|--|
|  |                                      |  |                                    |  |   | Initials: _____<br>Date: _____   |
|  |                                      |  |                                    |  |   | Initials: _____<br>Date: _____   |
| <p><u>4.9-2:</u> 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 <i>Tracy Hills Storm Drain Master Plan</i>. Once City approval is received, all Project Applicants shall construct the drainage improvements as necessary and in accordance with the timing described in the <i>Tracy Hills Storm Drain Master Plan</i>.</p>   | Developers                           | Prior to issuance of building or grading permits | Development & Engineering Services | Review and approval of drainage plan; confirm with monitoring  | Once for review and approval; confirm during regular monitoring | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |
| <p><u>4.9-3:</u> All Project Applicants shall implement the following measures:</p> <ol style="list-style-type: none"> <li>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</li> </ol> | Developers                           | During disposition of properties                 | Development & Engineering Services | Review and approval of IPM principles and educational materials to be distributed to buyers during property transactions | Once for each subdivision                                       | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures   | Party Responsible for Implementation | Implementation Trigger/Timing                     | Agency Responsible for Monitoring  | Monitoring/Reporting Action       | Monitoring Frequency             | Monitoring Compliance Record (Name/Date)   |
|---|--------------------------------------|---|------------------------------------|-----------------------------------|----------------------------------|--|
| <p>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.</p>   |                                      |   |                                    |                                   |                                  |  |
| <p>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:</p> <ul style="list-style-type: none"> <li>◆ Hazardous material use controls;</li> <li>◆ Hazardous materials exposure controls;</li> <li>◆ Hazardous material disposal and recycling.</li> </ul> |                                      |   |                                    |                                   |                                  |  |
| <p>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.</p>  |                                      |   |                                    |                                   |                                  |  |
| <p><u>4.9-4:</u> 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.</p>                                   | Developers                           | Prior to approval of grading and building permits | Development & Engineering Services | Review grading and building plans | Once per development application | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation | Implementation Trigger/Timing   | Agency Responsible for Monitoring   | Monitoring/Reporting Action   | Monitoring Frequency         | Monitoring Compliance Record (Name/Date)   |
|--|--------------------------------------|---|-------------------------------------|---|------------------------------|--|
| <p><u>4.10-1:</u> 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:</p> <ul style="list-style-type: none"> <li>◆ Land use restrictions of the ALUCP;</li> <li>◆ 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.</li> </ul>  | Developers                           | Prior to approval of tentative and final subdivision maps                   | Development & Engineering Services  | Review site plans and ALUCP requirements                            | Once per subdivision         | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |
| <p><u>4.11-1:</u> 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:</p> <ul style="list-style-type: none"> <li>◆ 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.</li> <li>◆ 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</li> </ul> | Construction contractors             | Prior to the issuance of demolition permits or ground disturbing activities | Development & Engineering Services; | Review contract specifications and notices; confirm with monitoring | Once per development project | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |



**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures   | Party Responsible for Implementation | Implementation Trigger/Timing | Agency Responsible for Monitoring | Monitoring/Reporting Action | Monitoring Frequency | Monitoring Compliance Record (Name/Date) |
|---|--------------------------------------|-------------------------------|-----------------------------------|-----------------------------|----------------------|--|
| <p>activities, as well as provide a contact name and a telephone number where residents can inquire about the construction process and register complaints.</p>   |                                      |                               |                                   |                             |                      |  |
| <ul style="list-style-type: none"> <li>◆ 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.</li> </ul> |                                      |                               |                                   |                             |                      |  |
| <ul style="list-style-type: none"> <li>◆ During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.</li> </ul>   |                                      |                               |                                   |                             |                      |  |
| <ul style="list-style-type: none"> <li>◆ 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.</li> </ul>  |                                      |                               |                                   |                             |                      |  |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation | Implementation Trigger/Timing              | Agency Responsible for Monitoring   | Monitoring/Reporting Action  | Monitoring Frequency         | Monitoring Compliance Record (Name/Date)   |
|--|--------------------------------------|--|-------------------------------------|--|------------------------------|--|
| <p><u>4.11-3a:</u> Prior to issuance of any Building Permit, the Project Applicant shall demonstrate, to the satisfaction of the City of Tracy, compliance with the following:</p> <ul style="list-style-type: none"> <li>◆ To the extent possible, all mechanical equipment shall be oriented away from the nearest noise sensitive receptors; and</li> <li>◆ 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.</li> </ul> | Construction contractors             | Prior to the issuance of building permits  | Development & Engineering Services; | Review contract and equipment specifications; confirm with monitoring                                  | Once per development project | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |
| <p><u>4.11-3b:</u> 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.</p>  | Developer                            | Disposition of property for commercial use | Development & Engineering Services; | Review and approval of notice of requirements to be distributed to buyers during property transactions | Once per development project | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |
| <p><u>4.11-3c:</u> 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</p>  | Developer                            | Issuance of Building Permit                | Development & Engineering Services; | Review of site and landscape plans; confirm with monitoring  | Once per development project | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____                                       |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation | Implementation Trigger/Timing         | Agency Responsible for Monitoring   | Monitoring/Reporting Action   | Monitoring Frequency         | Monitoring Compliance Record (Name/Date)   |
|--|--------------------------------------|---------------------------------------|-------------------------------------|---|------------------------------|--|
| indicated in Tracy Municipal Code Section 4.12.750 (General Sound Level Limits).   |                                      |                                       |                                     |   |                              | Initials: _____<br>Date: _____   |
| <p><u>4.11-3d:</u> 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, <i>Land Use Compatibility for Community Noise Environment</i>, 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.</p> | Developer and acoustical consultant  | Prior to issuance of building permits | Development & Engineering Services; | Review of Acoustical Noise Analysis and architectural specifications; confirm with monitoring | Once per development project | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |
| <p>Residential buildings or structures shall be designed to ensure interior noise levels do not exceed 45 dBA. In addition, individual developments shall, to the extent feasible, implement site-planning techniques such as the following:</p>   |                                      |                                       |                                     |   |                              |  |
| <ul style="list-style-type: none"> <li>◆ Increasing the distance between the noise source and the receiver;</li> <li>◆ Using non-noise sensitive structures such as garages to shield noise-sensitive areas;</li> <li>◆ Orienting buildings to shield outdoor spaces from a noise source;</li> </ul>   |                                      |                                       |                                     |   |                              |  |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures   | Party Responsible for Implementation | Implementation Trigger/Timing            | Agency Responsible for Monitoring   | Monitoring/Reporting Action   | Monitoring Frequency         | Monitoring Compliance Record (Name/Date)   |
|---|--------------------------------------|--|-------------------------------------|---|------------------------------|--|
| <ul style="list-style-type: none"> <li>◆ 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;</li> <li>◆ Incorporating noise barriers, walls, or other sound attenuation techniques, as required by the City to comply with City noise standards; and</li> <li>◆ 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.</li> </ul> | Developer                            | Prior to the issuance of grading permits | Development & Engineering Services; | Review of Acoustical Analysis and architectural specifications; confirm with monitoring | Once per development project | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation | Implementation Trigger/Timing                                 | Agency Responsible for Monitoring   | Monitoring/Reporting Action   | Monitoring Frequency         | Monitoring Compliance Record (Name/Date)   |
|--|--------------------------------------|---|-------------------------------------|---|------------------------------|--|
| standards. The analysis shall also ensure that interior noise levels do not exceed 45 dBA.   |                                      |   |                                     |   |                              |  |
| 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.   | Developers                           | Prior to issuance of building permits                         | Development & Engineering Services; | Confirm fee payment   | Once per development project | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____                                       |
| 4.12-2: Prior to issuance of the first certificate of occupancy, 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. | Developers                           | Prior to issuance of first certificate of occupancy           | Development & Engineering Services; | Confirm design approval with Fire Chief; confirm construction with monitoring | Once                         | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |
| 4.12-3: Prior to final inspection or certificate of occupancy for the 289th house within Tracy Hills, a fire station and all related equipment shall be constructed and operational to serve Tracy Hills in accordance with the  | Developers                           | Prior to final inspection or certificate of occupancy for the | Development & Engineering Services; | Confirm design approval with Fire Chief; confirm construction and             | Once                         | Initials: _____<br>Date: _____   |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation | Implementation Trigger/Timing                | Agency Responsible for Monitoring   | Monitoring/Reporting Action                     | Monitoring Frequency              | Monitoring Compliance Record (Name/Date)   |
|--|--------------------------------------|--|-------------------------------------|---|-----------------------------------|--|
| Citywide Public Safety Master Plan. Additional station(s) shall subsequently be constructed and operational, the design of which shall be in accordance with the Citywide Public Safety Master Plan, and adopted standards of coverage, to the satisfaction of the Fire Chief.   |                                      | 289th house within Tracy Hills               |                                     | operation with monitoring                       |                                   | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____                                       |
| <u>4.12-4a:</u> 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. | Developer                            | During the City’s development review process | Development & Engineering Services; | Confirm consultation with the Police Department | Once per each development project | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |
| <u>4.12-5b:</u> 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.   | Developers                           | Prior to issuance of building permits        | Development & Engineering Services; | Confirm fee payment                             | Once per development project      | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation | Implementation Trigger/Timing        | Agency Responsible for Monitoring   | Monitoring/Reporting Action  | Monitoring Frequency                    | Monitoring Compliance Record (Name/Date)   |
|--|--------------------------------------|--------------------------------------|-------------------------------------|--|---|--|
|  |                                      |                                      |                                     |  |   | Initials: _____<br>Date: _____   |
| <u>4.12-6:</u> Developers of subsequent phases of the Project (beyond Phase 1a) will be required to prepare SB 221 analysis for each subsequent phase of development.  | Developers                           | Prior to approval of Subdivision Map | Development & Engineering Services; | Review SB 221 analysis and receive written verification from applicable water agency | Once per subdivision                    | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |
| <u>4.12-7a:</u> 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. | City of Tracy; at Developer cost     | During development plan review       | Development & Engineering Services; | Review flow monitoring, at the applicant's cost, to determine available capacity     | Once per each site-specific development | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation   | Implementation Trigger/Timing   | Agency Responsible for Monitoring   | Monitoring/Reporting Action   | Monitoring Frequency         | Monitoring Compliance Record (Name/Date)   |
|--|--|---|-------------------------------------|-------------------------------|------------------------------|--|
| <p><u>4.12-8b:</u> 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.</p>   | Developers   | Prior to issuance of first certificate of occupancy                                 | Development & Engineering Services; | Confirm fee payment           | Once per development project | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |
| <p><u>4.13-2:</u> 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.</p> | Developers in collaboration with City Engineer   | Triggers as stipulated in Table 4.13-68 of Tracy Hills Specific Plan Subsequent EIR | Development & Engineering Services; | Plan review / site inspection | Twice per improvement        | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |
| <p><u>4.13-5a:</u> As shown in Table 4.13-20, <i>Existing Plus Project 2035 Intersection Delay &amp; LOS Mitigations</i> 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</p>  | Party responsible as stipulated in Table 4.13-68 of Tracy Hills Specific Plan Subsequent EIR | Triggers as stipulated in Table 4.13-68 of Tracy Hills Specific Plan Subsequent EIR | Development & Engineering Services; | Plan review / site inspection | Twice per improvement        | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____   |



**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures   | Party Responsible for Implementation | Implementation Trigger/Timing | Agency Responsible for Monitoring | Monitoring/Reporting Action | Monitoring Frequency | Monitoring Compliance Record (Name/Date) |
|---|--------------------------------------|-------------------------------|-----------------------------------|-----------------------------|----------------------|--|
| <p>Project in year 2035 are identified in Table 4.13-68 at the end of the chapter:</p>  |                                      |                               |                                   |                             |                      | Initials: _____                          |
| <ul style="list-style-type: none"> <li>◆ 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.</li> </ul>   |                                      |                               |                                   |                             |                      | Date: _____                              |
| <p>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</p> |                                      |                               |                                   |                             |                      | Initials: _____                          |
|   |                                      |                               |                                   |                             |                      | Date: _____                              |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures   | Party Responsible for Implementation | Implementation Trigger/Timing | Agency Responsible for Monitoring | Monitoring/Reporting Action | Monitoring Frequency | Monitoring Compliance Record (Name/Date) |
|---|--------------------------------------|-------------------------------|-----------------------------------|-----------------------------|----------------------|--|
| <p>Intersection #2: Corral Hollow Road / I-580 WB Ramps.</p>  |                                      |                               |                                   |                             |                      |  |
| <p>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 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.</p> |                                      |                               |                                   |                             |                      |  |
| <p>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</p>   |                                      |                               |                                   |                             |                      |  |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures   | Party Responsible for Implementation | Implementation Trigger/Timing | Agency Responsible for Monitoring | Monitoring/Reporting Action | Monitoring Frequency | Monitoring Compliance Record (Name/Date) |
|---|--------------------------------------|-------------------------------|-----------------------------------|-----------------------------|----------------------|--|
| <p>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.</p>   |                                      |                               |                                   |                             |                      |  |
| <p>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.</p> |                                      |                               |                                   |                             |                      |  |
| <ul style="list-style-type: none"> <li>◆ 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</li> </ul>   |                                      |                               |                                   |                             |                      |  |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures   | Party Responsible for Implementation | Implementation Trigger/Timing | Agency Responsible for Monitoring | Monitoring/Reporting Action | Monitoring Frequency | Monitoring Compliance Record (Name/Date) |
|---|--------------------------------------|-------------------------------|-----------------------------------|-----------------------------|----------------------|--|
| <p>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.</p> <p>◆ Intersection #4 (Corral Hollow Road / Linne Road) – Signalize the intersection and reconstruct the northbound approach to include a northbound right-</p> |                                      |                               |                                   |                             |                      |  |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation | Implementation Trigger/Timing | Agency Responsible for Monitoring | Monitoring/Reporting Action | Monitoring Frequency | Monitoring Compliance Record (Name/Date) |
|--|--------------------------------------|-------------------------------|-----------------------------------|-----------------------------|----------------------|--|
| <p>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.</p> |                                      |                               |                                   |                             |                      |  |
| <p>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</p>  |                                      |                               |                                   |                             |                      |  |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures   | Party Responsible for Implementation | Implementation Trigger/Timing | Agency Responsible for Monitoring | Monitoring/Reporting Action | Monitoring Frequency | Monitoring Compliance Record (Name/Date) |
|---|--------------------------------------|-------------------------------|-----------------------------------|-----------------------------|----------------------|--|
| <p>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.</p>   |                                      |                               |                                   |                             |                      |  |
| <p>◆ 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.</p> |                                      |                               |                                   |                             |                      |  |
| <p>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</p>   |                                      |                               |                                   |                             |                      |  |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation | Implementation Trigger/Timing | Agency Responsible for Monitoring | Monitoring/Reporting Action | Monitoring Frequency | Monitoring Compliance Record (Name/Date) |
|--|--------------------------------------|-------------------------------|-----------------------------------|-----------------------------|----------------------|--|
| <p>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.</p> |                                      |                               |                                   |                             |                      |  |
| <ul style="list-style-type: none"> <li>◆ 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.</li> </ul>                      |                                      |                               |                                   |                             |                      |  |
| <ul style="list-style-type: none"> <li>◆ Intersection #9 (Corral Hollow Road / New Schulte Road) - Reconstruct the westbound approach to include a westbound left-turn lane, one westbound through lanes and right turn lane, and a one westbound right-turn lane. The northbound, southbound, and eastbound approaches are to remain</li> </ul>   |                                      |                               |                                   |                             |                      |  |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation | Implementation Trigger/Timing | Agency Responsible for Monitoring | Monitoring/Reporting Action | Monitoring Frequency | Monitoring Compliance Record (Name/Date) |
|--|--------------------------------------|-------------------------------|-----------------------------------|-----------------------------|----------------------|--|
| <p>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.</p>  |                                      |                               |                                   |                             |                      |  |
| <p>◆ Intersection #10 (Lammers Road / Old Schulte Road)<br/>                     - 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 pay a proportionate share for the interim capacity improvements. These fees will be payable at the issuance of the first building permit for the Project. The addition of the southbound right-turn lane and signal modifications required when the project generates 2,588 trips.</p> |                                      |                               |                                   |                             |                      |  |
| <p>The 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 the CIP interim improvements prior to issuance of the first building permit. A portion of the ROW required for</p>   |                                      |                               |                                   |                             |                      |  |



**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures   | Party Responsible for Implementation | Implementation Trigger/Timing | Agency Responsible for Monitoring | Monitoring/Reporting Action | Monitoring Frequency | Monitoring Compliance Record (Name/Date) |
|---|--------------------------------------|-------------------------------|-----------------------------------|-----------------------------|----------------------|--|
| <p>widening this intersection falls with San Joaquin jurisdiction.</p>  |                                      |                               |                                   |                             |                      |  |
| <p>◆ 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.</p>  |                                      |                               |                                   |                             |                      |  |
| <p>◆ 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.</p>  |                                      |                               |                                   |                             |                      |  |
| <p>◆ 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</p> |                                      |                               |                                   |                             |                      |  |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures   | Party Responsible for Implementation  | Implementation Trigger/Timing  | Agency Responsible for Monitoring              | Monitoring/Reporting Action          | Monitoring Frequency         | Monitoring Compliance Record (Name/Date)   |
|---|---|--|--|--------------------------------------|------------------------------|--|
| <p>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.</p>   |   |  |  |                                      |                              |  |
| <p>◆ Intersection #36 (Corral Hollow Road / Tennis Lane)<br/>                     – 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.</p>   |   |  |  |                                      |                              |  |
| <p><u>4.13-5b:</u> Construct the first two lanes of the future four lane arterial along Corral Hollow Road between Linne Road and the railroad tracks south of Golden Leaf Lane. Construct new street segments along Corral Hollow Road to a four lane arterial from S. Tracy Hills Road to Linne Road. This mitigation also requires the construction of Lammers Road as a four lane expressway/parkway between I-580 and Kimball High School. Operational analysis at the intersections of Corral Hollow Road with Linne Road and Valpico Road indicate that one through lane in each direction along Corral Hollow Road would maintain acceptable intersection LOS standards of D or better. Intersections govern street network operations in an urban environment, and the roadway segment capacity analysis omits intersection operations. Thus, widening of the street segments beyond the required capacity at the intersections is not required.</p> | <p>Party responsible as stipulated in Table 4.13-68 of Tracy Hills Specific Plan Subsequent EIR</p> | <p>Triggers as stipulated in Table 4.13-68 of Tracy Hills Specific Plan Subsequent EIR</p> | <p>Development &amp; Engineering Services;</p> | <p>Plan review / site inspection</p> | <p>Twice per improvement</p> | <p>Initials: _____<br/>                     Date: _____<br/><br/>                     Initials: _____<br/>                     Date: _____<br/><br/>                     Initials: _____<br/>                     Date: _____<br/><br/>                     Initials: _____<br/>                     Date: _____</p> |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures   | Party Responsible for Implementation  | Implementation Trigger/Timing  | Agency Responsible for Monitoring              | Monitoring/Reporting Action          | Monitoring Frequency         | Monitoring Compliance Record (Name/Date)  |
|---|---|--|--|--------------------------------------|------------------------------|---|
| <p>The construction of two lanes of the future four lane facility is required to extend the current design life of Corral Hollow Road. The portion of this widening between Linne and Golden Leaf Lane is a City project and fully funded by the City TIF. The Applicant shall, through payment of the City TIF, contribute its fair share towards this improvement. The roadway shall include either a Class I or a Class 2 bicycle facility and pedestrian facilities. Roadway improvements must be completed prior to the project generating 2,588 AM peak hour trips. Sections of Corral Hollow and Lammers Road fall within the jurisdiction of San Joaquin County. The Applicant shall, in collaboration with the City Engineer, UPRR/PUC, the Department of Reclamation, and San Joaquin County, commence with a preliminary and final design process for the roadway improvements at the issuance of the first building permit for the Project.</p> |   |  |  |                                      |                              |   |
| <p>4.13-6a As shown in Table 4.13-27, <i>Existing Plus Project Buildout Intersection Delay &amp; LOS Mitigations</i> the following mitigations are required, triggers are identified in Table 4.13-68 at the end of the chapter:</p> <ul style="list-style-type: none"> <li>◆ Intersection #1 (Corral Hollow Road / I-580 EB Ramps) – Signalize the intersection and widen the I-580 overcrossing to four through lanes. In addition, reconstruct the eastbound approach to include an eastbound left-turn lane, a shared eastbound left/through lane, and two eastbound right-turn lanes. Reconstruct the northbound approach to include two northbound through lanes and a northbound right-turn lane. Reconstruct the southbound approach to include a southbound left-turn lane and two</li> </ul>  | <p>Party responsible as stipulated in Table 4.13-68 of Tracy Hills Specific Plan Subsequent EIR</p> | <p>Triggers as stipulated in Table 4.13-68 of Tracy Hills Specific Plan Subsequent EIR</p> | <p>Development &amp; Engineering Services;</p> | <p>Plan review / site inspection</p> | <p>Twice per improvement</p> | <p>Initials: _____<br/>                     Date: _____<br/><br/>                     Initials: _____<br/>                     Date: _____<br/><br/>                     Initials: _____<br/>                     Date: _____</p> |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures   | Party Responsible for Implementation | Implementation Trigger/Timing | Agency Responsible for Monitoring | Monitoring/Reporting Action | Monitoring Frequency | Monitoring Compliance Record (Name/Date) |
|---|--------------------------------------|-------------------------------|-----------------------------------|-----------------------------|----------------------|--|
| <p>southbound through lanes to accommodate Project Buildout conditions. 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 Road 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 a northbound through lane and a shared northbound through/right-turn lane. On the southbound approach, only the reconstruction to a southbound left-turn lane and two southbound through lanes, and on the eastbound approach, the reconstruction to 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 when the Project Application is approved by the City of Tracy. The intersection falls under Caltrans jurisdiction.</p> |                                      |                               |                                   |                             |                      |  |
| <ul style="list-style-type: none"> <li>◆ 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. Reconstruct the northbound approach to include two northbound through lanes and two northbound right-turn lanes</li> </ul>  |                                      |                               |                                   |                             |                      |  |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures   | Party Responsible for Implementation | Implementation Trigger/Timing | Agency Responsible for Monitoring | Monitoring/Reporting Action | Monitoring Frequency | Monitoring Compliance Record (Name/Date) |
|---|--------------------------------------|-------------------------------|-----------------------------------|-----------------------------|----------------------|--|
| <p>leading into the loop on-ramp. Reconstruct the southbound approach to include two southbound through lanes and a southbound right-turn lane, and reconstruct the eastbound approach to include a shared eastbound through/left-turn lane and an eastbound right-turn lane to accommodate Project Buildout conditions. This mitigation is beyond the scope of improvements identified in the adopted TMP.</p> <p>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 Road Interchange (as identified in the adopted TMP). Either of these options would fully mitigate the impact if timed concurrent with the triggers identified above. The TMP improvement includes only the reconstruction of the northbound approach to a northbound left-turn lane and a northbound through lane. On the southbound approach, the reconstruction to a southbound right-turn lane and two southbound through lanes, and on the westbound approach, the reconstruction to a shared westbound through/left-turn lane and a channelized westbound right-turn lane. This intersection is 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. The intersection falls under Caltrans jurisdiction.</p> |                                      |                               |                                   |                             |                      |  |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation   | Implementation Trigger/Timing   | Agency Responsible for Monitoring   | Monitoring/Reporting Action   | Monitoring Frequency  | Monitoring Compliance Record (Name/Date) |
|--|--|---|-------------------------------------|-------------------------------|-----------------------|--|
| ♦ 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   |  |   |                                     |                               |                       |  |
| <p><u>4.13-7a:</u> Mitigation measures below are feasible, but have no identified or committed funding mechanism, and thus the impact is considered <i>significant and unavoidable</i>. As shown in Table 4.13-40, <i>Cumulative Plus Project 2035 Intersection Delay &amp; LOS Mitigations</i> the following mitigations are required, triggers are identified in Table 4.13-68 at the end of the chapter:</p>  | Party responsible as stipulated in Table 4.13-68 of Tracy Hills Specific Plan Subsequent EIR | Triggers as stipulated in Table 4.13-68 of Tracy Hills Specific Plan Subsequent EIR | Development & Engineering Services; | Plan review / site inspection | Twice per improvement | Initials: _____<br>Date: _____           |
| ♦ Intersection #35 (Linne Road / MacArthur Drive) – Signalize the intersection and reconstruct the southbound approach to include one southbound left-turn lane, one southbound through lane, and one southbound right-turn lane, reconstruct the eastbound approach to include an eastbound left-turn lane and a shared eastbound through/right-turn lane, reconstruct the westbound approach to include a westbound left-turn lane, one westbound through lane, and one westbound right-turn lane. No additional lanes are required on the northbound approach. This signal shall be interconnected with the controller at the railroad crossing and improvements shall be constructed at the railroad crossing gates. This intersection falls under the jurisdiction of San Joaquin County and UPRR/ CA PUC and no CIP project is identified. The Applicant shall pay a fair share contribution to the improvement and the improvement shall be implemented by the time the |  |   |                                     |                               |                       | Initials: _____<br>Date: _____           |
|  |  |   |                                     |                               |                       | Initials: _____<br>Date: _____           |
|  |  |   |                                     |                               |                       | Initials: _____<br>Date: _____           |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation  | Implementation Trigger/Timing  | Agency Responsible for Monitoring              | Monitoring/Reporting Action   | Monitoring Frequency                           | Monitoring Compliance Record (Name/Date)  |
|--|---|--|--|---|--|---|
| <p>Project generates 1,420 trips. The Applicant shall in collaboration with the City Engineer, UPRR/CAPUC, and San Joaquin County, commence with a preliminary and final design process for the intersection improvements before issuance of the first building permit.</p>  |   |  |  |   |  |   |
| <p>◆ Intersection #36 (Corral Hollow Road / Tennis Lane)<br/>                     – Signalize the intersection or construct a median along Corral Hollow Road and allow only left-ins 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 will implement the improvement as part of their CIP program.</p> |   |  |  |   |  |   |
| <p><u>4.13-7b:</u> 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.</p>  | <p>Party responsible as stipulated in Table 4.13-68 of Tracy Hills Specific Plan Subsequent EIR</p> | <p>Triggers as stipulated in Table 4.13-68 of Tracy Hills Specific Plan Subsequent EIR</p> | <p>Development &amp; Engineering Services;</p> | <p>Obtain proof of payment and retain for administrative record</p> | <p>Once per individual development project</p> | <p>Initials: _____<br/>                     Date: _____<br/><br/>                     Initials: _____<br/>                     Date: _____<br/><br/>                     Initials: _____<br/>                     Date: _____</p> |
| <p><u>4.13-8b:</u> 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</p>   | <p>Developers</p>   | <p>Triggers as stipulated in Table 4.13-68 of Tracy Hills</p>                              | <p>Development &amp; Engineering Services;</p> | <p>Obtain proof of payment and retain for administrative record</p> | <p>Once per individual development project</p> | <p>Initials: _____<br/>                     Date: _____</p>   |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation | Implementation Trigger/Timing   | Agency Responsible for Monitoring   | Monitoring/Reporting Action                                  | Monitoring Frequency                    | Monitoring Compliance Record (Name/Date)   |
|--|--------------------------------------|---|-------------------------------------|--|---|--|
| individual projects are processed under the THSP in accordance with applicable laws and regulations.   |                                      | Specific Plan Subsequent EIR  |                                     |  |   | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____                                       |
| <u>4.13-8d:</u> The Applicant shall submit site-specific trip generation and traffic assignments to determine triggers warranting improvements as identified in the City TMP and this EIR.   | Developers                           | Triggers as stipulated in Table 4.13-68 of Tracy Hills Specific Plan Subsequent EIR | Development & Engineering Services; | Obtain proof of payment and retain for administrative record | Once per individual development project | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |
| <u>4.13-9a:</u> As shown in Table 4.13-28, <i>Existing Plus Buildout Intersection Delay &amp; LOS Mitigations</i> the following mitigations are required to obtain acceptable LOS.   | Developers                           | Triggers as stipulated in Table 4.13-68 of Tracy Hills Specific Plan Subsequent EIR | Development & Engineering Services; | Obtain proof of payment and retain for administrative record | Once per individual development project | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |
| <ul style="list-style-type: none"> <li>◆ Intersection #L1 (Greenville Road / Patterson Pass Road) - The City of Livermore has identified the installation of a signal at this intersection and the reconstruction of all approaches to include left-turn lanes. With this improvement the intersection would operate at acceptable conditions. Per the Settlement</li> </ul> |                                      |   |                                     |  |   | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____                                       |



**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures   | Party Responsible for Implementation | Implementation Trigger/Timing | Agency Responsible for Monitoring | Monitoring/Reporting Action | Monitoring Frequency | Monitoring Compliance Record (Name/Date)                    |
|---|--------------------------------------|-------------------------------|-----------------------------------|-----------------------------|----------------------|---|
| <p>Agreement, as referred to on pages 6-9, the Applicant shall pay \$1,000 per residential unit to the JPA TIF to partially mitigate its impact. In addition, the Applicant shall pay \$500 per residential dwelling unit paid at building permit issuance, said fee to be adjusted by no more than 2.5% per annum for increases in the cost of living as determined annually by the Engineering News Record (ENR) index for road construction costs. A dollar for dollar credit up to \$500 for payment of the SJCOG fee and up to \$500 for implementation of TDM measures will apply to these fees per the Settlement Agreement. The fee credit portion for TDM measures, shall be calculated at the time each building permit is issued as the project is constructed. The calculation of this fee credit shall be overseen by the City Engineer.</p> |                                      |                               |                                   |                             |                      | <p>Initials: _____<br/>                     Date: _____</p> |
| <p>◆ Intersection #L2 (Greenville Road /Tesla Road) - The City of Livermore has identified the installation of a signal at this intersection. With this improvement the intersection would operate at acceptable conditions. Per the Settlement Agreement, as referred to on pages 6-9, the Applicant shall pay \$1,000 per residential unit to the JPA TIF partially to mitigate its impact. In addition, the Applicant shall pay \$500 per residential dwelling unit paid at building permit issuance, said fee to be adjusted by no more than 2.5% per annum for increases in the cost of living as determined annually by the Engineering News Record (ENR) index for road construction costs. A dollar for dollar credit up to \$500 for payment of the SJCOG fee and up to \$500 for implementation of TDM measures will apply to</p>               |                                      |                               |                                   |                             |                      |   |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures   | Party Responsible for Implementation | Implementation Trigger/Timing | Agency Responsible for Monitoring | Monitoring/Reporting Action | Monitoring Frequency | Monitoring Compliance Record (Name/Date) |
|---|--------------------------------------|-------------------------------|-----------------------------------|-----------------------------|----------------------|--|
| <p>these fees per the Settlement Agreement. The fee credit portion for TDM measures, shall be calculated at the time each building permit is issued as the project is constructed. The calculation of this fee credit shall be overseen by the City Engineer.</p>   |                                      |                               |                                   |                             |                      |  |
| <p>◆ Intersection #L3 (Concannon Boulevard / Livermore Avenue) - The City of Livermore has not identified any improvements at this intersection; however, optimization of signal timing improves the operating conditions to acceptable conditions. Per the Settlement Agreement, as referred to on pages 6-9, the Applicant shall pay \$1,000 per residential unit to the JPA TIF to partially mitigate its impact. In addition, the Applicant shall pay \$500 per residential dwelling unit paid at building permit issuance, said fee to be adjusted by no more than 2.5% per annum for increases in the cost of living as determined annually by the Engineering News Record (ENR) index for road construction costs. A dollar for dollar credit up to \$500 for payment of the SJCOG fee and up to \$500 for implementation of TDM measures will apply to these fees per the Settlement Agreement. The fee credit portion for TDM measures, shall be calculated at the time each building permit is issued as the project is constructed. The calculation of this fee credit shall be overseen by the City Engineer.</p> |                                      |                               |                                   |                             |                      |  |
| <p>◆ Intersection #L5 (Isabel Avenue / Vallecitos Road) - The City of Livermore has identified the reconstruction of the westbound approach at the intersection to include a left-turn lane and a shared left/right-turn lane. With this improvement the</p>  |                                      |                               |                                   |                             |                      |  |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures   | Party Responsible for Implementation | Implementation Trigger/Timing   | Agency Responsible for Monitoring   | Monitoring/Reporting Action                                  | Monitoring Frequency                    | Monitoring Compliance Record (Name/Date)   |
|---|--------------------------------------|---|-------------------------------------|--|---|--|
| <p>intersection would operate at acceptable conditions. Per the Settlement Agreement, as referred to on pages 6-9, the Applicant shall pay \$1,000 per residential unit to the JPA TIF to partially mitigate its impact. In addition, the Applicant shall pay \$500 per residential dwelling unit paid at building permit issuance, said fee to be adjusted by no more than 2.5% per annum for increases in the cost of living as determined annually by the Engineering News Record (ENR) index for road construction costs. A dollar for dollar credit up to \$500 for payment of the SJCOG fee and up to \$500 for implementation of TDM measures will apply to these fees per the Settlement Agreement. The fee credit portion for TDM measures, shall be calculated at the time each building permit is issued as the project is constructed. The calculation of this fee credit shall be overseen by the City Engineer.</p> |                                      |   |                                     |  |   | <p>Initials: _____<br/>                     Date: _____<br/><br/>                     Initials: _____<br/>                     Date: _____<br/><br/>                     Initials: _____<br/>                     Date: _____<br/><br/>                     Initials: _____<br/>                     Date: _____</p> |
| <p><u>4.13-9b:</u> Per the Settlement Agreement, as referred to on pages 4.13-6 through 4.13-9, the Applicant shall pay \$1,000 per residential unit to the JPA TIF to partially mitigate its impact. In addition, the Applicant shall pay \$500 per residential dwelling unit paid at building permit issuance, said fee to be adjusted by not more than 2.5% per annum for increases in the cost of living as determined annually by the Engineering News Record (ENR) index for road construction costs. A dollar for dollar credit up to \$500 for payment of the SJCOG fee and up to \$500 for implementation of TDM measures will apply to these fees per the Settlement Agreement. The fee credit portion for TDM measures shall be calculated at the time each building permit is issued as the project is constructed. The calculation of this fee credit shall be overseen by the City</p>                              | Developers                           | Triggers as stipulated in Table 4.13-68 of Tracy Hills Specific Plan Subsequent EIR | Development & Engineering Services; | Obtain proof of payment and retain for administrative record | Once per individual development project | <p>Initials: _____<br/>                     Date: _____<br/><br/>                     Initials: _____<br/>                     Date: _____<br/><br/>                     Initials: _____<br/>                     Date: _____</p>  |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation | Implementation Trigger/Timing   | Agency Responsible for Monitoring   | Monitoring/Reporting Action                                  | Monitoring Frequency                    | Monitoring Compliance Record (Name/Date)   |
|--|--------------------------------------|---|-------------------------------------|--|---|--|
| <p>Engineer. These roadways would continue to operate at unacceptable conditions.</p>  |                                      |   |                                     |  |   |  |
| <p><u>4.13-9c:</u> Per the Settlement Agreement, as referred to on pages 6-9, the Applicant shall pay \$1,000 per residential unit to the JPA TIF to partially mitigate its impact. In addition, the Applicant shall pay \$500 per residential dwelling unit paid at building permit issuance, said fee to be adjusted by not more than 2.5% per annum for increases in the cost of living as determined annually by the Engineering News Record (ENR) index for road construction costs. A dollar for dollar credit up to \$500 for payment of the SJCOG fee and up to \$500 for implementation of TDM measures will apply to these fees per the Settlement Agreement. The fee credit portion for TDM measures shall be calculated at the time each building permit is issued as the project is constructed. The calculation of this fee credit shall be overseen by the City Engineer. The freeway would however continue to operate at unacceptable conditions.</p> | Developers                           | Triggers as stipulated in Table 4.13-68 of Tracy Hills Specific Plan Subsequent EIR | Development & Engineering Services; | Obtain proof of payment and retain for administrative record | Once per individual development project | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |
| <p><u>4.13-10a:</u> As shown in Table 4.13-28, <i>Existing Plus Buildout Intersection Delay &amp; LOS</i>, the following mitigations are required:</p> <ul style="list-style-type: none"> <li>◆ Intersection #L1 (Greenville Road / Patterson Pass Road) - Even with implementation of the identified improvements in Cumulative conditions in Cumulative conditions, the intersection would continue to operate at an unacceptable LOS. Per the Settlement Agreement, as referred to on pages 6-9, the Applicant shall pay \$1,000 per residential unit to the JPA TIF to partially mitigate its impact. In addition, the Applicant shall pay \$500 per residential dwelling unit paid at building permit issuance, said fee to be</li> </ul>   | Developers                           | Triggers as stipulated in Table 4.13-68 of Tracy Hills Specific Plan Subsequent EIR | Development & Engineering Services; | Obtain proof of payment and retain for administrative record | Once per individual development project | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation | Implementation Trigger/Timing | Agency Responsible for Monitoring | Monitoring/Reporting Action | Monitoring Frequency | Monitoring Compliance Record (Name/Date) |
|--|--------------------------------------|-------------------------------|-----------------------------------|-----------------------------|----------------------|--|
| <p>adjusted by not more than 2.5% per annum for increases in the cost of living as determined annually by the Engineering News Record (ENR) index for road construction costs. The cumulative impact would not be fully mitigated through payment of the JPA TIF. A dollar for dollar credit up to \$500 for payment of the SJCOG fee and up to \$500 for implementation of TDM measures will apply to these fees per the Settlement Agreement. The fee credit portion for TDM measures shall be calculated at the time each building permit is issued as the project is constructed. The calculation of this fee credit shall be overseen by the City Engineer.</p>   |                                      |                               |                                   |                             |                      |  |
| <p>◆ Intersection #I.2 (Greenville Road / Tesla Road) - Even with implementation of the identified improvements in Cumulative conditions, the intersection would continue to operate at an unacceptable LOS. Per the Settlement Agreement, as referred to on pages 6-9, the Applicant shall pay \$1,000 per residential unit to the JPA TIF to partially mitigate its impact. In addition, the Applicant shall pay \$500 per residential dwelling unit paid at building permit issuance, said fee to be adjusted by not more than 2.5% per annum for increases in the cost of living as determined annually by the Engineering News Record (ENR) index for road construction costs. The cumulative impact would not be fully mitigated through payment of the JPA TIF. A dollar for dollar credit up to \$500 for payment of the SJCOG fee and up to \$500 for implementation of TDM measures will apply to these fees per the Settlement Agreement. The</p> |                                      |                               |                                   |                             |                      |  |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation | Implementation Trigger/Timing   | Agency Responsible for Monitoring   | Monitoring/Reporting Action                                  | Monitoring Frequency                    | Monitoring Compliance Record (Name/Date)                             |
|--|--------------------------------------|---|-------------------------------------|--|---|--|
| <p>fee credit portion for TDM measures, shall be calculated at the time each building permit is issued as the project is constructed. The calculation of this fee credit shall be overseen by the City Engineer.</p>   |                                      |   |                                     |  |   |  |
| <p>◆ Intersection #L4 (Isabel Avenue / Concannon Boulevard) - Even with implementation of the identified improvements in Cumulative conditions, the intersection would continue to operate at an unacceptable LOS. Per the Settlement Agreement, as referred to on pages 6-9, the Applicant shall pay \$1,000 per residential unit to the JPA TIF to partially mitigate its impact. In addition, the Applicant shall pay \$500 per residential dwelling unit paid at building permit issuance, said fee to be adjusted by not more than 2.5% per annum for increases in the cost of living as determined annually by the Engineering News Record (ENR) index for road construction costs. The cumulative impact would not be fully mitigated through payment of the JPA TIF. A dollar for dollar credit up to \$500 for payment of the SJCOG fee and up to \$500 for implementation of TDM measures will apply to these fees per the Settlement Agreement. The fee credit portion for TDM measures, shall be calculated at the time each building permit is issued as the project is constructed. The calculation of this fee credit shall be overseen by the City Engineer.</p> |                                      |   |                                     |  |   |  |
| <p><u>4.13-10b:</u> Per the Settlement Agreement, as referred to on pages 6-9, the Applicant shall pay \$1,000 per residential unit to the JPA TIF to mitigate its impact. In addition, the Applicant shall pay \$500 per residential dwelling unit paid at building permit issuance, said fee to be adjusted by not</p>   | Developers                           | Triggers as stipulated in Table 4.13-68 of Tracy Hills Specific Plan Subsequent EIR | Development & Engineering Services; | Obtain proof of payment and retain for administrative record | Once per individual development project | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation  | Implementation Trigger/Timing  | Agency Responsible for Monitoring              | Monitoring/Reporting Action          | Monitoring Frequency         | Monitoring Compliance Record (Name/Date)   |
|--|---|--|--|--------------------------------------|------------------------------|--|
| <p>more than 2.5% per annum for increases in the cost of living as determined annually by the Engineering News Record (ENR) index for road construction costs. A dollar for dollar credit up to \$500 for payment of the SJCOG fee and up to \$500 for implementation of TDM measures will apply to these fees per the Settlement Agreement. The fee credit portion for TDM measures, shall be calculated at the time each building permit is issued as the project is constructed. The calculation of this fee credit shall be overseen by the City Engineer.</p>   |   |  |  |                                      |                              | <p>Initials: _____<br/>                     Date: _____<br/><br/>                     Initials: _____<br/>                     Date: _____</p> |
| <p><u>4.13-10c:</u> Per the Settlement Agreement, as referred to on pages 6-9, the Applicant shall pay \$1,000 per residential unit to the JPA TIF to mitigate its impact. In addition, the Applicant shall pay \$500 per residential dwelling unit paid at building permit issuance, said fee to be adjusted by not more than 2.5% per annum for increases in the cost of living as determined annually by the Engineering News Record (ENR) index for road construction costs. A dollar for dollar credit up to \$500 for payment of the SJCOG fee and up to \$500 for implementation of TDM measures will apply to these fees per the Settlement Agreement. The fee credit portion for TDM measures, shall be calculated at the time each building permit is issued as the project is constructed. The calculation of this fee credit shall be overseen by the City Engineer.</p> |   |  |  |                                      |                              |  |
| <p><u>4.13-14a:</u> As shown in Table 4.13-60, <i>Existing Plus Phase 1a Intersection Delay &amp; LOS Mitigations</i> the following mitigations are required to be installed by the Project Applicant, triggers are identified in Table 4.13-68 at the end of the chapter:</p>   | <p>Party Responsible as stipulated in Table 4.13-68 of Tracy Hills Specific Plan Subsequent EIR</p> | <p>Triggers as stipulated in Table 4.13-68 of Tracy Hills Specific Plan Subsequent EIR</p> | <p>Development &amp; Engineering Services;</p> | <p>Plan review / site inspection</p> | <p>Twice per improvement</p> | <p>Initials: _____<br/>                     Date: _____<br/><br/>                     Initials: _____<br/>                     Date: _____</p> |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation | Implementation Trigger/Timing | Agency Responsible for Monitoring | Monitoring/Reporting Action | Monitoring Frequency | Monitoring Compliance Record (Name/Date)                             |
|--|--------------------------------------|-------------------------------|-----------------------------------|-----------------------------|----------------------|--|
| <p>◆ 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 approval of this Project Application by the City of Tracy.</p> |                                      |                               |                                   |                             |                      | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |
| <p>◆ 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 site from Corral</p>   |                                      |                               |                                   |                             |                      |  |



**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation | Implementation Trigger/Timing | Agency Responsible for Monitoring | Monitoring/Reporting Action | Monitoring Frequency | Monitoring Compliance Record (Name/Date) |
|--|--------------------------------------|-------------------------------|-----------------------------------|-----------------------------|----------------------|--|
| <p>Hollow are not, and thus, are the responsibility of the Applicant. The improvement shall be installed before issuance of the first certificate of occupancy.</p>  |                                      |                               |                                   |                             |                      |  |
| <p>◆ 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 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.</p> |                                      |                               |                                   |                             |                      |  |
| <p>◆ 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</p>  |                                      |                               |                                   |                             |                      |  |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures   | Party Responsible for Implementation | Implementation Trigger/Timing   | Agency Responsible for Monitoring   | Monitoring/Reporting Action   | Monitoring Frequency  | Monitoring Compliance Record (Name/Date)   |
|---|--------------------------------------|---|-------------------------------------|-------------------------------|-----------------------|--|
| <p>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.</p>  |                                      |   |                                     |                               |                       |  |
| <p>◆ Intersection #13 (Mountain House Parkway / I-580 EB Ramps) – Refer to Mitigation 4.13-5a.</p>  |                                      |   |                                     |                               |                       |  |
| <p>◆ Intersection #14 (Mountain House Parkway / I-580 WB Ramps) –Refer to Mitigation 4.13-5a</p>  |                                      |   |                                     |                               |                       |  |
| <p><u>4.13-14b:</u> The Applicant shall coordinate with the City Engineer to fund and implement the overlay of the existing two lanes of Corral Hollow Road between I-580 and Linne Road. Operational analysis at the intersection of Corral Hollow Road and Spine Road and Corral Hollow Road and Linne Road indicate that one through lane in each direction along Corral Hollow Road would maintain acceptable intersection LOS standards of D or better. Turn lanes will be provided at the intersection of Corral Hollow/Spine Road. Intersections govern street network operations in an urban environment, and the roadway segment capacity analysis omits intersection operations. Thus, widening of the street segments beyond the required capacity at the intersections is not required. The overlay-of the two existing lanes is required to extend the current design life of Corral</p> | Developers                           | Triggers as stipulated in Table 4.13-68 of Tracy Hills Specific Plan Subsequent EIR | Development & Engineering Services; | Plan review / site inspection | Twice per improvement | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures   | Party Responsible for Implementation | Implementation Trigger/Timing   | Agency Responsible for Monitoring   | Monitoring/Reporting Action   | Monitoring Frequency  | Monitoring Compliance Record (Name/Date)   |
|---|--------------------------------------|---|-------------------------------------|-------------------------------|-----------------------|--|
| <p>Hollow Road and is required before issuance of the first building permit or final inspection permit of the first model homes.</p>  |                                      |   |                                     |                               |                       |  |
| <p><u>4.13-14d:</u> The Applicant shall provide roadways to the school that meet acceptable on and off-site storage for drop-off/pickup queuing per the City Engineer Standard Plans and requirements and/or tentative map, safety considerations, vehicular circulation, and bike and pedestrian access. Details are further specified in the Existing Plus Phase 1a Trip Generation section of this Draft SEIR.</p>   | Developers                           | Triggers as stipulated in Table 4.13-68 of Tracy Hills Specific Plan Subsequent EIR | Development & Engineering Services; | Plan review / site inspection | Twice per improvement | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |
| <p><u>4.13-15a:</u></p> <ul style="list-style-type: none"> <li>◆ Intersection #L1 (Greenville Road / Patterson Pass Road) - The City of Livermore has identified the installation of a signal at this intersection and the reconstruction of all approaches to include left-turn lanes. With this improvement the intersection would operate at acceptable conditions. Per the Settlement Agreement, as referred to on pages 6-9, the Applicant shall pay \$1,000 per residential unit to the JPA TIF to partially mitigate its impact. In addition, the Applicant shall pay \$500 per residential dwelling unit paid at building permit issuance, said fee to be adjusted by no more than 2.5% per annum for increases in the cost of living as determined annually by the Engineering News Record (ENR) index for road construction costs.</li> </ul> | Developers                           | Triggers as stipulated in Table 4.13-68 of Tracy Hills Specific Plan Subsequent EIR | Development & Engineering Services; | Plan review / site inspection | Twice per improvement | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation | Implementation Trigger/Timing | Agency Responsible for Monitoring | Monitoring/Reporting Action | Monitoring Frequency | Monitoring Compliance Record (Name/Date) |
|--|--------------------------------------|-------------------------------|-----------------------------------|-----------------------------|----------------------|--|
| <ul style="list-style-type: none"> <li>◆ Intersection #L2 (Greenville Road / Tesla Road) - The City of Livermore has identified the installation of a signal at this intersection. With this improvement the intersection would operate at acceptable conditions. Per the Settlement Agreement, as referred to on pages 6-9, the Applicant shall pay \$1,000 per residential unit to the JPA TIF to partially mitigate its impact. In addition, the Applicant shall pay \$500 per residential dwelling unit paid at building permit issuance, said fee to be adjusted by no more than 2.5% per annum for increases in the cost of living as determined annually by the Engineering News Record (ENR) index for road construction costs.</li> </ul>   |                                      |                               |                                   |                             |                      |  |
| <ul style="list-style-type: none"> <li>◆ Intersection #L5 (Isabel Avenue / Vallecitos Road) - The City of Livermore has identified the reconstruction of the westbound approach at the intersection to include a left-turn lane and a shared left/right-turn lane. With this improvement the intersection would operate at acceptable conditions. Per the Settlement Agreement, as referred to on pages 6-9, the Applicant shall pay \$1,000 per residential unit to the JPA TIF to partially mitigate its impact. In addition, the Applicant shall pay \$500 per residential dwelling unit paid at building permit issuance, said fee to be adjusted by no more than 2.5% per annum for increases in the cost of living as determined annually by the Engineering News Record (ENR) index for road construction costs. A dollar for dollar credit up to \$500 for payment of the SJCOG fee and up to \$500 for implementation of TDM measures will apply to these fees per the Settlement Agreement. The fee</li> </ul> |                                      |                               |                                   |                             |                      |  |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation | Implementation Trigger/Timing   | Agency Responsible for Monitoring   | Monitoring/Reporting Action   | Monitoring Frequency  | Monitoring Compliance Record (Name/Date)   |
|--|--------------------------------------|---|-------------------------------------|-------------------------------|-----------------------|--|
| <p>credit portion for TDM measures, shall be calculated at the time each building permit is issued as the project is constructed. The calculation of this fee credit shall be overseen by the City Engineer.</p>   |                                      |   |                                     |                               |                       |  |
| <p><u>4.13-15b:</u> Per the Settlement Agreement, as referred to on pages 6-9, the Applicant shall pay \$1,000 per residential unit to the JPA TIF to partially mitigate its impact. In addition, the Applicant shall pay \$500 per residential dwelling unit paid at building permit issuance, said fee to be adjusted by not more than 2.5% per annum for increases in the cost of living as determined annually by the Engineering News Record (ENR) index for road construction costs. A dollar for dollar credit up to \$500 for payment of the SJCOG fee and up to \$500 for implementation of TDM measures will apply to these fees per the Settlement Agreement. The fee credit portion for TDM measures, shall be calculated at the time each building permit is issued as the project is constructed. The calculation of this fee credit shall be overseen by the City Engineer.</p> | Developers                           | Triggers as stipulated in Table 4.13-68 of Tracy Hills Specific Plan Subsequent EIR | Development & Engineering Services; | Plan review / site inspection | Twice per improvement | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |
| <p><u>4.13-15c:</u> Per the Settlement Agreement, (pages 6-9), the Applicant shall pay \$1,000 per residential unit to the JPA TIF to partially mitigate its impact. In addition, the Applicant shall pay \$500 per residential dwelling unit paid at building permit issuance, said fee to be adjusted by not more than 2.5% per annum for increases in the cost of living as determined annually by the Engineering News Record (ENR) index for road construction costs. A dollar for dollar credit up to \$500 for payment of the SJCOG fee and up to \$500 for implementation of TDM measures will apply to these fees per the Settlement Agreement. The fee credit portion for TDM measures, shall be calculated at the</p>   | Developers                           | Triggers as stipulated in Table 4.13-68 of Tracy Hills Specific Plan Subsequent EIR | Development & Engineering Services; | Plan review / site inspection | Twice per improvement | Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____<br><br>Initials: _____<br>Date: _____ |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

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| <b>Mitigation Measures</b>  | <b>Party<br/>Responsible for<br/>Implementation</b> | <b>Implementation<br/>Trigger/Timing</b> | <b>Agency<br/>Responsible<br/>for<br/>Monitoring</b> | <b>Monitoring/<br/>Reporting Action</b> | <b>Monitoring<br/>Frequency</b> | <b>Monitoring<br/>Compliance<br/>Record<br/>(Name/Date)</b> |
|---|---|--|--|---|---------------------------------|---|
| time each building permit is issued as the project is constructed. The calculation of this fee credit shall be overseen by the City Engineer. |   |  |  |   |                                 |   |

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**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

|  |                   |  |  |                                      |                              |  |
|--|-------------------|--|--|--------------------------------------|------------------------------|--|
| <p><u>4.13-15d:</u> The Applicant shall provide roadways to the school meeting acceptable on and off-site storage for drop-off/pickup queuing, safety considerations, vehicular circulation, and bike and pedestrian access, per the City Standard Plans and /or Tentative Map. Details are further specified in the EIR. Though final school site design is subject to review and approval of the State Architect, prior to final Tentative Map approval and/or when the first student from Phase 1a attends either schools listed here, the Project Applicant shall demonstrate that the following planning and design considerations are addressed to the satisfaction of the City Engineer:</p>  | <p>Developers</p> | <p>Triggers as stipulated in Table 4.13-68 of Tracy Hills Specific Plan Subsequent EIR</p> | <p>Development &amp; Engineering Services;</p> | <p>Plan review / site inspection</p> | <p>Twice per improvement</p> | <p>Initials: _____<br/>Date: _____</p> |
| <ul style="list-style-type: none"> <li>◆ School driveways are located directly opposite proposed streets entering the residential neighborhood to maximize traffic and student safety</li> </ul>   |                   |  |  |                                      |                              | <p>Initials: _____<br/>Date: _____</p> |
| <ul style="list-style-type: none"> <li>◆ Pedestrian and bicycle (Class I) paths, sidewalk, and crosswalks are provided</li> </ul>  |                   |  |  |                                      |                              | <p>Initials: _____<br/>Date: _____</p> |
| <ul style="list-style-type: none"> <li>◆ A Safe Routes To School Program is initiated in coordination with the School District. The Safe Routes to School Program shall be funded and developed by the Applicant. The SRTS Program shall be developed when the school district applies for an encroachment permit at the City</li> </ul>   |                   |  |  |                                      |                              | <p>Initials: _____<br/>Date: _____</p> |
| <ul style="list-style-type: none"> <li>◆ The Project applicant shall fund the development of a Traffic Management Plan that will be prepared by the City Engineer, the Police Department, and the Jefferson School District for the interim conditions when additional traffic would be generated to the interim school adjacent to the Tracy Hills Elementary School. The Traffic Management Plan shall identify techniques (such as: assignment of a traffic control staff member from the school to flag and manage drop off and pick-up, to control efficient ingress and egress to the school site, and coning off lanes for efficient circulation) to maintain traffic and student safety, and provide efficient pick-up and drop off procedures. The</li> </ul> |                   |  |  |                                      |                              |  |

**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation | Implementation Trigger/Timing  | Agency Responsible for Monitoring              | Monitoring/Reporting Action          | Monitoring Frequency         | Monitoring Compliance Record (Name/Date)  |
|--|--------------------------------------|--|--|--------------------------------------|------------------------------|---|
| <p>Traffic Management Plan shall be implemented when the temporary school building opens up for attendance.</p>  |                                      |  |  |                                      |                              |   |
| <p><u>4.13-15e</u>: The City shall work with Tom Hawkins Elementary School and Jefferson School District to develop a Traffic Management Plan for interim conditions. The Project Applicant shall fund the development of a Traffic Management Plan for \$20,000. The City Engineer, the Police Department, the Tom Hawkins Elementary School and the Jefferson School District will develop the Traffic Management Plan for the interim conditions when additional traffic would be generated to the school. The Traffic Management Plan shall identify techniques (such as: assignment of a traffic control staff member from the school to flag and manage drop off and pick-up, to control efficient ingress and egress to the school site, and coning off lanes for efficient circulation) to maintain traffic and student safety, and provide efficient pick-up and drop off procedures. The Traffic Management Plan shall be implemented when the first student from the Phase 1a area attend the Tom Hawkins Elementary School. The City Engineer shall approve the Traffic Management Plan.</p> | Developers                           | <p>Triggers as stipulated in Table 4.13-68 of Tracy Hills Specific Plan Subsequent EIR</p> | <p>Development &amp; Engineering Services;</p> | <p>Plan review / site inspection</p> | <p>Twice per improvement</p> | <p>Initials: _____<br/>                     Date: _____<br/><br/>                     Initials: _____<br/>                     Date: _____<br/><br/>                     Initials: _____<br/>                     Date: _____</p> |
| <p><u>4.13-15f</u>: The Applicant shall fund the development of a Traffic Management Plan. The City Engineer, Police Department, and the Jefferson School District shall develop the Traffic Management Plan for Interim Conditions which is inclusive of the determination of the modular school at the business park location.</p>   | Developers                           | <p>Triggers as stipulated in Table 4.13-68 of Tracy Hills Specific Plan Subsequent EIR</p> | <p>Development &amp; Engineering Services;</p> | <p>Plan review / site inspection</p> | <p>Twice per improvement</p> | <p>Initials: _____<br/>                     Date: _____<br/><br/>                     Initials: _____<br/>                     Date: _____<br/><br/>                     Initials: _____<br/>                     Date: _____</p> |



**SUMMARY OF MITIGATION MEASURES AND MONITORING PROGRAM FOR THE TRACY HILLS SPECIFIC PLAN (CONTINUED)**

| Mitigation Measures  | Party Responsible for Implementation | Implementation Trigger/Timing   | Agency Responsible for Monitoring   | Monitoring/Reporting Action   | Monitoring Frequency  | Monitoring Compliance Record (Name/Date) |
|--|--------------------------------------|---|-------------------------------------|-------------------------------|-----------------------|--|
| <p><u>4.13-15g</u>: The Applicant shall construct a Class I or a Class II bicycle facility and a pedestrian facility from Spine Road to connect to the existing bicycle and pedestrian facilities just north of Linne Road. This improvement shall be included in the expansion of the first two lanes of Corral Hollow Road as indicated in the TMP. This improvement shall be in place when the Project generates 2,588 AM peak trips. The Applicant may fund these improvements up front and enter into a reimbursement agreement with the City for a credit against their proportionate fair share of the improvement.</p> | Developers                           | Triggers as stipulated in Table 4.13-68 of Tracy Hills Specific Plan Subsequent EIR | Development & Engineering Services; | Plan review / site inspection | Twice per improvement | Initials: _____                          |
|  |                                      |   |                                     |                               |                       | Date: _____                              |
|  |                                      |   |                                     |                               |                       | Initials: _____                          |
|  |                                      |   |                                     |                               |                       | Date: _____                              |
|  |                                      |   |                                     |                               |                       | Initials: _____                          |
| Date: _____  |                                      |   |                                     |                               |                       |  |
| Initials: _____  |                                      |   |                                     |                               |                       |  |
| Date: _____  |                                      |   |                                     |                               |                       |  |
| Initials: _____  |                                      |   |                                     |                               |                       |  |
| Date: _____  |                                      |   |                                     |                               |                       |  |