

FINAL
MASTER ENVIRONMENTAL IMPACT REPORT

for the
TRACY RESIDENTIAL AREAS
SPECIFIC PLAN

Prepared for the
CITY OF TRACY

by
EDAW, Inc.
in association with
Wilsey & Ham
DKS Associates
Bartle-Wells Associates

June 1987

RESOLUTION NO. 87-113

MAKING FINDINGS RELATIVE TO
THE MASTER ENVIRONMENTAL IMPACT REPORT
FOR THE TRACY RESIDENTIAL AREAS SPECIFIC PLAN
AND APPROVING AND CERTIFYING SAID REPORT
AS ADEQUATE ENVIRONMENTAL ASSESSMENT
FOR THE SPECIFIC PLAN AND THE ACCOMPANYING
GENERAL PLAN AMENDMENT

WHEREAS, Section 15182 of the Guidelines for the implementation of the California Environmental Quality Act, as well as Section 21083.3 of the Act itself authorize the preparation of a Master Environmental Impact Report for Residential Specific Plans, and

WHEREAS, The City Council and Planning Commission of the City of Tracy, with the assistance of City staff and the Planning Consultant, EDAW, Inc., have prepared a Residential Areas Specific Plan, and

WHEREAS, The Residential Areas Specific Plan partially implements the 1982 City of Tracy General Plan adopted by Council Resolution No. 4451, and

WHEREAS, The EIR, approved and certified by the Council with Resolution No. 4450 for the 1982 General Plan, addresses the unavoidable environmental impacts of: conversion of agricultural land to urban uses; irretrievable use of energy resources, and possible growth inducing policies which impacts are also associated with approval of the Residential Areas Specific Plan, and

WHEREAS, In Resolution No. 4450 and 4451, the City Council made findings of over-riding considerations relating to the unavoidable environmental effects justifying approval of the General Plan, and

WHEREAS, Twelve duly noticed public hearings were held by the joint Council/Commission to consider and review the studies, issues, and proposals regarding the Residential Areas Specific Plan, and

WHEREAS, EDAW prepared a draft Master Environmental Impact Report for the Tracy Residential Areas Specific Plan, and

WHEREAS, Said Master Environmental Impact Report was received by the State Clearinghouse on September 12, 1986, and was assigned Number 85-11-0503, and

WHEREAS, A 45-day review period was observed and comments received regarding the Master EIR, and

WHEREAS, Comments were noted and replied to in a "response to comments" supplement to the draft Master EIR, and

WHEREAS, The complete Master Environmental Impact Report was considered by the Tracy City Planning Commission at a duly noticed public hearing on January 28, 1987, February 11, 1987, February 25, 1987, and April 22, 1987, and

WHEREAS, On April 22, 1987, the Planning Commission recommended to the City Council that the final Master Environmental Impact Report be certified as in compliance with the California Environmental Quality Act and that the information contained in the final EIR was reviewed and considered prior to approving the Residential Areas Specific Plan for Tracy and that the final EIR is adequate to address the environmental impacts of the approval of the Residential Areas Specific Plan as an amendment to the Tracy General Plan, and

WHEREAS, The City Council of the City of Tracy held a duly noticed public hearing on May 19, 1987, to consider the Tracy Residential Areas Specific Plan approval, the amendment of the City's General Plan, the approval of the Growth Management Plan, and the certification of the Master Environmental Impact Report, and

WHEREAS, All parties wishing to be heard and/or to submit comments and recommendations were given an opportunity to do so after which the public hearing was closed, and

WHEREAS, The Master EIR addresses the impacts on soils, water, air, wildlife, cultural characteristics, development trends, historic resources, land use, general plan policies, noise, transportation, public facilities and services, growth inducing impacts, and cumulative impacts of the Residential Areas Specific Plan and Growth Management Plan, and

WHEREAS, The impacts of the Residential Areas Specific Plan are mitigated by the implementation mechanisms of the plan itself, which provide for improvements and facilities to mitigate the impacts of residential growth associated with the plan, and

WHEREAS, Mitigation measures are contained in the Master Environmental Impact Report and Residential Areas Specific Plan, and

WHEREAS, The unavoidable significant affects are identified in the Master Environmental Impact Report;

NOW, THEREFORE, BE IT RESOLVED That the City Council of the City of Tracy hereby finds that the findings of over-riding considerations relating to the unavoidable environmental impacts of the adoption of the 1982 City General Plan are valid for the purposes of adopting the Residential Areas Specific Plan, and

BE IT FURTHER RESOLVED That the City Council of the City of Tracy hereby finds that mitigation measures have been incorporated in the Residential Areas Specific Plan and the Master Environmental Impact Report relating to impacts identified by that report; and

BE IT FURTHER RESOLVED That the City Council does hereby further find that there are over-riding socio-economic considerations relating to the unavoidable significant affects identified in the Master Environmental Impact Report that justify approval of the Residential Areas Specific Plan as an amendment to the General Plan;

BE IT FURTHER RESOLVED That impacts of the Growth Management Plan on the provision of housing opportunities of the region are found to be justified based on the findings contained in that Plan regarding the promotion of the public health, safety, and welfare by that Plan;

BE IT FURTHER RESOLVED That the Tracy City Council certifies that the final Master EIR has been completed in compliance with the California Environmental Quality Act and that the information contained in the final Master Environmental Impact Report was reviewed and considered prior to approving the Residential Areas Specific Plan for Tracy and that the final Master EIR with mitigation measures is adequate to address the environmental impacts of the approval and adoption of the Residential Areas Specific Plan as an amendment to the Tracy General Plan.

* * * * *

The foregoing Resolution No. 87-113 was passed and adopted by the City Council of the City of Tracy on the 2nd day of June, 1987, by the following vote:

AYES:	COUNCIL MEMBERS:	MORELOS, SCHUBERT, ZANUSSI, BLAND, HASTIE
NOES:	COUNCIL MEMBERS:	NONE
ABSENT:	COUNCIL MEMBERS:	NONE

Richard C. Hastie
MAYOR

ATTEST:

Debra J. Davis
CITY CLERK

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A

Response to Comments

A. RESPONSE TO COMMENTS

This section presents formal responses to comments made regarding the Draft Master Environmental Impact Report (Draft MEIR) for the proposed Tracy Residential Areas Specific Plan. This section, combined with the text produced for the Draft MEIR, represent the Final MEIR.

The following pages contain comments on the Draft MEIR which have been extracted from letters submitted by public agencies and individuals during the review period. These comments are identified by numbers which correspond to the text of the letter originals; these originals are provided in their complete form in Appendix C. The comments are followed by responses which have been prepared in association with City of Tracy staff.

Correspondence was received from the following agencies, organizations, and individuals. The numbers assigned before each respondent's name refer to the code assigned to each letter for identification purposes.

1. San Joaquin County Department of Planning and Building Inspection, October 27, 1986.
2. San Joaquin County Council of Governments, October 24, 1986.
3. State of California Department of Transportation, October 9, 1986.
4. Public Utilities Commission, October 31, 1986.
5. Department of Transportation, Division of Aeronautics, October 30, 1986.
6. Tracy Public Schools, November 5, 1986.
7. MacKay & Soms, October 15, 1986.
8. Braddock & Logan Associates, October 31, 1986.
9. The Alden Company, October 30, 1986.
10. James R. Stedman & Associates, Inc., November 4, 1986.

Comments received during the September 19, 1986 Public Hearing are provided with reference number 11.

COMMENTS AND RESPONSES

- 1.1 "The E.I.R. should relate the City roadways to the County roads and analyze any impact on roads in the unincorporated area. For example, the County General Plan designates Valpico Road, east of MacArthur, as a minor collector, whereas the proposed specific plan designates Valpico as an arterial west of MacArthur (page 2-16). We are also concerned about the impacts on the unincorporated portions of Schulte Road, Corral Hollow Road, Tracy Boulevard and MacArthur Drive."

Response: The traffic projection does not anticipate any significant increases in traffic on the unincorporated portions of Schulte Road, Corral Hollow Road, Tracy Boulevard and MacArthur Drive. Except for Corral Hollow between the city limits and Valpico Road, these roadway segments are expected to receive less than 1,000 new daily trips from the Residential Areas Specific Plan. (Corral Hollow between the city limits and Valpico will receive an increment of approximately 3,760 ADT.)

- 1.2 "With respect to the projected traffic volumes indicated in Figure 4.1, as volumes on Interstate 205 increase, traffic from the southern portion of Tracy may seek alternative routes to Interstate 580. This possibility and impact on unincorporated roadways should be considered in the E.I.R."

Response: This possibility is acknowledged. While most traffic can be expected to access points west of the Altamont Pass via I-205, some motorists may use alternate routes, such as Schulte Road to the Patterson Pass interchange with I-580, or Corral Hollow Road south to this road's interchange with I-580. The number of motorists using such alternative routes during peak periods should nonetheless be well within the capacity of these two-lane facilities.

- 1.3 "In regard to the discussion of soils on page 3-1, new soil information should be available for this area from the Soil Conservation Service."

Response: The information presented in Section 3.1.1 was published in preliminary form in April 1985; it represents the most recent information (Mark Michaelhany, personal communication).

2.1 "COG staff is particularly concerned with the lack of attention given to roadways heading south toward I-580. In this report no roadways south of Valpico Road are discussed. This area is certain to be impacted by the development. It is felt that many residents in the areas of Corral Hollow Road, Tracy Boulevard, and Valpico Road will choose to utilize I-580 rather than I-205 for trips over the Altamont pass. Recent distance and time plots indicate that from the intersection of Corral Hollow and Mountain View it is to be only about two miles and two and a half minutes longer than traveling north on Corral Hollow Road to Eleventh Street. As traffic increases on I-205, signals are added on Corral Hollow Road north of Mountain View and speed limits are decreased the southern route will become more attractive to commuters. Recent traffic projections for Corral Hollow Road, south of Valpico Road, increase from 3,500 in 1990 to 10,000 in the year 2000. No future or projected counts are shown in this report for anything south of Valpico."

Response: As noted in the response to comment 1.1 above, these road segments are not expected to be heavily impacted by development of the Residential Areas Specific Plan. Any traffic increases which do occur should be well within the current capacity of these roadways. Improvements south of Valpico might encourage greater use of these roadways, but such improvements do not appear warranted by the Specific Plan, particularly if I-205 is widened to six lanes.

Development within Tracy beyond the current Specific Plan may have more substantial impact on roadways south of Valpico.

2.2 "The roadways south of Valpico will all be heavily impacted by this growth and they should be included in the report. COG staff recommends that Corral Hollow Road south to I-580, Valpico Road between Tracy Boulevard and Corral Hollow Road, Linne Road between Tracy Boulevard and Corral Hollow Road, and Tracy Boulevard between Valpico Road and Linne Road all be addressed in the report and planned as eventual major arterials."

Response: The roadways mentioned are all planned as major arterials in the Tracy General Plan.

2.3 "There is also no mention in this report of extending MacArthur Drive from Grant Line through to Eleventh Street. COG staff recommended this extension, in its

Commodity Movements Report of April 1986, as a measure to reduce truck traffic on Eleventh Street. As population grows the conflict between cars and trucks on Eleventh Street will worsen and the need to route trucks elsewhere will increase."

Response: The City of Tracy is committed to building the MacArthur Drive extension. However, this improvement will not be made the sole responsibility of the Residential Areas Specific Plan.

- 2.4 "COG staff agrees with the report's recommendation for pursuing funds for the widening of I-205. COG staff will develop a task force in December to study this issue. The task force will examine funding possibilities, and widening alternatives, as well as TSM measures to reduce impacts on the freeway. COG staff feels, however, that the 9% growth rate used in the report for projecting traffic on I-205 and the ramps may understate future counts. An 11% growth rate, which is the average that has been experienced on I-205, may be more realistic."

Response: Comment noted.

- 2.5 "The effect of the Specific Plan growth on the Tracy Transit System should also be addressed in more detail. To assume that demand will simply increase in proportion to population is not necessarily accurate. More attention should be given to the clientele of the Tracy Transit and how this may or may not change. It should also be discussed whether growth is expected in the services which attract Tracy Transit riders. This would include schools and senior citizen centers."

Response: Based on the type of service provided by Tracy Transit (i.e., available to all residents but primarily used by school children, the elderly, and handicapped) it is a somewhat conservative, yet reasonable assumption that the demand for Tracy Transit's services will be roughly proportionate to population growth.

- 2.6 "COG staff agrees that Tracy will have an excellent market for vanpools, carpools, and other ridesharing alternatives. These should be addressed more specifically, however. Staff feels that in planning vanpools and carpools the City should require developers to fund park and ride lots. Some discussion should be made as to where these lots will be, how large they will be, and how many will be planned. In planning new areas it will also be necessary to allow for bus turnouts and bus stops."

Response: Good locations for park and ride lots would be at or near the Eleventh Street and Grant Line interchanges on I-205. The latter location would better serve shared ride vehicles which originate east of Tracy then stop in Tracy to pick up riders, since the Grant Line interchange has a westbound off-ramp and an eastbound on-ramp to accommodate off-and-on movements in both directions; the Eleventh Street interchange does not. Park and ride lots in Tracy should initially be designed for 100 vehicles, with the potential for expansion up to 300 vehicles.

All major collector and arterial streets within the Residential Specific Plan areas have sufficient right-of-way to accommodate bus turnouts and bus stops, if and when these are needed.

- 3.1 "We agree with the concept that the City of Tracy officials should adopt a policy to pursue funds for the widening of Route 205. Development in a number of other areas in the San Joaquin Valley are adding to the congestion along Route 205 by increasing the number of Bay Area commuters. As a result, the San Joaquin County Council of Governments (SJCCOG) will soon prepare a Corridor Study to determine the future capacity requirements of this important commuter route. The SJCCOG Study will provide guidelines for decision makers regarding necessary mitigation measures and possible funding sources to increase the capacity for Route 205 in the Tracy area."

Response: Comment Noted.

- 4.1 "Based on a review of this document, the staff questions whether the traffic analysis has taken into account the numerous train movements (approximately 50 trains/day) within the Specific Plan. Disregard of these train movements can change the conclusions and recommendations given in the report."

Response: The three railroad grade separations discussed in the EIR were planned in anticipation of greatly increased railroad traffic through Tracy. Currently there are far fewer than 50 train movements per day in Tracy.

- 4.2 "It is also to be noted under Table 4.3, 'Street Improvements' (page 4-20), that about a third of the roadways proposed to be improved will require permit authority

from the Commission since the improvements will involve and include existing railroad crossings."

Response: Comment noted.

- 4.3 "Widening of these railroad crossings will require the installation of 2 additional signal units at each location improved. It should be pointed out that the cost of these signals and installations will be the responsibility of the City. The report may, therefore, wish to address this financial impact."

Response: Comment noted.

- 4.4 "Lastly, the staff notes that the report recommends installation of traffic control signals at the new intersection of West Eleventh/New Byron Road. If this intersection lies within 200 feet of the Eleventh Street railroad crossing, P.U.C. B-81.1, then the traffic control signals must be pre-empted by the railroad warning devices."

Response: Comment noted. The new intersection will be well over 200 feet West of the Eleventh Street crossing.

- 5.1 "Since portions of the specific plan area are within a mile of Tracy Municipal Airport, the Division is concerned with the potential impact the new residential development could have on the airport, as well as airport-related impacts on future development. We suggest that prospective property owners and tenants be notified of the close proximity at the airport and subsequent aircraft overflights.

In addition, since it appears that one of the proposed school sites is within two miles of the airport, the State Department of Education must be notified. It, in turn, will contact the Division and request an inspection of the proposed school site pursuant to the Education Code Section 39005."

Response: The Specific Plan shall include a policy to direct the City Council to adopt an ordinance which would provide notice of airport proximity to residences and the appropriate school districts.

- 6.1 "Following last week's discussion of the proposed relocation of the South/West middle school site, it has been brought to our attention that the new proposed site is placed directly over an old Southern Pacific oil tank. We are very concerned with this situation, and trust that it will be reviewed closely within the EIR document. If it is established that the placement of the school over this old tank makes the site undevelopable then the site will, of course, not be a satisfactory location even though it meets other locational criteria of the adopted District Planning & Development Guidelines.

If it is too late to have this new site reviewed within the EIR document then we would request that that school site be relocated off the oil tank location to avert any potential for down-line development problems. If the EIR establishes that the environmental condition of this site is such that it will not impede its development for a school site then we would not object to the maintenance of the proposed location."

Response: A policy will be included in the Specific Plan requiring all impacts from the oil tank be mitigated before development is permitted on the proposed site. If additional field work shows that the impacts cannot be mitigated or that the school cannot be moved off the oil tank and remain within the proposed site, then the alternate school site will be used. This will result in a delay in building on the alternate school site while it remains on reserve.

- 7.1 "Page 2-5 references "design guidelines" that have been provided with the Specific Plan. To date we do not recall these having been prepared. We suggest that this reference should be changed from "are provided" to "will be provided". We would very much appreciate the opportunity to review these guidelines as early on in the process as possible."

Response: Preliminary design guidelines were prepared for the Residential Areas Specific Plan in May 1986. An updated and expanded version of the design guidelines are presented in the Draft Specific Plan.

- 7.2 "On Page 2-9 reference is made to "the combined storm drainage channel, pedestrian and bicycle path" and "a landscaped storm drainage channel". During

recent Specific Plan Committee meetings the public works staff was asked to re-evaluate the channel vs. pipe storm drainage alternates in the hopes of coming up with a more cost effective storm drainage design. Since we have not yet heard or debated the results of this study, we suggest that a reference to this alternate (pipe system) design concept be made in the E.I.R. Additional references to this subject are made on Page 2-14 "Storm Drainage", Page 3-6 "Drainage". Our feeling is that replacing channels with pipe systems in the upstream areas of the drainage system (where flows are small) and a reduction of parkway width requirements in these areas may be very cost effective and have equal or more asthetic value than the current proposal."

Response: The Draft Specific Plan has included pipe systems for certain segments of the entire storm drainage system. This change was made in response to concerns that the system be more cost effective. Guidelines for developing pipe system segments are now provided in the Draft Specific Plan.

- 7.3 "On Page 2-13 city parks are discussed. In this discussion a City requirement of 4 acres of park land per 1000 residents is referenced. It would appear to us that the mini parks and parkway systems proposed by the Specific Plan, if implemented, would require developers to exceed the 4 acres of park dedication and improvement per 1000 residents. This is a matter that has not yet been discussed at any length by the development community. We suggest that the E.I.R. be worded in such a manner as not to preclude the reduction of the size of neighborhood parks in order to implement the mini park concept or to eliminate the mini park concept all together. This subject is also discussed on Page 4-40."

Response: The recently adopted Park Dedication Ordinance requires four acres parkland per 1,000 residents to be given in a dedication or in-lieu fee. The requirements of the Specific Plan will not exceed the requirements of this ordinance.

- 7.4 "Figure 4.2 shows signals proposed with the Specific Plan. It is suggested that some of these signals may not be warranted with 5 of the 11 intersections proposed to be signalized operating well within Level of Service A at or about 1/3 of intersection capacity. Can this item be further reviewed?"

Response: Signal warrants are based on such factors as delay to side street traffic and school pedestrian safety. As such, signal warrants are not directly related to intersection capacity utilization. The intersections listed are all projected to meet Caltrans warrants at buildout of the Project, even though certain intersections will exhibit level of Service A.

- 7.5 "Table 4.3 lists "Specific Plan Arterial and Collector Street Improvements". We understand that those roadway systems to be financed by the proposed Mello Roos District are not as yet defined. It is our impression the traffic counts estimated in the E.I.R. will be one of the important documents used in determining infrastructure needed by the Residential Specific Plan. Can this be made clear in the E.I.R. document?"

Response: The EIR traffic forecast, together with the Tracy General Plan and other policies of the City of Tracy are being employed by the City to determine the roadway requirements of the Specific Plan.

- 7.6 "It may occur that the total construction of certain major thoroughfares within the City, which are shown on the current Specific Plan, are not necessary for the traffic generated by the Residential Specific Plan proposed. This would occur where major thoroughfares are planned to serve future development (e.g. Corral Hollow north of Grant Line, Schulte Road east of MacArthur, New Byron Road north of Eleventh). We suggest that in these cases full improvement of the roadways not be required of the adjacent developments. As properties within the Specific Plan are going to be financing city wide improvements to mitigate their impacts of development so to should future projects "pay their way" by completing portions of roadway systems that they require."

Response: By and large, roadway improvements included in the Specific Plan are necessary to serve Specific Plan traffic. Future development will benefit from Specific Plan improvements, but the Specific Plan itself benefits from previous infrastructure improvements within Tracy. (e.g. Project development will cause five existing intersections which are currently level of service A to fall to C/D.)

Based on the traffic projection, there is one major road segment--Corral Hollow Road north of the proposed railroad grade separation—for which full widening is not

required solely by Specific Plan traffic. A reimbursement policy will be developed to sufficiently address inequities to Specific Plan developers.

- 8.1 "Why is the ultimate road system proposed for service level A at the time of final build out?"

Response: The ultimate road system is planned for service levels C or better. Some intersections exhibit LOS A at project buildout. Future development in Tracy will result in greater use of, and lower service levels at these intersections. See response to Comment 7.4 for additional discussion of this issue.

- 8.2 "Storm drainage is another concern of ours. Why is the storm drain system designed as an open channel and can this system be designed using a pipe system with a pedestrian, bicycle, and landscape path alongside?"

Response: The system that is proposed in the most current version of the Specific Plan does include a combination of both piped systems and open channels. Also refer to the response to 4.2.

- 8.3 "Finally the EIR does not address the economic impact of the ultimate financing tool that will be used to install these improvements whether it be Mello-Roos or fees in excess of \$16,000. How does this economic impact affect this over-all specific plan?"

Response: The Specific Plan Implementation Section includes a Financing Plan which mitigates the financial impacts to the City for expanded infrastructure and public services. Developers in the Specific Plan areas will be expected to support their proportional share of these costs. Calculations of these costs will be provided in the Specific Plan.

- 9.1 "Table 2.1 is confusing in that in many cases it lists, as the preferred alternative the number of low density residential units per parcel allowed pursuant to the ECU's per parcel (5 per acre). The general and specific plan allows in the LDR zone up to 5.8 per acre. It should be clear that builders, upon City plan approval, have the ability to build up to 5.8/acre of low density housing types if additional sewer permits can be obtained by the builder."

Response: Page 2-10 discusses the land use densities allowed by the Specific Plan; LDR density is set between 2 and 5.8 units per acre. The Specific Plan (as shown on Table 2.1 of the EIR and in the "Revised Material" section), allocates housing units to parcels based on the sewer allocation currently assessed to the parcels. This allocation, as set by Assessment District 84-1, is 5 units per acre. Developers may build up to 5.8 units per acre in LDR areas. However, unless additional sewer capacity is purchased, the sewer allocation to the parcel cannot be exceeded. The City has the right of first refusal when allocations are sought to be transferred to non-contiguous properties.

- 9.2 "As of this date, we have not seen the text of the Specific Plan. It should include however, zoning text so as to allow a diversity of lot sizes, setbacks etc. that may not conform to existing City zoning regulations."

Response: Comment Noted. These points are discussed in the Draft Specific Plan.

- 9.3 "On Page 4-16 reference is made to the maximum level of service being LOS C. Figure 4.2 shows the majority of intersections to be LOS A. How much could the proposed street specifications be modified so as to have more intersections operating at LOS C, and would this reduce the overall cost of construction of these improvements and, therefore, the ultimate housing prices."

Response: These improvements, based on the General Plan, will ultimately be needed to serve traffic generated by the Project and other future development in Tracy at LOS C or better. See response to comment 4.6.

- 9.4 "Tables 2.2 on Page 2-16 and 4.3 on Page 4-20 list Sequoia Blvd. as a collector street. Is this based on design or traffic volume? Figure 4.2 indicates the intersection of Sequoia and Eleventh Street as a studied intersection. If so, where can the detailed report be found?"

Response: Sequoia Boulevard is listed as a collector based on a need for a north-south collector in this area. It was first identified by DKS in its 1984 Comprehensive Traffic Engineering Analysis for the City of Tracy. A detailed analysis of Sequoia/Eleventh Street intersection was not made since only right

turns will be allowed at this intersection due to the proximity of a planned underpass on Eleventh Street. As a right-turn only intersection, traffic will flow freely at Sequoia/Eleventh.

- 9.5 "There have been discussions regarding the closure and abandonment of existing Sequoia Blvd. between 11th Street and Hickory. We would suggest a review of this as it relates to Figure 2.4 along with a response to its usefulness if it is found necessary to connect Eleventh Street to Cypress by constructing a new Sequoia."

Response: A new north-south collector connected to Eleventh Street at the current intersection of Sequoia/Eleventh would be useful to residents of the Corral Hollow area, particularly if the existing segment of Sequoia Boulevard between Eleventh Street and Hickory is closed. In either event, the north-south collector would not need more than a 64' right-of-way and need not follow the exact alignment indicated in the schematic Figure 2.4

- 9.6 "Paragraph 3.4.2.6 on Page 3-60 refers to a "one-stop" permitting process. A more definitive process needs to be implemented in order to keep this process "streamlined" while reviewing 1,200 units annually."

Response: Comment noted. A very detailed permit processing program has been prepared, and is presented in the Draft Specific Plan.

- 9.7 "How do the estimated standards in Table 4.9 on Page 4-39 compare to other communities in California who have experienced growth during the past few years? Please explain the methodology and underlying assumptions relative to the development of the student generation standards."

Response: The information in Table 4.9 was provided by the Tracy School District, School Facilities Development Department, in the "Growth Rate Impacts on Tracy Public Schools" report presented April 8, 1986 to the Tracy School District Governing Board. The estimates are relatively similar to many school districts in the Bay Area and the Sacramento area. The estimates consider both past trends and future family size.

- 9.8 "The first sentence in the last paragraph in Section 3.4.2.3 on Page 3-57 states "construction of new schools is limited to times when State Funding is available". Are there not other methods available to finance the construction of new schools, and if so, please comment?"

Response: The sentence on page 3-57 reads "Presently, construction of new schools is limited to times when state funding is available" (emphasis added). The paragraph also goes on to mention Mello-Roos districts as a financing mechanism which is also available to the Districts, but is not currently in use.

- 9.9 "The last sentence in Section 3.4.2.3 on Page 3-57 references State Agencies releasing "new monies once every four years". Is this an accurate statement, and would it be more accurate to say these monies are available during the four years between issuances of bonds and not just available once every four years?"

Response: This sentence should be revised to read: "The application process for receiving state funding for school facilities often takes approximately four years, from start to finish. If state funding is required for financing school facilities in the Specific Plan areas, this application process must be completed. Alternative funding mechanisms, such as Mello-Roos District financing, which are controlled by the locality may be able to issue bonds for new schools at a faster rate than the state funding application process."

- 9.10 "Reference is made to the "Optimum Capacity" of schools on Pages 3-54 and 3-56. What is the determining factor in arriving at the number for optimum capacity, and how does this figure compare to state-wide classroom sizes? If the schools presently exceed their optimum capacity, please comment on the rationale for having new home builders and buyers pay for enhancements beyond that needed for State acceptable service."

Response: Definitions of "Optimum Capacity" of schools in the Tracy School District are provided in the "Draft School Facility Planning and Development Guidelines", October 1985. Optimum Capacity is determined by evaluating the average number of students per classroom, as well as comparing the total number of students per school to the acreage of the school site. These guidelines are identical to the State Minimum Standards.

The schools identified in the Specific Plan are planned to conform with these standards. They are not intended to ease the District's current capacity problems, but to provide the necessary facilities for future children.

- 9.11 "The second paragraph in the Storm Drainage Section on Page 4-31 refers to changing the "Master Plan". What actions need to take place in order to revise the Storm Drainage Master Plan?"

Response: The Storm Drainage Master Plan may be revised by resolution of the City Council.

- 10.1 "The first comment concerns text on Page 2-5. The fifth paragraph indicates design guidelines are provided in the proposed plan to serve as standard for developers to follow in the design of Subdivisions. To date we are unaware of any formal guidelines having been adopted, the wording should be so modified."

Response: Refer to the response to comment 4.1.

- 10.2 "The second comment pertains to Page 2-13, the fourth paragraph; it states that school and park sites are located next to each other in order to allow joint use of the playground and park facilities and to reduce the amount of land required for each use. When comparing this statement to the preferred alternative plan for the Corral Hollow/Sycamore Park Planning area we note an incongruity. Half of property twelve, the existing school property, has been labeled for high density residential use, and a portion of Parcel 11 has been denoted as Neighborhood park. It would be more equitable to preserve Parcel 12 for park and schools uses and maintain a low density residential designation for all of Parcel 11."

Response: Comment noted. Please refer to the revised map in Section B.

- 10.3 "The third comment concerns Table 2.2 on Page 2-16. The table does not contain a complete listing of all the arterial streets and collector streets currently shown on the preferred alternative maps."

Response: Comment noted. Table 2.2 has been revised as follows:

Table 2.2
(Revised)
Specific Plan Arterial and
Collector Streets

Arterial Streets:

<u>Roadway</u>	<u>Segment</u>
Grant Line Road	All
Eleventh Street	All
Corral Hollow Road	All
Tracy Boulevard	Linne Road to I-205 Freeway
Lowell Avenue	Corral Hollow to Tracy Blvd.
Schulte Road	Sycamore Parkway to MacArthur Blvd.
Valpico Road	Corral Hollow Road to MacArthur Drive
Lincoln Boulevard	South of Grant Line Road to West Eleventh Street
Central Avenue	Eleventh Street to Tracy Blvd.
Sycamore Parkway	Tracy Blvd. to Corral Hollow Road

Collector Streets:

<u>Roadway</u>	<u>Segment</u>
Lincoln Blvd.	Extension north of Grant Line Road
Lowell Avenue	West of Corral Hollow
Byron Road	Northwest of Corral Hollow Road
Sequoia Blvd.	Sycamore Parkway to Eleventh Street
Cypress Lane	All
Tennis Lane	All
Kavanaugh Ave.	All
Mt. Diablo Ave.	All
East-West Collector	Central Avenue to R.R.
North-South Collector	Lowell Avenue to Grant Line Road

10.4 "Item four pertains to Page 3-5, the subheading "drainage". This section notes a reduced need for irrigation as a result of development taking land out of agricultural use. However, the abandoning, realigning, or modification of existing irrigation facilities that would be necessary to accommodate new infrastructure, (i.e. streets and drainage channels) is not addressed."

Response: Future use of existing irrigation facilities is an administrative procedure which should be settled by developers with the irrigation districts. Developers who wish to accommodate the existing channels should follow irrigation district policies. Developers who wish to abandon a channel must negotiate the issue with the district.

10.5 "Item five is a general observation of that section of the EIR labeled "Transportation Impacts and Mitigation". Table 4.4 on Page 4-21 lists volume/capacity ratios at key intersections. All ratios shown are very low for most of the intersections in the Specific Plan area. The lane configurations shown in the appendixes indicate double left hand turn lanes. It seems many of the under utilized intersections should be revised with single left hand turn lanes. Volume/capacity ratios for a down scaled model may be adequate and more cost effective."

Response: All intersections were modelled with no more than one left turn lane on any approach.

10.6 "The sixth item involves Figure 4.1 which shows projected traffic volumes on arterial and collector streets. This figure does not include all of the arterial and collector street improvements that are noted on Table 4.3. Can it be assumed streets not shown on Figure 4.1 will not be deemed essential by the Final Specific Plan?"

Response: Such an assumption would be incorrect. Traffic volumes are shown only for major streets on which capacity utilization may be of concern. The lower volume minor streets not indicated in Figure 4.1 nonetheless will play an essential role in connecting households to the major streets.

11.1 "The way it's drafted right now, it may be more of an editorial thing rather than a substantitive comment; that is, it only identifies two ways to mitigate the school impact. One is to be satisfied with the crowding and the second is to regulate growth. I believe the third mitigation that should be in there is to establish an adequate local financing tool to provide the facilities as they are needed. Like I say, I think it's more of an editorial sort of problem because elsewhere in the document, they do reference the fact that we are developing that local financing tool in order to mitigate the school impact problem. It's just that for some reason it did not show up in the mitigation section of the report."

Response: Comment noted. Establishing an adequate local financing tool to provide school facilities is another mitigation measure to reduce impacts on schools.

Information on the proposed Mello-Roos District will be presented in the Specific Plan Financing Plan.

- 11.2 "I'm concerned on two sites, one the site of the 6-8 or the middle school located in the south-west quadrant which, as shown on the plan right now, is relatively close to the railroad tracks and we were hoping that the environmental report would somehow address that; whether that is an environmental concern or not."

Response: The map has been revised to alleviate this problem. Refer to Section B.

- 11.3 "And then there's the K-5 school on the southeast section of the community where it seems to be placed relatively close to the powerline corridor that runs through that section, and again, we'd like that to be addressed, because it will have to be addressed at some point and it would make the EIR more complete for our outline purposes if those could be addressed at this time."

Response: State policy specifies that schools should be located a minimum of 400-feet from transmission lines. The Specific Plan maps adhere to this policy.

- 11.4 "Fred Muser, McKay and Somps; 2600 Kitty Hawk Road, Livermore, California: I'm here tonight on behalf of the William Lyon Company with respect to the Filippini property. The one comment we have is with respect to the acreage listed in a number of tables in the EIR with respect to the property acreage and also the equivalent consumer units. The acreage that's listed in the EIR is set at only 72.5 acres and it is actually 76 acres. One of the tables is 3.13 on 3-30. Also the equivalent consumer units are listed as 362 and it should be 380. And I'd like to submit a letter from a corporation unto the EIR that was sent to Mike Locke on September 16 on this regard. Thank you."

Response: Comment noted. These numbers have been corrected and are shown in the revised table provided in the section for new material.

- 11.5 "Chuck Schneider, 2420 Camino, San Ramon, representing the owner of Parcel 21: I really don't like to belabor this point, but it has to do with the land use designation on that parcel. On the plan it's shown partly as low density and partly as high density. I think I understand why it was designated that way. We requested

medium density as it was originally shown on one of the earlier specific plans. We're having a hard time figuring out exactly how we're going to develop that property, but it probably, most definitely won't be low-density and high-density. since this specific plan will also be an amendment to the general plan, I think that we're a little concerned with the present designation. We'd rather have it shown as medium density residential."

Response: Comment noted. The land use designation for this parcel has been revised. It is shown as MDR on the revised map and table provided in Section B.

- 11.6 "I have another comment on page 2-10. I think it relates to what I just said. I really can't understand what is meant by the last paragraph under Residential. I wonder if somebody could explain that."

Response: The statement on 2-10 reads: "within each land-use designation, developers may use the Sewer Allocation on a sliding scale to create a plan development. Residential unit types may be built at densities higher than the Sewer Allocation density standards but the gross density of the designated area cannot exceed the maximum density allowed by the Specific Plan land-use designation." In the General Plan, there is a statement about densities shown on the General Plan as being overall limiting densities. For example, if on the General Plan, a large area is shown as low-density residential, the General Plan document states that within that low-density residential area, it might be possible to have multi-family housing as long as the overall density of that whole acreage is not exceeded.

- 11.7 "I have another question. Or it may be just a clarification. The table above that paragraph that says 'Unit Types' shouldn't that multi-family be medium density? Isn't that about the second line in that table? And the sewer allocation be 220 instead of 225?"

Response: Correct. The table should be revised to read:

<u>Residential Density</u>	<u>Sewer Usage Per Day</u>
Low Density Residential (LDR)	275 gallons
Medium Density Residential (MDR)	220 gallons
High Density Residential (HDR)	200 gallons

- 11.8 "And then, in the paragraph immediately up above that, the second sentence, 'sewage allocations were based on the density of five units per acre for LDR and it says eight units per acre. Wasn't that ten units per acre for MDR?"

Response: The sewer allocations were based on 5 dwelling units per acre for LDR and 8 dwelling units per acre for MDR.

- 11.9 Ann Parks, Interland Corporation: "I believe if you'll check the records after our first meeting on the 84-1, I came into the Planning Commission, collected the acreage on our parcel no. 19. Unfortunately, I don't have the figures with me, but instead of the 91 some acres, I believe it is 93 some acres. I can give the city a call about that tomorrow."

"The acreage is incorrect?"

"I believe so. And I did come in to correct it after our first meeting, but unfortunately, we've had a couple of meetings since then, and I don't remember the exact acreage and I don't have the information with me."

Response: The available information gives the acreage for Parcel 19 as 91.69 acres.

- 11.10 "Also, is it intentional that on the drainage ditches etc. that there's no widths or anything quoted in the environmental impact report; is that because the council hasn't voted on it yet or the more ambiguous it is, the better off we are?"

Response: Two alternative storm drainage channel designs are presented in the Draft Specific Plan. The exact nature of the channel will be determined during the design phase. The environmental impacts are expected to be the same for both alternatives.

- 11.11 "On page 1-1 there's a reference to general plan amendment and on page 1-4 there's a reference to general plan amendment and I guess the only comment I have there, is that we've been saying all along that the specific plan does deviate from the original general plan. There is an amendment required. If there wasn't

deviation from the general plan, it would seem to me that you would merely incorporate the specific plan into the existing general plan."

Response: Comment noted.

- 11.12 "I just want to bring these out; on page 2-4, in essence, the paragraph just above 2.3 Project Description; it states 'In 1984 Sewer Assessment 84-1 was established which financed the city's existing sewer facility construction and sewer lines to the specific plan areas as well as to other areas of the city. These improvements are expected to be completed in early 1987 and at that time, the specific plan areas are expected to be available for development'. I merely read that to illustrate what our understanding was when we entered into the assessment district; that, indeed, in spring of 1987, we will be able to develop these properties. During the workshop period, it came to light that areas south of the extension of Schulte Road were in great jeopardy because of the water situation. Apparently, we would have to wait, at least the consensus was, two years, for the water to be developed in that area to provide service for development. We were basically told that we would not be able to develop anything within that time frame. Well, that wasn't our understanding, and I think that's an issue that needs to be resolved very quickly."

Response: Comment noted

- 11.13 "In regard to issues, at least, on a more personal level with my clients, and referring to Table 2.1 on page 2-6. Some of the items which we discussed with staff were some changes in roadway alignments and also in land use, specifically, Parcel 9, Mr. Quierolo's property, the commercial site on Corral Hollow road, we asked that this be changed from an eight-acre commercial site to a 14.9 acre commercial site. So we want this to be on record, at least, that that was our request and that we need to have that still in the forefront until the decision has been made. In regard to Parcel 12, the Tracy Schools' property, we have before the School District, right now, a couple of proposals to move the six-eight school site, essentially, flip it onto the other side of the Sycamore Parkway and there are several options that could occur there. We could utilize the excess ten acres of school property as part of the 6-8 school site; that's one option. Or we could just merely flip over the junior high school site to the other side of the street so we

need to keep that also in mind that that could occur depending upon the school district and the city's reaction to our proposal."

Response: Comment noted. The revised map and table are provided in Section B of this report.

- 11.14 "The other item that I was concerned about was, say, page 2-13, we start to get into the parks program, you might say, we refer under parks, then, to the specific plan proposing a three-tier program of park development; mini parks, neighborhood parks, and a community park. And here we get into this issue thing again, we have advocated that the park way, which of course, links the parks together, the schools together, etc., be included in the park system and that there be some credits for either park fees or storm drainage fees applied toward this acquisition. On a more equitable basis, then, if there is adopted by the council a dedication policy, of course, of four acres per thousand residents, we would want the city to consider the dedication of parkway in this same perspective."

Response: Comment noted. The Parkland Dedication Ordinance has been adopted. The Specific Plan will determine the precise requirements for this dedication.

- 11.15 "The other thing on page 2-16, where we have the Table 2.2 in the specific plan arterial and collector streets, during our discussion of issues, again, at the workshops, we were kind of concerned with Sequoia Boulevard, which essentially ended up being a 76 foot street; I think we had a backup situation, etc. and our just practical comments were if Sequoia was going to be restricted to frontage, such as lots, etc., we would probably prefer to see that in the 84-foot category and have it funded by the funding program for major streets."

Response: Comment noted. Refer to the revised map in Section B.

- 11.16 "I might say, that as I read through the material, I ran across a reference to the storm drainage system, the lack of water that would be going through it in dry summer months, which would create a concentration of pollutants and there might need to be some consideration given to this and I remember thinking 'Oh, I hadn't thought of that' and then reading on. Today, I was in an environmental meeting in

Oakland where I was told of a pending law that says that cities or entities must have a plan in place to take care of such situations as that or pay the \$2500 per day fine and the Council members face jail terms. Now that got my attention. (Applause and laughter.) And so, believe me, we're going to be looking at this document in great detail, even as you are, because there are things there that affect everyone of us."

Response: The impact has been adequately identified in the Draft MEIR and will be further addressed during the design phase of the storm drainage system.

- 11.17 "We don't have the infrastructure in place; we need the infrastructure in place before we can do this development. And that gap: how we get this infrastructure in place, didn't seem to be adequately addressed here, at least, as far as I was concerned."

Response: The Implementation Section of the Specific Plan will provide information on financing and phasing the necessary infrastructure and public facilities.

- 11.18 "Another area that I don't feel was adequately or mentioned at all, was the impact mitigation on 4-6 as specifically 4.3 under the label as social cultural environment and in 4.3.1, cultural characteristics impact and mitigation and when all they talk about are the number of houses and the number of people that are going to be going over the hill in a few years."

Response: Refer to the response to Comment 11.23.

- 11.19 "I'll mention another page that got my attention; 4-4, as it was relating to the pollutants regarding our air quality. The chart in the middle of page 4-4 shows the various pollutants and the expected amounts based on the starts and stops of driving out of town and coming home. the figures at the extreme right hand side show total emission tons per day. I added those up and that's 13.9 tons per day in Tracy—of pollutants in the air, and I thought about well, on a nice windy Spring day in April that wouldn't be too bad, it would move on to Modesto or someplace. But what about on a foggy overcast winter day when there's no wind blowing and we get 13.9 tons added everyday again. Wow! We're going to have to turn on

some big fans or something. That seems like a tremendous amount of pollutants. I don't know what to answer to that, except what you said: 'Don't come!' Just live here in the summer, maybe."

Response: Comment noted. Please note in the text below the Emissions Table on page 4-4 that the projected emissions are a very small percentage of the 1987 forecasted emissions for San Joaquin County. The conditions described in the statement are considered in the San Joaquin County Air Quality Management Plan and by the analysis in the Draft MEIR. No additional mitigation measures are necessary.

11.20 "I'm afraid that with the rate of growth, that the development will outpace the development of the infrastructure."

Response: A Growth Management Plan which specifically addresses coordinating development with infrastructure capacity, will be provided in the Specific Plan. A separate EIR Supplement is being prepared to review this Plan.

11.21 "I would like to know what happens also among 1200 units of what we are basing this plan on. What happens if someday somebody wants to build 2000 units this year and how will that affect us?"

Response: Refer to the response to comment 11.20.

11.22 "And Mr. Chairman, don't you also believe that market conditions could have a heck of an impact also, in other words, we might sit here in great wisdom and say we will allow 1200 units a year, but in the very first year, due to market conditions, 30 are built, which could be rather disastrous, I would think. And it also could be that in four years from now that there would be a larger number wanted to be built. I still think that market conditions, I mean, that these builders aren't going to just go out and all of a sudden all want to build every lot out because they aren't going to sell that fast, unless we struck gold or oil in town that I don't know about. And I just think that market conditions will. . . what Livermore decides to do could have an effect on us."

Response: Comment noted.

11.23 Richard Soto, "This whole section on page 4.6 deals more with density and the employment of people and where they will be commuting to. In terms of social-cultural environment, I think this is something that people as a group make up a cultural environment. One of the citizen task forces, the one dealing with shopping centers and so forth, was looking at the kind of theme that shopping centers transmitted and the fact that by that people were attracted by that. Now, with the number of people coming into Tracy, is Tracy going to become a community where people will actually come here to have dinner, or will they continue to go out to have dinner? It's something to, well, consider.

"There is going to be a lot of people here you know. Are we just putting them in houses and expecting them, as this deals with employment, expecting them to leave at six in the morning and come back at seven at night? There has got to be some other things that are more social and culturally relevant than density and where they are working.

"Tracy has been characterized as a small rural community, it's not going to be that. It's going to impact some residential neighborhoods and some of those things have been addressed by the character of the neighborhood, the greenway of the open, what I refer to as a jogging pathway, other people call it walking, bicycling. I think one of the other things that other communities have had problems with a recent social thing called malling where people primarily young people go to malls and just hang out and that creates a certain problem for law enforcement for business people. Are we going to have that or are we going to be prepared for it or are we going to offset that by planning something for young people to do? I would imagine that people who have been involved in planning other communities have possibly experienced this more than we who are doing this a first time."

Response: While it is beyond the required scope of an Environmental Impact Report to address social conditions which may result from a proposed project, there are programs that the City could initiate which would be aimed at preventing the social problems suggested by the commentor. The Specific Plan suggests the City establish a Recreation and Park Department which would provide organized activities for people of all ages. Beyond this, community

centers and programs which facilitate parent/teacher/student relationships might also be appropriate. While the Specific Plan does provide guidelines for creating a high quality living environment, the concerns addressed by the commentor unfortunately cannot be resolved entirely by a plan which primarily focuses on land development.

Additionally, as development occurs in the Specific Plan areas and new families move to Tracy, there will be more opportunities for businesses which provide family-oriented activities and cultural events to establish within the city. Promoting and supporting these businesses will be critical to building a vital and healthy community.

11.24 "Would you include a question for me concerning that 14 tons a day of pollutant? What if we have two weeks in a row, as we do, two or three weeks of fog at the tree tops--no wind. Would that exceed the quality of air that would keep us a step ahead of the L.A. basin?"

Response: Refer to the response to comment 11.19.

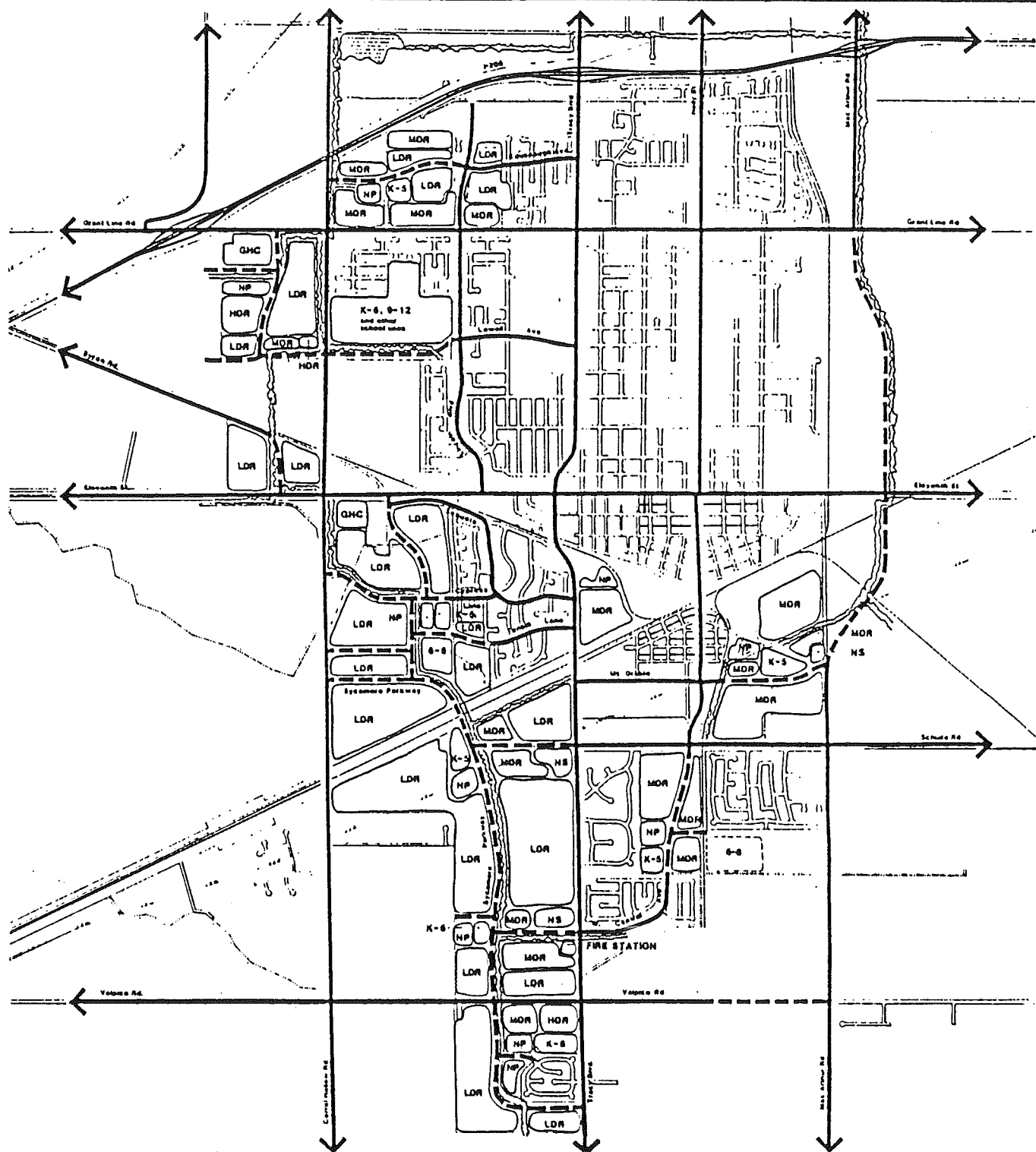
B. REVISED MATERIAL

The following pages provide the most recent Specific Plan map and land use data table. They include revisions suggested in the comments made on the Draft MEIR.

Additionally, a Growth Management Plan has been proposed as a part of the Specific Plan. An EIR Supplement is currently being prepared to review the environmental effects of this proposed plan.

B

Revised
Material



Tracy Residential Areas Specific Plan

Prepared by
EDAW Inc.
in association with
Wesley & Horn
DKS Associates
Barth-Weiss Associates

December 18, 1988

0 500' 1000' 1500' 2000'



SPECIFIC PLAN

Retention Basin

Existing Arterials and Collectors

Low Density Residential

Medium Density Residential

High Density Residential

High School

Middle School

Elementary School

Storm Drain/Open Space Corridor

Proposed Arterials and Collectors

Neighborhood Park

General Highway Commercial

Neighborhood Shopping Center

Table 3.1
Tracy Residential Areas Specific Plan
Land Use Data

Develop- ment Parcel	Property Owner/ Option Holder	Sewer Allotment			Dwelling Types ^a			Land Use		
		Total Acres	Equivalent Consumer Units	Total Gallons (275 gal./ ECU)	LDR	MDR	HDR	Community Facilities		
								Commercial (AC)	Schools (AC)	Neighborhood Parks (AC)
1.	Standard Pacific	38.24	191	52,588	0	239	0	0	0	0
2.	Tracy Assoc./Atherton Kirk	59.24	298	81,455	95	251	0	0	7	2
3.	Arnaudo	32.75	163	45,031	82	102	0	0	0	0
4.	Pombo	52.18	260	71,747	174	0	0	15	0	3
5.	Glynn/Bright	44.04	220	60,555	80	0	193	0	0	3
6.	Barenchi	5.22	26	7,177	28	0	0	0	0	0
7.	Grewall/CAPCO	22.19	111	30,511	50	29	52	0	0	0
8.	Reeve/Braddock & Logan	47.30	237	65,037	237	0	0	0	0	0
9.	Quiorolo/Suburban Resources	14.90	74	20,487	0	0	0	15	0	0
10.	Sasaki/Alden Co.	57.39	287	78,911	287	0	0	0	0	0
11.	Homestead	73.70	368	101,337	368	0	0	0	0	2
12.	Tracy Schools	24.86 ^a	--	---	0	0	0	0	20	5
13.	Kagehiro/Beck Development	103.80	519	142,725	519	0	0	0	11	0
14.	Gomes/Signature House	27.27	136	37,496	136	0	0	0	0	0
14b.	Gomes	114.62	573	157,602	500	91	0	0	4	4
15.	Lourence	39.55	198	54,381	198	0	0	0	0	0
16.	Bogetti	38.79	194	53,336	0	170	0	10	3	4
17.	Renown Enterprises	79.02	398	109,477	398	0	0	0	0	0
18.	Jones/Petrig	150.62	753	207,102	502	234	0	11 ^{ee}	7	0
19.	Marglin Group/Interland	91.69	458	126,073	235	82	217	0	10	0
20.	Industrial Dynamics	39.62	198	54,477	198	0	0	0	0	0
21.	Higgins/Falcon	43.54	348	95,788	0	435	0	0	0	0
22.	Van Bebbler	2.00	16	4,400	0	0	0	2	0	0
23.	Hotchkiss/Stanford S and L	34.19	218	59,950	0	272	0	0	7	1
24.	A & P Properties/Valley	48.46	264	72,800	0	331	0	0	0	7
25.	Filipini/Lyon	76.00	380	104,500	0	475	0	0	7	0
26.	Tracy Schools	90.75	--	---	0	0	0	0	91	0
27.	Dynasty	30.49	244	67,078	0	305	0	0	0	0
TOTALS		1,483.02	7,130	1,961,813	4,115	3,016	462	46	163	67

a Sewer capacity requirement based on LDR = 275 GPD, MDR = 220 GPD, HDR = 200 GPD, commercial = 1,000 GPD/acre.
b Acreage does not include the Community Park site.
c Surplus land at this school site could be sold for residential development if sewer capacity is transferred to the site.
ee Includes 1 acre land allocation for a fire station.
see 50,000 gallons have been allocated for the expansion of Tracy Schools.

1.0

Introduction &
Summary of
Impacts

1.0 INTRODUCTION AND SUMMARY

1.1 Introduction

In conformance with the California Environmental Quality Act (CEQA) as well as the State CEQA Guidelines and City of Tracy procedures, this document has been prepared to facilitate an objective assessment of the individual and collective environmental impacts associated with the proposed project: Tracy Residential Areas Specific Plan (Specific Plan). This Environmental Impact Report (EIR) is intended to inform governmental decision-makers and the public of:

- o Existing conditions on and near the proposed planning area;
- o Potential environmental impacts resulting from implementation of the proposed plan;
- o Actions which could mitigate any significant environmental impacts.

The existing General Plan and Zoning Ordinance for the proposed planning area reflect a similar combination of land use types as is proposed. However, specific locations of land uses do differ. According to California Governmental Laws, a Specific Plan must be consistent with the community's General Plan. Therefore, the first step toward adopting the Specific Plan will be an amendment to the City of Tracy General Plan Map and Text, requiring approval by the City Council. This action, along with the required review of potential impacts from implementation of the Specific Plan fall under the guidelines of CEQA and necessitate the preparation of an EIR.

The proposed Specific Plan will establish guidelines for numerous projects which will be undertaken by public and private developers over an extended period of time. Section 15165 of the State EIR Guidelines requires an EIR for such a proposal to consider the cumulative effects of all development to be allowed by the proposed Specific Plan. Additionally, Sections 15181 and 15182 of the State EIR Guidelines waive the requirement for subsequent EIRs if individual housing and neighborhood commercial projects are in conformity with that Specific Plan. Therefore, this EIR will act as an umbrella for all future projects within the Specific Plan area which comply with its guidelines.

This document is to be considered a Master Focused Environmental Impact Report due to the reasons stated above, and also because the environmental analysis focuses on the effects determined to be potentially significant in the Initial Study.

Information on this study has been given to the public through a formal scoping meeting, which was open to both governmental agencies and individuals, circulation of this and future documents to local, state, and federal agencies, as well as public libraries, and discussion at numerous public meetings of the Joint City Council/Planning Commission Committee.

In this Draft EIR, references to the "proposed project" shall refer to the Tracy Residential Areas Specific Plan. References to the "project proponent" shall refer to the City of Tracy.

1.2 Summary of Impacts

Impacts	Mitigable	Comments
1. Geology and Soils		
Some soils may have slow water permeability and high shrink-swell capacity.	Yes	Foundations which divert water runoff will mitigate this impact.
Low to moderate earthquake threat.	Yes	Buildings must be in compliance with standard California building codes.
2. Hydrology and Water Quality		
Delta-Mendota Canal surface water allocation must be used at maximum and will be exceeded. Treatment Plant does not have sufficient capacity.	Yes	Expand water allotment to maximum. Expand Water Treatment Plant. Increase use of groundwater as an additional water source.
Drainage patterns will be altered due to the increase in impervious surfaces.	No	Storm Drainage Master Plan provides a system of conveyance to limit this impact.
Decrease in groundwater recharge within the planning areas.	No	Based on historic patterns this impact is expected to be minimal.
Increased water-borne pollutants as a result of urban water runoff.	No	Design features in the storm drainage system, such as constant minimum flows and catch basins could mitigate this impact to a level of insignificance.
Groundwater from existing wells is high in Total Dissolved Solids and sulfate concentrations.	Yes	Upgrade and/or abandon existing wells. New wells will avoid this problem.
3. Air Quality		
The proposed development will result in increased emissions of various air pollutants, primarily from mobile sources.	No	Roadway improvements, increased transit services, and extensive on-site bike and pedestrian paths, as proposed, will reduce this impact.

Impacts	Mitigable	Comments
4. Biotic Resources		
Loss of existing vegetation and wildlife and introduction of ornamental plants.	No	Loss of existing vegetation and wildlife is a normal consequence of development. Introduction of new species can be limited through selective planting.
5. Land Use and Land Use Planning		
Existing land uses will be converted to urban uses.	No	Although the permanent change may be unavoidable, it is assumed that this impact will be an adverse one to some, and a positive improvement to others.
Approximately 7,400 new residential units and a population of 19,300 residents will ultimately occupy the Specific Plan areas.	Yes	The Preferred Alternative provides design guidelines to help blend the new development with the existing community, as well as implementation plans to provide adequate infrastructure and public facilities.
Land must be acquired for off-site infrastructure improvements.	Yes	A program can be established to provide compensation guidelines.
Proposed land uses are not completely consistent with those designated on the General Plan Map.	Yes	Approval of the proposed General Plan amendment will mitigate this impact.
6. Transportation		
Three off-site intersections will be impacted by traffic generated from the Specific Plan residents.	Yes	Off-site improvements will mitigate this impact.
Mainline traffic on I-205 will significantly increase from residential development in the Specific Plan areas, as well as from nearby communities.	Yes	Local governments should work to secure funding for widening I-205. Paratransit programs could also reduce this impact.

Impacts	Mitigable	Comments
Tracy Transit would experience a substantial increase in service demands.	Yes	Funding for four additional vans would mitigate this impact. There is also the potential to implement a fixed route system which would further reduce impacts.
7. Noise		
Noise levels will increase within the Specific Plan areas.	Yes	Residential set-backs and soundwalls along proposed arterial streets will mitigate impacts to future residents. Adherence to Uniform Building Codes will also reduce noise impacts within dwellings.
8. Utility Systems		
The existing water supply and treatment system is not sufficient to service the Specific Plan areas.	Yes	Increasing the treatment plant capacity and expanding groundwater sources, as planned, will mitigate this impact.
Temporary interim storm drainage systems will be required prior to completion of the main storm drainage network.	Yes	Guidelines for interim systems are proposed. Studies of the hydraulic design of the main system should be made prior to any development within the Specific Plan areas.
Existing solid waste facilities do not have sufficient capacity to provide service to the Specific Plan areas at build-out.	Yes	A new waste disposal site shall be selected and developed.
9. Public Services		
Police staff and facilities must be expanded.	Yes	The Plan recommends that the existing police facility should be expanded at its present site.
A new permanent south fire station will be required.	Yes	The plan provides for a new station.

Impacts	Mitigable	Comments
Numerous new public schools will be required to serve the Specific Plan residents.	Yes	The plan designates parcels for specific school sites.
Rapid development may encumber the School District's ability to provide new schools and staff.	Yes	An agreement between the City and the School Districts should be made regarding the growth rate of the Specific Plan.
Nine new neighborhood parks will be required by the Specific Plan	Yes	The plan designates sites for the parks and provides a plan for financing.
Additional staff for all governmental departments will be required.	Yes	Studies should be made to determine staffing needs. Funds are available.
Additional maintenance facilities will be required to maintain the new public works infrastructure.	Yes	Studies should be made to determine maintenance facility needs.

2.0

Project
Description

2.0 PROJECT DESCRIPTION

2.1 Site Location

The City of Tracy is located on the western edge of the San Joaquin Valley, along Interstates 580 and 205, approximately 25 miles southwest of Stockton and 20 miles east of Livermore (Figure 2.1).

The Proposed Residential Specific Plan areas abut existing urban development along the west and south edges of the City of Tracy. All 1,480 acres of the proposed project area are within the city limits (Figure 2.2).

2.2 Site Conditions and Planning Designations

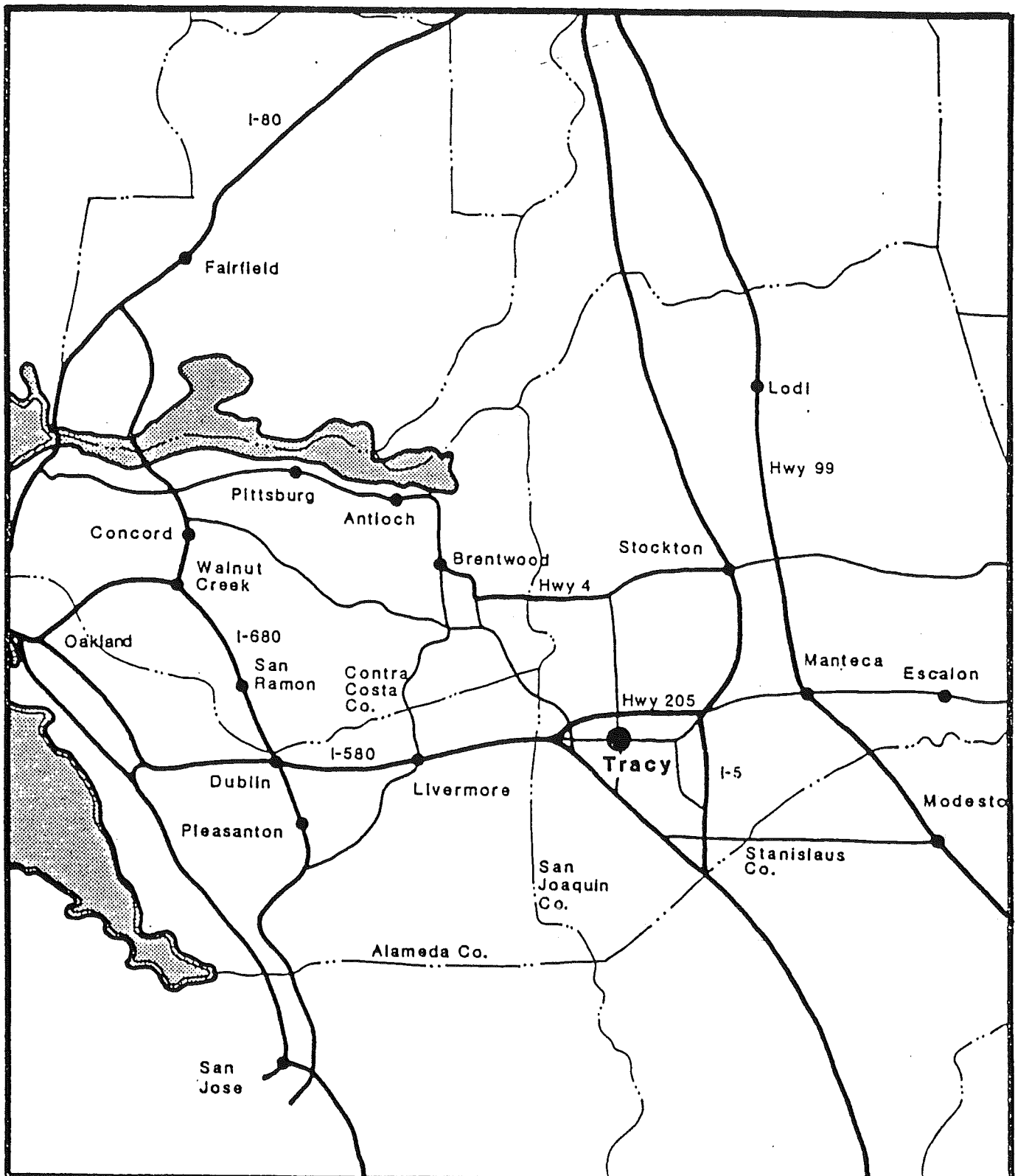
Presently, the proposed project area is primarily made up of active and dormant agricultural lands. While most parcels form the outer edge of the community, in several areas urban development has surrounded the undeveloped parcels, leaving them less desirable for active agricultural purposes (Figure 2.3).

With the exception of a recently built 30 unit subdivision along Kavanaugh Avenue, only approximately 10 existing single-family homes are scattered throughout the area.

Irrigation district channels cross numerous parcels within the Residential Specific Plan area. A portion of these channels are no longer actively used for irrigation and are often not connected with the main irrigation system. Railroad tracks and transmission lines also cut across many of the parcels, dividing the land and creating certain constraints to its development.

The existing transportation network within the area includes numerous rural roads and several partially constructed arterial streets.

The surrounding community is mainly characterized by established residential neighborhoods which primarily include single-family homes, and to a lesser extent multi-family units and rural ranchettes. Downtown Tracy is less than two miles from most portions of the proposed project and contains a variety of local-serving retail businesses.



Tracy Specific Plans

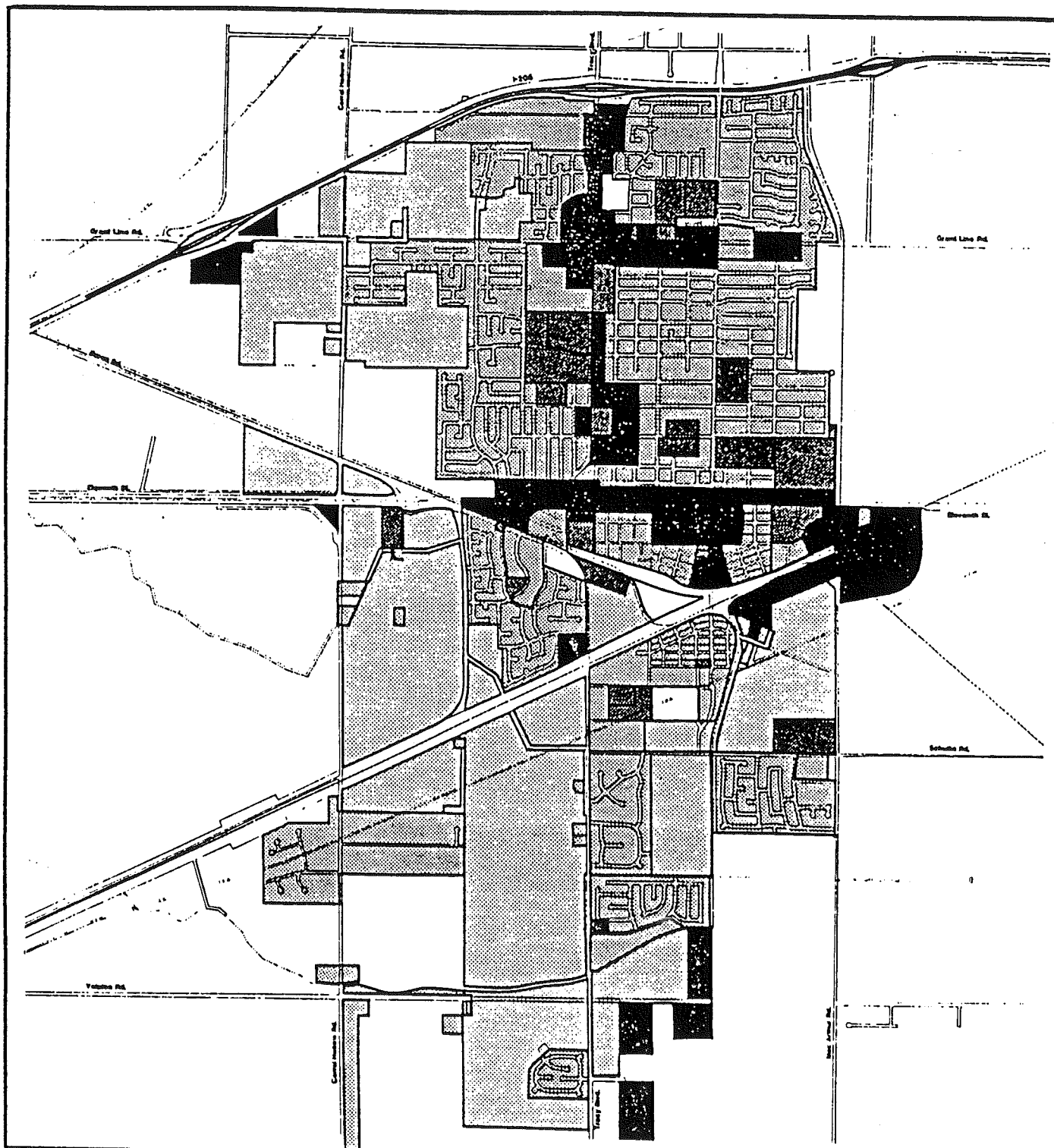
Prepared by
EDAW Inc.

in association with
Wisley & Ham
DKS Associates
Bartle-Wells Associates

0 5 10 20 Miles



Figure 2.1
**REGIONAL
LOCATION MAP**



Tracy Specific Plans Overall Plan

Prepared by
ED&A Inc.
in association with
Wiley & Horn
DKS Associates
Bartle-Wells Associates



EXISTING LAND USE






-  Agricultural
-  Residential
-  Public, Institutional
-  Commercial
-  Industrial

Figure 2.2

The majority of the land within the proposed Residential Areas Specific Plan is designated by the General Plan, and is consistently zoned, as Low Density Residential (LDR). A smaller portion is designated Medium Density Residential (MDR). Commercially designated acreage is limited to one neighborhood shopping center and one general highway commercial center. The following represents the allowed development within the Specific Plan areas, based on these designations.

<u>Zoning</u>	<u>Allowed Units per Acre</u>	<u>Acres Zoned</u>	<u>Total Units</u>
LDR	2 to 5.8	1,252	2,504 to 7,262
MDR	5.9 to 12	130	802 to 1,632

Total Units Allowed: 3,306 TO 8,894

Additionally, a fire station, seven neighborhood parks, one community park, seven elementary schools, one middle school, and one high school, as well as arterial and collector streets, are designated within the Specific Plan areas on the General Plan Map.

In 1984, Sewer Assessment District 84-1 was established which financed the expansion of the City's existing wastewater treatment facility and construction of sewer lines to the Specific Plan areas as well as to other areas of the City. These improvements are expected to be completed in early-1987 and at that time the Specific Plan areas are expected to be available for development.

2.3 Project Description

In 1982, during the process of updating the General Plan, the City of Tracy identified the land within the currently proposed Residential Specific Plan as areas to be targeted for future urban expansion. The acreage was subsequently annexed to the City and Assessment District 84-1 was created to finance sewer improvements for the area. A specific plan was then proposed for the expansion areas as a mechanism to prepare a comprehensive land use program, coordinate the development plans of the individual property owners, and provide a strategy for constructing essential public improvements.

The overall land use concept for the Tracy Specific Plan is intended to provide a planned community that expands and enhances the existing amenities of the city. In order to

accomplish this, the plan allows a variety of residential product types, commercial complexes, school facilities, parks, recreation and open space amenities, and an improved circulation system.

More intensive land uses, such as neighborhood- and highway-serving commercial and high-density residential uses, are concentrated near existing and planned arterial streets. Medium density residential uses are to be evenly distributed throughout the Specific Plan areas and are generally located adjacent to neighborhood park sites. As development extends away from arterial streets and into individual neighborhoods, the intensity of development diminishes.

The arterial circulation system will provide continuous access throughout the Specific Plan area, and to and from the existing community. It also provides the opportunity to connect with the regional circulation system, for a broader level of service.

The parks, open space, and storm drainage systems, when viewed together offer opportunities for a wide range of active and passive recreational activities. These areas are also coupled with street landscaping to create a continuum of open space amenities extending throughout the Specific Plan areas and linking with the existing community.

Design guidelines are provided in the proposed plan to serve as standards for developers to follow in the design of subdivisions.

There are eight types of permitted land uses within the Specific Plan. They include: Low Density Residential (LDR), Medium Density Residential (MDR), High Density Residential (HDR), Neighborhood Shopping (NS), General Highway Commercial (GHC), Parks, Schools and Public Facilities. Table 2.1 summarizes the number of units allowed on each development parcel and the gross acres designated for public facilities within the Specific Plan. Figure 2.3 shows the development parcels and Figure 2.4 illustrates the overall land use plan.

To simplify discussion, the Specific Plan acreage is divided into four main planning areas which combine the development parcels of individual property owners into neighborhoods. As shown on Figure 2.3, the Grant Line/Byron Road Planning Area encompasses the northwestern parcels; the Sycamore Park/Corral Hollow Planning Area

Table 2.1
Specific Plan Preferred Alternative

Development Parcel	Property Owner/ Option Holder	Total Acres	Sewer Allotment		Preferred Alternative				Community Facilities		
			Equivalent Consumer Units	Total Gallons (275 gal./ ECU)	Dwelling Types			Commercial (AC)	Schools (AC)	Neighborhood Parks (AC)	
					LDR	MDR	HDR				
1.	Standard Pacific	38.24	191	52,580	126	80	0	0	0	8	
2.	Tracy Assoc./Atherton Kirk	59.24	296	81,455	296	0	0	0	7	0	
3.	Arnado	32.75	163	45,031	82	100	0	0	0	0	
4.	Pambo	52.18	260	71,747	174	0	0	15	0	3	
5.	Glynn/Bright	44.04	220	60,555	80	0	193	0	0	3	
6.	Barencchi	5.22	26	7,177	26	0	0	0	0	0	
7.	Grewall/CAPCO	22.19	111	30,511	80	0	42	0	0	0	
8.	Reeve/A & K	47.30	237	65,037	237	0	0	0	0	0	
9.	Quiterolo	14.90	74	20,487	30	0	0	8	0	0	
10.	Sasaki/Tracy Partners	57.39	287	78,911	287	0	0	0	0	0	
11.	D. R. Stephens	73.70	368	101,337	368	0	0	0	0	2	
12.	Tracy Schools	24.86*		34,182	50	0	0	0	7	8	
13.	Kagehiro/Beck Development	103.80	519	142,725	345	0	218	0	20	0	
14.a	Games/SilverWood	27.27	136	37,496	136	0	0	0	0	0	
14.b	Games	114.62	573	157,602	500	89	0	0	2	5	
15.	Laurence	39.55	198	54,381	198	0	0	0	0	0	
16.	Bogetti	38.79	194	53,336	0	162	0	10	5	3	
17.	Renown Enterprises	79.62	398	109,477	398	0	0	0	0	0	
18.	Jones/Petrig	150.62	753	207,102	510	240	0	8**	7	8	
19.	Margin Group/Interland	91.69	458	126,073	235	80	217	0	10	8	
20.	Industrial Dynamics	39.62	198	54,477	198	0	0	0	0	0	
21.	Higgins/Kaufman and Broad	43.54	348	95,788	220	0	175	0	0	0	
22.	Van Bebbler	2.00	16	4,400	0	0	0	2	0	0	
23.	Hotchkiss/Stamford S and L	34.19	218	59,950	0	266	0	0	0	8	
24.	A & P Properties/Valley	48.46	264	72,600	0	323	0	0	7	0	
25.	Filipini/Lyon	72.50	362	99,687	297	80	0	0	10	6	
26.	Tracy Schools	90.75	—	124,781	0	0	0	0	91	0	
27.	Dyna	30.49	244	82,425	0	244	0	0	0	8	
TOTALS		1,479.52	7,074	1,903,548	4,873	1,664	845	43	156	70	

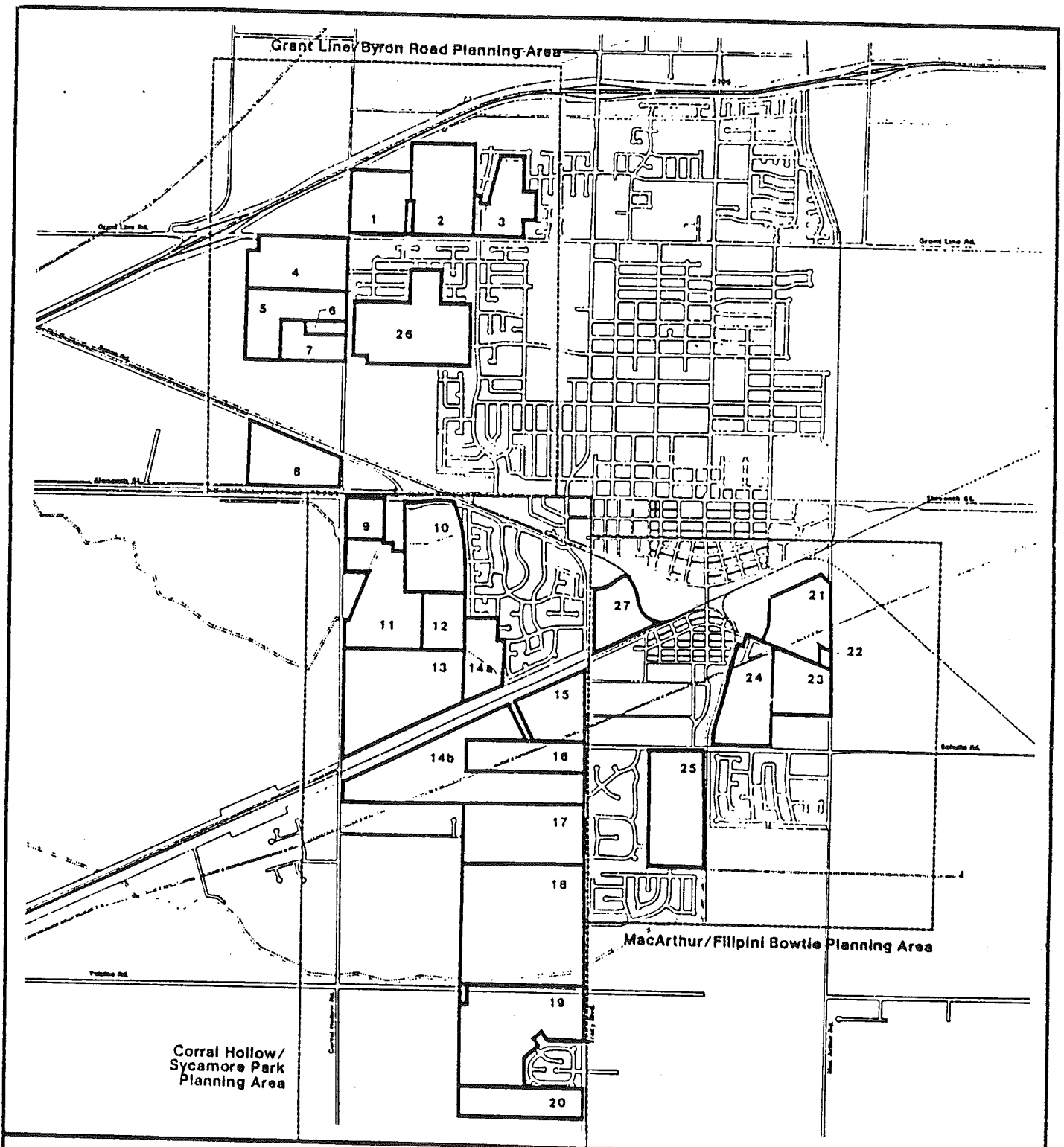
a Sewer capacity requirement based on single family = 275 GPD, multi family = 225 GPD, apartments = 200 GPD, commercial = 1,600 GPD/acre.

b Excess sewer capacity factored to zero by proportionally adjusting dwelling units such that requested capacity equals allotted capacity.

c Acreage does not include the Community Park site.

* Surplus land at this school site could be sold for residential development.

** Includes land allocation for a fire station.



Tracy Specific Plans Overall Plan

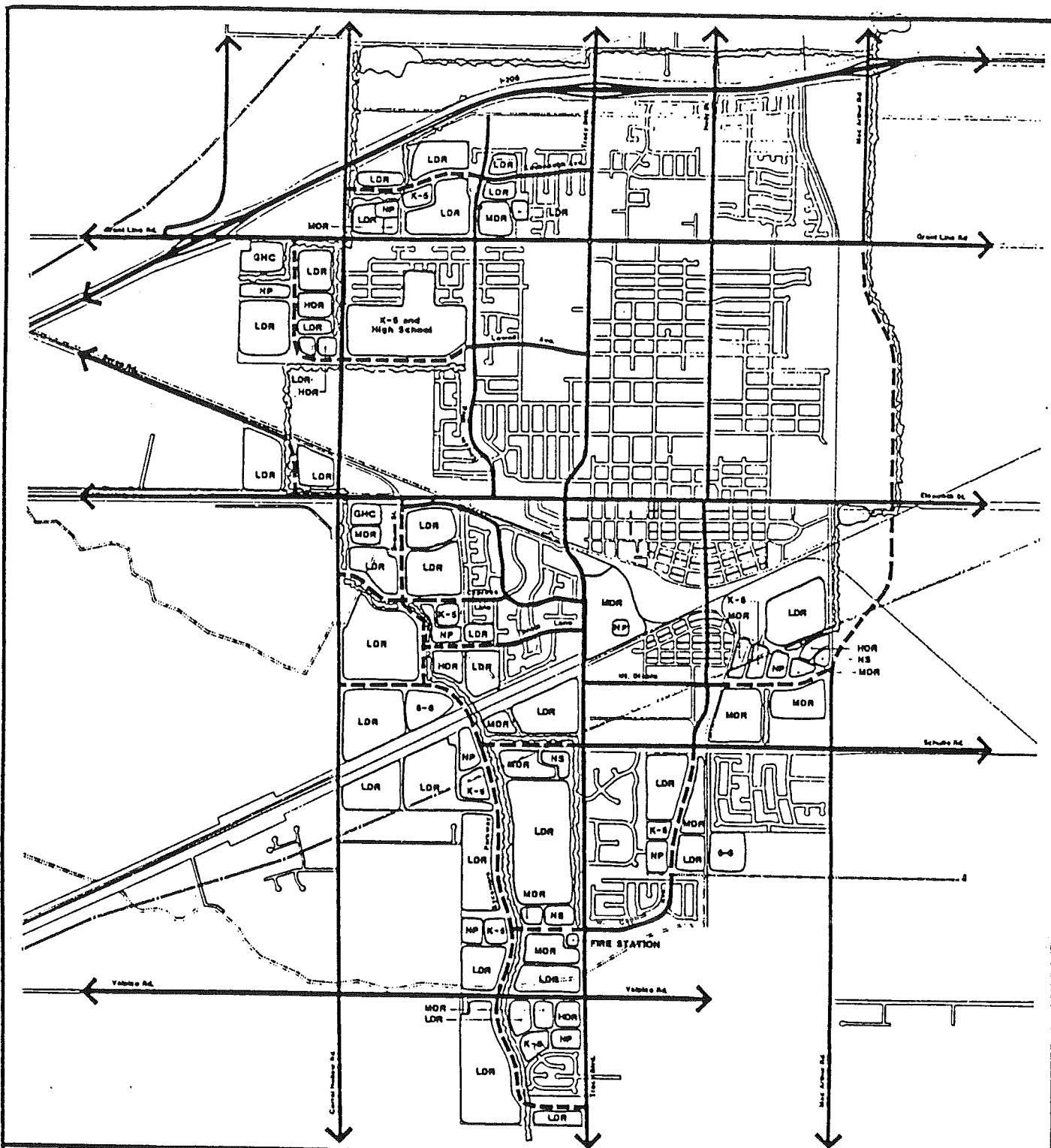
LAND OWNERSHIP

Prepared by
EDAW Inc.
in association with
Wesley & Horn
CKS Associates
Bartle-Wells Associates

3 Specific Plan Development Parcels
Development Parcel Number



Figure 2.3



Tracy Specific Plans Overall Plan

Prepared by
EDAW Inc.
in association with
Wiley & Horn
CHS Associates
Barn-Wells Associates



SPECIFIC PLAN PREFERRED ALTERNATIVE

Retention Basin	Storm Drainageway / Open Space
Existing Major Arterials and Collectors	Proposed Major Arterials and Collectors
LDR Single Family	CP Community Park
MOR Multi Family	NP Neighborhood Park
HOR Apartments	HS Highway Service
9-12 High School	CS Community Shopping Center
6-8 Middle School	GHC General Highway Commercial
K-5 Elementary School	NS Neighborhood Shopping Center

is the largest subarea and includes the land south and west of Eleventh Street and Tracy Boulevard; the MacArthur/Filipini/Bowtie Planning Area includes a centrally located parcel near the downtown and bordered on two sides by railroad lines in addition to the southeastern portions of the Specific Plan.

The most significant land use feature in the Grant Line/Byron Road Planning Area is the proposed site for a new high school. Tracy Joint Union High School District (TJUHSD) and Tracy School District currently own two sites totalling 90 acres at Corral Hollow Road and Lowell Avenue. The two Districts plan to develop the sites in conjunction with development of the Specific Plan areas. Other land use features designated in this Planning Area include a 15-acre General Highway Commercial Shopping Area, two neighborhood parks, two elementary schools, and three levels of residential density. A gateway symbol, signifying the entry to Tracy and welcoming visitors, is to be located along Grant Line Road near the extension of Lowell Avenue.

The Sycamore Park/Corral Hollow Planning Area is characterized by the combined storm drainage channel, pedestrian and bicycle path, and arterial street system named by this plan as the Sycamore Parkway. The parkway runs the length of the Planning Area and is flanked by a variety of residential, park, and school uses. Three commercial sites are planned for this area, including a General Highway Commercial Shopping Area at Corral Hollow Road and Eleventh Street and two Neighborhood Shopping Centers along Tracy Boulevard. A new permanent Fire Station will be located at the southwest intersection of Tracy Boulevard and West Central Avenue. A second gateway landmark is to be constructed near Corral Hollow Road and Eleventh Street.

The MacArthur/Filipini/Bowtie Planning Area is composed of three subareas. The lands north of Schulte Road are primarily designated for Low Density Residential use and a small apartment complex. A landscaped storm drainage channel weaves through the parcels before it links with the main channel along MacArthur Road. The lands south of Schulte Road, known as the Filipini Property, will include low and medium density residences, an elementary school and a neighborhood park. A middle school is designated outside the planning area. Existing Central and West Central Avenues will be connected with a landscaped arterial street (Central Avenue). The Bowtie area is designated for medium density development west of the north-south railroad line. The area east of this track is outside the boundaries of the Specific Plan, but is shown on the General Plan as a site for a future shopping center.

2.3.1 Land Use Standards

This section describes the permitted uses and allowed density of each proposed land use type.

Residential

The Specific Plan land use program designates three residential categories, each with a range of allowable densities.

Low Density Residential (LDR):	2 to 5.8 du/acre
Medium Density Residential (MDR):	5.9 to 12 du/acre
High Density Residential (HDR):	12.1 to 22 du/acre

Sewer capacity has been allocated to each parcel in the Specific Plan through Assessment District 84-1. Sewage allocations were based on the densities of 5 units per acre for LDR and 8 units per acre for MDR areas. Sewer utilization is defined by the 84-1 District as follows:

<u>Type of Unit</u>	<u>Sewage Usage per Day</u>
Single Family Detached	275 gallons
Multi-Family	225 gallons
Apartments	200 gallons

Within each land use designation, developers may use the sewer allocation on a sliding scale to create a planned development. Residential unit types may be built at densities higher than the sewer allocation density standards, but the gross density of the designated area cannot exceed the maximum density allowed by the Specific Plan land use designation.

Commercial

There are two general types of commercial developments allowed by the Specific Plan: Neighborhood Shopping (NS) and General Highway Commercial (GHC).

Neighborhood Shopping: The centers are located as an integral part of neighborhoods for the purpose of providing those products purchased on a day-to-day basis by the residents of the immediate area. Neighborhood shopping centers are also provided to allow those uses not ordinarily considered detrimental to a residential zone because of traffic, noise, or other nuisances (Tracy Municipal Code Section 10-2.1701).

Three NS sites are designated by the Specific Plan; one at the intersection of MacArthur Drive and the extension of Mt. Diablo Road, one at Tracy Boulevard and West Central Avenue, and one at Tracy Boulevard and Schulte Road.

Permitted uses for NS sites include:

- Convenience food stores
- Supermarkets
- Drug stores
- Liquor stores
- Candy or ice cream stores
- Personal Services

Conditionally permitted for NS sites include:

- Auto service stations

The Specific Plan recommends that the Tracy Zoning Code be amended to require NS sites to be a minimum of 4 acres and to reflect the above-listed permitted and conditional uses.

General Highway Commercial: uses are located along major arterial streets to provide areas for commercial activities which are automobile-oriented or for those uses which seek locations outside the Central Business District.

Two GHC sites are designated by the Specific Plan; a 15-acre parcel off Grant Line Road near the I-205 intersection and an 8-acre parcel at the intersection of Eleventh Street and Corral Hollow Road.

Permitted uses for GHC sites include:

- Restaurants
- Home Furnishings/Appliances/Furniture stores
- Auto accessory shops
- Auto rental services
- General consumer and business services
- Miscellaneous repair services
- Auto repair services
- Auto service stations
- Motels

Conditionally permitted uses for GHC sites include:

- General merchandising retail

The Specific Plan recommends that the Tracy Zoning Code be amended to allow general merchandising uses with a conditional use permit in a GHC zone.

Public Facilities

Only one public facility site is designated on the land use map to be within the Specific Plan boundaries. This will be South Station, a permanent fire station in the southern portion of Tracy. The station will be located in the southwest quadrant of the intersection of Tracy Boulevard and West Central Avenue. It will replace the interim station which is presently located diagonally across the same intersection.

The facility itself will be designed and constructed to the requirements of the Tracy Fire Department. Building specifications will adhere to State standards and be similar to the North Station. The permanent South Station will be equipped with a 1,500 gpm pumper fire truck and may have an aerial ladder truck in the future.

Other City government public service departments whose offices are outside the Specific Plan areas, will expand as the population increases. Both the Police Department headquarters and City Hall, located in the governmental complex on East Tenth Street, will be expanded to meet the demand for additional staff and programs. Design and

construction of the City Hall and Police facility expansion will be supervised by the City's Public Works Department and coordinated with the affected agencies. Additional maintenance facilities for park, street and utility maintenance will also be required and will be coordinated by the Public Works Department.

Public Schools

The Specific Plan has designated 7 elementary schools, two middle schools, one K-8 school, and one new high school for the areas within the scope of the Specific Plan. Tracy School District facility planning policy requires the 1/2 mile and 1 mile attendance zone standards for K-5 and middle schools to be adhered to for each new facility. The K-8 designated school is within the Jefferson School District boundary.

Currently Tracy Joint Unified High School District owns a 76-acre parcel at Corral Hollow Road and Lowell Avenue. This site is planned for a new high school of 2,000 students with an expanded campus.

In many cases, school and park sites are located next to each other in order to allow joint use of the playground and park facilities and to reduce the amount of land required for each use.

School facilities design and construction will be supervised by the Facilities Planning Department jointly administered by Tracy Joint Unified High School District and the Tracy School District. The facility to be located within the Jefferson School District will be constructed by that agency.

Parks

The Specific Plan proposes a three-tiered program of park development: mini-parks, neighborhood parks, and a community park. Mini-parks are planned to be one acre open spaces and play areas centrally located within subdivisions to supplement the Neighborhood Park System by serving a smaller radius of homes and preventing small children from crossing major streets. Neighborhood parks will be 6 to 10 acres in size and are designated throughout the Specific Plan areas where the adjacent population, according to a standard of 3.5 acres per 1,000 residents, requires a park. A total of 70 acres of Neighborhood Parks are recommended by the Specific Plan. Implementing a

Community Park is presently a high community priority. While not shown on the Specific Plan, several 40 to 60 acre sites are being considered. Its implementation is highly likely within five years.

A proposed park dedication ordinance would require new developments to dedicate 4.0 acres of parkland per 1,000 residents or an "in-lieu" fee. The Specific Plan designates acreage for Neighborhood Parks at a standard of 3.5 acres parkland per 1,000 residents. The remaining 0.5 acres of the proposed dedication could be applied, as in in-lieu fee, towards land acquisition and development of the Community Park.

Storm Drainage

The system proposed in the Residential Specific Plan will implement the adopted Storm Drainage Master Plan. The proposed system divides presently unserved areas of the City into two drainage areas. The westside system will drain land north of Linne Road and all lands west of Central Avenue. All flows will drain to a basin, which will be located north of Interstate-205, and eventually flow easterly to Sugar Cut. The eastside system will drain the MacArthur Planning Area, collect in a temporary basin at Eleventh Street and MacArthur Drive, and flow northerly to Sugar Cut.

An additional feature of the system is its use as an open space and recreational amenity. Storm drainage channels will be landscaped and their rights-of-way will include pedestrian and bicycle paths.

Circulation

As the Specific Plan is implemented, Tracy's roadway network will change from a system of rural roads to a network of improved arterial and collector streets capable of handling the traffic of a busy community. Since it is predicted that a large proportion of Specific Plan residents will be commuting to work in surrounding cities, the local circulation system will be improved to provide better links with regional transportation routes.

The proposed plan specifies the existing roads which will be improved and new roads that are necessary to complete the circulation system. Truck routes will be limited to streets adjacent to industrial areas. Table 2.2 lists the arterial and collector streets which will make up the basic roadway network within the Specific Plan areas.

Utilities

The sewer system for the proposed Specific Plan areas is being constructed through funds generated by Assessment District 84-1. The municipal water system's supply and treatment capacity as well as its conveyance system, will be expanded to meet the demands of future Residential Specific Plan users. All other utilities will be provided by independent companies.

2.4 Proposed General Plan Amendment

The City of Tracy is proposing a General Plan Amendment to allow the Residential Specific Plan to conform to the General Plan as required by Government Code Section 65450. The adoption of the Specific Plan will simultaneously effect an amendment to the General Plan map and text.

The General Plan Map would be amended to reflect the land use designations identified on the Specific Plan Preferred Alternative Map. The goals and policies of the current General Plan would remain unchanged.

Table 2.2

Specific Plan Arterial and
Collector Streets

Arterial Streets:

<u>Roadway</u>	<u>Segment</u>
Grant Line Road	All
Eleventh Street	All
Corral Hollow Road	All
Tracy Boulevard	Linne Road to I-205 Freeway
Lowell Avenue	Corral Hollow to Tracy Blvd.
Schulte Road	Sycamore Parkway to MacArthur Blvd.
Valpico Road	Corral Hollow Road to MacArthur Drive
Lincoln Boulevard	South of Grant Line Road to West Eleventh Street
Central Avenue	Eleventh Street to Tracy Blvd.
Sycamore Parkway	Tracy Blvd. to Corral Hollow Road

Collector Streets:

<u>Roadway</u>	<u>Segment</u>
Lincoln Blvd.	Extension north of Grant Line Road
Byron Road	Northwest of Corral Hollow Road
Sequoia Blvd.	Sycamore Parkway to Eleventh Street
Tennis Lane	All
Kavanaugh Ave.	All
Mt. Diablo Ave.	All

3.0

Environmental
Setting

3.0 ENVIRONMENTAL SETTING

3.1 Physical Environment

3.1.1 Geology and Soils

Tracy lies in the upland valley portion of the Central Valley geomorphic province. From the edges of the Delta, the upland valley rises gradually in elevation toward the west and the southwest. Most of the area lies at elevations between sea level and 100 feet (30 meters) above sea level. The upland valley, flat and featureless in most places, is broken by the bottomlands of the major rivers and the smaller streams. It has been extensively leveled and graded in the course of cultivation and urban development.

The soils of the upland valley consist of mineral alluvium, produced through the erosion of rocks in the surrounding mountains and foothills and transported to the valley floor by rivers and streams.

A number of systems are presently in use for classifying soils on the basis of their usefulness for agriculture. The two most widely used in California are the Storie Index, developed by the University of California, and the Land Use Capability System, developed by the Soil Conservation Service of the United States Department of Agriculture.

The Storie Index classifies soils on a 0-100 numerical scale on the basis of the number of types of crops that they can support. The Land Use Capability System assigns soils to Classes I through VIII on the basis of the number of problems they present for plant growth, with Class I soils presenting the fewest problems. Class I and II soils under the Land Use Capability System and soils rated 80-100 under the Storie Index are usually considered prime.

Prime soils within the Tracy Sphere of Influence are generally located southeast of the city. As shown on Figure 3.1, the MacArthur and Filipini parcels are the only Specific Plan areas which include prime soils.

A majority of the remaining soils south of the railroad tracks are a mix of Los Robles gravelly Clay Loam and Rincon Clay Loam. These soils have moderate to slow permeability of water and moderate to high shrink-swell capacity.

The northern portions of the Specific Plan areas are characterized by some Rincon Clay Loam soils and Capay Clay soils. Permeability of the Capay soil is slow and available water capacity is high. This soil type also has a high shrink-swell capacity.

Due to the nature of these soils, potential impacts from water erosion are unlikely.

3.1.1.1 Geologic Hazards

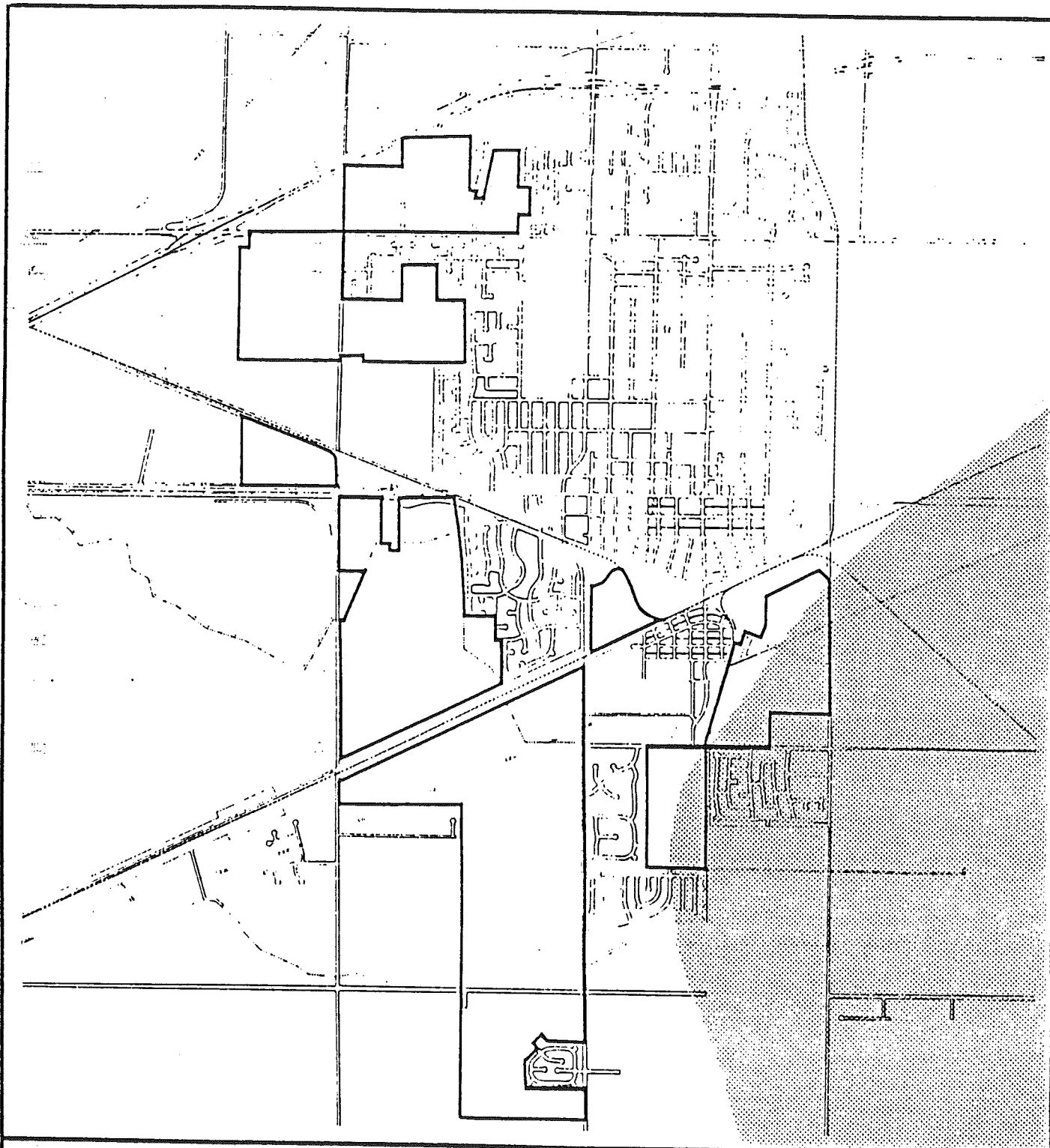
During the tectonic development of California, numerous faults were developed in the bedrock of both the Coast Range to the west and the Sierra Nevada to the east. A few faults have also been delineated as cutting sediments of the Central Valley. Faults which have historically been the source of earthquakes felt in Tracy include the San Andreas, Calaveras, Hayward, Midland, Green Valley and Tracy-Stockton.

The Tracy area itself has a low to moderate seismic history. In the past it has been subject mainly to ground motions from several earthquakes at moderate to great distances, perhaps up to more than 100 miles. None of these earthquakes had a magnitude greater than 3.9 on the Richter Scale within Tracy.

Figure 3.2 illustrates the faults which are most important to the proposed project site. They include the Tracy-Stockton Fault and the San Joaquin Fault.

Subsurface data indicate that no appreciable movement has occurred on the Tracy-Stockton Fault for five million years or more. Ordinarily, this would indicate that the fault is inactive, and therefore poses no threat. However, inconclusive evidence of activity was found at the eastern edge of the fault in 1881 and 1940. Therefore, it is not certain whether this is an active fault and experts indicate the possibility of a 5.0 magnitude earthquake along this fault.

The San Joaquin Fault extends from Tracy to Los Banos, paralleling the I-5 freeway. Geologic studies show that the zone has sustained activity during the Quarternary period, but no significant earthquakes have been felt in Tracy.





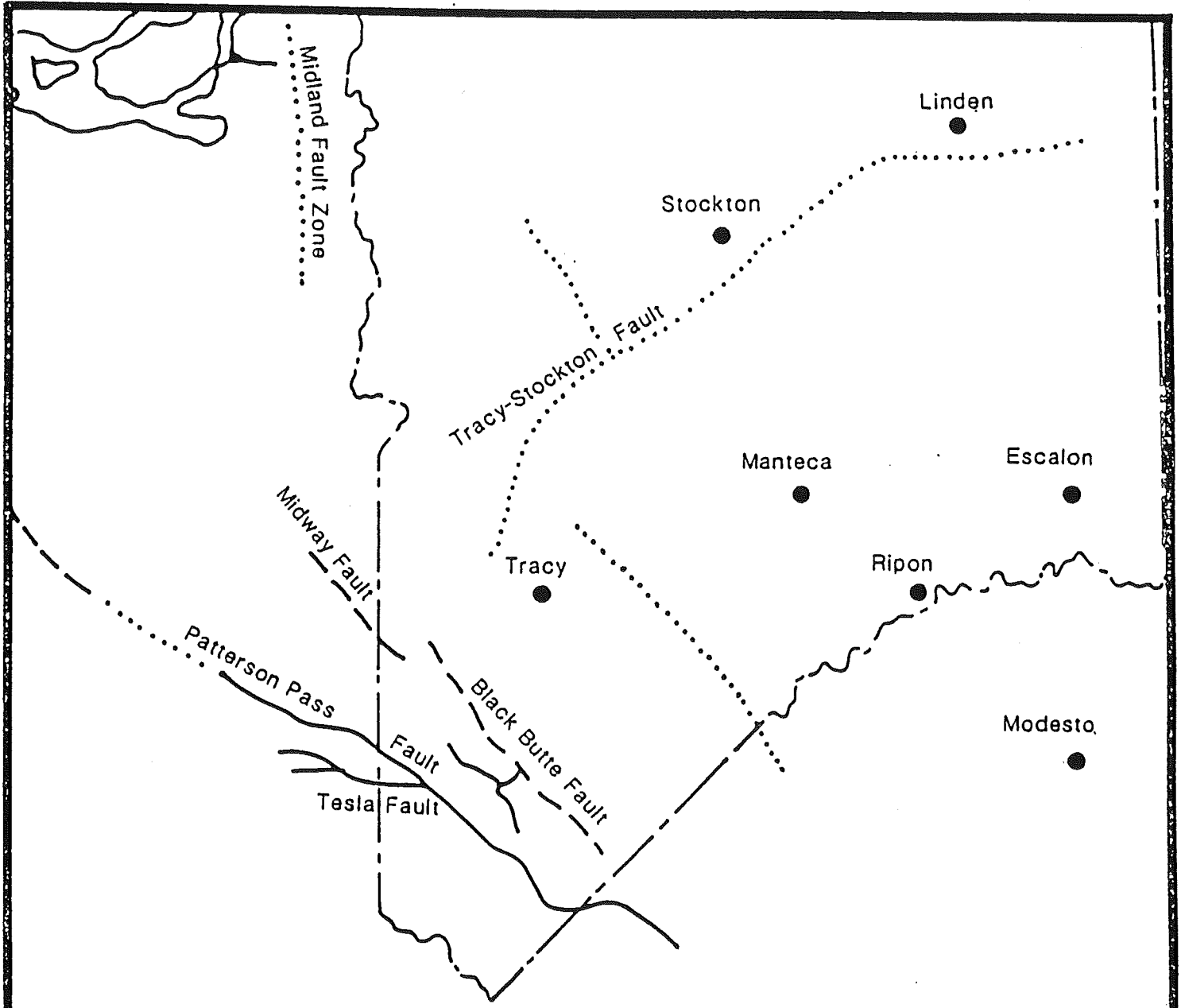
Tracy Specific Plans Overall Plan

AGRICULTURAL SOILS

Prepared by
EDAW Inc.
in association with
Wesley & Horn
OKS Associates
Barne-Welby Associates



-  Prime Soils
-  Specific Plan Areas



Tracy Specific Plans

Prepared by
EDAW Inc.

in association with
Wisey & Ham
DKS Associates
Bartle-Wells Associates



- Visible Fault
- - - - - Inferred Fault
- Buried Fault

Figure 3.2

FAULT MAP

3.1.2 Hydrology and Water Quality

3.1.2.1 Surface Water Quality

Potable Water

The City of Tracy has as its primary source of water, the Delta-Mendota Canal, running south and west of the City. Tracy's present entitlement will provide for 10,000 acre-feet of water, however its present water treatment plant can only provide up to 7,000 acre-feet annually of treated water. Additional elements of the water treatment plant, originally deferred, are planned to permit the City to take its maximum entitlement from the canal.

In order to provide for a secondary water source, in the event of an emergency, the City must continue to maintain its system of wells and pumping facilities, and/or look to the California Aqueduct for alternate supplies. The California Aqueduct is located 3,800 feet southwest of the City's present turn-out from the Delta-Mendota Canal, which is located south of the Tracy Municipal Airport, and just west of Tracy Boulevard.

Present surface water supplies are of good to acceptable quality and can be adequately treated by the Water Treatment Plant.

Drainage

The existing City of Tracy surface drainage system is non-existent or piece-meal in the Specific Plan areas. Until 1978, only the older portions of the City had a continuous storm drainage system. With new development in the southern areas, a temporary system of detention basins was built. Since 1984, the City has been working toward implementing a master storm drainage system which coordinates drainage throughout the City. Presently, the City is endeavoring to connect these interim systems and incorporate them into the master plan.

The Tracy area, historically, is an agricultural community, and therefore contains numerous irrigation systems, including canals and pipelines, being served by the Westside Irrigation District, Banta-Carbona Irrigation District and El Pescadero Irrigation District.

As development occurs, more land is removed from agricultural uses, which also reduces the need for irrigation systems. It is the City's intent, as stated in the Storm Drainage Master Plan, to utilize the irrigation canals as drainage ditches where physically possible.

3.1.2.2 Ground Water Resources

The foothills southwest of Tracy is the watershed area for the City's water system. Surface water percolates into the groundwater basin through the existing gravel deposits and to a lesser degree, through the farm lands south of town.

The ground water basin is quite extensive and has in the past met the City's needs. This water has been of marginal quality, leading the City to construct the existing Water Treatment Plant and to draw high quality water from the Delta Mendota Canal. The six existing wells, primarily located in the older portions of the City, have been relegated to standby status for peak demand periods during the summer months. In 1984, these wells provided less than 20 percent of the annual water demand and their use was concentrated during the summer months.

It has been recommended that new, larger wells be drilled in the southerly area generally bounded by Tracy Boulevard, Valpico Road and the Water Treatment Plant, where lower total dissolved solids and sulfate concentrations have been found to exist. (Kennedy-Jenks report, Section V.) This area has been found to contain a higher quality water, and its location relative to the Water Treatment Plant would permit the water to be piped and mixed with the existing Treatment Plant system with relatively minor system additions.

3.1.3 Climate and Meteorology

The Tracy planning area shares the Mediterranean-type climate of the Great Central Valley, with its hot, rainless summers and cool, moist winters.

The mean temperature at Tracy is 94.7,F for July and 43.5,F for January. Summer nighttime temperatures usually drop to the low sixties Fahrenheit, resulting in summer daily temperature ranges of as much as 35,F. Temperatures often drop to or slightly below freezing on winter nights, rising to the low fifties Fahrenheit during the days.

Mean annual precipitation in Tracy is approximately 10 inches. Over 90 percent of the precipitation is brought on by northwesterly Pacific storms between November and April. Infrequent spring and summer thunderstorms, usually from the south, bring most of the remainder. Prevailing winds are from the northwest.

Dense radiation fogs ("tule fogs") are a prominent characteristic in fall and winter. They normally form at night and dissipate during the day, but under stagnant atmospheric conditions in January and February, fogs may persist for four to five weeks with only brief clearings.

San Joaquin County has the longest average growing season in the Central Valley, with an average period of approximately 280 days between killing frosts in the vicinity of Tracy (Tracy General Plan, 1982).

3.1.4 Air Quality

3.1.4.1 Air Quality Factors

Climate may be the single most important factor influencing smog concentrations in the San Joaquin Valley air basin. Violations of smog standards in the basin have historically occurred between April and October, with the worst violations occurring when the temperature approached or exceeded 100°F. There are several meteorological factors characteristic of the San Joaquin Valley which combine to create high smog concentrations:

- o The San Joaquin Valley experiences high summertime temperatures, which accelerate the rate of smog formation.
- o The Valley is dominated by high pressure in the summer, creating stable air with low wind speeds. As a result, there is very little atmospheric mixing and pollutants do not readily disperse.
- o Temperature inversions (an increase in temperature with height) frequently trap pollutants close to the ground, thereby increasing the pollutant concentrations and further inhibiting dispersion.

Tracy is located approximately in the middle of the Sacramento/San Joaquin Valley, which is about 500 miles long and 100 miles wide. The trough-like configuration of the Valley forms an ideal trap for pollutants. Mountain ranges surrounding the Valley restrict the horizontal airflow and often present temperature inversions which prevent the air from rising vertically above the height of the mountains. Despite the northwesterly prevailing winds, the area's geographical features, in effect, form a bowl and the inversions act as a lid on the bowl, preventing the escape of pollutants that enter the Valley's atmosphere. As the level of the inversion lowers, the pollutants are trapped in smaller volume of air, increasing their concentration, (Tracy General Plan, 1982).

3.1.4.2 Air Quality Standards and Management Plans

San Joaquin County has been identified by the California Air Resources Board and the U.S. Environmental Protection Agency as an area with an air pollution problem, and is designated as being within the San Joaquin-Stanislaus County Air Quality Maintenance Area (AQMA), established in an effort to meet the National Ambient Airquality Standards (NAAQS).

These national standards have been established as a result of the Clean Air act. They are divided into primary standards which are designed to protect the public health and secondary standards which are intended to protect the public welfare from effects such as visibility reduction, soiling, nuisance, and other forms of damage. The State of California has also adopted its own ambient air quality standards. Table 3.1 summarizes these National and California air quality standards.

The San Joaquin County Planning Department prepared the County's first Air Quality Maintenance Plan in 1979. The plan was revised in 1982 for attaining national standards on ozone, carbon monoxide, and particulate concentrations, by 1987.

3.1.4.3 Ambient Air Quality

As discussed above, San Joaquin County is designated, by the U.S. Environmental Protection Agency, as a non-attainment area for ozone, carbon monoxide, and suspended particulates. Data for each of these factors is reviewed below. The only air monitoring station in San Joaquin County which has been operating consistently since 1977 is the

Table 3.1
Ambient Air Quality Standards

		Concentrations		
			National Standards ^a	
Pollutant	Averaging Time	California Standards ^b	Primary ^c	Secondary ^d
Oxidant ^e	1 hour	0.10 ppm (200 ug/m ³)	—	—
Ozone	1 hour	—	0.12 ppm (235 ug/m ³)	Same as primary standard
Carbon monoxide	8 hours	9 ppm	10 mg/m ³ (9 ppm)	Same as primary standards
	1 hour	20 ppm	40 mg/m ³ (35 ppm)	
Nitrogen dioxide	Annual average	—	100 ug/m ³ (0.05 ppm)	Same as primary standard
	1 hour	0.25 ppm (470 ug/m ³)	—	—
Sulfur dioxide	Annual average	—	80 ug/m ³ (0.03 ppm)	—
	24 hours	0.05 ppm ^f (131 ug/m ³)	365 ug/m ³ (0.14 ppm)	—
	3 hours	—	—	1,300 ug/m ³ (0.5 ppm)
	1 hour	0.50 ppm (1310 ug/m ³)	—	—
Suspended particulate matter	Annual geometric mean	--g	75 ug/m ³	60 ug/m ³
	24 hours	--g	260 ug/m ³	150 ug/m ³

Source: California Air Resources Board.

- a National standards, other than those based on annual averages or annual geometric means, are not to be exceeded more than once per year.
- b California standards are values that are not to be equaled or exceeded.
- c National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
- e Measured as ozone.
- f At locations where the state standards for oxidant and/or suspended particulate matter are violated. National standards apply elsewhere.
- g The California Air Resources Board has adopted an "inhalable" particulate standard for PM 10 of 50 $\mu\text{g}/\text{m}^3$ 24-hour average and 30 $\mu\text{g}/\text{m}^3$ annual geometric mean.

Note: ppm—parts per million by volume; $\mu\text{g}/\text{m}^3$ —micrograms per cubic meter; mg/m^3 —milligrams per cubic meter.

Concentrations are expressed first in units in which standards were promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25 degrees C and a reference pressure of 760 millimeters of mercury.

Stockton/Hazleton Station. Several other stations have been operating periodically at various locations within the County. Therefore, to show air quality trends, only the data from the Stockton/Hazleton station are used throughout this section.

Ozone

Ozone is a regional pollutant which is not emitted directly to the atmosphere by any source, but is the result of a complex chemical reaction in the atmosphere in the presence of sunlight. The major pollutants involved in this reaction, known as ozone precursors, are reactive organic gases and oxides of nitrogen. The sources of these precursor pollutants are numerous and widespread and include vehicles, industrial processes, combustion, solvents, and paints.

Because of the time delay of several hours involved in the formation of ozone, ozone concentrations are much more uniform over an area, with the highest concentrations found downwind of an urban area. Ozone also can be transported long distances by wind, so that ozone created in one region may affect other regions.

Air quality in San Joaquin County shows that the National Ambient Air Quality Standards (NAAQS) have had periodic violations since 1979. As shown in Table 3.2, ozone levels have fluctuated since 1977. The number of violation days has, however, declined in recent years (Table 3.3). The County's "1983/1984 Preliminary Progress Report" notes that fluctuations in pollutant levels are being reestablished in a downward trend after a raise in levels during the three year period ending in 1983. The data is in three year periods to comply with EPA requirements for determining whether an area meets air pollution standards.

Carbon Monoxide

Carbon monoxide (CO) is a local pollutant in that high concentrations are found only very near the source. The major source of carbon monoxide, a colorless, odorless, poisonous gas, is automobile traffic. Elevated concentrations, therefore, usually are found near areas of high traffic volumes.

Table 3.2

May - October Data for Ozone

<u>Period</u>	<u>Number of Days at 12 pphm^a or Greater</u>	<u>Fourth Highest Hourly Concen. pphm</u>	<u>Mean Daily Max. Hourly Conc. pphm</u>
1977, 78*, 79	7	13	6.3
1978*, 79, 80	7	12	6.6
1979, 80, 81	11	14	6.4
1980, 81, 82	9	13	6.2
1981, 82, 83	12	13	6.1
1982, 83, 84	9	13	5.7

^a Parts per hundred million

* No data available for 1978.

Source: Preliminary Draft 1983/1984
Reasonable Further Progress Report of Air Quality, August 1985.

Table 3.3

Mean May-October Data for Ozone

Calendar Year	Mean Daily Max. Hourly Conc., pphm ^a	Max. Surface Temperature , F ^b	Morning Temp. at 5,000 Ft. , F ^c
1977	5.8	82.7	60.5
1978	No Data	89.2	64.5
1979	6.7	90.2	62.7
1980	6.4	87.6	60.7
1981	6.2	90.3	64.2
1982	5.9	86.5	59.7**
1983	5.3	87.5	62.2**
1984	5.0	87.4	62.2**

^a Parts per hundred million

^b Temperature at Stockton Metropolitan Airport

^c Temperature at Sacramento

**Combined data from Sacramento and Davis

Source: Preliminary Draft 1983/1984

Reasonable Further Progress Report of Air Quality, August 1985.

On a daily basis, CO levels usually track with increasing and decreasing traffic flows during shallow and persistent inversion periods. Typically, morning and early evening rush hour traffic levels correspond closely to elevation of CO levels. The morning CO peak usually dissipates as the inversion weakens and/or is broken by solar heating at the surface. The evening peak normally persists into the later evening and CO levels decline to pre-rush hour levels at approximately midnight.

Exceedances of CO usually occur during periods when shallow temperature inversions are strong. The Central Valley is notorious for strong temperature inversions during the fall and early winter, and all San Joaquin County CO violations have occurred during this period.

Federal standards for carbon monoxide are slightly higher than state standards. The federal NAAQS for CO is 9 ppm for an eight hour average or 35 ppm for one hour. The 9 ppm/8 hour average standard has been occasionally violated in San Joaquin County.

As shown on Tables 3.4 and 3.5, the number of days during which the NAAQS was reached or exceeded has dropped steadily since the three-year period ending with 1981. There were only three days in 1983 during which the NAAQS was reached or exceeded. During the reporting year 1984, there were no days during which the NAAQS was reached or exceeded.

Suspended Particulate

Until recently, ambient particulate levels were measured as total suspended particulate (TSP) and both the state and national ambient air quality standards were for TSP. However, the state has recently adopted a fine particulate standard, and EPA is in the process of developing a similar type of standard. The reason for the change in standards is that the fine particulates are inhalable and thus can be detrimental to human health.

The national primary TSP standard is 75 micrograms per cubic meter. Recent data in San Joaquin County shows that this standard is being exceeded and is frequently violated (Table 3.6). The particulates were, in fact, a Central Valley-wide problem and violations of the standards are observed yearly at all locations in the San Joaquin Valley Air Basin.

Table 3.4

Jan, Feb, and Oct-Dec Data for CO

<u>Period</u>	<u>Number of Days at 9 PPM^a or Greater</u>	<u>Fourth Highest Hourly Concen. PPM</u>	<u>Mean Daily Max. Hourly Conc. PPM</u>
1977, 78, 79	15	12.1	3.4
1978, 79, 80	18	12.1	3.5
1979, 80, 81	13	11.6	3.3
1980, 81, 82	8	8.9	3.1
1981, 82, 83	4	9.1	2.4
1982, 83, 84	4	9.1	2.3

^a Parts per million

Source: Preliminary Draft 1983/1984
Reasonable Further Progress
Report of Air Quality, August 1985.

Table 3.5

Mean Jan, Feb, and Oct-Dec Data for CO

<u>Calendar Year</u>	<u>Mean Daily Max. 8-Hourly Conc., PPM^a</u>
1977	3.9
1978	2.9
1979	3.4
1980	4.1
1981	2.3
1982	2.8
1983	2.1
1984	2.0

Temperature at Stockton Metropolitan Airport

^a Parts per million

Source: Preliminary Draft 1983/1984
Reasonable Further Progress
Report of Air Quality, August 1985.

Table 3.6

Total Suspended Particulate Data for San Joaquin County

1979-80, 1983-84
Stockton Station

	<u>Number of Observations</u>	<u>High</u>	<u>Second High</u>	<u>Geometric Mean</u>
1979	55	150	143	75.0
1980	53	298	236	84.6
1983	59	254	218	69.8
1983	58	186	181	81.9

Source: California Air Quality Data, 1979, 1980, 1983, 1984, Air Resources Board

Summary of Findings

Air quality for ozone and carbon monoxide has shown no deterioration since 1978. Ozone standards are still occasionally violated each ozone season (May through October). The County is very close to meeting the carbon monoxide standard and should be able to show attainment well before 1987, assuming continued and increasing effectiveness of the County's carbon monoxide control strategy. The federal ozone standard allows for no more than an average of one hour of exceedance of the 0.12 ppm concentration per year. Several federal carbon monoxide standards exist (for one hour and eight hour average concentrations), and San Joaquin County has occasionally violated the 8-hour standard (which requires that the 8-hour average not exceed 9.0 ppm carbon monoxide).

3.2 Biological Environment

3.2.1 Vegetation

There is little native vegetation in the Specific Plan areas. Most has been disturbed through continuous cultivation over many years. Active agricultural lands generally are planted in row crops and alfalfa. Isolated areas of ruderal or weedy vegetation are scattered throughout the proposed project site.

Caper fruited tropidocarpum (*Tropidocarpum Capparideum*) is a rare species identified by the California Natural Diversity Data Base (CNDDDB) as potentially existing within the Specific Plan areas. The CNDDDB priority of this plant is B1.2. This priority is ranked fifth among the CNDDDB priorities, and compares with that assigned to a species considered rare and threatened or a rare and endangered subspecies. These priorities do not give any special legal status to this species. The plant is, however, a candidate for federal listing, Category 2, and will be given full protection by the federal government if located on-site (Bob Mapes, personal communication). The continuous cultivation of the land in the project area most likely indicates absence of this plant type.

3.2.2 Wildlife

Wildlife in the study area is primarily limited to small animals, such as rabbits, mice and game birds, typically found in cultivated lands and requiring habitat with little cover. Use of this habitat type is regularly disrupted by planting and harvesting, which limits

nesting and burrowing opportunities for many species. Vegetation along fence lines, irrigation ditches, or unused land do provide appropriate habitat for these animals, but weed abatement programs often continually remove the vegetation.

The San Joaquin Kit Fox (*Vulpes Macrotis Mutica*), is known to exist in the foothills south of Tracy, and as a roaming animal, has no specific habitat boundary. While it is listed by the CNDDDB as B2.1 priority, meaning an uncommon or threatened species, it is listed as a federal endangered species and a California threatened species. Recent sitings indicate the Kit Fox limits its habitat to the area between the foothills and the California Aquaduct. It most likely does not exist in the Specific Plan area because its habitat needs are not met by an increasingly urban environment (Bob Mapes, personal communication).

The Swainson's hawk (*Buted Swainsoui*) has been sited nesting at the intersection of Grant Line Road and Tracy Blvd., adjacent to the northern portion of the Specific Plan area. The Swainson's hawk is a SNDDDB B1.2 priority (a rare and threatened species), a candidate for federal listing, Candidate 2, and a California threatened species. Swainson's hawks formerly nested over much of lowland California, except for the Mojave and Colorado Deserts. California breeding populations are only found now in portions of the Central Valley and Klamath Basin. Although scarce in California, they are the most common hawk of the Canadian prairie (LSA, 1986). The most recent siting of the hawk in Tracy was in 1981. No adults or nest were found in 1983. Since that time the land use at the intersection of Grant Line Road and Tracy Blvd. has changed from agricultural to commercial uses. This transition has probably displaced the hawk.

3.3 Sociocultural Environment

3.3.1 Cultural Characteristics

The City of Tracy and San Joaquin County as a whole have grown steadily since 1960, experiencing a surge of growth as the country pulled out of its economic recession in the mid-1980's. An overview of aspects describing existing conditions in Tracy before this increase in its growth rate is important to understanding the impact of proposed residential developments on its future. The follwing statistics present a general portrait of the community.

Table 3.7
Historic Population Growth

	<u>1960</u>	<u>1970</u>	<u>1980</u>	<u>1985</u>	<u>Percentage Change**</u>		
					<u>60-70</u>	<u>70-80</u>	<u>80-85</u>
Tracy	11,289	14,724	18,428	23,400*	26.9	22.7	48.9
San Joaquin County	249,989	291,073	347,342	407,500*	15.3	17.8	32.5

*Department of Finance estimates

**EDAW estimates

Source: U.S. Census of Population, California Department of Finance, EDAW

Historic Population Trends

Statistics on historic population growth for San Joaquin County and Tracy are shown in Table 3.7. Tracy has grown more quickly than has the county as a whole for the twenty-five year period from 1960 to 1985. The population increased by 26.9 percent in the 1960's and 22.7 percent in the 1970's. The county experienced an increases of only 15.3 percent and 17.8 percent for the same periods. During the five-year period of 1980-1985, both the city and county populations jumped dramatically: from 18,428 to 23,400 in Tracy (48.9 percent), and from 347,342 to 407,500 (32.5 percent) in San Joaquin County.

Population Characteristics

Selected characteristics pertaining to households, family size, age and race of Tracy residents and residents of the state in 1980 are shown in Table 3.8. People of Spanish origin make up 26.5 percent of the population of Tracy, compared with 19.2 percent of the state population. Minority racial groups comprise 19 percent of the 1980 population total for Tracy, and account for 23 percent of the statewide population. Both average household size and family size are larger in Tracy than in California as a whole: the average household in Tracy included 2.77 persons as against the state's 2.67 person average; and the average family in Tracy in 1980 was 3.27 persons compared with the state average of 3.24 persons.

Employment

Table 3.9 summarizes pertinent employment characteristics for the City of Tracy in 1980. Technical, sales and support work made up the largest occupational group of employed persons, with operators, fabricators and laborers as a group accounting for only a few hundred less jobs. Similarly, by industry, the largest sectors were services (26.8 percent of the employed work force); and manufacturing (20.3 percent).

Census figures show that, in 1980, San Joaquin County had a larger number of people employed within its area than it had residing there implying an in-commute of workers. Only 7.1 percent of county residents travelled to jobs outside of the county.

Table 3.8

Population, Ethnicity, Age, Household Size: 1980

	<u>Tracy</u>	<u>California</u>
Population	18,428	23,667,902
Households	6,632	8,652,377*
Persons per Household	2.77	2.67
Families	4,962	5,978,084
Persons per Family	3.27	3.24
Race (Percent of Population)		
White	81.0	77.0
Other	14.0	9.8
Asian	3.4	5.5
Black	1.6	7.7
Spanish Origin	26.5	19.2
Median Age	28.7	30.0

Source: U.S. Census, 1980

*EDAW estimate

Table 3.9

Employment: 1980

Persons 16 and Over	13,344
Labor Force	8,293
Civilian Labor Force	8,269
Employed	7,385
Unemployed	884
Occupations of Employed Persons	
Managerial, Professional	1,085
Technical, Sales and Support	21,164
Services	971
Farming, Forestry and Fishing	293
Precision Production, Crafts, Repair	996
Operators, Fabricators, Laborers	1,876
Employment by Selected Industries	
Mining	4
Construction	307
Manufacturing	1,499
Transportation, Communication, Utilities	788
Wholesale Trade	277
Retail Trade	1,107
Finance, Insurance, Real Estate	106
Banking and Credit Agencies	127
Services	1,980
Public Administration	891
Agriculture	299
Class of Worker	
Private Wage and Salary	4,888
Government: State and Federal	1,214
Government: Local	776
Self-Employed	480

Source: U.S. Census, 1980

Table 3.10
Income: 1980

	<u>City of Tracy</u>	<u>San Joaquin County</u>	<u>State of California</u>
Total Households	6,625	125,039	8,644,633
Household Income			
Less than \$10,000	1,907	39,538	2,270,644
\$10,000 to \$19,999	2,023	36,361	2,425,961
\$20,000 to \$24,999	973	15,244	1,045,319
\$25,000 to \$34,999	1,177	19,393	1,429,229
\$35,000 to \$49,999	391	9,779	923,669
Over \$50,000	\$154	4,724	549,811
Median Household Income	\$16,630	\$16,071	\$18,43
Median Family Income	\$19,358	\$19,116	\$21,537
Per Capital Income	\$ 6,719	\$ 7,016	\$ 8,295

Income

In 1979, the median yearly household income in Tracy was \$16,630, a figure \$1,613 below the state median (Table 3.10). Median family income stood at \$19,358 for Tracy in 1979 which, along with median household income, was higher than corresponding figures for San Joaquin county as a whole. The lower per capita income in Tracy indicates that the higher relative medians for families and households may be attributed to larger average family sizes in Tracy than in the county.

Housing Stock and Occupancy

The dominant housing type in Tracy is the single-family detached home. In 1980, 59.4 percent of the total occupied units were owner-occupied, and 40.6 percent were renter-occupied. Of the total 7,153 units in the city, 521 or 7.3 percent were vacant in 1980 (Table 3.11).

Allocation of building permits in Tracy can be linked to trends in population growth, but also reflect the effects of the economic recession in the early 1980's. Table 3.12 shows that the number of building permits for dwelling units more than doubled from 1975 to 1976, then increased steadily until declining for the three years starting in 1980. Growth resumed in 1983, and record numbers of units were permitted in 1984 and 1985; the 986 units approved in 1985 are over thirteen times greater than the 73 units put on line in 1975. The total for the eleven years covered by the table is 3,516 units.

3.3.2 Development Trends

Recent studies by the San Joaquin Council of Governments and informal reports by local home builders indicate that the City of Tracy may be developing a strong demand for moderate priced housing.

In addition to the expected housing demand generated by San Joaquin County-based employment growth, Tracy's proximity to the Eastern Bay Area is gradually making it an attractive location for future employees of the Livermore/San Ramon Valley (Tri-Valley Subregion) to reside. Critical factors, such as higher housing prices, infrastructure limitations, traffic congestion and environmental constraints, along with an expected

Table 3.11

Housing Stock and Occupancy Trends (1980-1985)

	1980	1981	1982	1983	1984	1985
Total Units	7,153	7,512	7,696	7,793	8,101	8,642
Single Family	5,282	5,570	5,707	5,789	6,041	6,560
2 to 4 Units	524	565	575	577	625	644
Apt. (5 or more units)	1,083	1,083	1,083	1,083	1,083	1,083
Occupied Units	6,632	6,875	7,098	7,236	7,555	8,089
Vacant	521	637	598	557	546	553
Persons per Unit	2.769	2.786	2.811	2.845	2.873	2.881
Group Homes	67	71	71	65	82	77

Owner and Renter Occupied Units: 1980

Owner-Occupied	3,939	59.4%
Renter-Occupied	2,693	40.6%
Total Occupied Units	6632	100.0%

Source: U.S. Census 1980
California Department of Finance

Table 3.12

Annual Building Permit Allocations: 1975-1985

	<u>1975</u>	<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>	<u>1985</u>
Total Units Per Year	73	152	273	297	322	284	159	118	307	545	986

1986 to date = 58 units. 1986 year estimate = 300 units.

All data includes both single and multi family units.

Source: Tracy General Plan and Tracy Building Department

7,000 new employees per year in the Tri-Valley subregion, appear to be forcing moderate income families to consider a 20 to 30-mile commute to their workplaces. Additionally, cities which are further than Tracy from the Tri-Valley subregion are currently reporting a high demand for homes from its employees.

Details of these conditions have been analyzed in the Growth Projection study and can be found in Appendix A. To summarize its findings, the market-based demand for housing within the \$90,000 to \$125,000 price range was established at 1,200 units per year until build-out is reached. In initial years, 80 percent of the workers in these households are expected to be employed in the Tri-Valley subregion. The estimated population increase of 3,120 new residents per year represents an average annual growth rate of 10.3 percent.

3.3.3 Historic Resources

According to the files of the Central California Information Center, which catalogues data on cultural resources in the San Joaquin Valley, no historic sites have been located within the Specific Plan areas and no cultural resource surveys have been conducted.

Because virtually all acreage within the study area is disturbed agricultural land, it is unlikely that there are any historic sites remaining.

3.3.4 Land Use and Land Use Planning

3.3.4.1 Land Use

The Residential Specific Plan areas abut existing urban development along the west and south edges of the City of Tracy. Presently, the entire 1,480 acres scheduled for development are either active or dormant agricultural land and are accessible by local-serving rural roads.

Soil surveys listed in the 1982 Tracy General Plan, indicate that the land within the Specific Plan is not the most fertile in the area. The objective of that plan was to target the urban growth to areas adjacent to existing development and away from prime soils.

Railroad lines criss-cross the City and the Specific Plan areas, forming natural divisions of the land into planning areas. But they are also sources of noise, and have created pockets of under-utilized land.

The City itself is mainly characterized by established single-family neighborhoods crossed by tree lined streets. While some of the recent subdivisions do not have the extensive landscaping which makes the older neighborhoods so attractive, the City has reinforced their policies and currently require street trees in new subdivisions. Several of the newest areas are lined with concrete walls which form barriers to the adjacent community.

The central downtown district is composed of one- and two-story buildings which contain local-serving retail businesses. Eleventh Street is also a growing highway serving commercial strip and it has a number of new shopping centers and fast-food restaurants. At the intersection of Tracy Blvd. and Grant Line Road, a complex of highway-serving restaurants and community oriented retail stores, including a K-Mart, makes another community focal point.

3.3.4.2 Land Ownership

The approximately 1,480 acres within the proposed Specific Plan are either owned or optioned by 26 parties. Tracy Schools, which in the following table includes both the Tracy Elementary School and the Tracy Joint Union High School Districts, owns approximately 115.61 acres and is the only public agency with title to property in this area. Table 3.13 and Figure 3.3 list these property owners and the location of their parcels.

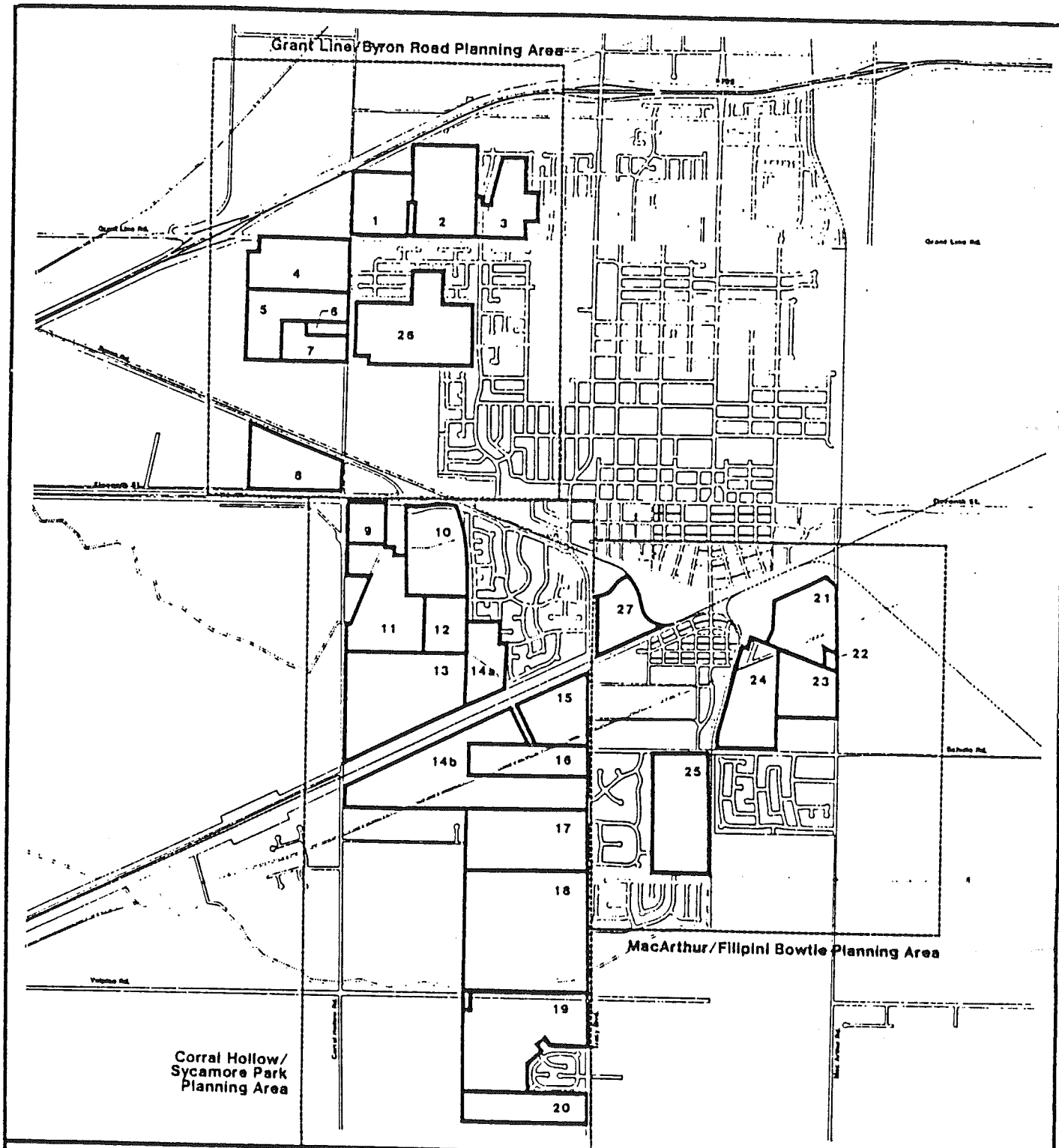
3.3.4.3 Land Use Planning

The majority of the land within the proposed Residential Specific Plan area is designated by the General Plan, and is consistently zoned as Low Density Residential (LDR). A smaller portion is designated Medium Density Residential (MDR). Commercially designated acreage is limited to one neighborhood shopping center. The following represents the allowed development within the Specific Plan areas, based on these designations.

Table 3.13
Land Ownership

<u>Develop- ment Parcel</u>	<u>Property Owner/ Option Holder</u>	<u>Total Acres</u>
1.	Standard Pacific	38.24
2.	Tracy Assoc./Atherton Kirk	59.24
3.	Arnaudo	32.75
4.	Pombo	52.18
5.	Glynn/Bright	44.04
6.	Barenchi	5.22
7.	Grewall	22.19
8.	Reeve/A & K	47.30
9.	Quierolo	14.90
10.	Sasaki/Tracy Partners	57.39
11.	D.R. Stephens	73.70
12.	Tracy Schools	24.86*
13.	Kagehiro/Beck Development	103.80
14.a.	Gomes/SilverWood	27.27
14.b.	Gomes	114.62
15.	Lourence	39.55
16.	Bogetti	38.79
17.	Renown Enterprises	79.62
18.	Jones/Petrig	150.62
19.	Margin Group/Interland	91.69
20.	Industrial Dynamics	39.62
21.	Higgins/Kaufman and Broad	43.54
22.	Van Bebber	2.00
23.	Hotchkiss/Stanford S and L	34.19
24.	A & P Properties/Valley	48.46
25.	Filipini/Lyon	72.50
26.	Tracy Schools	90.75
27.	Dyna	30.49
TOTALS		1,479.52

* Surplus land at this school site could be sold for residential development.



Tracy Specific Plans Overall Plan

LAND OWNERSHIP

Prepared by
EDAW Inc.
in association with
Wesley & Ham
OKS Associates
Barnes-Wells Associates

 Specific Plan Development Parcels
Development Parcel Number



Figure 3.3

<u>Zoning</u>	<u>Units per Acre</u>	<u>Acres Zoned</u>	<u>Total Units</u>
LDR	2 to 5.8	1,252	2,504 to 7,262
MDR	5.9 to 12	130	802 to 1,632
Total Units Allowed:			3,306 to 8,894

Additionally, a fire station, seven neighborhood parks, one community park, eight elementary schools, one middle school, and one high school, as well as arterial and collector streets, are designated within the Specific Plan areas on the General Plan Map.

3.3.5 Transportation

3.3.5.1 Highway Access to Tracy

The City of Tracy is well served by intercity freeways. Interstate 5 (I-5), California's primary north-south freeway, passes within five miles of Tracy to the east. I-205, an east-west freeway link connecting I-5 to I-580, passes through northern Tracy. I-580, which extends from I-5 to the San Francisco-Oakland Bay Bridge, passes within five miles of Tracy to the southwest. I-205 and I-580 together constitute the main accessway between Tracy and the San Francisco Bay Area. I-205 is a four-lane facility. I-580 is also four lanes until it is joined by I-205 near the Altamont Pass; west of this point, I-580 has eight lanes.

Two non-freeway roads which provide access to Tracy are San Joaquin County Routes J2 and J4. Route J2 (which becomes Corral Hollow Road within the City of Tracy) is a two-lane facility connecting Tracy to State Route 4 (S. R. 4) ten miles to the north. Route J4, also known as Byron Road, is a two-lane facility connecting Tracy and the community of Byron and other communities in eastern Contra Costa County.

3.3.5.2 Key Roadways Within Tracy

The Tracy street system is essentially a grid system with arterials (major traffic streets) spaced at intervals of approximately one mile. Key existing and planned arterials are shown on Figure 3.4 and include:

Central Avenue

Central Avenue is a north-south roadway in central Tracy extending approximately one mile south from Eleventh Street through Tracy's Central Business District (CBD) to Schulte Road. After a discontinuity of approximately three-quarters of a mile south of Schulte Road, Central Avenue resumes, turning west to a terminus at Tracy Boulevard.

Central Avenue currently has two travel lanes plus parking between Eleventh and First Streets, and for an 800-foot segment between Mt. Oso Avenue and Shulte Road. Elsewhere, Central Avenue is a four-lane arterial. Ultimately, Central Avenue is planned for four travel lanes for its entire length south of First Street.

The alignment of Central Avenue is straight. There is a traffic signal at the Central-Holly/Eleventh Street intersection and stop signs on Central Avenue at Schulte Road and at Tracy Boulevard. Other side streets are stop sign controlled.

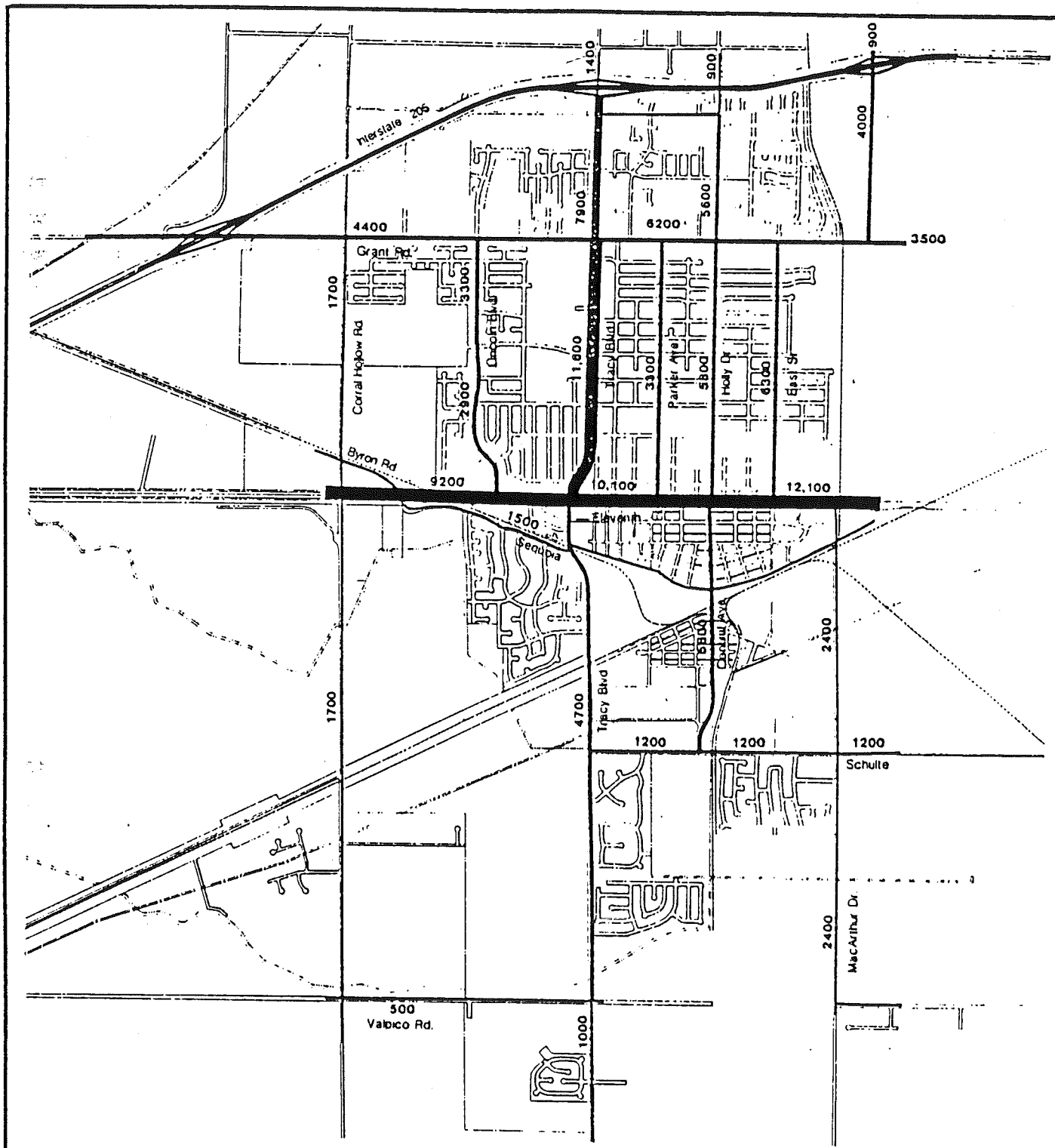
Corral Hollow Road

Corral Hollow Road is currently a two-lane north-south roadway at the western edge of Tracy. It is planned to become a major four-lane arterial serving future development in west Tracy. The alignment of Corral Hollow is straight as it passes through the planned development area.

Eleventh Street

Eleventh Street is the major east-west arterial roadway serving central Tracy. To the west, Eleventh Street has an interchange connection to Interstate 205. Some 2.3 miles are within the City limit. Eleventh Street serves four lanes of traffic.

The alignment of Eleventh Street is straight. Traffic control includes traffic signals at Tracy Boulevard, at Lincoln Boulevard, at Parker Avenue, at Holly Drive, and at East Street. All other side streets are stop sign controlled. Speed limit signs are used to indicate the speed limits varying between 30 MPH and 50 MPH. The highest traffic volumes along Eleventh Street occur between Central Avenue and Parker Avenue where daily volumes exceed 15,000. West of Lincoln Boulevard, the average daily traffic (ADT)* is about 9,200 and to the east of MacArthur Drive it reaches 12,100 vehicles per day. Eleventh Street is a designated truck route.



Tracy Specific Plans Overall Plan

Prepared by
EDAW Inc.

in association with
Wiley & Horn
OKS Associates
Barth-Webb Associates

0 100' 1500' 1200' 6000'



EXISTING (1983) TRAFFIC VOLUMES

Average Daily Traffic

- 500 - 2500 ADT
- 2501 - 7000 ADT
- 7001 - 9000 ADT
- 9001-12,500 ADT

Grant Line Road

Grant Line Road is an east-west arterial roadway in the northern part of Tracy. To the west, Grant Line Road has an interchange connection to Interstate 205. Some 3.4 miles of Grant Line Road is within the City limit. Grant Line Road serves two lanes of traffic with a central two-way left-turn lane between Tracy Boulevard and East Street. Between Holly Drive and East Street, a second eastbound lane is present. Ultimately, Grant Line Road will be widened to serve four lanes of through traffic.

The alignment of Grant Line Road is straight. Traffic control includes traffic signals at Tracy Boulevard, at Holly Drive at East Street, and at Lincoln Boulevard. All other side streets are stop sign controlled. Speed limit signs are used to indicate the 35 MPH speed limit between Tracy Boulevard and MacArthur Drive and 45 MPH to the west of the 35 MPH speed limit. Daily traffic volume along Grant Line Road west of Corral Hollow Road is about 4,400 and about 3,600 east of MacArthur Drive. The highest volumes along Grant Line Road occur between Tracy Boulevard and MacArthur Drive. Grant Line Road is a designated truck route.

Holly Drive

Holly Drive is a north-south roadway in the central part of Tracy extending some 2.1 miles between Eleventh Street and the northerly City limits. Holly Drive serves two lanes for its entire length. Between Eleventh Street and Clover Road, Holly Drive is 40 to 48 feet wide. North of Clover Road, the pavement width narrows to 24 to 30 feet.

The alignment of Holly Drive is straight. Traffic control includes traffic signals at Grant Line Road and at Eleventh Street. Other side streets are stop sign controlled. Speed limit signs are used to indicate the 25 MPH speed limit between Eleventh Street and I-205. Daily traffic volume along Holly Drive south of Beverly Place is about 6,200 and about 5,600 north of Grant Line Road. Daily volume north of Clover Road is about 1,300 and this drops to about 950 per day near Arbor Avenue.

Lincoln Boulevard

Lincoln Boulevard is a north-south roadway in the western part of Tracy extending about 1.4 miles between Eleventh Street and the residential neighborhood north of Grant Line

Road. Lincoln Boulevard serves four lanes of traffic from Eleventh Street to 250 feet north of Grant Line Road. Further to the north, there are two lanes with the road less than 40 feet wide.

The alignment of Lincoln Boulevard is straight north of Lowell Avenue. To the south, the road curves with the largest curve south of Beverly Place. Traffic control includes a traffic signal at Eleventh Street. A new signal is planned in the future for the Grant Line Road intersection. A four-way stop exists at Lowell Avenue. Other side streets are stop sign controlled. Speed limit signs are used to indicate the speed limit. Daily traffic volume north of Eleventh Street is about 2,900 and about 3,300 south of Grant Line Road. The Capital Improvements Program proposes the construction of a connection of Lincoln Boulevard to West Clover Road.

Lowell Avenue

Lowell Avenue is an east-west roadway in northern Tracy which currently extends about 1.3 miles from Deborah Street (one block east of East Street) to Lincoln Boulevard. Between Deborah Street and Tracy Boulevard, Lowell has two travel lanes plus parking. West of Tracy Boulevard, Lowell has four lanes plus parking. Ultimately, the City of Tracy plans to extend Lowell Avenue west across Corral Hollow Road and then northerly to a terminus at Grant Line Road.

The existing alignment of Lowell Avenue is straight. Traffic control includes a four-way stop at Lincoln and a traffic signal at Tracy Boulevard. Other side streets are stop sign controlled.

MacArthur Drive

MacArthur Drive is a 2.4-mile-long north-south roadway in the eastern part of Tracy providing two lanes of traffic between the southerly City limits and Eleventh Street and between Grant Line Road and the northerly City limits. The width of MacArthur Drive typically varies between 25 and 35 feet with most of its length yet to be fully improved.

The alignment of MacArthur Drive is straight. Traffic control includes stop signs at Grant Line Road and at Eleventh Street. Side streets are stop sign controlled. Speed limit signs are used to indicate the speed limit. Daily traffic volume along MacArthur

- Drive is about 4,100 north of Grant Line Road and 900 immediately to the south of Arbor Avenue. The daily volume north of Schulte Road is about 2,700 and about 2,400 south of Schulte Road. MacArthur Drive is a designated truck route.

Schulte Road

Schulte Road is at present a two-lane roadway extending from Chrisman Road east of the City limits to Tracy Boulevard in southern Tracy. West of Corral Hollow Road, another segment of Schulte Road extends (with a discontinuity at Lammers Road) to a terminus at Patterson Pass Road, just east of Patterson Pass Road's interchange with I-580. Pavement width on Schulte Road is 20 feet over most of its length; some segments within the current City limits have been widened to 32 feet. Schulte Road is ultimately planned to be a four-lane arterial from Chrisman Road to Corral Hollow Road.

The alignment of Schulte Road is straight between Chrisman Road and Corral Hollow Road. Central Avenue traffic is stop sign controlled at Schulte Road and Schulte Road traffic is stop sign controlled at Tracy Boulevard, MacArthur Drive, and Chrisman Road. Schulte Road is a designated truck route.

Tracy Boulevard

Tracy Boulevard is the major north-south arterial providing a continuous route between the northerly and southerly City limits. Tracy Boulevard serves as a two-lane street north of I-205 and to the south of Tennis Lane. Tracy Boulevard has four traffic lanes between Grant Line Road and Tennis Lane. Localized widening also occurs at Kavanaugh Avenue and at Grant Line Road.

The alignment of Tracy Boulevard is basically straight with curves in the vicinity of Twelfth Street and south of the railroad crossing of the Southern Pacific tracks. Traffic control include traffic signals at Eleventh Street, Lowell Avenue, Grant Line Road, Kavanaugh Avenue and Clover Road. A traffic signal is currently under construction at West Central Avenue, Tracy Boulevard is stop sign controlled at Linne Road. All other intersecting side streets are stop sign controlled. Daily traffic volume along Tracy Boulevard exceeds 11,600 per day immediately south of Grant Line Road and has been measured as high as 13,800 near Eaton Street. Daily traffic volumes decrease to about 1,100 at Linne Road and to about 1,400 north of Larch Road. Tracy Boulevard is a designated truck route.

Valpico Road

Valpico Road is currently a two-lane roadway which passes through southern Tracy. It extends 4.3 miles from Chrisman Road to Lammers Road except for a missing one-half-mile segment immediately west of MacArthur Drive. The City of Tracy plans to develop Valpico as a four-lane arterial.

3.3.5.3 Existing Traffic Volumes

For purposes of analyzing intersection design and performance, peak-hour turning volumes are much more useful than Average Daily Traffic (ADT) volumes (Table 3.14). DKS Associates collected afternoon peak-hour turning volumes for 13 key intersections in January and March, 1986 (Figure 3.5). For three other intersections, 1984 afternoon peak-hour counts were extrapolated to 1986 levels by assuming four percent growth in the intervening two years. These existing afternoon peak-hour volumes together with information on existing intersection geometrics (lane stripings) were used to calculate the existing traffic volume-to-capacity (V/C) ratios and associated level of service (LOS) grades for the 16 key intersections. Capacity utilization was calculated using the planning method of the Transportation Research Board's Circular 212 update of the 1965 Highway Capacity Manual. Existing V/C ratios and LOS grades are shown in Table 3.14. Table 3.15 characterizes different intersection levels of service.

Existing Transit Service

Tracy Transit, a dial-a-ride para-transit service, currently serves all parts of the City including the Specific Plan areas. The operation consists of five vans, four of which are in service during hours of operation (7 a.m. to 7 p.m.). The service is available to all Tracy residents. Fares are 75 cents per ride (50 cents for senior citizens and handicapped persons). Annual ridership was approximately 47,000 in 1985.

Table 3.14

Tracy Residential Specific Plans
Existing Conditions--1986
Report of Total Volumes by Turning Movement, Volume/Capacity Ratios and Level of Service

Intersection	V/C	Northbound			Southbound			Eastbound			Westbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1 Corral Hollow & Grant Line	0.28 A	12	16	14	22	10	11	13	281	42	14	94	13
2 Lincoln Blvd. & Grant Line	0.43 A	24	15	134	10	9	1	20	284	58	134	132	16
3 Tracy Blvd. & Grant Line	0.59 A	162	164	128	88	241	69	66	362	224	139	309	74
4 Corral Hollow & Lowell Ave.	N/A	0	40	0	0	64	0	0	0	0	0	0	0
5 Lincoln Blvd. & Lowell Ave.	0.09 A	0	139	28	26	95	0	0	0	0	25	0	30
6 Tracy Blvd. & Lowell Ave.	0.22 A	73	148	29	6	289	89	25	19	42	5	23	15
7 Byron Rd. & Eleventh St.	N/A	0	0	0	0	0	0	0	537	0	0	156	0
8 Corral Hollow & Eleventh St.	0.30 A	9	28	82	16	14	3	5	509	23	54	144	7
9 Lincoln Blvd. & Eleventh St.	0.35 A	36	38	49	70	35	23	81	445	50	54	277	133
10 Tracy Blvd. & Eleventh St.	0.49 A	121	281	87	171	262	75	85	354	108	79	270	196
11 Holly-Central & Eleventh St.	0.50 A	112	168	108	56	164	54	60	345	119	60	502	79
12 Corral Hollow & Cypress Drive	N/A	0	119	0	0	81	0	0	0	0	0	0	0
13 Tracy Blvd. & Centre Court	0.24 A	40	300	0	0	400	50	40	0	5	0	0	0
14 MacArthur Dr. & 3rd	0.10 A	31	62	0	0	92	2	4	0	26	0	0	0
15 Corral Hollow & Schulte	N/A	0	119	0	0	81	0	0	0	0	0	0	0
16 Sycamore & Schulte	N/A	0	0	0	0	0	0	0	0	0	0	0	0
17 Tracy Blvd. & Schulte	0.31 A	0	160	39	162	214	0	0	0	0	13	0	75
18 Central & Schulte	0.21 A	0	0	0	68	0	36	28	180	0	0	88	52
19 MacArthur & Schulte	0.14 A	32	64	4	8	88	32	4	48	12	12	16	16
20 Tracy Blvd. & Central	0.16 A	0	168	6	120	99	0	0	0	0	9	0	36
21 Tracy Blvd. & Valrico Rd.	0.13 A	6	99	6	9	78	9	21	1	6	6	15	39

N/A - Not Applicable

B-86071404

Table 3.15

Level of Service Interpretation

<u>Level of Service</u>	<u>Description</u>	<u>Average Vehicle Delay (seconds)</u>	<u>Volume to Capacity Ratio</u>
A	Free Flow. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Insignificant delays.	0-16	0.0-0.59
B	Stable Operation. An occasional approach phase is fully utilized. Many drivers begin to feel somewhat restricted within platoons of vehicles. Minimal delays.	16-22	0.60-0.69
C	Stable Operation. Major approach phase may become fully utilized. Most drivers feel somewhat restricted. Acceptable delays.	22-28	0.70-0.79
D	Approaching Unstable. Drivers may have to wait through more than one red signal indication. Queues develop but dissipate rapidly, without excessive delays.	28-35	0.80-0.89
E	Unstable Operation. Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection. Significant delays.	35-40	0.90-0.99
F	Forced Flow. Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections. Excessive delays.	40 or greater	not applicable

Source: "Highway Capacity Manual," Highway Research Board, Special Report No. 87, Washington, D.C., 1965.

"Interim Materials on Highway Capacity," Transportation Research Board, Circular No. 212, Washington, D.C., January 1980.

DKS Associates

3.3.6 Noise

Noise levels within the City of Tracy, on the major street network, were measured in 1981 and reported in the General Plan. The data showed that on residential streets, the noise levels were between 60 and 65 LDN within 50 feet of the roadway, making the noise levels conditionally acceptable for residential use. Noise levels along commercial streets were higher, but generally acceptable.

The 1981 data gave information for several streets within the Specific Plan areas. Findings were consistent with those for the city as a whole, however, several streets within the Planning Areas were not measured.

Trains are also noise producers within Tracy. The two Southern Pacific Railroad lines which cross the City together average 11 trains per day (Tracy General Plan). The rail spur which extends to the Owens-Corning plant southwest of the City is used infrequently. A Western Pacific Railroad line runs southeast of Tracy. Noise from this line does not affect the Specific Plan areas.

3.4 Public Facility Considerations

3.4.1 Utilities

3.4.1.1 Municipal Water Systems

The City of Tracy maintains their own municipal water system and treatment works. The City's water supply comes from local wells and an entitlement for the Delta Mendota Canal of 10,000 acre feet annually. Of the City's eight wells, two have been recently abandoned due to deterioration of casings and other operational problems, leaving six actively operable.

Because the City of Tracy's present entitlement for water from the Delta Mendota Canal is 10,000 acre feet annually, and the existing treatment plant can only process 7,000 acre feet, additional capacity is needed in the treatment plant for immediate needs. Long range estimates indicate a need for another source of supply, which might be 1) an increased entitlement from the Delta Mendota Canal, 2) acquisition of an entitlement from the California Aqueduct; 3) drill new wells where ground water of better quality exists.

The City's Water Treatment is located east of Tracy Boulevard just south of the Tracy Municipal Airport. The present treatment plant capacity is 7.0 MGD with a peak 10 hour capacity of 10.0 MGD.

The water supply network consists of a looped system of mains that adequately serve the existing areas of the City. Service is divided into three pressure areas as indicated in Figures 4.3.

The City of Tracy currently maintains a Class 4 fire rating and has four of its existing well pumps powered by diesel engines that could adequately provide for fire protection and domestic needs on a limited basis. Fire hydrants are located at appropriate spacing throughout the City.

The City has two existing elevated water towers or reservoirs in its public water system. Both tanks are vintage steel tanks with cage-steel legs. One is located on the south side of Tenth Street, across the street from City Hall and the second is located in the City utility yard property, east of Tracy Boulevard and south of the railroad tracks. Both of these tanks are unused except for brief periods of time when the Delta-Mendota Canal is shut down for cleaning and/or repair. The balance of the time, the City uses the clear-well at the water treatment plant for developing head and as a reservoir.

There is a water pressure booster station located at the corner of Valpico Road and Tracy Boulevard. This includes a fire booster pump on the southeast corner and a domestic booster pump at the southwest corner. There are also pumps located at each City well site from which water is pumped directly into the water mains.

The West Side Irrigation District provides irrigation water to the agricultural areas west of town. The Banta-Carbona Irrigation district provides irrigation water to the area from Valpico road southerly and from Banta Road easterly. Numerous irrigation ditches exist around the agricultural perimeters of the developed areas, which will generally be phased out as the areas develop, and/or be converted into drainage ditches.

3.4.1.2 Municipal Wastewater

The existing wastewater collection system consists of both gravity flow system and a pumped flow system. The sewer plant is located in the northeast quadrant of Tracy, fronting Holly Drive and Arbor Avenue (Figure 3.6). Existing capacity of the plant is 6.0 million gallons per day (m.g.d.)

A treatment plant and collection system expansion is currently underway funded, as explained earlier, by Assessment District 84-1. These improvements will be completed prior to residential development in the Specific Plan areas. For the purpose of this report, these new improvements are considered part of the existing system.

Under the current phase of treatment plant construction, the project will provide for an increased average domestic plant flow of 3.5 m.g.d. The major items include: a primary effluent pipeline, a secondary clarifier over-sizing, anaerobic digester oversizing, domestic primary clarifiers, effluent pump modifications, and a chlorine contact basin. This phase of construction was approximately 50 percent complete as of March 1986. A capacity of 0.15 m.g.d. has been slated for urban infill, therefore, the net available capacity for continued residential, commercial and industrial growth is 3.35 m.g.d.

Currently there are four main trunk lines serving the City. They are:

- 1.) Tracy Boulevard Assessment District (TBAD) Trunk Sewer
- 2.) Grant Line Trunk Sewer
- 3.) Eastside Trunk Sewer
- 4.) Corral Hollow Trunk Sewer

The location of all of these facilities is included on Figure 3.6.

The TBAD Trunk Sewer serves the areas north of Grant Line Road. The maximum pipe capacity at the downstream end is 3.8 m.g.d.

The Grant Line Trunk Sewer primarily services the inner-city. This area includes lands bounded by Grant Line Road on the north, the railroad on the south, MacArthur Road on the east, and Lincoln Boulevard on the west. The maximum pipe capacity at the downstream end is 4.4. m.g.d.

The Eastside Trunk sewer serves for the most part, the industries on the east side of MacArthur Road, north of the railroad. The trunk sewer also serves most of the lands south of the railroad, north of Linne Road, west of MacArthur Road, and east of Tracy Boulevard. The maximum pipe capacity on the downstream end is 5.1 m.g.d.

The Corral Hollow Trunk Sewer serves most of the lands between Grant Line Road to the north, Southern Pacific Railroad to the south, Chester Drive to the east, and Lincoln Boulevard to the west. In addition, a portion of lands between the railroads to the north and south, and Hickory Avenue and Tracy Boulevard to the east and west. The maximum pipe capacity at the downstream end is 2.3. m.g.d.

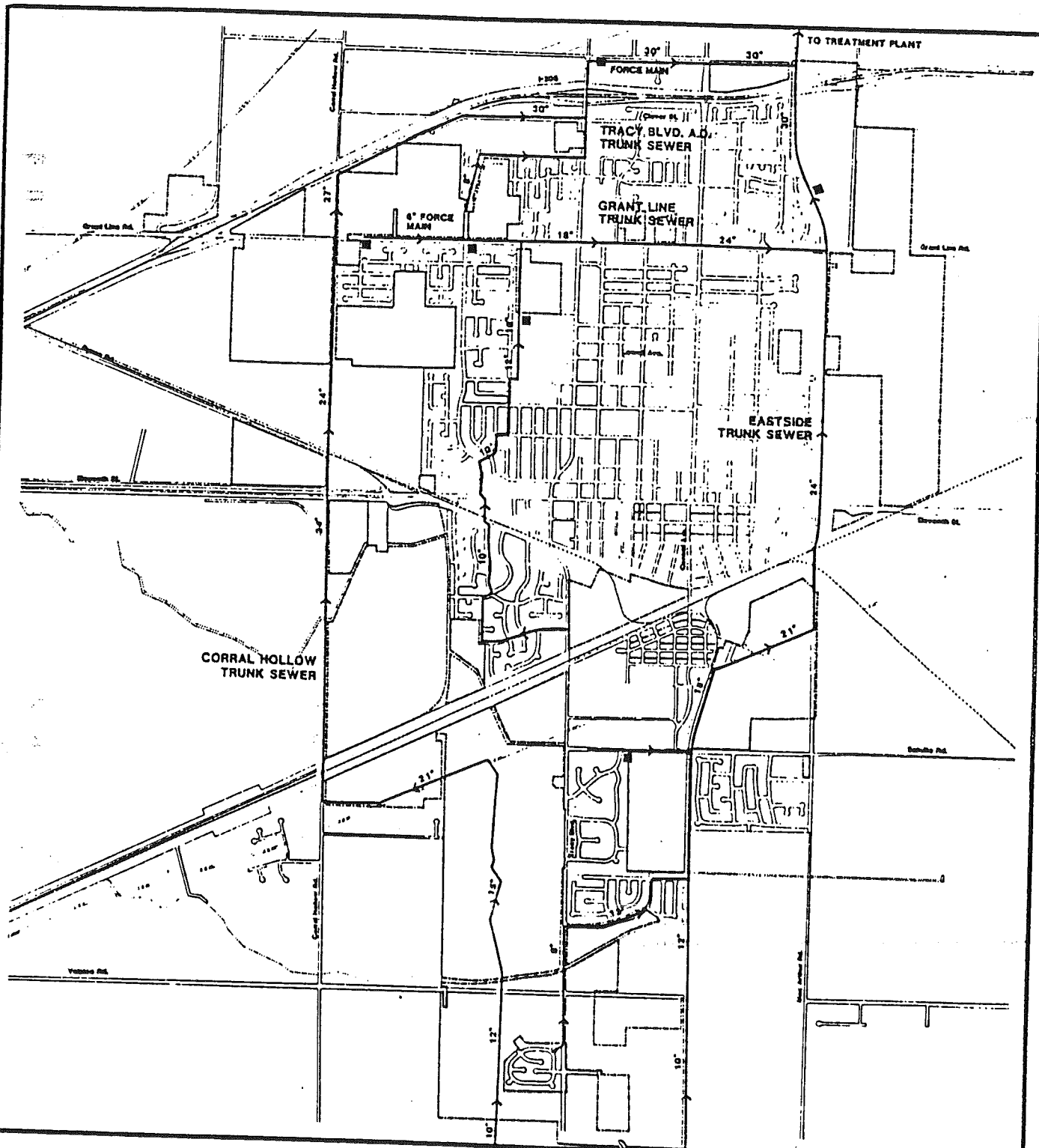
There are a total of six existing lift stations in the wastewater collection system located as indicated on Figure 3.6.

3.4.1.3 Storm Drainage

The topography of the greater Tracy area is such that there is no inflow of surface water from outside the study area. Lands to the north and east drains northerly toward the San Joaquin River. Corral Hollow and the foothill areas drain in generally easterly directions. Lands to the west drain generally northeasterly and do not contribute to storm flow within the study area.

The prevalent drainage pattern is overland flow in a generally northern direction to interception by a conveyance system. This conveyance system can be categorized as follows:

- a. Gravity flow
- b. Pumped flow
- c. Detention basins
- d. Retention ponds



Tracy Specific Plans Overall Plan

EXISTING WASTEWATER SYSTEM

Prepared by
EDAW Inc.
in association with
Wesley & Horn
DKS Associates
Barrio-Wells Associates



- Existing Trunk Lines
- Existing Lift Stations
- Assessment District 84-1 Boundary

Figure 3.6

One portion of the existing gravity collection system flows to the city's outfall ditch which extends northerly from Grant Line Road to Sugar Cut, between Holly Drive and MacArthur Road. A second gravity outlet utilized for stormflow is the Westside Irrigation District (WSID), Main Drain, which flows northwesterly to the WSID main intake canal at the Old San Joaquin River.

The pumped drainage flow area generally lies north of Grant Line Road and west of Balboa Avenue. Under the Tracy Boulevard Assessment District (TBAD) project in 1979 a new major pumping station was installed on Larch Road.

There are seven retention basins currently scattered throughout the southern portion of the City. The City has expressed dissatisfaction with the retention basin concept and desires to ultimately eliminate these facilities.

The conduit system within the presently developed areas is adequate to handle a 10-year storm with temporary ponding. The present capacity of the Main Drain discharge point is limited by the size of several downstream culverts and siltation in some reaches. Present capacity is approximately 45 cfs. With minor improvements, capacity of the drain could be increased to nearly 200 cfs. An agreement between the City and WSID permits a discharge rate to the Main Drain of 20 cfs. This is presently the limiting peak flow in the storm drain system. Any additional tributary flow would increase the peak, and the City would have to incorporate a detention system in order to meter discharge into the existing system or negotiate with the WSID for increased capacity.

To expand and coordinate the city-wide storm drainage system, the City has adopted a multiple criteria policy, as discussed in the Storm Drainage Master Plan, for future drainage system design. The policies are as follows:

- a. The 100 year storm is to be contained within the right-of-way of the public street.
- b. The 10-year storm is to be contained within the top of the street curb.
- c. Storm drain facilities will be required where either of the above conditions cannot be satisfied.

The adopted criteria are intended primarily for new construction and make use of the surface capacity of the streets as a part of the detention/discharge system.

The storm drainage master plan, as adopted, includes only one permanent detention basin which is to be located north of I-205 on an extension of the Corral Hollow Road alignment. A temporary retention basin is located near Eleventh Street at the extension of MacArthur Road. This basin will be phased out when the downstream conveyance channel is constructed.

The Master Plan, as adopted, indicates development of a system that would discharge all increased flow due to new development through this detention facility to Sugar Cut Canal. Negotiation with the WSID continue, however, for rights to discharge additional runoff to the Main Drain.

3.4.1.4 Solid Waste

Solid waste collection within the city of Tracy is presently handled by the Tracy-Delta Disposal Service of Tracy. Their operation is comprised of 6 trucks and 18 staff in the field plus a small office staff with billing and payment collections handled by the City of Tracy.

The City has 6927 billing entities for collection. They contribute approximately 30,000 cubic yards of solid waste monthly to a 20.0 acre joint city/county solid waste disposal site located at the southeasterly corner of Corral Hollow Road and Interstate Highway Rte 580. This is a landfill operation operated by the City Department of Public Works.

3.4.1.5 Electric Power

Pacific Gas and Electric presently serves the entire City of Tracy including the Specific Plan areas. There is a set of electric transmission towers owned by PGandE, which runs across the City, parallel to the railroad in a southwesterly to northeasterly direction. Their substation is located on their transmission tower line in the vicinity of Chrisman Road and West Eleventh Street.

3.4.1.6 Natural Gas

Gas is presently served to the densely developed portions of the City by Pacific Gas and Electric. Extension of gas service is readily available and will be provided under the normal State Public Utilities Commission regulations.

3.4.1.7 Telephone/Cable Television

Telephone service to the entire area is by Pacific Bell-Headquartered in Stockton.

Cable television service is provided to the entire city by United Artist Cable Company of Tracy.

3.4.2 Public Services

3.4.2.1 Police Service

Facilities and Staffing

The City of Tracy Police Facility was occupied in 1979, and is located within the City Hall complex at 400 East 10th Street. Originally built to provide space for 39 employees, the current full-time staff of 45 and reserve and volunteer staff of 35 has filled the facility to capacity. The building includes a jail which sleeps six prisoners and it was built to federal correctional facility standards.

The Police Department has a total of 45 full-time employees (33 sworn officers and 12 civilian) in the following positions:

- 25 patrol officers (including two beginning January 1, 1986 and 6 investigators)

- 5 sergeants

- 9 communications personnel

- 1 records supervisor

- 1 secretary

- 12 aides

- 3 administrative personnel (2 lieutenants, 1 chief)

Additionally, the Department has ten adult crossing guards, 13 volunteer Reserve Officers, and 12 volunteer Cadets.

While new staff hiring is presently evaluated by the workloads of existing officers, the ratio of the community population to officers is essentially 1 officer/1000 population.

Organizationally, the Department is divided into two major divisions: the Operations Division and the Investigations Division. Each is headed by a Lieutenant under the direction of the Chief of Police.

Police service is carried out with the use of 7 marked patrol vehicles, 5 unmarked vehicles, 1 van, 1 parking enforcement 3-wheel Cushman, and 2 Honda 125 motorcycles.

Additionally, the Department has a supply of two-way portable radios sufficient to equip each person on duty and is in the process of establishing a mobile technical service unit which will also immediate response to crime and emergency scenes with the necessary equipment to properly investigate or document the event.

Tracy was among the first cities in California to implement a 9-1-1 Emergency System. The present police facility features a modern two station communications console allowing two operators to simultaneously receive incoming calls and dispatch emergency units. The dispatch center is equipped with a dictaphone dual 24-hour taping of all incoming and outgoing calls through the center. It allows the operator to visually monitor the booking area of the jail, as well as the inside corridor. The dispatch operator is also able to perform audio monitoring of all cells within the jail, and has electronic control of all jail doors, as well as the primary entrance doors to the facility.

The City of Tracy is patrolled by using a beat system. The City is divided into four beat areas with one officer assigned to each beat. Patrol beats one and two serve the Specific Plan areas.

The basic philosophy of the Tracy Police Department has been service oriented wherein they recognize citizen requests for special patrol, vacation watches, as well as response to minor accidents and reported crimes.

In 1985, the department responded to 17,054 calls and made 2,951 arrests. The number of calls increased approximately 12 percent over 1984 (15,194). Response time to emergency calls are still being made within two to three minutes, however, non-emergency calls, at times, have to be prioritized, and frequently responses cannot be made for 30 to 45 minutes.

Police Programs

The Police Department implements programs with the primary purpose of providing information on crime prevention, as well as programs that enhance the Department's ability to deal with the criminal offender and receive timely information.

Programs dealing primarily with community youth are as follows:

1. Operation Stay In School—This program is a cooperative effort with the school district in discouraging truency and putting the student back in school.
2. Elementary School Safety Education—This program is targeted at the kindergarten through fourth grades to provide information on staying away from strangers, narcotics, bicycle safety and emergencies.
3. Thumbs-Up—Provides parents of very young children with fingerprints that can be used to identify a child should they be kidnapped or missing.
4. Cadet program—This program is for the high school age student which allows them to work in the police department.
5. Co-Op—In cooperation with San Joaquin county Probation Department, provides counselling for the youth and parents.

Community wide programs in crime prevention are as follows:

1. Crime Prevention Unit--Five police personnel are assigned to this unit with the goal of supplying information to the community in protecting their homes, businesses, as well as personal safety.

2. Crime Stoppers--A citizen involved program which provides rewards for information leading to the arrest of person responsible for selected crimes.
3. Narcotic Offender--Ongoing testing of narcotic offenders, with cooperation of the court system.
4. Reserve Officer Program--Provides voluntary involvement from citizens of Tracy.

3.4.2.2 Fire Protection

Facilities and Staffing

The Tracy Fire Department currently conducts operations out of three fire stations: Station No. One is located at 9th Street and Central Avenue; Station No. Two is located at Parker Avenue and Grantline Road (at the entrance to El Pescadero Park); and Station No. Three is located at Tracy Boulevard and West Central Avenue. It is an interim facility, to be in use until a permanent facility is built in this area.

The Fire Department operation consists of three twenty-four hour shifts. The Tracy Fire Department is service oriented and responds to all fire, first aid, and rescue incidents, as well as citizen service calls.

Currently the Standard Fire Insurance Rating for the department is a four rating, (using a scale of 1 to 10, one being the highest). The department was reevaluated in April 1986. The results of that reevaluation are anticipated to be released in October 1986.

The Fire Department has a mutual aid agreement all Fire Departments in San Joaquin County, along with Livermore Radiation Lab, in fire which or rescue equipment personnel are available in case of a large emergency. The Department also has an agreement with the State of California in which Tracy Fire Department will assist in an emergency anywhere in the State in return for the use of a fire pumper as a reserve apparatus for City use.

The Tracy Fire Department is headed by the Fire Chief and has 18 firefighters, six shift officers, two 40-hour administrators and one secretary. The firefighter staffing for each station is as follows:

Main Station (9th and Central)

Maximum: 4 firefighters plus two administrators

Minimum: 3 firefighters

North Station (Grant Line Road and Parker Avenue)

Two firefighters on duty at all times

Temporary South Station (Tracy Blvd. and West Central)

Two firefighters on duty at all times.

90 percent of the fire force are trained as Emergency Medical Technicians.

Fire service is carried out with the following equipment:

Station #1	1977	1500 gpm pumper
	1968	1500 gpm snorkel (elevated platform)
	1972	1250 gpm Reserve pumper
	1975	Rescue Squad
	1985	Utility truck
	1980	Dodge pickup
		(Emergency Communications Trailer)
Station #2	1982	1500 gpm pumper
	1968	1000 gpm reserve pumper - State rig (OES)
Station #3	1985	1500 gpm pumper
Chiefs Car	1983	Dodge

The hospital dispatch all ambulance calls. Ambulance service is provided by "Mobile Life Support," a private firm.

Fire Programs

Tracy fire Department programs consist of fire prevention inspections of commercial, industrial and residential properties, weed abatement, auto abatement, smoke detector program for senior, C.P.R. instruction, school fire prevention programs and public education.

3.4.2.3 Public Schools

Most of the Residential Specific Plan areas are within the Tracy School District, (elementary and middle schools), and the Tracy Joint Union High School District, which function under common administration, but have separate boundaries. There are five elementary schools, two middle schools, one high school, and one continuation high school within these districts. Jefferson Elementary School District and the Tracy Joint Union High School District serve all areas south of Valpico Road. Currently there are no Jefferson Elementary School District schools within the Tracy city limits.

Tracy School District is divided into attendance zones which designate the schools at which students from the various neighborhoods in Tracy will attend. K-5 schools serve students within a one-half mile radius and middle schools serve students within one mile. Table 3.16 lists the attendance zones which currently serve the Specific Plan areas.

School enrollment has increased substantially in the past several years. All schools are using portable classrooms and most presently exceed their optimum capacity, (School Facilities Planning and Development Guidelines, Draft October 1985).

Table 3.17 illustrates the changes in attendance for all schools in the Tracy School District from 1981 to 1985.

Table 3.16

Specific Plan Areas School
Attendance Zones

	<u>Elementary School</u>	<u>Middle School</u>
<u>Mac Arthur</u>	South	Monte Vista
<u>Sycamore Park</u>		
Above Valpico Road	South	Monte Vista
Below Valpico Road	Jefferson District	Jefferson District
<u>Byron Road</u>		
Above Grant Line	North	Monte Vista
Below Grant Line	McKinley	Monte Vista

All Specific Plan area are served by Tracy High School.

Table 3.17

Tracy School District Attendance
1981^a and 1985^b

<u>School</u>	<u>Grades</u>	<u>Enrollment</u>		<u>Number of Portables</u>		<u>Optimum Capacity^c</u>
		<u>1981</u>	<u>1985</u>	<u>1981</u>	<u>1985</u>	
Central	K-5	559	595	3	3	475
McKinley	K-5	406	458	4	5	500
North	K-5	501	618	1	1	500
South	K-5	358	605	6	8+1k	550
West Park	K-5	204	310	4	6	300
Subtotal	K-5	2,028	2,585	18	23+1k	
Clover	6-8	495	532	3	2	500
Monte Vista	6-8	491	545	3	1	750
Subtotal	6-8	986	1,077	6	3	
Tracy Joint Union	9-12	1,669	1,850	9	9	2,000
Duncan Russell	9-12	104	104	5	N/A	150

- a. Tracy General Plan, 1982
- b. Tracy School District, "School Facility Planning and Development Draft Guidelines," October 1985.
- c. Based on consideration of 25 students per classroom; site area restrictions and removal of temporary portable classrooms.

Due to the strained capacity of certain elementary schools, and the desire to keep students of one family together, approximately 384 K-5 students attend schools other than their neighborhood schools.

Jefferson Elementary School District serves children residing south of Valpico Road. Presently, the District has one school, which is located at Chrisman Road and Linne Road. Attendance at this school has remained stable over the past five years. With a pupil capacity of 300 and a current enrollment of 275, the District has some remaining space for new students.

The Tracy General Plan has designated 7 elementary schools, one middle school, one K-8 school, and one new high school for the areas within the scope of the Specific Plan. Tracy School District facility planning policy require the 1/2 mile and 1 mile attendance zone standards for K-5 and middle schools to be adhered to for each new facility. The K-8 designated school is within the Jefferson School District boundary.

State standards require all elementary schools of 500 students to be sited on approximately 10 acres, middle schools of 750 students on 20 acres, and high schools of 2,000 students on 40 acres. Tracy School District policy adheres to these standards.

Currently the District owns a 90.7 acre parcel at Corral Hollow Road and Lowell Avenue. This site is planned for a new high school with an expanded campus and possibly a park. Need for this facility is not anticipated for three to four years.

Presently, construction of new schools is limited to times when State funding is available. If a Mello-Roos district is established, limiting constraints to funding, an elementary school could be planned and constructed in a minimum of two years. If any financing is required from the state, the process will be much slower as these agencies only release new monies once every four years.

3.4.2.4 Parks and Recreation

There are currently 80 acres of developed parkland within the Tracy city limits. These parks are neighborhood-serving and are generally located in the northern portion of the city. Most sites are approximately 8 to 10 acres in size and include a combination of active and passive recreational facilities. Parks are consistently located next to schools; however, the facilities are often designed and maintained separately.

The existing ratio of Tracy population/parkland equals 3.5 acres per 1,000 residents, however, at the 1980 census, the ratio was 4.1 acres per 1,000 residents. This is consistent with national planning standards for neighborhood parks. The City has proposed an ordinance which requires developers of subdivisions of more than 50 units to dedicate land for parks at 4.0 acres per 1,000 population.

While there is no official parks department, the Tracy Recreation Commission organizes activity programs. The Public Works Department maintains all parks.

3.4.2.5 Department of Public Works

Responsibilities of the Department

The Department of Public Works is responsible for providing a variety of physical facilities and public services needed to support urban development, including those items more recently referred to as infrastructure: such as street and highways, public buildings, water supply, wastewater treatment, street lighting and traffic control, transportation, parks and open space, storm drainage, airports and equipment services.

Engineering Services

The services of this division include the design, inspection, and consultant coordination for all capital improvement and private development projects. The engineering staff provides technical assistance to insure that projects ranging from a single lot construction to a major subdivision provide the facilities consistent with legal requirements. These functions include assistance with preliminary designs, reviewing and checking plans, and legal coordination for all formal agreements. This division also provides the construction management of projects which encroach into public right-of-way or will provide facilities for which the City will be responsible. Traffic engineering services for improvement of traffic safety and coordination with traffic enforcement regulations is also the responsibility of this division.

Public Works Administration

This division provides support services to manage and coordinate all public maintenance and engineering activities. It is responsible for the planning and administration of specific maintenance activities, including the liaison with all other City departments and the public. Within this division, preliminary planning for physical plant facilities is developed.

Street Maintenance

This division is responsible for patching, paving and repairing the City's streets and replacement of curbs sidewalks damaged by street trees. Other responsibilities include maintenance of all traffic control devices, (including signs, pavement markings, traffic signals, and street lighting), and street sweeping services for all City Streets.

Storm Drainage System Maintenance

The primary responsibility of this division is to maintain the ability of the City's storm drainage system to effectively drain the City's streets. This work includes periodic cleaning of catch basins and storm drain lines, and the maintenance of interim and ultimate drainage retention and detention basins. Within this and other divisions, staff is also provided for emergency and standby services as needed.

Water Distribution System

This division maintains the City's distribution water system to ensure the provision of adequate fire protection and customer service needs. It is responsible for repair of damages to the system of water mains, water services and water meters which distribute the water supply to customers and to the fire protection system. New services are installed for small developments and individual projects. No major construction projects are done within this division. Meter reading services and response to consumers' request for service are also provided within this division.

As described earlier, the Utility Department provides the water treatment and water resource facilities, including the management of the water treatment plant, wells, and booster pump stations.

Sewage Collection System

The Public Works Department also maintains the sewage collection system.

Park and Street Tree Maintenance

The division provides maintenance of all parks and open space within the City, as well as periodic street tree pruning and maintenance.

3.4.2.6 General Government

The departments discussed in this section include: Community Development, Finance, Personnel, and the City Manager's staff. Each of these departments currently have their offices within City Hall, which is located at 400 East 10th Street.

City Hall has recently been expanded to consolidate existing departments into one building. Portions of the Community Development Department, however, are still in temporary facilities adjacent to the main building. No additional office space is presently available within City Hall.

The Community Development Department is currently organizing a "one-stop" permitting process. Once in place, this system will streamline the procedure for obtaining subdivision, zoning, and building permits. A Planning Technician position has recently been created which will give advice to inquiring developers and review plans that are submitted. The "one-stop" process is anticipated to be operating by Fall 1986.

4.0

Impacts &
Mitigation

4.0 IMPACTS AND MITIGATION

4.1 Physical Environment

4.1.1 Geology and Soils Impacts and Mitigation

4.1.1.1 Impacts

While some soils within the Specific Plan areas are characterized by slow water permeability and moderate to high shrink-swell capacity, properly designed building foundations which divert runoff to the proposed storm drainage system should avoid potential impacts.

Future Specific Plan area residents will be subject to the same low to moderate threat of earthquakes, as their neighbors throughout San Joaquin County.

4.1.1.2 Mitigation

Building in compliance with standard California building codes will most likely mitigate impacts associated with soils and earthquake hazards.

4.1.2 Hydrology and Water Quality Impacts and Mitigation

4.1.2.1 Impacts

Surface Water Resources

The primary source of surface water for the City is the Delta-Mendota Canal which is considered of good to acceptable quality. Current allocations to the City are 10,000 acre-feet of raw water. This is approximately equivalent to an annual consumption rate of 8.9 mgd. Based on the projected growth rate of the Specific Plan and infill development, this allocation will be exceeded by the year 1989.

Currently, the City is using 7,000 acre-feet of their total allocation from Delta-Mendota Canal. The Specific Plan area residents will cause the City to increase its taking of the water allotment to the maximum amount allowed. This will require the City to expand its treatment facilities to accommodate the additional allotment.

In order to provide and meet the increased demand the City will have to develop a secondary source of potable water by means of a groundwater system and/or increased allocations of surface water.

Groundwater Resources

The groundwater basin has in the past met additional demands for potable water by the City. However, this water is of a lower quality than that received from the Delta-Mendota Canal. The groundwater in the Tracy area has historically been high in Total Dissolved Solids (TDS) and sulfate concentrations. It is expected that approximately 35 percent of the maximum daily demand will have to be supplied by groundwater at ultimate build-out of the Specific Plan.

Historically the drawdown on existing wells has had minor impact on the groundwater supplied in Tracy. During winter months the groundwater table has been relatively high in northern areas of the City. With existing municipal wells being greater than 200 feet deep, it appears that there will be an impact, but only an insignificant one on the groundwater supply due to the Specific Plan area residences.

Drainage

The Specific Plan area development will alter existing drainage patterns and may increase the water surface runoff in localized areas beyond that which was estimated in the Master Storm Drainage Plan. However, it is not anticipated that the Specific Plan area residents will significantly alter the total amount of overall surface water runoff.

Any increased water surface runoff would invariably mean an increase in water-borne pollutants caused by development. These pollutants could be, but not limited to, various kinds of oils and detergents. As an example, oils from road and parking lot surfaces or detergents from residential outdoor water use could be introduced into the storm drainage system. They in turn could be transported to a retention basin causing infiltration into the groundwater or transported to local river basins causing an increase in the concentration of pollutants.

Refer to Section 4.4.1 "Utility System Impact and Mitigation" for additional information on the impacts and mitigation measures of the storm drainage.

4.1.2.2 Mitigation

Surface Water Resources

Expansion plans of the treatment plant should be initiated to accommodate the maximum allowable allotment by Delta-Mendota.

Refer to Section 4.4.1.2 "Mitigations" for additional information regarding municipal water mitigation measures.

Ground Water Resources

In order to mitigate the impacts of high TDS and sulfates, some wells will be upgraded or abandoned to lower or eliminate these levels. Studies of the water supply options for the City of Tracy's water system have indicated which existing wells will be upgraded or abandoned. These recommendations are outlined in the Final Report on the Evaluation of Water Supply Options by Kennedy/Jenks Engineers dated July 1985.

Drainage

During most of the year, the storm drainage system will have discharge flowing in it. The pollutant level will vary depending on the time of year. During the rainy seasons, there will be much more discharge in the storm drainage system. Thus the concentration levels of the pollutants will be low and there will probably be no need for any mitigation measures. However, during the dry seasons, there will be very little discharge in the system. During this period there will invariably be a much higher concentration. Periodic monitoring is needed in order to stay within acceptable Federal, State and Local standards. If these standards are exceeded then mitigation measures, such as, flow restrictor/control device catch basins could be incorporated into the design of the storm drainage system to trap some of the pollutants.

4.1.3 Air Quality Impacts and Mitigation

4.1.3.1 Impacts

The only potentially significant air quality impacts associated with the implementation of the Specific Plan are a direct result of increased motor vehicle travel. Using an average home-based trip length of ten miles, the estimated 69,064 average daily vehicle trips associated with the Plan result in 690,640 additional vehicle miles of travel per day. Using the 1995 Vehicle Emission Factors and assuming that vehicles are operated from a cold start condition 21 percent of the time, a hot start condition 27 percent of the time, and a hot stabilized condition 52 percent of the time, the following emission levels result for an average speed of 25 m.p.h.¹:

<u>POLLUTANT</u>	<u>EMISSION RATE</u>	<u>TOTAL EMISSIONS TONS PER DAY</u>
o Carbon Monoxide (G)	14.84 gm/mi	11.3
o Hydrocarbons (ROG)	1.46 gm/mi	1.1
o Nitrogen Oxides (NOX)	1.25 gm/mi	1.0
o Sulfur Oxides (SOX)	0.24 gm/mi	0.2
o Particulates (TSP)	0.32 gm/mi	0.3

The carbon monoxide emissions are 4.3 percent of the 1987 projected emissions for San Joaquin County, while the hydrocarbon and nitrogen oxide emissions are 1.3 and 2.0 percent, respectively². Even if all of these emissions occurred in 1987, they would not significantly degrade regional air quality, and would not significantly delay the attainment of CO and ozone standards³. In addition, it should be noted that the population growth associated with the Specific Plan is partially considered in the projected emissions inventory for the San Joaquin County 1982 Air Quality Management Plan, which projected Tracy at a 5.4 percent population growth rate for the 1985 to 1990 time period.

¹ EMFACGC Emission Factors, California Statewide Mix of Vehicles 1980-2000. The Air Resources Board. 1981

² "San Joaquin County 1982 Air Quality Management Plan", the San Joaquin County Planning Department, June 22, 1982.

³

4.1.3.2 Mitigation

Mitigation measures other than those prescribed by the San Joaquin County Air Quality Management Plan are not required.

4.2 Biotic Resources

4.2.1 Biotic Resource Impacts and Mitigation

4.2.1.1 Impacts

Vegetation

Existing vegetation would be affected primarily by removal and replacement with ornamental landscaping, structures, and other improvements.

Due to the primarily agricultural use and low habitat significance of the on-site vegetation, these changes would not be significant impacts.

Wildlife

Wildlife currently found on the site would be significantly reduced. The little habitat on the site be mostly eliminated and replaced with urban habitat. Most species currently on the site would decline in numbers, and species associated with urban habitats would increase.

4.2.1.2 Mitigation

Reduction in on-site vegetation and wildlife is considered unavoidable, but not a significant impact. If any evidence of an endangered plant or animal is found, a qualified biologist should be consulted. As a mitigation measure, drainage channels and parkways could be designed partly as a wildlife habitat.

4.3 Sociocultural Environment

4.3.1 Cultural Characteristic Impacts and Mitigation

4.3.1.1 Impacts

Development within the Specific Plan areas is expected to add approximately 7,400 units to Tracy's housing stock. These units will be developed at three density levels. If built as the Specific Plan proposes, then 4,873 Low Density, 1,696 Medium Density, and 845 High Density units will be constructed. As precise subdivision plans are prepared, the final number of units in each category may vary slightly, however, the total number of units will not exceed the amount of allocated sewage capacity and the densities cannot exceed the maximum allowed for a parcel's density designation.

Using the household population average of 2.6 persons per household which was identified during the Growth Projections Study (Appendix A), the Specific Plan areas will ultimately house approximately 19,300 residents.

The Growth Projections study also indicated that in initial years, 20 percent of Specific Plan resident workers will be employed either locally or within San Joaquin County and 80 percent will commute to the Tri-Valley subregion. At build-out, 40 percent will be locally employed and 60 percent will be employed in the Tri-Valley subregion. Using ABAG's estimate of 1.39 workers per household at build-out, of a total of approximately 10,300 workers, 4,100 Specific Plan will be employed locally and 6,200 will commute to the Tri-Valley subregion.

4.3.1.2 Mitigation

No mitigation measures are necessary.

4.3.2 Development Trend Impacts and Mitigation

4.3.2.1 Impacts

The expected addition of approximately 7,400 housing units within the Specific Plan areas at build-out, will go a long way toward meeting the demand for housing in Tracy. At the time of this writing the only factors which might potentially slow the predicted 1,200 unit per year rate of development, are logistical factors of providing public services and infrastructure, or an unforeseen collapse in the demand for employees in the Tri-Valley subregion.

The implementation section of the Specific Plan provides a strategy for financing and implementing the necessary public services and infrastructure. This plan should minimize service delays and mitigate this impact to a level of insignificance. The market factors of the Tri-Valley cannot be precisely predicted, however, given the present indications for a strong employment growth trend, this potential impact should not be viewed as a major threat.

If viewed in a regional context, the ability of the City of Tracy to provide the 7,400 units is a beneficial impact on the region's need for moderate-priced housing.

4.3.2.2 Mitigation

No mitigation measures are necessary.

4.3.3 Historic Resource Impacts and Mitigation

4.3.3.1 Impacts

Due to the disturbed nature of the lands within the Specific Plan and the absence of previous historic site documentation, no historic resource impacts are anticipated.

4.3.3.2 Mitigation

If an historic site is located during any on-site excavation, a qualified archaeologist should be retained to oversee the excavation process.

4.3.4 Land Use and Land Use Planning Impacts and Mitigation

4.3.4.1 Impacts

Land Use

Development in the Specific Plan areas will have the effect of extending the city's urban edge and permanently converting agricultural lands to urban uses. Approximately ten percent of this land is currently used for a variety of row crops. Taking this minimal amount of land out of active production does not appear to represent a significant impact on agricultural production in the County. Furthermore, several of the parcels are presently surrounded by existing urban development. Converting these lands will represent infill development, will reduce the discomforts caused by farming activities to adjacent residents and the resulting impacts on valuable agricultural land use are considered, by the City, to be overridden by the social and economic benefits of the proposed Plan.. The remaining agricultural lands have been dormant for some time. Their conversion has been expected and does not represent a negative impact.

Approximately 10 existing single-family homes will be either displaced or surrounded by new residential development. In most cases, these changes will represent the desires of individual property owners to develop their land. Where homes are surrounded, the Specific Plan requires new development to consider the character and scale of adjacent neighborhoods.

The overall land use concept for the proposed Specific Plan is intended to provide a planned community that expands and enhances the existing amenities of the city. To minimize impacts and promote consistency, the plan allows a variety of residential densities and neighborhood facilities, as well as design guidelines to require a minimum amount of conformity between developments. If these guidelines are followed, land use impacts to the community as a whole should be minimal.

Land Ownership

Numerous privately owned parcels must be acquired to provide land for schools, parks, a fire station, and storm drainage and roadway rights-of-way. The Specific Plan requires owners to set aside land for facilities designated on their property. While some rights-

of-way and parkland may require dedication, in most cases, owners will be reimbursed for property reserved for public facilities. The Specific Plan implementation section (Section 5.0) establishes guidelines for property dedication and financing strategies for reimbursement.

Certain capital improvements, such as roads and the storm drainage system, will require off-site land acquisition to complete the network of facilities. In particular, the improvements to MacArthur Boulevard, the segment of the storm drainage system which is proposed between the railroad line and Lowell Avenue, and the storm drainage channel to Sugar Cut will necessitate the City to negotiate land acquisition through a process of eminent domain. These parcels are currently owned by private parties which are not participants in the 84-1 Assessment District. Land acquisition could possibly be limited to acquisition of development rights. Appraised value of these lands is unknown.

Land Use Planning

The proposed Specific Plan is consistent with the goals and objectives of the Tracy General Plan. Section 2.0 of the Specific Plan document includes goals and objectives taken directly from the general plan which pertain to the proposed project.

The proposed land use designations on the Specific Plan Preferred Alternative Map are, however, inconsistent with the general plan map. If the proposed general plan amendment under review by this document is approved, the Specific Plan map will also conform to the Tracy General Plan.

In some cases, permitted uses within the Specific Plan are not consistent with the Tracy Zoning Code. For example, residential density ranges are consistent with those specified in the general plan, but are inconsistent with the zoning code. Additionally, the uses permitted in commercial areas of the Specific Plan are more limited than those allowed by the zoning code.

4.3.4.2 Mitigation

Land Use

If the design guidelines of the Specific Plan are followed, no additional mitigation measures are required.

Land Ownership

Specific details for off-site improvements land acquisition should be developed. If land cannot be acquired, the infra-structure systems must be redesigned.

Land Use Planning

The following mitigation measures are suggested to mitigate impacts associated with Land Use Planning:

- o Approval of the proposed General Plan amendment.
- o Amendment of the Zoning Ordinance to be consistent with both the Specific Plan and the General Plan, as required by Government Code Section 65455.

4.3.5 Transportation Impacts and Mitigation

Summary

Residents of the Specific Plan areas will generate a substantial amount of new travel demand. This section discusses the expected transportation impacts of the Specific Plan on the Tracy transportation system. As will be seen, street improvements proposed in conjunction with specific plan development will for the most part provide adequate capacity for projected traffic. Eleven new traffic signals will be required at buildout, and improvements beyond those included as part of the Specific Plan will be required at three off-site intersections, (Tracy Boulevard and Eleventh Street, Holly Street-Central Avenue and Eleventh Street and Tracy Boulevard/Grant Line Road).

Development of the Specific Plan areas will also increase demands on Tracy's existing paratransit service (Tracy Transit) and will create a substantial new market for car and vanpool services, and a potential for a fixed route transit system.

4.3.5.1 Transportation Impacts

Roadway Traffic

o Trip Generation

The most significant impact of project development will be generation of a substantial number of new automobile trips. Table 4.1 indicates the expected vehicle trip generation rates of the Preferred Alternative. Trip generation was estimated using rates based on the Trip Institute of Transportation Engineers (ITE) manual Trip Generation (1982). These rates assume that low density (single family) residential households generate an average of ten trips per day; medium density residential (duplexes) generate nine daily trips on average; and high density residential (apartments) produce six daily trips per unit. For all residential types, ten percent of daily trips are projected to occur in the afternoon peak hour. During this peak hour, approximately two-thirds of all trips generated would be inbound (i.e., towards the residential areas) while the remaining one-third would be outbound.

The parks, schools and commercial areas of the Specific Plan are viewed as destinations for trips generated by the residential areas. These non-residential land uses basically support the residential uses. They are not viewed as independently generating traffic, as this would amount to double-counting of trips and overestimation of traffic impacts.

o Trip Distribution and Assignment

Trip distribution and assignment refer to the determination of destinations and routings of trips generated by the project. This section describes the process used to determine project trip distribution and assignment.

To provide an accurate model of future travel patterns, the Specific Plan areas were divided into 14 traffic analyses zones (TAZ's). The TAZ's are aggregations (and in one case, a disaggregation) of Development Parcels. Table 4.2 shows the correspondence between TAZ's and Development Parcels.

Trips generated by each TAZ were then distributed among various attraction areas within and outside of Tracy. The following assumptions were key determinants of the distribution:

- The breakdown of peak hour trips by purpose was assumed to be:
 - o 40 percent work
 - o 35 percent shopping
 - o 25 percent social, recreational, other
- Approximately two-thirds of primary work trips are made to job sites west of the Altamount Pass. Assuming one primary, and 1.35 total workers per household, this implies that roughly half of all work trips have one end west of Altamount. The remaining 50 percent are made within the immediate Tracy area.
- About half of the local work trips (one quarter of all work trips) will be made to and from the planned industrial areas on the northeastern and southern edges of the City. This implies that the equivalent of roughly 600,000 square feet of light industrial development in these areas.** The remaining work trips are allocated among various existing employment centers within and adjacent to the City, such as downtown and the Tracy Defense Depot.
- Most shopping trips are destined for downtown/Eleventh Street, Grant Line Road, and the new neighborhood centers planned as part of the Specific Plan.

* Based on findings of the San Francisco Metropolitan Transportation Commission's (MTC) 1981 Travel Survey of the Bay Area (MTC, 1981 Regional Travel Survey, Working Paper NO. 8, pp. 20, 50).

** Based on ITE trip generation rates for light industrial.

- Most social, recreational and other miscellaneous trips are scattered throughout the city.
- One-sixth to one-fifth of all shopping and social/recreational/other trips are made to and from outside the immediate Tracy area (e.g., to the Bay Area, Stockton, Modesto, and other Central Valley communities).

Once trips were distributed from each TAZ to various areas of attraction, each new trip was assigned to a logical route or path on the local and regional road network. Project traffic volumes were then added to existing traffic volume. A computer package, TRACS* (Traffic Analyses Computer Software) was employed to keep track of the traffic added at key intersections and freeway interchanges.

* Developed by DKS Associates.

Table 4.1
Trip Generation

	<u>Land Use</u>	<u>Daily</u>	<u>Vehicle Trips Generated</u>		<u>Total</u>
			<u>In</u>	<u>Out</u>	
Preferred Alternative	4,873 Low Density Dwelling Units	48,730	3,265	1,608	4,873
	1,696 Medium Density Dwelling Units	15,264	1,017	509	1,526
	845 High Density Dwelling Units	5,070	338	169	507
Totals	7,414 Dwelling Units	69,064	4,621	2,286	6,906

Table 4.2

Development Parcel/Traffic Analysis Zone Correspondence

<u>Development Parcel</u>	<u>Property Owner/Option Holder</u>	<u>Traffic Analysis Zone (TAZ)</u>
1.	Standard Pacific	1
2.	Tracy Assoc./Atherton Kirk	1
3.	Arnaudo	1
4.	Pombo	2
5.	Glynn/Bright	2
6.	Barenchi	2
7.	Grewall	2
8.	Reeve/A & K	4
9.	Quierolo	5
10.	Sasaki/Tracy Partners	5
11.	D. R. Stephens	5
12.	Tracy Schools	5
13.	Kagehiro/Beck Development	6
14.a.	Gomes/SilverWood	6
14.b.	Gomes	7, 8, 9*
15.	Lourence	7
16.	Bogetti	9
17.	Renown Enterprises	9
18.	Jones/Petrig	10
19.	Margin Group/Interland	11
20.	Industrial Dynamics	11
21.	Higgins/Kaufman and Broad	13
22.	Van Bebber	13
23.	Hotchkiss/Stanford S and L	13
24.	A & P Properties/Valley	13
25.	Filipini/Lyon	12
26.	Tracy Schools	3
27.	Dyna	14

* Parcel divided among three TAZ's.

o Roadway Traffic Impacts

The TRACS model of the Tracy roadway network was exercised to measure the traffic impacts of the 1986 Base Volumes on the existing street network and the traffic impacts of the Specific Plan Preferred Alternative plus 550 dwelling units of expected infill development. The arterial and collector street improvements used in the Preferred Alternative model are listed in Table 4.3.

These two scenarios allow direct comparison of existing and future traffic flows during the most heavily traveled hour of the day given the additional land uses and street network improvements. Figure 4.1 illustrates the expected future traffic levels. To quantitatively measure changes in traffic operations, level of service calculations were made at 16 existing and five future intersections. Intersection levels of service (LOS) provide a consistent basis for evaluating the performance of a roadway system. Levels of Service "A", "B" and "C" indicate conditions where traffic can move freely. Level of Service "D" and "E" are progressively worse, similar to conditions in a busy downtown area. Level of Service "F" indicates a situation where traffic volumes exceed intersection capacity, resulting in long queues and delays for motorists (refer to Table 3.15 for a more detailed explanation of these categories). Level of Service "D" is regarded in many communities as the maximum acceptable Level of Service for peak traffic periods. However, some smaller communities use Level of Service "C" as their peak period design standard. For purposes of the EIR analysis, it was assumed that LOS "C" would be the maximum acceptable service level.

Volume/capacity ratios were calculated for all intersections using the planning methodology described in the Transportation Research Board's Circular 212, a 1980 update the 1965 Highway Capacity Manual afternoon peak hour volume/capacity (V/C) ratios and LOS grades are presented in Table 4.4. Figure 4.2 graphically illustrates intersection V/C ratios and LOS grades for the Preferred Alternative plus the infill development.

Currently all intersections in the study area exhibit LOS "A"--excellent operations. Given development of the Specific Plan, traffic operations would worsen, but only six intersections (Lincoln/Grant Line, Tracy/Grant Line, Central/Schulte and three intersections along Eleventh St.) would exhibit LOS "B"

or worse. Of these six, three (Tracy/Grant Line, Tracy/Eleventh and Holly-Central/Eleventh) exhibit LOS "D". Since LOS "C" is assumed to be the maximum acceptable level of congestion in Tracy, additional mitigation measures are proposed for these intersections. These are discussed in Section 4.3.6.2, Mitigation. Aside from these three intersections, the traffic impacts would be adequately mitigated by the proposed street improvements.

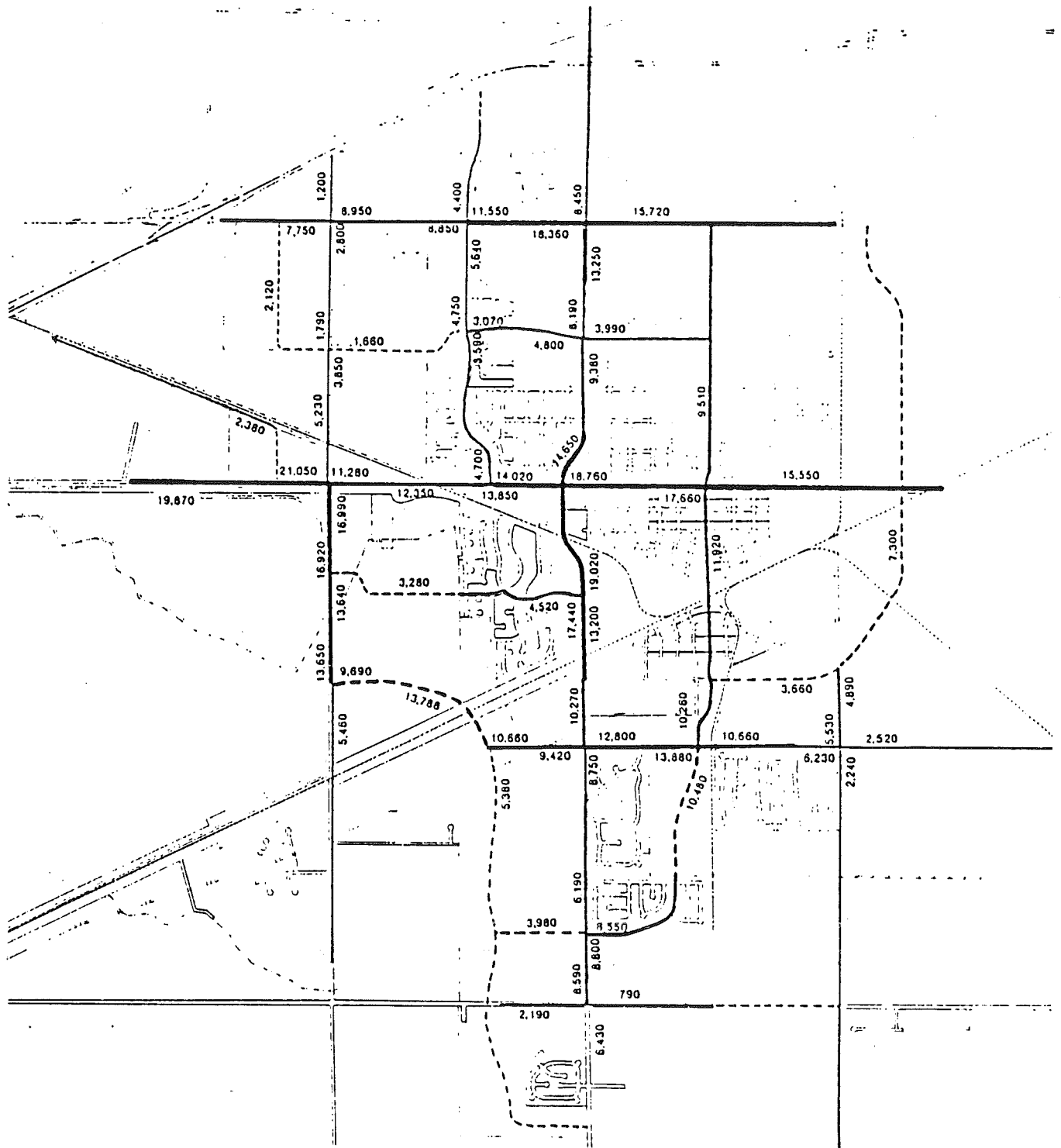
o Freeway Impacts

Residential growth in the Specific Plan areas is expected to result in a substantial increase in traffic at freeway interchanges serving Tracy as well as in mainline I-205 volumes. Table 4.5 summarizes the impact of the Specific Plan on freeway ramps at the Eleventh Street, Grant Line Road and Tracy Boulevard interchanges with I-205. Table 4.6 summarizes the two alternatives' impacts on mainline segments of I-205. These tables indicate that the Eleventh Street ramps will be the most heavily impacted interchange (with the number of vehicles exiting into Tracy more than quadrupling), and that I-205 west of Eleventh Street will experience a 40-45 percent increase in mainline peak hour volumes due to Specific Plan development. While both the interchange ramps and mainline freeway lanes have sufficient reserve capacity to accommodate Specific Plan traffic, service levels will deteriorate, particularly in the eastbound lanes of I-205 between the Altamont Pass and the Eleventh Street interchange.

This problem will be exacerbated by other planned developments in other cities (notably Manteca and Ripon) which, like the Tracy Specific Plan, are expected to increase commuting between San Joaquin County and the San Francisco Bay Area.

o Public Transit Impacts

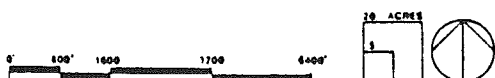
Tracy Transit, Tracy's existing dial-a-ride service, would experience substantially increased demand due to development of the Specific Plan areas. Assuming that demand for paratransit service in Tracy is proportionate to population, Specific Plan development would approximately double the demand for local paratransit service. Demand would increase from the current 47,000 annual passengers to nearly 100,000. Instead of the current four vans on the road, eight vans might be needed to maintain the same level of paratransit service in Tracy.



Tracy Specific Plans Overall Plan

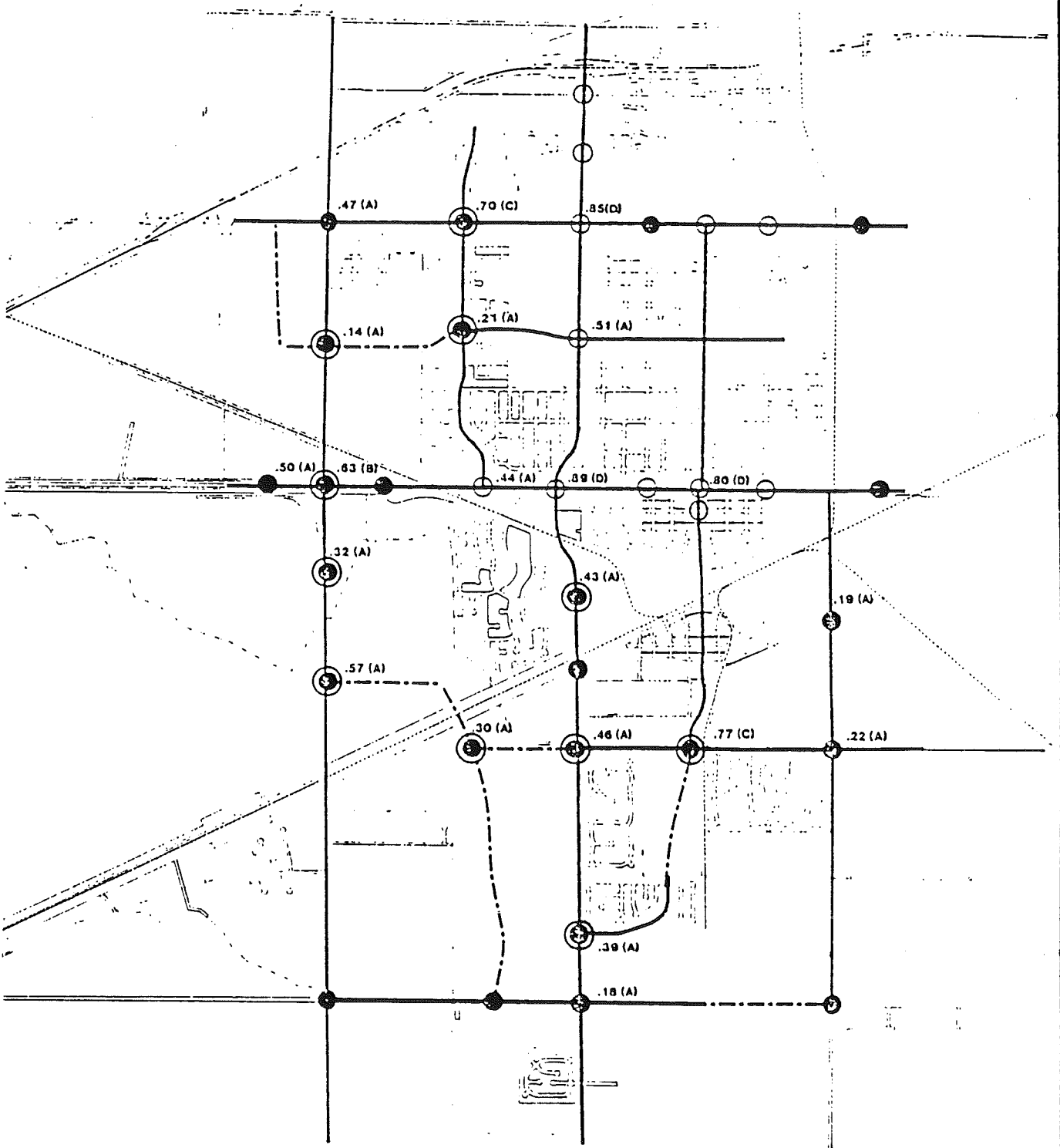
PROJECTED TRAFFIC VOLUMES Preferred Alternative + Infill Units

Prepared by
EDAW Inc.
in association with
Wisey & Ham
OKS Associates
Barile-Wass Associates



- 500-2,500 ADT on existing street
- 2,501-7,000 ADT on existing street
- 7,001-9,000 ADT on existing street
- 9,001-12,500 ADT on existing street
- 12,501+ ADT on existing street
- 500-2,500 ADT on proposed street
- 2,501-7,000 ADT on proposed street
- 7,001-9,000 ADT on proposed street

Figure 4.1



Tracy Specific Plans Overall Plan

Prepared by
EDAW inc.

in association with
Weiss & Mann
OKS Associates
Barrie-Weiss Associates

0' 800' 1600' 3200' 6400'



PROJECTED TRAFFIC LEVELS AT KEY INTERSECTIONS

Specific Plan Preferred Alternative
with Infill Development

- .47 Volume to Capacity Ratio
- (A) Equivalent Level of Service
- Existing Signal
- Studied Intersection
- ⊙ Signal Proposed by Specific Plan

Table 4.3

Specific Plan Arterial and Collector Street Improvements

Arterial Streets:

<u>Roadway</u>	<u>Segment</u>	<u>Improvement</u>
Grant Line Road	Tracy Bl. to I-205	Widen to 4 lanes + median
Corral Hollow Road	Grant Line to E.Schultz	Widen to 4 lane + median
Tracy Boulevard	Centre Court to S. of Valpico	Widen to 4 lanes
MacArthur Drive	Schulte Road to 11th St.	Widen to 4 lanes + median
Lowell Avenue	Corral Hollow to Lincoln	Build 4-lane arterial
Schulte Road	Corral Hollow to MacArthur Blvd.	Extend road and widen to 4 lanes
Central Avenue	N. of Schulte to Tracy Blvd.	Extend road as 4-lane arterial
Sycamore Parkway	Corral Hollow Road to Tracy Blvd.	Build 4-lane arterial

Collector Streets: All two-lane facilities

Lowell Avenue	West of Corral Hollow	Extend to Grant Line
Lincoln Blvd.	N. of Grant Line Rd.	Extend to Clover Road
Byron Road	N/W of Corral Hollow Rd.	2-lanes Create intersection W/11th St.
Sequoia Blvd.	Schulte 11th St.	Extend road to Schulte
Tennis Lane	W. of present terminus	Extend to Sequoia Bl.
Kavanaugh Avenue	W. of present terminus	Extend to Corral Hollow
Mt. Diablo Ave.	E. of present terminus	Extend to MacArthur

Table 4.4

Volume/Capacity Ratios at Key Intersections

<u>Intersection</u>		<u>Existing</u>	<u>Preferred Alt. + 550 Units infill</u>
1.	Corral Hollow/Grant Line	0.28A	0.29A
2.	Lincoln Bl./Grant Line	0.43A	0.70C
3.	Tracy/Grant Line	0.59A	0.85D*
4.	Corral Hollow/Lowell	N/A	0.14A
5.	Lincoln/Lowell	0.09A	0.21A
6.	Tracy/Lowell	0.22A	0.51A
7.	Byron/Eleventh	N/A	0.50A
8.	Corral Hollow/Eleventh	0.30A	0.63B
9.	Lincoln/Eleventh	0.35A	0.44A
10.	Tracy/Eleventh	0.49A	0.89D*
11.	Holly-Central/Eleventh	0.50A	0.80D*
12.	Corral Hollow/Cypress	N/A	0.32A
13.	Tracy/Centre Court	0.24A	0.43A
14.	MacArthur/Third-Mt. Diablo	0.10A	0.19A
15.	Corral Hollow/Schulte	N/A	0.57A
16.	Sycamore/Schulte*	N/A	0.30A
17.	Tracy/Schulte	0.31A	0.46A
18.	Central/Schulte	0.21A	0.77C
19.	MacArthur/Schulte	0.14A	0.22A
20.	Tracy/Central	0.16A	0.39A
21.	Tracy Valpico	0.13A	0.18A

N/A Not Applicable

* Assumes Schulte to be the through street (East-West). If Sycamore is the through street (north-south) LOS "A" would still result under all scenarios but V/C ratios would be higher.

Table 4.5
I-205 Freeway Ramp Volumes—PM Peak Hour

<u>Ramp Location</u>	<u>1986 Existing Volume*</u>	<u>Volumes Added by Preferred Alt. + 550 infill DU</u>	<u>Total Volumes Preferred Alt. + 550 infill DU</u>
1. Eleventh St. Interchange			
Westbound on	250	430	680
Eastbound off	250	850	1,100
2. Grant Line Interchange			
Eastbound on	150	30	180
Westbound off	150	50	200
Westbound on	100	145	245
Eastbound off	80	290	370
3. Tracy Bl. Interchange			
Eastbound on	370	80	450
Westbound off	370	50	420
Westbound on	220	20	240
Eastbound off	220	20	240

* Estimated by extrapolating 1980 Caltrans counts by assuming nine percent annual growth 1980-1986 (nine percent was the observed growth rate between 1976 and 1980).

Table 4.6

I-205 Mainline Volumes—PM Peak Hour

<u>Ramp Location</u>	<u>1984 Existing Volume*</u>	<u>Volumes Added by Preferred Alt + 550 infill DU</u>	<u>Total Volumes Preferred Alt. + 550 infill DU</u>
West of Eleventh Street Interchange			
Westbound		595	
Eastbound	—	<u>1,160</u>	—
Total	3,950	1,755	5,705
East of Tracy Blvd. Interchange			
Westbound		100	
Eastbound	—	<u>110</u>	—
Total	3,050	210	3,260

* Caltrans, 1984 Traffic Volumes

4.3.5.2 Mitigation

As noted above, the majority of transportation impacts of Specific Plan development are pre-mitigated by Plan itself. This section addresses impacts which are not mitigated by Plan elements. Specific Plan developers should share in the funding of the additional mitigation measures discussed below.

Additional Intersection Improvements

The following off-site intersection improvements (Table 4.7) will be required to ensure that service levels will remain at LOS "C" during the peak hours.

Only the Tracy/Eleventh intersection improvement would require additional right-of-way to add eastbound and northbound right turn pockets. Assuming \$10.00 per square foot for right-of-way at this intersection and \$5.00 a square foot for paving this mitigation measure could be constructed for approximately \$80,000.00. Improvements at the other intersections would involve only re-striping; their cost would be nominal.

Intersection Signalizations

Analyses of projected average daily traffic (ADT) volumes given buildout of the Preferred Alternative and 550 infill dwelling units (Figure 4.2) indicates that Caltrans signal warrants will be met at the following eleven intersections:

- Corral Hollow/Lowell Avenue
- Lincoln/Lowell
- Corral Hollow/Eleventh
- Corral Hollow/Cypress Drive
- Corral Hollow/Schulte
- Sycamore/Schulte
- Tracy Blvd./Centre Court
- Tracy Blvd./Schulte
- Tracy Blvd./Central
- Central/Schulte
- West Eleventh/New Bryon Road

Table 4.7

Additional Off-Site Intersection Mitigations

<u>Intersection</u>	<u>Improvement</u>	Preferred Alternative + 550 DU Infill development V/C and LOS	
		<u>Before</u>	<u>After</u>
1. Tracy/Grant Line	Restripe Eastbound approach for two through lanes	0.85D	0.75C
2. Holly-Central/Eleventh	Facilitate east-to-south right turns	0.80D	0.74C
3. Tracy/Eleventh	Add eastbound and northbound right turn pockets (200 feet in length)	0.89D	0.78C

I-205 Mitigation

As noted in the "Impacts" section above, buildout of the Specific Plan and other infill development in Tracy would lead to a 45 percent increase mainline traffic on I-205. As the cities of Manteca and Ripon increase their housing stocks and share of I-205 commuters, it will become necessary to widen I-205 to at least three lanes in each direction. Sufficient right-of-way exists for such a widening, but Caltrans has no projects programmed on I-205 at this time. City of Tracy officials should adopt a policy to pursue funding for the widening of I-205. Local officials should also work to promote traffic mitigation measures throughout the I-205 corridor to delay the need for this widening (see discussion below).

Potential Paratransit Mitigations

The Specific Plan will necessitate a doubling in the scale of operation of Tracy Transit, the City's dial-a-ride service. Expansion of this service will be essential to provide a measure of mobility to Tracy residents, current and future, who do not have access to an auto.

Because a large number of Specific Plan residents are projected to commute long distances to work in other communities, an excellent market for carpool, van pool and possibly subscription bus services will exist. The Specific Plan should include a policy committing the City to promote ridesharing and other transportation alternatives. Implementation of such a policy would be the development of a program to promote the use of transportation alternatives to the single occupant automobile, including promotion of ridesharing via the media, designation of park and ride areas where car and vanpools can assemble and working with major employers in the Bay Area of Tracy residents to provide incentives for ridesharing.

4.3.6 Noise Impacts and Mitigation

4.3.6.1 Impacts

The primary source of noise associated with the Specific Plan will be directly related to increases in highway traffic. In order to assess the noise impacts associated with the Specific Plan, increases in highway generated noise¹ were estimated using the traffic

volumes depicted in Section 3.3.5, and the 1981 Noise Contours in the 1982 Tracy General Plan. For selected major arterial or freeway segments, an increase in noise level was first calculated on the basis of projected increases in traffic volumes resulting from the Specific Plan. Subsequently, the 1981 noise contours were adjusted to reflect the higher calculated noise levels. The results of this analysis appear in Table 4.8.

With the exception of the segments from Tracy to East Street on Grant Line Road (+3.12dB) and Eleventh to Fourth Streets on Grant Line Road (+2.52dB), all of the projected impacts are less than two decibels—the level at which the change in noise level would begin to become perceptible². In both instances, the distance to the Ldn 65db contour is less than 130 feet, which is reasonable for urban arterial streets. Ldn 65db contour distances exceed 200 feet along I-205, and 150 feet on Eleventh Street between Lincoln and Holley Boulevard, and Central Avenue between Eleventh and Third Streets.

The Southern Pacific and Western Pacific Railroads are also significant sources of noise in Tracy, but trail frequency is not expected to change as a result of the Tracy Specific Plan. The 1981 and 1995 Noise Contours reported in the Tracy General Plan are therefore applicable to the Tracy Specific Plan, with the maximum Ldn 65db contour distances reaching 130 feet on the Tracy to Lathrop Line of the Southern Pacific Railroad and 180 feet along the Western Pacific Railroad.

4.3.6.2 Mitigation

Increases in traffic noise levels are a natural consequence of growth, and the growth associated with the Tracy Specific Plan results in moderate increases in traffic-related noise levels.

With the Ldn 60db contour, State Building Noise Insulation Standards are applicable to new multi-family residential construction. These minimum standards are extended to detached single-family development, hospitals, convalescent homes and rest homes by Policy 28-3³.

¹ "Highway Noise Generation and Control", The Transportation Research Board, NCHRP Report 173. 1976.

² "Public Health and Welfare Criteria for Noise", U. S. Environmental Protection Agency Report No. 55019-73-002. 1973.

³ Tracy General Plan 1982.

In the 60-69 dBA range, conventional residential construction methods are acceptable, provided that a forced air ventilation system is provided. When exterior noise levels reach 70dBA, additional insulation or shielding is required, pursuant to Noise Insulation Standards⁴, including the system of berms and soundwalls along major arterial streets proposed in the Specific Plan.

All of the indicated traffice noise impacts can be successfully mitigated by the careful application of these policies and standards. In general, conventional residential construction techniques with forced air ventilation systems will be adequate along Tracy's arterials, except where setback requirements are a smaller distance than the distances indicated in Table 4.8 under the Ldn 70dB column. In such instances, additional shielding and/or insulation should be required.

⁴ California Administrative Code, Title 25, Subchapter 1; Article 4, Section 1092.

Table 4.8

Noise Impacts and Contour Distances
Resulting from Implementation of the
Tracy Specific Plan

Road	Road Segment	Increase Over 1983 Levels (Ldn)	Distance from the Edge of the Roadway (Feet)			
			75Ldn	70Ldn	65Ldn	60Ldn
I-205	Corral Hollow to Tracy Blvd. East of Tracy Blvd.	+0.70dB	56	120	256	548
		+1.52dB	63	136	290	620
Grant Line Rd.	Corral Hollow to Lincoln Blvd. Lincoln to Tracy Blvd. Tracy to East St.	+1.74dB	22	46	99	213
		+1.71dB	21	45	98	211
		+3.12dB	27	57	122	261
Tracy Blvd.	I-205 to Grant Line Rd. Grant Line Rd. to Lowell Lowell to Eleventh St. Eleventh St. to Fourth St.	+0.16dB	17	36	78	166
		+0.85dB	19	40	86	185
		+1.51dB	21	45	95	204
		+2.52dB	24	52	111	162
Eleventh Street	Corral Hollow to Lincoln Blvd. Lincoln St. to Tracy Blvd. Tracy Blvd. to Holley St.	+0.50dB	30	65	139	299
		+1.00dB	33	70	151	322
		+1.51dB	36	76	163	349
Holley St.	I-205 to Eleventh St.	+1.21dB	14	33	73	155
Central Ave.	Eleventh St. to Third St.	+1.76dB	37	79	169	362

4.4 Public Facilities

4.4.1 Utility System Impacts and Mitigation

4.4.1.1 Impacts

Municipal Water

Presently the City of Tracy has the available water supply and distribution system to meet its current demand. However, future growth cannot be accommodated by the system unless an expansion plan is undertaken.

It is estimated that the Specific Plan areas will increase the demand on the existing system by approximately 70 percent at ultimate build-out.

It was concluded from the Kennedy/Jenks Report dated July 1985, that the most viable solution to expanding the water supply would be for the City to combine groundwater with the treated water from Delta-Mendota Canal. Thus as the Specific Plan areas grow, the percentage of groundwater in the system increases to meet this demand. Being that the groundwater has high TDS and sulfate levels, the net result would be a slight lowering of the overall quality of potable water. It is anticipated, however, that the overall quality of water delivered to the City will be within the Department of Health Service's Secondary Drinking Water Standards for TDS and sulfates.

To mitigate future demand, the Kennedy/Jenks Report proposed upgrading the existing system by combining groundwater with the treated water supply. The plan calls for increasing the capacity of the treatment plant to 15 mgd, upgrading and abandoning certain existing wells, and drilling new wells in areas of lower TDS and sulfate levels. These measures, along with the addition of an elevated storage tank and new primary and secondary transmission mains would meet the needs of the future growth of the community. The proposed Specific Plan would provide for these mitigation measures, with the exception of several water mains which are not considered necessary to the Plan (Figure 4.3).

Additional information on water supply is included in Section 4.1.2.

Wastewater

Construction is presently underway to expand the wastewater treatment plant to accommodate the increased demand included in Assessment District 84-1. The Specific Plan area residences are all located within this district. Therefore, the necessary sewer services have been allowed for. The Specific Plan guidelines take this into account and densities have been, in part, based on these allocations.

Storm Drainage

The Specific Plan designates the type and size of a storm drainage network that will carry the anticipated storm runoff. In some areas it replaces and/or relocates some portions of the drainage network adopted in the Storm Drainage Master Plan (Figure 4.4).

The Master Plan will have to be revised to account for these changes. In general, these changes relocate the west branch of the system in the reach between Eleventh Street and Valpico Road. The new location will parallel the proposed Sycamore Parkway as indicated in Figure 4.4. The east branch of the system will essentially remain as proposed in the Master Plan. These deviations will not impact the overall performance of the system.

Two alternative concepts were considered for storm drainage discharge. The first alternative considers running the outfall along Corral Hollow to a basin north of Larch Road as indicated in Figure 4.4. The outfall for this basin would be an open channel running easterly to Sugar Cut. The second alternative considers utilizing the facilities of the Westside Irrigation District as the outfall for the system. This existing facility runs westerly along Grant Line Boulevard. The first of these alternatives has been used in determining a drainage system for the Specific Plan Area. Both alternatives are under active consideration by the City of Tracy.

During most of the year the channel networks will have water running in them. The channels, for the most part, will be in a low flow condition (i.e., less than one foot depth), and hence, not pose any hazard to the Specific Plan residents. During the few times when the channels are in high flow condition, there may be some hazard and in order to mitigate these hazards, the channels will be designed to have a maximum velocity of four to six feet per second and side slopes planned to allow a person who has accidentally fallen into the channel to be able to escape without major difficulty.

Since 1984, the City has been working towards implementing the adopted Storm Drainage Master Plan. Historically, however, new developments in the southern areas have been built with temporary systems of retention basins on site. The Specific Plan subdivisions will also be required to develop interim systems (i.e., retention basins) if all segments of the storm drainage network are not constructed concurrently. This could become an impact, especially in the southern areas of the City, where the better quality groundwater is located, because high concentrations of development in this area could potentially introduce contaminants into the groundwater system. A set of criteria for mitigating these potential impacts from numerous interim systems is included in the Specific Plan.

Solid Waste

The planned growth within the Specific Plan areas will increase the requirements for solid waste disposal. The present remaining capacity of the disposal site is estimated to be approximately 800,000 cubic yards. This is roughly equivalent to a remaining service life of four to five years at the present volume of wastes received.

The Specific Plan annual projected growth will reduce the service life of the disposal site to approximately three years. This reduced service life will encourage the City and County to accelerate their efforts to find new alternative sites for continued waste disposal services.

Electrical and Natural Gas

Existing electrical and natural gas lines may require relocation within the roadway for roads that are specified to be improved as outlined by the Specific Plan. Service may temporarily be disrupted during the relocations of these facilities.

See Table 2.2 for the list of roads proposed by the Specific Plan which will be improved.

Telephone

Telephone lines and facilities may require relocation within the roadway template for roads that are to be improved by the Specific Plan. Service may temporarily be disrupted during the relocation of these lines and facilities.

Table 2.2 provides a list of roads which will be improved by the Specific Plan.

4.4.1.2 Mitigation

Municipal Water

The Specific Plan does not provide any mitigation measures to lower the TDS and sulfates introduced into the water system, other than providing locations for new wells that have minimum levels of these contaminants. A detailed engineering analysis and report on the proposed water system improvements will be needed to verify the pipe sizes and the configuration of the system proposed by the Kennedy/Jenks Report.

Storm Drainage

In order to properly implement the storm drainage plan proposed by the Specific Plan, the hydraulic design of the system must be verified prior to any development within the Specific Plan area. Construction of the storm drainage system could be performed in stages, starting at the outfall and working its way upstream. Development not yet served by the channel network could be allowed to develop provided that the intract drainage systems are designed to the hydraulic gradient of the channel. Temporary retention basins will be used until the construction of the channel reaches these developments. The temporary basins will then be phased out and proper connections made to the channel.

During low flow conditions in the channel, there could potentially be unacceptable levels of pollutants in the water. In order to mitigate this problem, several measures can be taken to lower the pollutant levels to acceptable standards. These measures could be

incorporated into the final design of the channel system. One possibility might be to provide a constant minimum flow in the channel system. The other might be to incorporate a series of "trapped" catch basins. In either case, the final solution would be dependent upon the requirements of the various governing agencies involved.

Solid Waste

In order to mitigate the impacts of the solid waste disposal, efforts must be accelerated to find a new disposal site for Tracy. Final selection of the site should be made at least one year prior to the existing site reaching its capacity.

To mitigate the increased cost for equipment and operations, the City should make every effort to review on an annual basis its user fees, franchise fees and transfer station revenues. Any cost increases should be distributed appropriately to these various sources of revenue.

4.4.2 Public Service Impacts and Mitigation

4.4.2.1 Impacts

Police Services

The proposed addition of an estimated 7,400 homes to the City of Tracy, as well as several commercial sites, will certainly generate a demand for additional police services. More importantly, expanding the City's urban areas to large new tracts of land may necessitate a reorganization of police beats.

Based on the police department's current ratio of 1 officer per 1,000 population, the projected population of approximately 19,300 residents will generate a need for a minimum of 19 officers. Additional officers may be necessary if the increased population requires police programs currently not offered by the department. A traffic control program may be such an addition.

Demand for support staff, including communications personnel, record supervisors, secretaries, and aides, will increase proportionally with the demand for officers. A precise estimate of these new positions was not available at the time of this writing.

The police department is rapidly approaching the need to establish a fifth beat within the city. The determination of a fifth beat incorporates two factors, the estimated number of calls for service and the size of the area to be covered. As Tracy continues to expand southward, the ability of one unit to adequately cover the area decreases. The addition of a fifth beat would also require additional personnel for proper beat management (Tracy Police Department, January 17, 1986).

The increased demand for police department staff also generates a demand for office space at the station. The department would prefer to remain centrally located in one facility. Therefore, the Specific Plan Capital Improvement Program included expansion of the Police Station by 13,000 square feet.

Fire Protection

The Specific Plan has designated a site in the southwest quadrant of the intersection of Tracy Blvd. and West Central Avenue for a permanent South Station. This station will replace the nearby interim station and will have the capacity to house a 1,500 gpm Pumper Truck, an 85-foot Aerial Snorkle Truck, and support vehicles. The station will also provide space for three firefighters and a shift officer.

In addition to the proposed staff at the new station, the Fire Department estimates a need for another firefighter position at the North Station and an Administrative Captain position at the Main Station. Support staff may be required as well.

The department has also estimated a need for an updated dispatch system and a training tower.

Public Schools

The additional 7,400 households within the Specific Plan areas are expected to generate additional school children according to Table 4.9.

The Specific Plan has designated seven elementary schools and two middle schools within the boundaries of the Tracy Elementary School District. One K-8 school is to be located below Valpico Road within the Jefferson School District. One full-size high school, for

the Tracy Joint Union High School District, is to be located at the future intersection of Lowell Avenue and Corral Hollow Road. These facilities should be sufficient to meet the demands.

Under the expected phasing program of 1,200 housing units per year, Tracy will virtually require a new elementary school every year. In years when a middle or high school is required, two schools must be built.

School District officials are concerned that such rapid development could lead to:

- o inadequate time for the Districts to apply for State funds for facilities;
- o creating standardized plans for school facilities which cannot respond to design problems and/or unique needs;
- o difficulties hiring qualified teachers and staff;
- o inevitable problems in meeting the facility and staffing schedule which could cause overcrowding in existing schools.

The Specific Plan Financing Program and actions by the three school districts indicate a desire to use Mello-Roos Community Facilities Bonds to finance these capital improvements. District officials have also expressed their willingness to pursue outside funding sources as much as possible.

Table 4.9
Estimated Students

	<u>Students per Household Standard</u>	<u>Total Number of Students</u>
Elementary Schools	0.4	2,960
Middle Schools	0.2	1,480
High School	0.3	2,220
Total		6,660

Student per household standards generated by Tracy School Facilities Development Department and EDAW, Inc.

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Total		6,660

Student per household standards generated by Tracy School Facilities Development Department and EDAW, Inc.

Parks and Recreation

Using the proposed Tracy standard of 4.0 acres parkland per 1,000 residents, the future Specific Plan residents will create a demand for approximately 77 acres of parks. The proposed Specific Plan designates nine neighborhood parks, ranging in size from 6 to 10 acres, and totalling 70 acres. It also recommends a system of one acre mini parks a 40 acre community park, and a system of bike paths.

The neighborhood parks are distributed throughout the Planning Areas according to an estimate of localized demand based on population. Therefore, parks are located more frequently in areas of medium- and high-density housing, than in exclusively single-family neighborhoods.

The park system proposed in the Specific Plan directly responds to future parkland demand and attempts to match the existing standards for parks within Tracy. No environmental impacts are anticipated. Fiscal impacts for neighborhood parkland dedication would be mitigated by the City's proposed park dedication ordinance, as well as provide in-lieu fee revenue which could be allocated to the proposed Community Park. Park improvements will be financed through the Specific Plan Financing Plan.

Public Works

Additional staff and equipment will be required to operate the new capital facilities required by the Specific Plan, and to maintain the additional roads, utility systems, street trees, and parks. Estimates of the required number of new positions was not available at the time of this writing, however, staff can in some instances be reduced through economies of scale.

The proposed financing mechanisms will have the ability to provide funds for a portion of these costs. The remainder will be generated from tax revenues funneled to the General Fund.

General Government

As the community expands, additional staff and possibly new departments may be necessary. For instance, as the City government staff increases, the alternative of a separate personnel department which coordinates all personnel related issues may need review. Precise estimates of these staffing needs cannot be made until individual workloads begin increasing.

4.4.2.2 Mitigation

Police Services

Funds for police staff and building expansion could be generated either through the proposed Mello Roos Community Facilities District or impact fees. Matching funds from either state or federal sources should be pursued.

Expansion of police headquarters should be coordinated with the plans of the entire governmental complex.

Fire Protection

Funding mitigation is identical to that specified for the Police Department.

Public Schools

Two possible options could mitigate the potential impacts to the school districts expected as a result of rapid build-out:

1. Accept a certain amount of school facility overcrowding during periods when a new school is not completed. Utilize portable classrooms to lessen these impacts.
2. Negotiate with the City a slower growth rate which balances the property owners', City's, and school district's concerns.

Both of these options should be carefully studied prior to becoming policy, to illuminate secondary impacts. Specific findings must be made in the government record documenting the necessity of and reasons for supporting the final decision.

Parks and Recreation

A Parks Department might be created in the future to coordinate parkland improvements and recreational activities.

No other mitigation measures are necessary.

Public Works

Precise staffing and equipment estimates should be prepared, so that specific funds can be generated over time.

General Government

Precise staffing and equipment estimates should be prepared, so that specific funds can be generated over time.

5.0

Growth-Inducing
Impacts

5.0 GROWTH INDUCING IMPACTS

The Tracy Residential Specific Plan proposes approximately 7,400 new residential units, as well as 39 acres of local-serving commercial development. This can be compared to the estimated 8,642 dwelling units existing within the City in 1985. Full development of the Specific Plan areas at the proposed densities could result in a population increase of approximately 19,300 people. The areas targeted for this development are within the City's first planned expansion ring, identified as "Phase I" by the Tracy General Plan.

Implementation of the Specific Plan will cause the local infrastructure, specifically the roadway network, the water, sewer, and storm drainage systems, and the utility lines, to be expanded to serve the new neighborhoods. While land outside the City must be annexed prior to any provision of municipal service, the excess capacities and location of these new infrastructure systems will inevitably make it easier and more efficient to develop outside the existing city boundaries. For example, the Specific Plan's proposed water trunk line and improved road system along Corral Hollow Road is growth-inducing to the west. Though this area is targeted on the General Plan Map for "Phase II" growth, and uncontrolled transfer of sewer capacity from the Residential Specific Plan areas to this area could result in an isolated development surrounded by vacant land. On the east side of the City, construction of the MacArthur Road extension, the Chrisman Road water system and the MacArthur drainageway may induce growth into areas contrary to General Plan policies.

To mitigate these potential growth inducing impacts, the City could adopt a policy pertaining to sewer capacity transfers outside the 84-1 Assessment District, which would limit transfers to areas which when developed will be orderly, compact, contiguous, logical, planned growth of the City well served by municipal services.

The growth inducing impacts of the proposed plan may be considered from two points of view: (1) the plan is responding to the regional demand for housing which is being generated by economic and employment growth in the Tri-Valley subregion and in San Joaquin County; and (2) the Residential Specific Plan could help stimulate growth of local industrial development by providing a convenient labor pool. In this way, Tracy will provide a greatly needed supply of housing for the region, while working toward establishing a jobs/housing balance within the community. Future residential growth in Tracy will mostly likely be fueled by the rate of economic growth inside and outside the

City, as well as the ability of nearby communities to provide similar development opportunities (refer to Appendix A for a further description of the market conditions).

Another specific plan is currently being prepared for industrial zoned lands within the City. Its rate of absorption may in part be linked to the pace of residential development within the Specific Plan.

6.0

Cumulative
Impacts

6.0 CUMULATIVE IMPACTS

The Tracy Residential Specific Plan represents a major portion of the development potential within the current City limits. This 1,480 acre project accounts for all of the residentially designated land in the Phase I expansion area on the General Plan map. Other projects potentially affecting the natural and built environment include: the infill development within the City, the Industrial Specific Plan, and proposed mixed use development along I-205 within San Joaquin County jurisdiction. While infill development can be fairly accurately estimated, both of the other two projects are presently undefined.

Infill development within the City is presently limited to 550 equivalent dwelling units by Sewer Assessment District 84-1. Future utility demands from these units have been included in the master planning for each utility system. These units were also added into the transportation model, along with the units proposed by the Specific Plan during the assessment of traffic impacts. The results of this analysis are discussed in Section 4.3.5.1. No other additional cumulative impacts are anticipated as a result of the combined Specific Plan and infill development.

The Industrial Specific Plan will provide development guidelines for 692 acres. Most of the infrastructure system for the industrial areas will link with the new systems planned in the Residential Specific Plan. However, the potential impacts will be assessed in an Environmental Impact Report.

Cumulative impacts from development along I-205 also cannot be estimated due to the preliminary nature of this project. However, once the project is defined, an Environmental Impact Report will be prepared.

7.0

Unavoidable
Adverse Impacts

7.0 UNAVOIDABLE ADVERSE IMPACTS

The environmental impacts discussed in Sections 4.0, 5.0, 6.0, and 9.0 consist of short-term, long-term and cumulative effects which may be associated with implementation of the proposed Specific Plan. Those impacts which would be unavoidable or potentially unavoidable despite mitigation measures are summarized below under the headings as presented in Section 4.0 where they are discussed in greater detail.

7.1 Physical Environment

7.1.1 Geology and Soils

No unavoidable adverse impacts relating to geology and soils are anticipated to result from the proposed Specific Plan.

7.1.2 Hydrology and Water Quality

Unavoidable adverse hydrology and water quality impacts include (1) alteration of existing drainage patterns, (2) a decrease in groundwater recharge over the planning areas, (3) an increase in water-borne pollutants as a result of runoff from urbanized areas.

7.1.3 Air Quality

As a result of project implementation, there will be an unavoidable increase in the emissions of carbon monoxide, ozone, and suspended particulates, primarily associated with mobile sources.

7.2 Biotic Resources

7.2.1 Vegetation

Unavoidable adverse impacts on botanical resources include: (1) loss of existing vegetation and associated wildlife habitat; (2) loss of productive agricultural land; (3) introduction of ornamental plants, both weedy and horticultural.

7.2.2 Wildlife

Unavoidable adverse impacts on wildlife include loss or displacement of wildlife through removal or alteration of habitat.

7.3 Sociocultural Environment

7.3.1 Cultural Characteristics

No unavoidable adverse impacts are anticipated.

7.3.2 Development Trends

No unavoidable adverse impacts are anticipated.

7.3.3 Historic Resources

No unavoidable adverse impacts are anticipated.

7.3.4 Land Use and Land Use Planning

Unavoidable adverse impacts on existing land use include conversion of existing active and dormant agricultural lands to urbanized uses. It is assumed that, in general, this impact may be an adverse one to some, and a positive improvement to others.

7.3.5 Transportation

No unavoidable adverse impacts are anticipated.

7.3.6 Noise

No unavoidable adverse impacts are anticipated.

7.4 Public Facilities

No unavoidable adverse impacts are anticipated.

7.4.1 Utility Systems

No unavoidable adverse impacts are anticipated.

7.4.2 Public Services

No unavoidable adverse impacts are anticipated.

8.0

Alternatives

8.0 ALTERNATIVES

Three land use alternatives were considered for the areas within the Specific Plan:

- o No Project Alternative
- o Developer's Proposals with the General Plan Overlay (Alternative A)
- o Preferred Alternative (Alternative B)

For the purposes of assessing traffic impacts, the latter two alternatives were also considered with the addition of 550 units of expected infill development.

The following sections describe each alternative and assess their potential impacts. The discussion of impacts is generalized and is intended to be used in conjunction with the more detailed analysis provided in Section 4.0. A final section compares the alternatives in terms of their estimated traffic impacts.

No Project Alternative

This alternative assumes that no development will occur within the Residential Specific Plan areas. It is an unlikely scenario because the program to expand the wastewater system is already under construction and sewer allocations have been purchased by the area's landowners. Prohibiting development would require the City to return the funds which have been paid to the project; a prohibitively costly undertaking.

The municipal water system improvements would have to be implemented regardless of no development because the State has requested the City to develop alternative water resources in the event of a disaster. Certain segments of the Storm Drainage Master Plan would also need to be constructed in order to serve the industrial zoned areas. Expansions to the public service departments would not be needed.

In summary, the No Project Alternative, while retaining several active agricultural parcels, would require significant capital outlays by the City without obvious opportunities for generating revenues. Impacts on the City budget would most likely be significant.

Developer's Proposals with the General Plan Overlay

This alternative has been considered during Specific Plan public meetings under the title of "Alternative A" (Figure 8.1). It is a compilation of the landowner's development requests (as described in November 1985 consultation meetings and plans submitted through January 1986), with an overlay of the infrastructure and public facilities mandated by the General Plan.

The primary impact of this alternative is its lack of public facilities. For instance, while the General Plan Map designates school and park sites, it does not provide sufficient facilities for the ultimate Specific Plan population, based on existing standards.

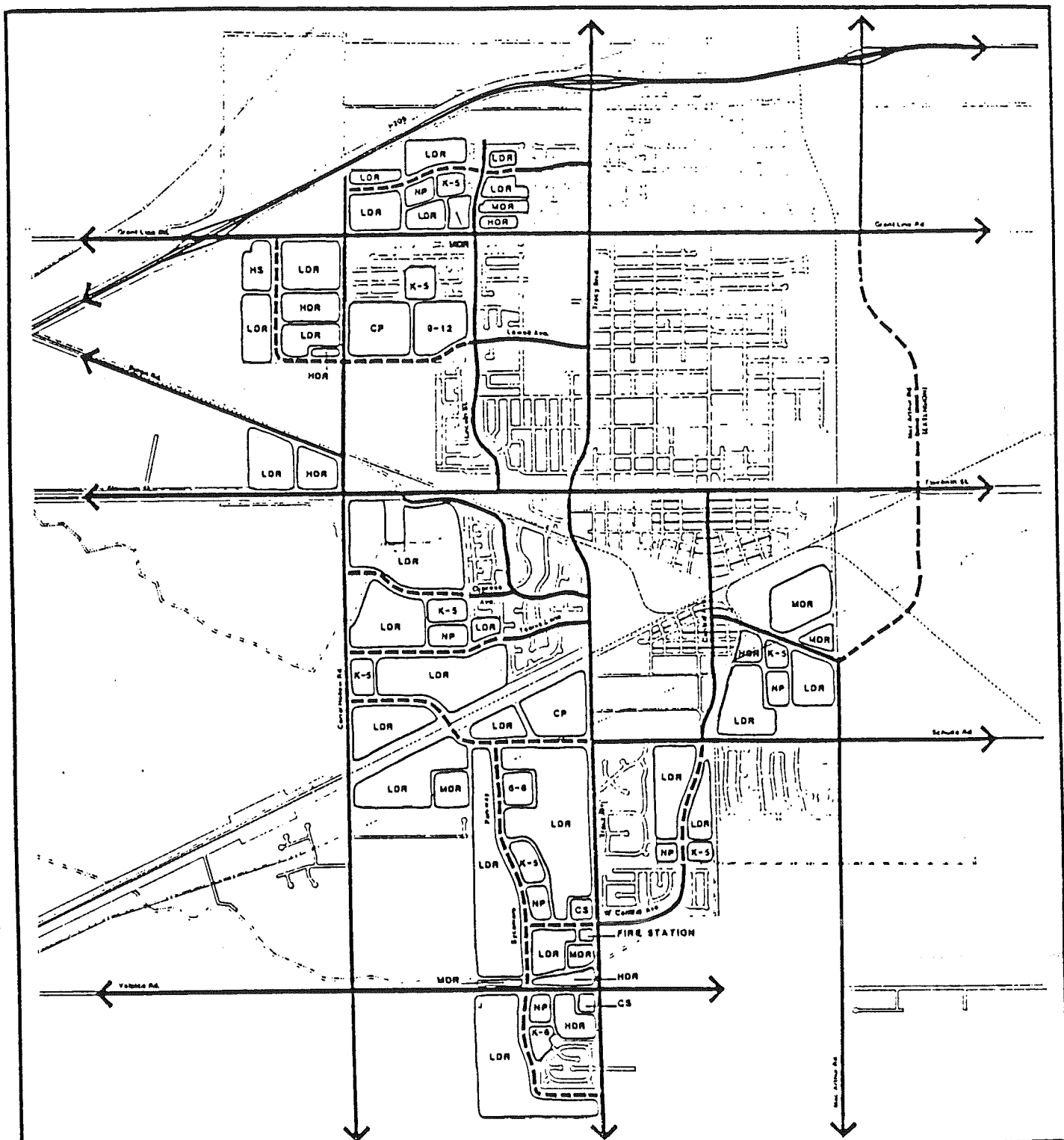
Additionally, the storm drainage system is not indicated and the street network is incomplete.

Land uses in Alternative A tend to lack continuity within the Planning Areas and with existing adjacent uses. On several parcels high-density residential units are proposed next to either existing or proposed low-density residences. Low-density residential subdivisions are also proposed, without apparent buffers along high-traffic streets such as Eleventh Street, Grant Line Road, and Tracy Boulevard. Alternative A has a large amount of high-density residences, which vary from the current land use patterns within the City.

For the purposes of analyzing traffic impacts, two variations of this alternative were used: Alternative A and Alternative A plus 550 units of infill development. Traffic impacts for both variations were not substantially different than those generated by The Preferred Alternative. These results are further discussed under the heading: "Comparison of Traffic Impacts."

Preferred Alternative

The Preferred Alternative is a refined version of "Alternative B" which was presented at numerous Specific Plan public meetings Figure 8.2.



Tracy Specific Plans Overall Plan

Prepared by
EDAW Inc.
in association with
Wisey & Ham
OKS Associates
Barthe-Wells Associates



SPECIFIC PLAN ALTERNATIVE A

— Existing Major Arterials and Collectors	— Proposed Major Arterials and Collectors
LDR Single Family	CP Community Park
MOR Multi Family	NP Neighborhood Park
HDR Apartments	HS Highway Service
9-12 High School	CS Community Shopping Center
8-8 Middle School	GHC General Highway Commercial
K-5 Elementary School	NS Neighborhood Shopping Center

Its impacts are discussed in detail within Section 4.0, however, it provides the significant benefit of providing sufficient public facilities, a comprehensive infrastructure system and a coordinated network of open space and prks.

Comparison of Traffic Impacts

The same traffic distribution and assignment was assumed for both the Preferred Alternative and Alternative A. For the 550 infill dwelling units (DU's) assumed as cumulative development a different distribution was assumed. The traffic impacts of the infill development were modeled by factoring existing traffic volumes by seven percent (550 DU represents roughly a seven percent increment to Tracy's existing housing stock). This approximates the trip distribution and assignment that would result from 550 new households with trip making, patterns similar to a "typical" 1986 Tracy household were evenly distributed throughout the existing City.

Roadway Traffic Impacts

The TRACS model of the Tracy roadway network was exercised six times to measure the traffic impacts of six different land use and street network scenarios. These scenarios may be summarized as follows:

- I. 1986 Base Volumes on existing street network.
- II. Specific Plan Alternative A with basic street improvements proposed by the Specific Plan (these assumed improvements are listed in Table 4.3).
- III. Specific Plan Preferred Alternative, same street network as in Scenario II.
- IV. Alternative A plus 550 infill dwelling units; same street network as in Scenarios II-III.
- V. Preferred Alternative plus 550 infill dwelling units; same street network as in Scenarios II-IV.
- VI. As in Scenario V, but with additional improvements at three intersections.

A comparative analysis of each alternative is presented in the following tables.

Table 8.1
Trip Generation

	<u>Land Use</u>	<u>Daily</u>	<u>Vehicle Trips Generated</u>		<u>Total</u>
			<u>In</u>	<u>Out</u>	
Preferred Alternative	4,873 Low Density Dwelling Units	48,730	3,265	1,608	4,873
	1,696 Medium Density Dwelling Units	15,264	1,017	509	1,526
	845 High Density Dwelling Units	5,070	338	169	507
Totals	7,414 Dwelling Units	69,064	4,621	2,286	6,906
Alternative A	4,967 Low Density Dwelling Units	49,670	3,328	1,639	4,967
	584 Medium Density Dwelling Units	5,256	350	175	525
	1,400 High Density Dwelling Units	8,400	560	280	840
Totals	6,951 Dwelling Units	63,326	4,238	2,094	6,332

Table 8.2

Volume/Capacity Ratios at Key Intersections Under Six Scenarios

Intersection	I		II	III	IV	V	VI
	Existing	Alt. A	Alt. A	Preferred Alt.	Alt. A + 550 F.C.U Infill	Preferred Alt. + 550 ECU Infill	As in IV w/add. Mitigations
1. Corral Hollow/Grant Line	0.28A	0.27A	0.27A	0.27A	0.28A	0.29A	
2. Lincoln Bl./Grant Line	0.43A	0.63B	0.63B	0.65B	0.67B	0.70C	
3. Tracy/Grant Line	0.59A	0.79C	0.79C	0.81D	0.83D	0.85D	0.75C
4. Corral Hollow/Lowell	1.1/A	0.13A	0.13A	0.14A	0.13A	0.14A	
5. Lincoln/Lowell	0.09A	0.20A	0.20A	0.20A	0.20A	0.21A	
6. Tracy/Lowell	0.22A	0.48A	0.48A	0.49A	0.49A	0.51A	
7. Byron/Eleventh	0.18A	0.45A	0.45A	0.48A	0.47A	0.50A	
8. Corral Hollow/11 th Eleventh	0.30A	0.58A	0.58A	0.61B	0.60B	0.63B	
9. Lincoln/11 th Eleventh	0.35A	0.41A	0.41A	0.42A	0.44A	0.44A	
10. Tracy/Eleventh	0.49A	0.84D	0.84D	0.85D	0.87D	0.89D	0.78C
11. Holly-Central/11 th Eleventh	0.50A	0.71C	0.71C	0.75C	0.76C	0.80D	0.74C
12. Corral Hollow/Cypress	1.1/A	0.31A	0.31A	0.32A	0.31A	0.32A	
13. Tracy/Centre Court	0.24A	0.39A	0.39A	0.42A	0.40A	0.43A	
14. MacArthur/Third-Mt. Diablo	0.10A	0.18A	0.18A	0.19A	0.28A	0.19A	
15. Corral Hollow/Shulte	1.1/A	0.54A	0.54A	0.56A	0.54A	0.57A	
16. Sycamore/Shulte*	1.1/A	0.29A	0.29A	0.30A	0.29A	0.30A	
17. Tracy/Shulte	0.31A	0.42A	0.42A	0.45A	0.44A	0.46A	
18. Central/Shulte	0.21A	0.69B	0.69B	0.76C	0.70C	0.77C	
19. MacArthur/Shulte	0.14A	0.21A	0.21A	0.22A	0.21A	0.22A	
20. Tracy/Central	0.16A	0.36A	0.36A	0.38A	0.37A	0.39A	
21. Tracy Valpico	0.13A	0.17A	0.17A	0.18A	0.17A	0.18A	

* Assumes Shulte to be the through street (East-West). If Sycamore is the through street (North-South) LOS "A" would still result under all scenarios but V/C ratios would be higher.

Table 8.3
I-205 Freeway Ramp Volumes—PM Peak Hour

<u>Ramp Location</u>	<u>1986 Existing Volume*</u>	<u>Volumes Added by Preferred Alt/Alt. A + 550 infill DU</u>	<u>Total Volumes Preferred Alt/Alt. A + 550 infill DU</u>
1. Eleventh St. Interchange			
Westbound on	250	430/390	680/640
Eastbound off	250	850/770	1,100/1,020
2. Grant Line Interchange			
Eastbound on	150	30/30	180/180
Westbound off	150	50/50	200/200
Westbound on	100	145/135	245/235
Eastbound off	80	290/260	370/340
3. Tracy Bl. Interchange			
Eastbound on	370	80/80	450/450
Westbound off	370	50/50	420/420
Westbound on	220	20/20	240/240
Eastbound off	220	20/20	240/240

* Estimated by extrapolating 1980 Caltrans counts by assuming nine percent annual growth 1980-1986 (nine percent was the observed growth rate between 1976 and 1980).

Table 8.4

I-205 Mainline Volumes—PM Peak Hour

<u>Ramp Location</u>	<u>1984 Existing Volume*</u>	<u>Volumes Added by Preferred Alt/Alt. A + 550 infill DU</u>	<u>Total Volumes Preferred Alt/Alt. A + 550 infill DU</u>
West of Eleventh Street Interchange			
Westbound		595/545	
Eastbound	—	<u>1,160/1,050</u>	—
Total	3,950	1,755/1,595	5,705/5,545
East of Tracy Bl. Interchange			
Westbound		100/100	
Eastbound	—	<u>110/110</u>	—
Total	3,050	210/210	3,260/3,260

* Caltrans, 1984 Traffic Volumes

9.0

Short-Term
Long-Term
Productivity

9.0 SHORT-TERM USE OF MAN'S ENVIRONMENT VERSUS THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

In terms of current overall productivity, the primary value of the project area focusses upon its passive status as partially productive agriculture and open space. By anticipating significant urban development, the proposed project places strong emphasis upon socially and economically productive long-term uses. As the project is implemented, values related to the provision of housing, commercial services, employment and an expansion of the local economic base would be realized. At the same time the inherent productivity of the project area as agricultural land and open space would be reduced. From a local perspective, the potential for implementing the proposed urban development while retaining existing values is slight. Provisions within the proposed plan which mandate significant open space (e.g., buffers, parks, and natural areas) will aid in maintaining important environmental quality values. A general change from the current perception of expansive open space to one of urban development would, however, be unavoidable.

Socially and economically productive aspects of the proposed development can best be viewed in a regional context. As discussed elsewhere in this EIR, the region surrounding the project area will continue to experience strong growth pressure. The proposed project can be viewed as responsive to recognized growth pressure.

In summary, development as proposed for Tracy presents tradeoff considerations similar to most urban development in the region. To some extent (dependent upon response to mandatory and optional guidelines for the project), existing visual, open space and biological productivity will be lost in favor of the social and economic productivity of urban development and growth. In this case, significant existing values may be retained and integrated while growth is accommodated in an area not characterized by high agricultural productivity. A long-term overall commitment of the project area to an urban focus will result.

10.0

Energy
Supplies

10.0 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF ENERGY SUPPLIES AND OTHER RESOURCES

Implementation of the proposed project would commit the project area, as a land resource, to a long-term residential and commercial use. Residential neighborhoods, commercial centers, schools, and community services would be built, utilities installed and a network of roadways constructed, all comprising an urban community. At that point, the likelihood of reversion to a less intense or significantly different set of uses would become highly improbable because of the large labor and capital investments already committed. As previously discussed, to the extent that open space is preserved through adherence to proposed planning policies and development standards, some conservation of these existing resources can be achieved.

As in any urban development project, implementation of the proposed project will require commitment of several types of limited resources both for actual construction and long term operation. Obviously, facility construction overall will require relatively large commitments of such resources as lumber and other forest products, sand and gravel, asphalt, petrochemical construction materials, various metals, equipment fuel, and other building materials manufactured from natural resources. In addition, the project would require an irreversible commitment of labor, capital and social and public maintenance services.

Alternative energy sources, such as solar energy, are presently not in widespread use and it will probably be some time before a real savings in finite energy supplies, e.g., oil and natural gas, can be realized through widespread solar planning and design. Therefore, the proposed project, if approved and implemented, will result in an irretrievable commitment of finite energy resources. Although urban development on the site will comply with all applicable state and local insulation, building and conservation standards, the increase in the intensity of land uses will result in a concomitant increase in energy consumption. Inasmuch as fossil fuels are the principal source of energy, project implementation will involve increased consumption of fuel oil (electricity), natural gas and gasoline for transportation of future residents.

11.0

List of Preparers,
Bibliography &
Persons
Contacted

II.0 BIBLIOGRAPHY AND LIST OF PREPARERS

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Persons and Organizations Consulted

John Baker, Utilities Director, City of Tracy

Michael Belluomini, Director, City of Tracy Community Development Department

Robin Blakley, Director of Facilities Development, Tracy School District and Tracy Joint Union High School District

Randy Bloom, City of Tracy Community Development Department

George Brenner, Former Director of Community Development, City of Tracy
Eugene Carson, West Side Irrigation District
Andy Chester, San Joaquin Council of Governments
Jeff Cook, California Air Resources Board
David Corbridge, Pacific Bell
Rod Davenport, Finance Director, City of Tracy
Steve DeCou, CH2M Hill, Sacramento, California
Catherine Doo, Pacific Gas and Electric
Bill Factor, San Joaquin County Planning Department
E.A. Greathouse, Central California Information Center
Lackmir Greywall, Stockton Air Pollution Control District
Carol Harty, Pacific Gas and Electric
Henry Hirata, San Joaquin County Flood Control Department
Larry Kissell, Chief of Police, City of Tracy
Kirk Lindsey, City of Tracy Community Development Department
Michael Locke, City Manager, City of Tracy
John Malson, California Department of Finance
Bob Mapes, California Department of Fish and Game
Jeff Mason, City of Tracy Fire Deptment
Mike McClusky, City of Tracy Department of Public Works
Jerry Mensch, California Department of Fish and Game
Mark Michaelhany, Soil Conservation Survey, Stockton
Kurt Miller, San Francisco Metropolitan Transportaton Commission
Tom Osborne, Subdivision Engineer, PGandE, Stockton
Steve Parker, Commercial Engineer, PGandE, Stockton
Craig Phillips, Assistant City Manager, City of Tracy
Stan Randolph, Caltrans District 10

Antero Rivasplata, California Office of Planning and Research

Ben Roberts, Delta Disposal Services, Inc., Tracy

Jim Robinson, United Artists Cable Co.

Larry Serna, City of Tracy Public Works Department

William Silva, Director of Public Works, City of Tracy

Fred Terrill, Banta-Carbona Irrigation District

Peter Verdoorn, San Joaquin County Council of Governments

Dan Watrous, Fire Chief, City of Tracy

Norma Wood, California Office of Planning and Research

LIST OF PREPARERS

EDAW, Inc.

William L. Clarke, Principal-in-Charge

Douglas Balsley, Project Manager
Site analysis, alternative land use plans, design guidelines.

Shelley Poticha, Project Planner
Land use planning, public service planning, technical writing.

Tony Scheving, CADD mapping.

Carol Ruga, Graphics Coordinator

Debbie Tassis, Word Processing Coordinator

DKS

Dan Smith, Principal-in-charge

Richard Lee, Project Manager
Roadway planning, travel forecasting, report writing

Tirtha Joshi, Project Engineer
Existing conditions, data compilation, analysis of future traffic

Wayne Sarasua, Project Engineer
Analysis of future traffic

Wilsey & Ham

John Dehorn, Principal (up to 5/20/86)

Bill Kull, President/Principal (after 5/20/86)

Dale Hornberger, Project Manager
Existing conditions, infrastructure system planning.

David J. Bahr, Project Engineer
Technical analysis of infrastructure systems and technical writing.

Alan Campbell, Project Engineer
Technical evaluation of water system.

Bartle-Wells

Tom Gaffne, Principal-in-Charge

Bill Hendrickson, Project Manager

12.0

Appendices

APPENDIX A
Growth Projections

TRACY GROWTH PROJECTIONS

- I. Introduction
- II. Job Generation is Creating a Demand for Housing
 - A. East Bay Employment Growth
 - B. San Joaquin County Employment Growth
- III. Housing Construction Projections For Cities Within Commuting Distance From the Livermore/San Ramon Valley
 - A. Tri-Valley Cities
 - B. Tracy's Market Conditions
- IV. Factors Which Could Alter the Housing Market in Tracy
- V. Conclusion: Potential Demand for Housing in Tracy

EXECUTIVE SUMMARY

High housing prices, infrastructure limitations, traffic congestion and environmental constraints, along with an expected 7,000 new employees per year in the greater Tracy region, are creating a strong demand for construction of moderate priced housing in the city.

This study analyzes the future demand for housing in the \$90,000 to \$125,000 price range from new employees in the San Ramon/Livermore Valley and San Joaquin County. It finds that more than 55 percent of new employees will be in the market to purchase or rent homes of this price.

Research on the ability of other cities to provide this type of housing indicated that most cities within Contra Costa County and Eastern Alameda County are not providing, and do not plan to provide housing in this price range. Furthermore, traffic congestion and infrastructure constraints make any comparable priced housing appear less desirable than prospective units in Tracy.

Demand for new units in Tracy was established to be approximately 1,200 units per year. This represents an annual population increase of 3,120 new residents per year.

I. INTRODUCTION

In November 1985 representatives from the City of Tracy Community Development Department and EDAW, Inc. met with property owners and their representatives within the Specific Plan area. The purpose of the four days of interviews was to gather information on the desires and concerns of property owners for the future development of their land as well as their proposed timeframe for construction.

We discovered that most wanted to build either single-family or multi-family homes and wished to begin construction as soon as possible. Furthermore, many described the market for housing in Tracy as a prime one and estimated a 1,500 unit per year absorption rate for units within the \$90,000 to \$125,000 price range.

Understanding that such rapid growth could have serious implications for the ability of the City to provide public services, EDAW, Inc. has prepared this study to verify the developer's estimates and investigate the likely growth rate of the city between 1987, when construction is estimated to begin, and the year 2000. Because a majority of developers indicated a desire to build homes within the \$90,000 to \$125,000 price range, our study focuses on the future demand in this market. However, a portion of the new homes may be built at prices outside of this range.

This study began with an analysis of the existing and projected demand for housing in the set price range, and then researched the ability of other cities within the region to provide such housing in order to determine what share of the market Tracy can expect to capture. The results of this research are reported in the following sections.

The data will be used to predict traffic patterns and potential problems, as well as assess future growth impacts on the community, the annual cost of implementing infrastructure improvements and the City's ability to provide public services.

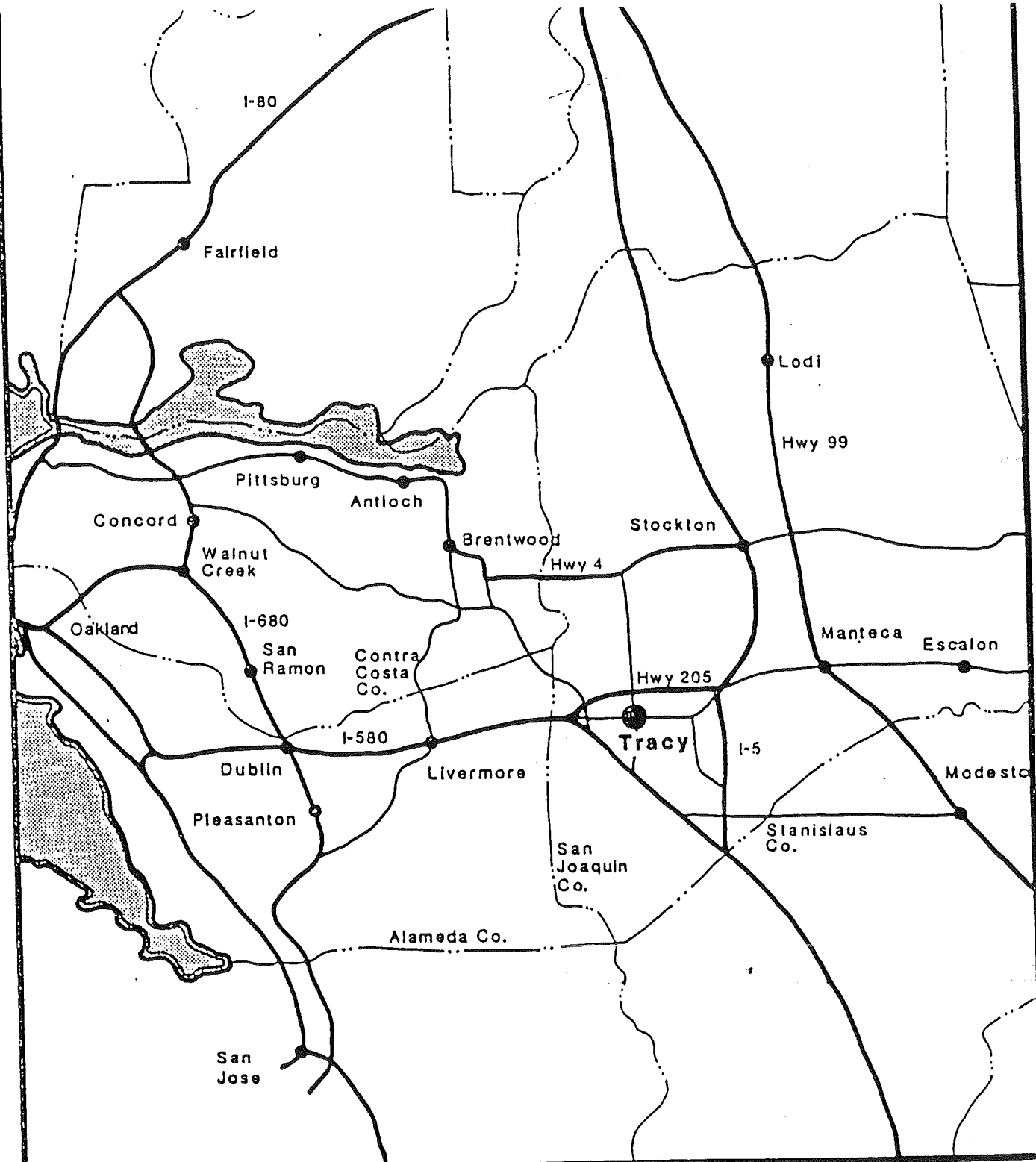
II. JOB GENERATION IS CREATING A DEMAND FOR HOUSING

A. East Bay Employment Growth

Tracy's proximity to the Eastern Bay Area makes it an ideal location for future employees of the Livermore/San Ramon Valley to reside. The city is only 20 miles from the City of Livermore and 30 miles from the Hacienda and San Ramon business parks, a long but not unusual commute distance for Bay Area residents.

As the following tables indicate, substantial employment increases are projected for this area and are expected to continue through the year 2000. Figures from both the Association of Bay Area Governments (ABAG) and Gruen & Gruen are provided to indicate a range of estimates as well as varying yearly growth rates.

Figures are given for "total" employment, but survey research by Kroll (1984), indicated that 80 percent of all new businesses in this region will provide "office-type" or clerical employment.



Tracy Specific Plans

Prepared by
EDAW Inc.

in association with
Wilsey & Ham
DKS Associates
Bartle-Wells Associates

0 5 10 20 Miles



REGIONAL
LOCATION MAP

Table I

Tri-Valley SubregionProjected Total Employment 1985-2005^a

	<u>1985</u>	<u>1990</u>	<u>1995</u>	<u>2000</u>	<u>2005</u>	<u>Total Increase</u>
ABAG ^b	63,600	95,700	118,300	142,100	169,900	106,300
Gruen ^c	72,162	110,107	135,131	156,950	176,558	104,396

^a For the cities of Pleasanton, Livermore, Dublin, San Ramon, Danville, Alamo. Includes Employment Categories: Agriculture, Mining, Construction, Manufacturing, Commercial Services, Wholesale Trade, Retail Trade, F.I.R.E., Services, Government.

^b ABAG, Projections '85, April 1985.

^c Gruen & Gruen Projections of Employment and Household Growth in the Tri-Valley Subregion, July 1985.

Table 2

Projected Average Annual Employment Growth
(Five-Year Increments 1985-2005)

	<u>1985-1990</u>	<u>1990-1995</u>	<u>1995-2000</u>	<u>2000-2005</u>
ABAG	6,420	4,520	4,760	5,560
Gruen	7,589	5,005	4,364	3,922

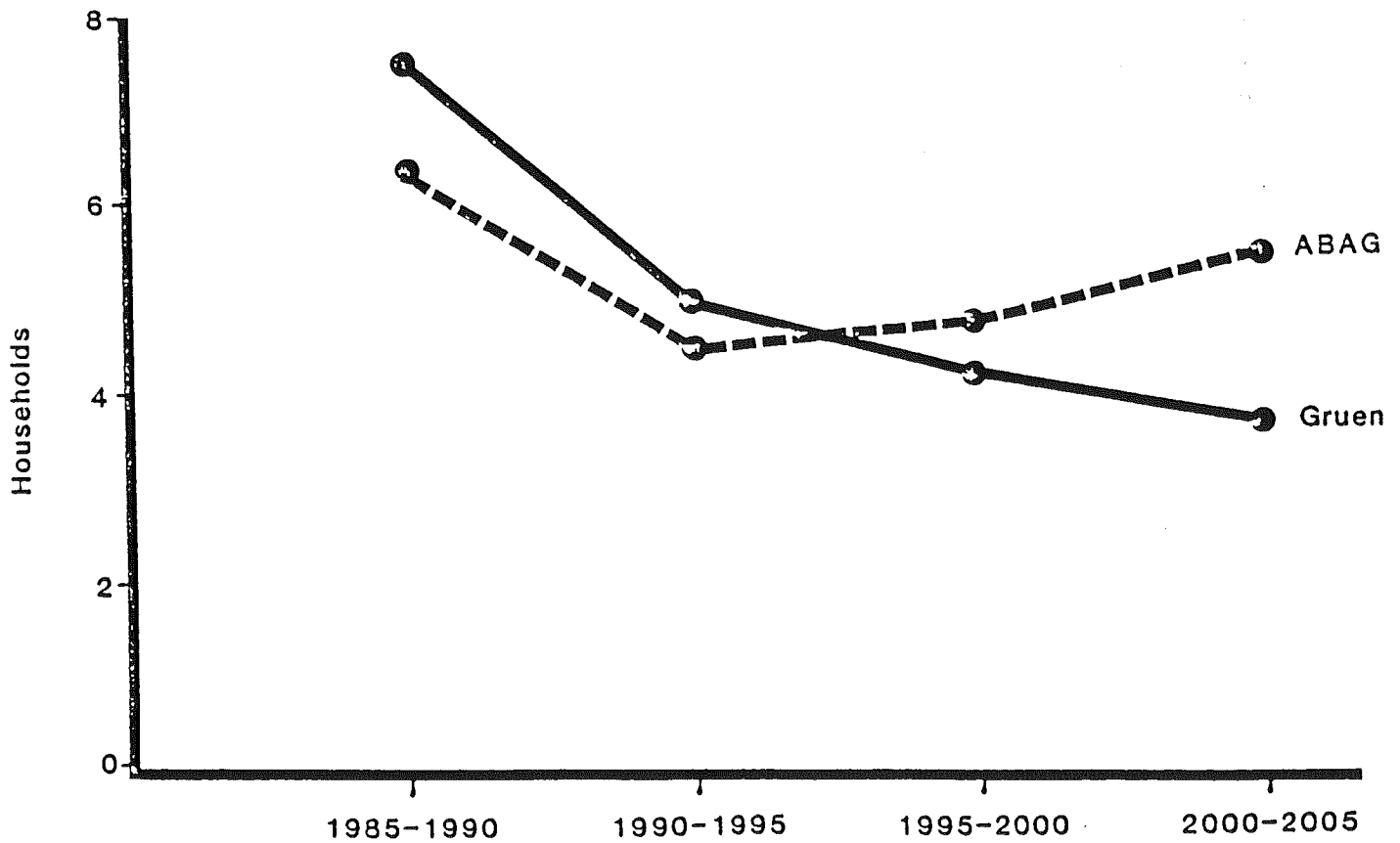
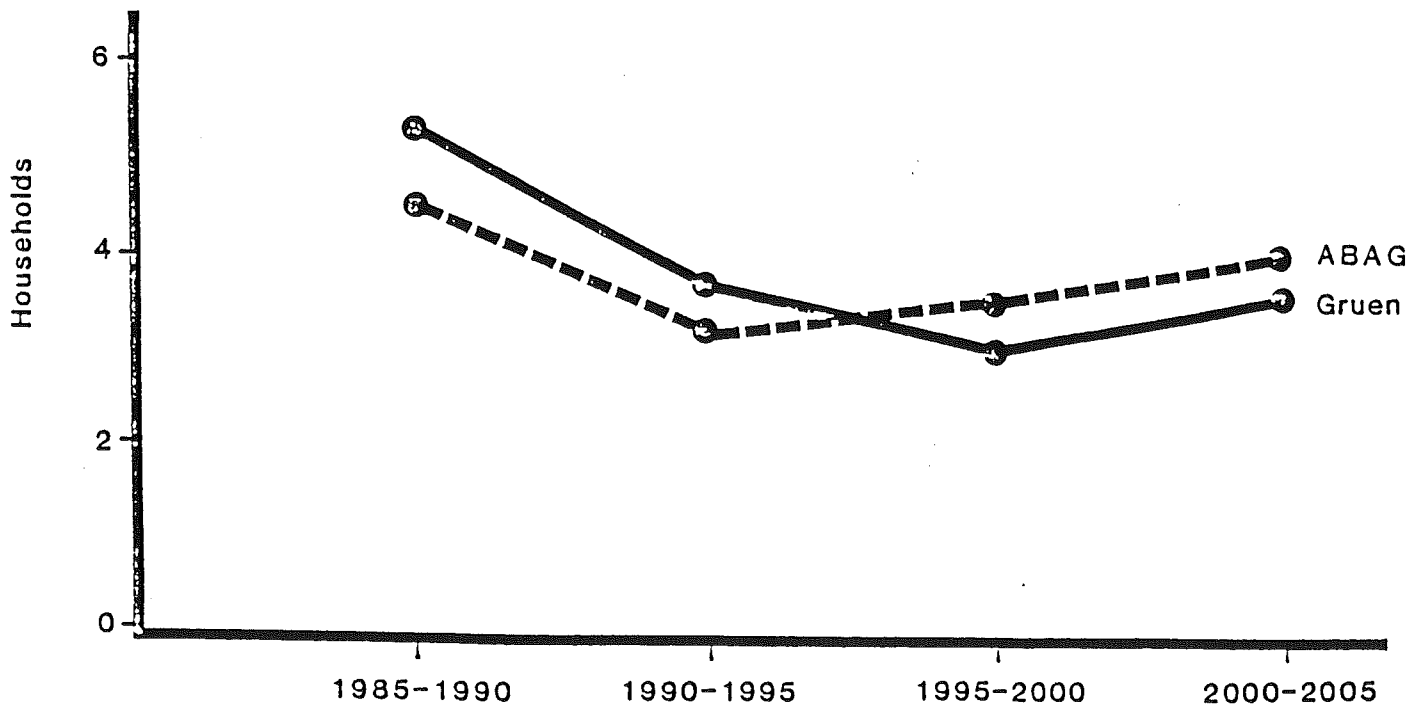


Table 3

Estimated Number of Households to be
Generated Per Year^a
(Five-Year Increments 1985-2000)

	<u>1985-1990</u>	<u>1990-1995</u>	<u>1995-2000</u>	<u>2000-2005</u>	<u>Total</u>
ABAG	4,619	3,252	3,424	4,000	75,565
Gruen	5,460	3,601	3,140	2,822	75,115

^a Regional ratio of jobs/household of 1.39 as per the Metropolitan Transportation Commission.



To provide a basis for correlating future household income and ability to afford housing, we have assumed that income categories will remain proportionally the same as previous years. Additionally, since figures for Eastern Alameda County were not readily available, we only used income figures from Contra Costa County.

Table 4

Household Income
Contra Costa County
1979 and 1984

<u>Income Range</u>	<u>1979^a</u>		<u>1984^b</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
Under \$10,000	46,587	19.3	30,350	11.3
\$10,000-\$19,999	56,018	23.2	42,400	15.8
\$20,000-\$24,999	29,588	12.3	22,400	8.4
\$25,000-\$29,999	26,029	10.8	25,800	9.6
\$30,000-\$34,999	22,877	9.5	22,640	8.4
\$35,000-\$39,999	17,296	7.2	29,300	10.9
\$40,000-\$49,999	20,936	8.7	35,470	13.2
\$50,000 or more	22,087	9.1	59,640	22.3
Totals	<u>241,418</u>	<u>100.0</u>	<u>268,000</u>	<u>100.0</u>
Median	\$22,870		\$33,061	

^a U.S. Department of Commerce, Census Bureau
^b Survey of Buying Power

In January 1984 the National Association of Realtors' Housing Affordability Index stated that the U.S. median family income of \$24,844 would be enough to qualify for a \$62,000 home. This is equivalent to a 2.5 price to income ratio.

The Bay Area Council noted that an income of \$36,183 in California could afford a \$98,041 in 1980 (2.71 ratio) in 1980 and households with \$39,177 median income could buy a \$114,989 house in 1985 (2.94).

We have assumed a price to income ratio of 2.78 to 3.3 based on income ranges as shown in Table 5. The 1984 income ranges were developed from 1979 census income data and 1984 Survey of Buying Power income data shown in Table 4.

Table 5

Housing and Rental Affordability by Income Range

<u>Income Range</u>	<u>Rental Range</u>	<u>Housing Range</u>	<u>Income to Price</u>	<u>Price to Income</u>
Under 10,000	Under \$300	Rental	36.0	2.78
10,000-19,999	300-600	Rental	36.0	2.78
20,000-24,999	600-750	Rental	34.5	2.9
25,000-29,999	750-850	72,500- 87,000	34.5	2.9
30,000-34,999	Purchase	87,000-101,500	34.5	2.9
35,000-39,999	Purchase	101,500-116,000	34.5	2.9
40,000-49,999	Purchase	116,000-145,000 ^a	34.5	2.9
50,000 or more	Purchase	165,000 or more	30.0	3.3

^a Price affordability varies because of different ratio assumptions.

According to Tables 4 and 5 54.8 percent of Contra-Costa County households could afford a house of \$87,000 or more. If homebuyers stay within the income guidelines shown in the tables, then 32.5 percent of households in the county could afford homes in the range of \$87,000 to \$145,000. Because available census data do not allow further refinements we have assumed that one-third of county households would buy housing units ranging from \$90,000 to \$125,000. Forty-five percent of county households could not afford units in this range or higher. More than a fifth of county households could afford to buy housing of value greater than \$125,000. Obviously, households in the higher income ranges could buy less expensive housing, but it is assumed most will buy closer-in housing at higher prices since they can afford it.

Income Needed to Rent

Average rents in Tracy for a two-bedroom apartment were listed by the Tracy Chamber of Commerce as \$350 in January 1985.

Using H.U.D. standards of 30 percent of gross personal income for housing, the average income necessary to afford rental housing would be \$14,000.

Because many families with lower incomes spend a higher proportion of their income on housing and many units rent below the average rental rate, we have assumed that households within the \$10,000-\$24,999 income brackets are within the market for the average rental. These are 24.2 percent of the total households.

Total Demand

If these income to housing price ratios and other assumptions hold for new households, then 57.5 percent of the new households could buy (33.3) or rent (24.2) in the Tracy area.

To convert these estimates to annual rates, we rounded the ABAG and Gruen and Gruen household growth projections as follows:

Table 6

	<u>1985-1990</u>	<u>1990-1995</u>	<u>1995-2000</u>	<u>2000-2005</u>	<u>1985-2005 Totals</u>
Average Annual Rate	5,000	3,400	3,300	3,400	3,775
5-Year Totals	25,000	17,000	16,500	17,000	75,500

Then, we applied the 57.5 percent to these projections and rounded them as follows:

Table 7

	<u>1985-1990</u>	<u>1990-1995</u>	<u>1995-2000</u>	<u>2000-2005</u>	<u>1985-2005 Totals</u>
Average Annual Rate	2,900	2,000	1,900	2,000	2,200
5-Year Totals	14,500	10,000	9,500	10,000	44,000

If the ratios hold then approximately 25,500 of the 44,000 units would be for purchase and 18,500 would be rentals.

B. San Joaquin County Employment Growth

No major employment generating projects are anticipated within San Joaquin county through 1995. Throughout this period employment growth rates are expected to remain close to 1.5 percent per year (Employment Development Department), which will generate approximately 2,500 jobs annually. Beyond 1995, San Joaquin County Council of Government planners anticipate an increase in commercial and industrial development similar to the speculative office buildings currently under construction in the San Ramon Valley.

Incomes within the county historically have been lower than those of East Bay households, (\$19,358/household—H.U.D., 1984) making housing within the study price range less affordable to the majority of residents.

III. HOUSING CONSTRUCTION PROJECTIONS FOR CITIES WITHIN COMMUTING DISTANCE FROM THE LIVERMORE/SAN RAMON VALLEY

A. Tri-Valley Cities

High prices and increasing infrastructure constraints are contributing to a constrained market for housing in the \$90,000 to \$125,000 price range.

Each of the cities within a 30 to 40 mile commute distance from the Livermore/San Ramon Valley have one or more constraints to providing affordable housing for the majority of those employed there. (See accompanying matrix for further detail.)

Pleasanton and San Ramon: While the local governments have recently initiated developer bonus programs to promote construction of affordable housing, 98 percent of new homes are, and will continue to be, priced starting at \$155,000.

Danville: Average price of homes is \$220,000.

Livermore: The current growth control program which limits new construction to a 2 percent increase of new units per year may be lifted by 1990. However, infrastructure constraints and air quality problems make significant construction of units infeasible. Furthermore, current housing prices average \$125,000; the upper end of our study price range.

Walnut Creek: Local and freeway traffic congestion is a severe deterrent. Lack of available land and prices averaging \$130,000 per unit are additional constraints.

Concord: Lack of available land is the most serious constraint.

TABLE 8
DEVELOPMENT CONDITIONS IN THE SAN RAMON/LIVERMORE VALLEY COMMUTE AREA

City Name	Miles From San Ramon/ Livermore Valley	Average Home Price ^a	Land Available for Residential Use to 2000 ^b	City Development Policies	Sewer/ Water Capacity	Road Conditions (Existing & Future)	Environmental Constraints	Projected Development Time-Frame
San Ramon	0-2	\$185,000	5,845	6,939	<ul style="list-style-type: none"> Expansion of EBMUD services area will be necessary to service some new construction. 	<ul style="list-style-type: none"> I-680 is becoming congested. MTC projects capacity problems along I-680 between Olympic Blvd. and Crow Canyon Road. 	<ul style="list-style-type: none"> Steep slopes currently condition development to prevent landslides. 	1985-2010
Livermore Pleasanton Dublin	0-5	\$125,000	2,358	9,243	<ul style="list-style-type: none"> Limited sewer capacity and limited ability to expand services. State and Federal requirements for water quality tied to growth limits. Protection of watershed a major concern. 	<ul style="list-style-type: none"> Additional off-ramps near the I-680/I-580 interchange are planned. No capacity problems are anticipated along the length of I-580. 	<ul style="list-style-type: none"> Severe air pollution problems. 	1985-1990-- Slow 1990-2000-- Faster
Concord Walnut Creek	15-20	\$130,000	1,575	8,505	<ul style="list-style-type: none"> No anticipated constraints. 	<ul style="list-style-type: none"> Serious peak commute hour congestion currently occurs on several major arterials. The I-680/Highway 24 interchange currently acts as a bottleneck for traffic in all directions. Modifications and improvements may not solve congestion problems. 	<ul style="list-style-type: none"> Air pollution problems. Earthquake faults, landslide pockets, flood plains. Preservation of hillside open space is a concern. 	1985-2000

^a Assume 1,400 sf unit, 5 years old and newer.

^b Excludes land which may be zoned for residential use, but have serious public service or environmental constraints, (ABAG, Local Policy Survey, 1984).

Sources: ABAG, MTC, Local Boards of Realty, personal communications with local government agencies.

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DEVELOPMENT CONDITIONS IN THE SAN RAMON/LIVERMORE VALLEY COMMUTE AREA (Continued)

City Name	Miles From San Ramon/ Livermore Valley	Average Home Price ^a	Land		City Development Policies	Sewer/ Water Capacity	Road Conditions (Existing & Future)	Environmental Constraints	Projected Development Time-Frame
			Available for Residential Use to 2000 ^b	Potential Units					
Pittsburg Antioch Brentwood	35-45	\$110,000	3,001	13,878 ^a	<ul style="list-style-type: none"> o All cities have made recent annexations of unincorporated lands. 	<ul style="list-style-type: none"> o Wastewater treatment plants are nearing capacity; expansions anticipated by 1995. 	<ul style="list-style-type: none"> o Congestion and delay currently occur during commute time along Highway 4 to its connection with I-680. o Projections indicated that Highway 4 will be over capacity by at least one freeway lane by 2000. o Vasco Road, a rural road, currently connects to I-580, but has a speed limit of 50 mph. Proposed expansions, not anticipated for at least 15 years, will make the commute to San Ramon much easier. 	<ul style="list-style-type: none"> o Air quality problems. o BCDC regulates development adjacent to Bay and Marsh. o Earthquakes and floods. 	1985-1995
Stockton Modesto Manteca Escalon	35-45	\$ 85,000	N/A	N/A	<ul style="list-style-type: none"> o Development policies are promoting conversion of agricultural land to residential use. 	<ul style="list-style-type: none"> o No anticipated constraints. 	<ul style="list-style-type: none"> o No congestion problems are presently occurring or anticipated. 	<ul style="list-style-type: none"> o Flooding near Delta. o Earthquakes o Potential air quality problems. 	1985-2000
Tracy	25-30	\$ 95,000	1,400	7,500	<ul style="list-style-type: none"> o Preparation of the Specific Plan. 	<ul style="list-style-type: none"> o Limited sewer capacity after expansion is completed. o Potential water supply constraint. 	<ul style="list-style-type: none"> o No problems are anticipated along I-580. However, freeway on-ramps may need to be improved. 	<ul style="list-style-type: none"> o No serious environmental constraints. 	1987-1997

^a Assume 1,400 sf unit, 5 years old and newer.

^b Excludes land which may be zoned for residential use, but have serious public service or environmental constraints, (ABAG, Local Policy Survey, 1984).

^{*} Approximately 35 percent of all potential units in the Tri-Valley region.

Sources: ABAG, MTC, Local Boards of Realty, personal communications with local government agencies.

Pittsburg, Antioch, Brentwood: Average home sales prices are between \$110,000 to \$120,000. However, greater commute distances, severe traffic congestion problems, and future infrastructure constraints make this more affordable location less appealing.

In terms of the rental market, the Federal Home Loan Bank of San Francisco reports a 2 percent vacancy rate for rental units in Contra Costa County. Average two-bedroom unit rental rates are currently \$550/month.

B. Tracy's Market Conditions

When compared with the market conditions for moderate priced housing in the Tri-Valley Region, Tracy's market appears to have significant advantages. Some of these advantages are as follows:

- o Undeveloped land is readily available and environmental constraints are minimal.
- o The City soon will have adequate sewage treatment capacity to service new units.
- o A rural atmosphere with clean air is certainly an amenity for many.
- o The commute distance to both Livermore and San Ramon is shorter than from many other places in Contra Costa County.
- o Roadways to the city are projected to have adequate capacity through the year 2000.
- o Home prices are generally lower than any other competing location.

The positive cumulative effect of these factors can be evidenced by the sales trends of new homes in cities within San Joaquin County but beyond Tracy. Both developers and city officials in Manteca, Stockton, Escalon, Lodi and Modesto are claiming that construction of new single-family homes has risen dramatically within the past year. They also concur that approximately 80 percent of new homes are selling to Livermore/San Ramon Valley employees. New developers have indicated that they anticipate this trend continuing.

Additionally, Tracy's new units may be coming on-line at a particularly advantageous time. By spring 1987 many of the employment generating projects currently under construction in the Livermore/San Ramon Valley will be completed and will create an ever increasing number of new employees. Simultaneously, short-term infrastructure problems in many cities which will prevent housing construction, will have generated a back-log of housing demand.

Tracy's ratio of East Bay employees to local employees may be higher in the future than other San Joaquin County cities. Its closer proximity to the East Bay provides shorter commute times and could save employees 20-30 additional minutes of driving time.

1 As per personal communication, Daniel Twitchell, Wells Fargo Bank.

IV. FACTORS WHICH COULD ALTER THE HOUSING MARKET IN TRACY

Accurately predicting housing demand into the future is a task based on uncertainties. In the preceding analysis we have relied extensively on assumptions about employment growth, housing construction trends and future infrastructure improvements. Any of these factors could change, perhaps altering the viability of rapid growth in Tracy. Several of the key uncertainties include:

- o Cities within the study area could alter their housing development policies either by lifting growth control programs and/or actively promoting construction of moderate priced housing.
- o Expansion of local wastewater treatment plants within a short period time and new improvements to the transportation network could make other cities more appealing to homebuyers.
- o Approval of the planned expansion of Vasco Road which connects Highway 4 with I-580 would make the commutes from Antioch and Brentwood significantly easier.
- o Collapse of the speculative office space market could extinguish a large portion of the future job market and its concomitant housing demand.

V. CONCLUSIONS: THE POTENTIAL DEMAND FOR HOUSING IN TRACY

A. The Factors Summarized

- o The figures discussed above which estimate the number of households within the income categories which will be able to afford to either rent or purchase housing in Tracy are certainly high, (25,500 in the home-ownership market and 18,500 in the rental market).
- o Infrastructure constraints are limiting housing construction elsewhere in the region.
- o Traffic problems make other locations less attractive to potential buyers.
- o With the exception of Pittsburg, Antioch and Brentwood, housing within the stated price range is not being built. Even units within the Eastern Contra Costa area start at the upper end of the price range available in Tracy.
- o Average rental rates in the Tri-Valley area are \$200 per month higher than those in Tracy.

All these factors taken cumulatively indicate a strong demand for housing in the studied price-range outside the Tri-Valley area.

B. The Potential Growth Rate

Assuming that 35 percent of the Tri-Valley demand for housing within the studied price-range is met in the future by cities within the region¹, the remaining 65 percent totals an annual average demand of 1,430 new units. Other San Joaquin County cities will most

¹ Refer to Table 8.

likely receive a portion of this amount since housing prices in these cities are lower than those in Tracy.

Given the uncertain impact on the San Joaquin County market of the new units in Tracy, a conservative estimate of the Tracy capture rate from the Tri-Valley market is approximately 950 units per year, or two-thirds of the San Joaquin County demand.

An additional 250 units per year could reasonably be garnered from the projected 2,500 annual new San Joaquin County employees. But with less certain growth figures, this estimate is open to speculation and is less firm.

Therefore, we estimate the rate of demand in Tracy to be approximately 1,200 units per year. Generally, 80 percent (950 units) of homebuyers or renters will be San Ramon/Livermore Valley employees and 20 percent (250 units), will hold jobs in the San Joaquin SMSA. Consequently, build-out of the proposed 6,000 to 8,000 new units could occur within 5 to 6.5 years.

Based on an average family size of 2.6 persons per family¹, with 1,400 acres developed at an average density of five dwelling units/acre, approximately 18,200 persons will occupy the Specific Plan areas. At a 1,200 unit per year absorption rate, 3,120 new residents will move to Tracy each year.

This represents an average 10.3 percent annual increase in population² over a six year period. As a comparison, between 1970 and 1980 the City of Vallejo had an 1.18 percent annual growth rate, Fairfield had 3.2 percent annual increase in population, Antioch, 5.2 percent and Walnut Creek, 3.5 percent³. Similarly, Livermore's growth management program limits annual growth to 2 percent. With such high figures, the City of Tracy should carefully examine their ability to accommodate this level of growth.

¹ Federal Home Loan Bank of San Francisco estimates for San Joaquin County.

² Based on Department of Finance estimates of 1985 population: 23,400 population.

³ Security Pacific National Bank and U.S. Census of Population.

APPENDIX B

Traffic Data

TRACY RESIDENTIAL SPECIFIC PLANS
EXISTING CONDITIONS---1985
JMS ASSOCIATES

4/4/86

12:45:22

DETAILED REPORT FOR INTERSECTION 1

Coral Hollow A Grant Line

TOTAL VOLUMES

LANE CONFIGURATION

STREET	DIRECTION	CRITICAL VOLUME PER LANE	TOTAL APPROACH VOLUME	MINIMUM LEFT TURN LANE LENGTH (FT PER LANE)	SIGNAL CODE	MINIMUM GREEN	CAPACITY PER LANE
Coral Hollow	NORTHBOUND	42	42	0	1	0	1500
Coral Hollow	SOUTHBOUND	22	43	0	1	0	1500
Grant Line	EASTBOUND	336	336	0	1	0	1500
Grant Line	WESTBOUND	14	121	0	1	0	1500
TOTAL		414	542	CYCLE LENGTH		60	
PER LANE CAPACITY		1500					
TRAM - V/C RATIO		0.28					
LOSS DUE TO MINIMUM PED TIME		0.00					
VOLUME - CAPACITY RATIO		0.28					
SERVICE LEVEL		A					

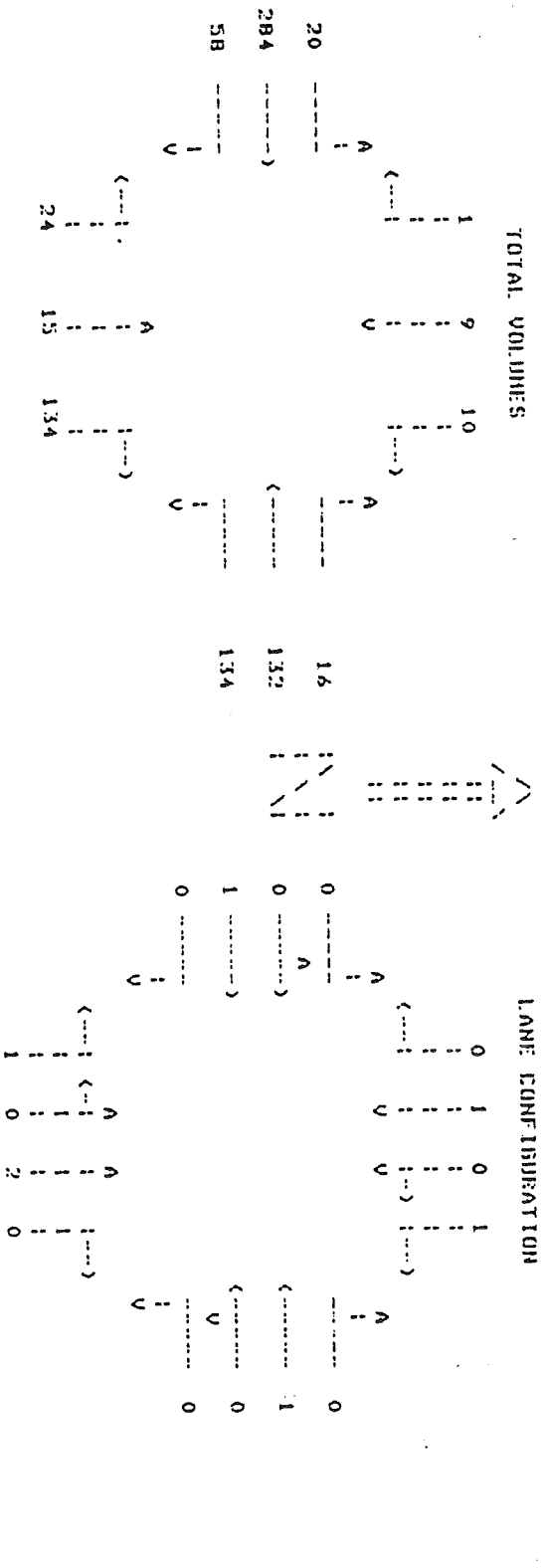
TEACY RESIDENTIAL SPECIFIC PLANS
EXISTING CONDITIONS--1986
DKS ASSOCIATES

4/4/86

13:45:34

DETAILED REPORT FOR INTERSECTION 2

Lincoln Blvd & Grant Line



STREET	DIRECTION	CRITICAL VOLUME PER LANE	TOTAL APPROACH VOLUME	MINIMUM LEFT TURN LANE LENGTH (FT PER LANE)	SIGNAL CODE	MINIMUM GREEN	CAPACITY PER LANE
Lincoln Blvd	NORTHBOUND	134	173	23	1	0	1500
Lincoln Blvd	SOUTHBOUND	10	20	14	1	0	1500
Grant Line	EASTBOUND	362	362	0	1	0	1500
Grant Line	WESTBOUND	134	282	0	1	0	1500
TOTAL		640	837	CYCLE LENGTH		60	
PER LANE CAPACITY		1500					
-EAS V/C RATIO		0.43					
LOSS DUE TO MINIMUM PER TIME		0.00					
VOLUME - CAPACITY RATIO		0.43					
SERVICE LEVEL		A					

TRACEY RESIDENTIAL SPECIFIC PLANS
EXISTING CONDITIONS--1986
DKS ASSOCIATES

4/4/86

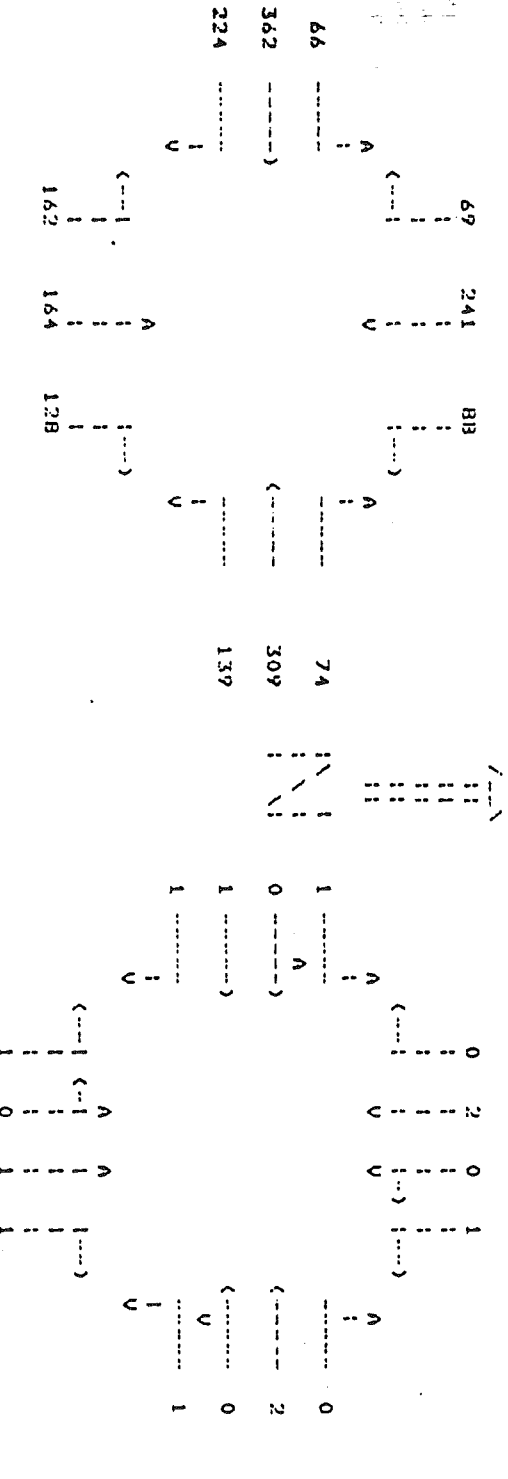
13:45:36

DETAILED REPORT FOR INTERSECTION 3

Tracey Blvd & Grant Line

TOTAL VOLUMES

LANE CONFIGURATION

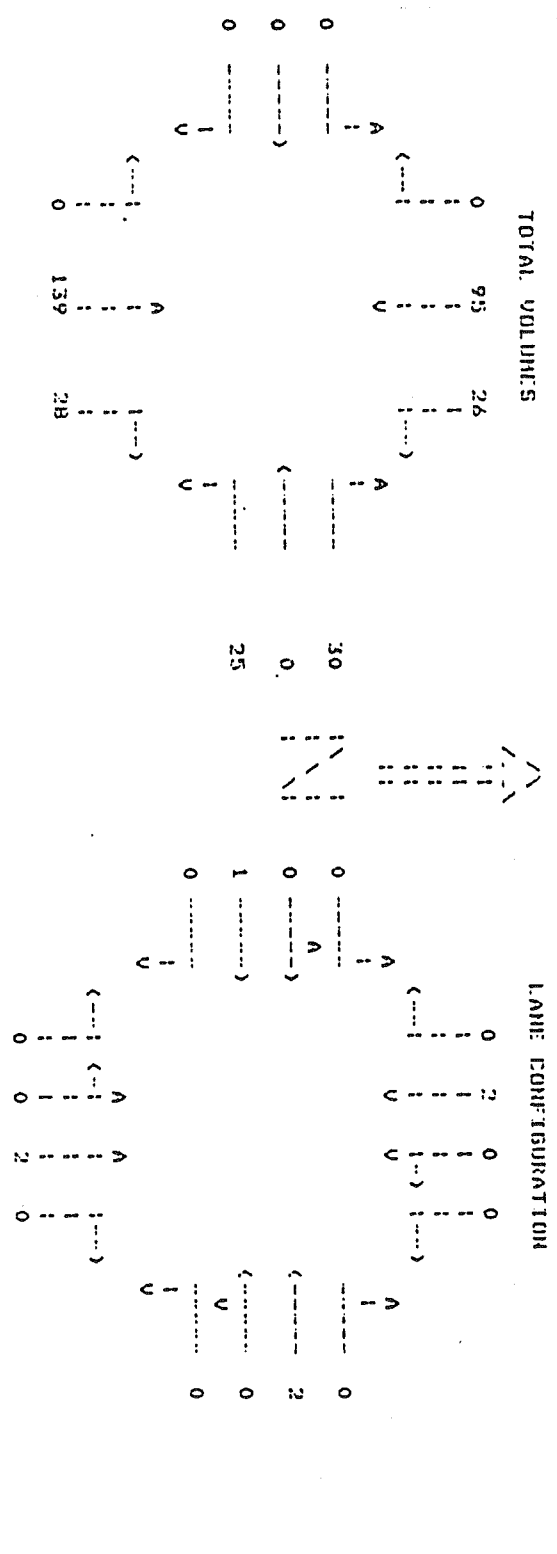


STREET	DIRECTION	CRITICAL VOLUME PER LANE	TOTAL APPROACH VOLUME	MINIMUM LEFT TURN LANE LENGTH (FT PER LANE)	SIGNAL CODE	MINIMUM GREEN	CAPACITY PER LANE
Tracey Blvd	NORTHBOUND	152	454	111	2	0	1500
Tracey Blvd	SOUTHBOUND	155	398	64	2	0	1500
Grant Line	EASTBOUND	362	652	50	5	0	1500
Grant Line	WESTBOUND	139	522	96	5	0	1500
TOTAL		818	2026			60	
PER LANE CAPACITY		1375					
-RAV- V/C RATIO		0.59					
LOSS DUE TO MINIMUM PER TIME		0.00					
VOLUME - CAPACITY RATIO		0.59					
SERVICE LEVEL		A					

TRACY RESIDENTIAL SPECIFIC PLANS
 EXISTING CONDITIONS--1986
 DNS ASSOCIATES

4/4/86 13:45:37

DETAILED REPORT FOR INTERSECTION 5
 Lincoln Blvd. & Lowell Ave.



TOTAL
 PER LANE CAPACITY
 -RAV- V/C RATIO
 LOSS DUE TO MINIMUM PED TIME
 VOLUME - CAPACITY RATIO
 SERVICE LEVEL

TRACE RESIDENTIAL SPECIFIC PLANS
EXISTING CONDITIONS--1986
DES ASSOCIATES

4/4/86

13:45:39

DETAILED REPORT FOR INTERSECTION 6

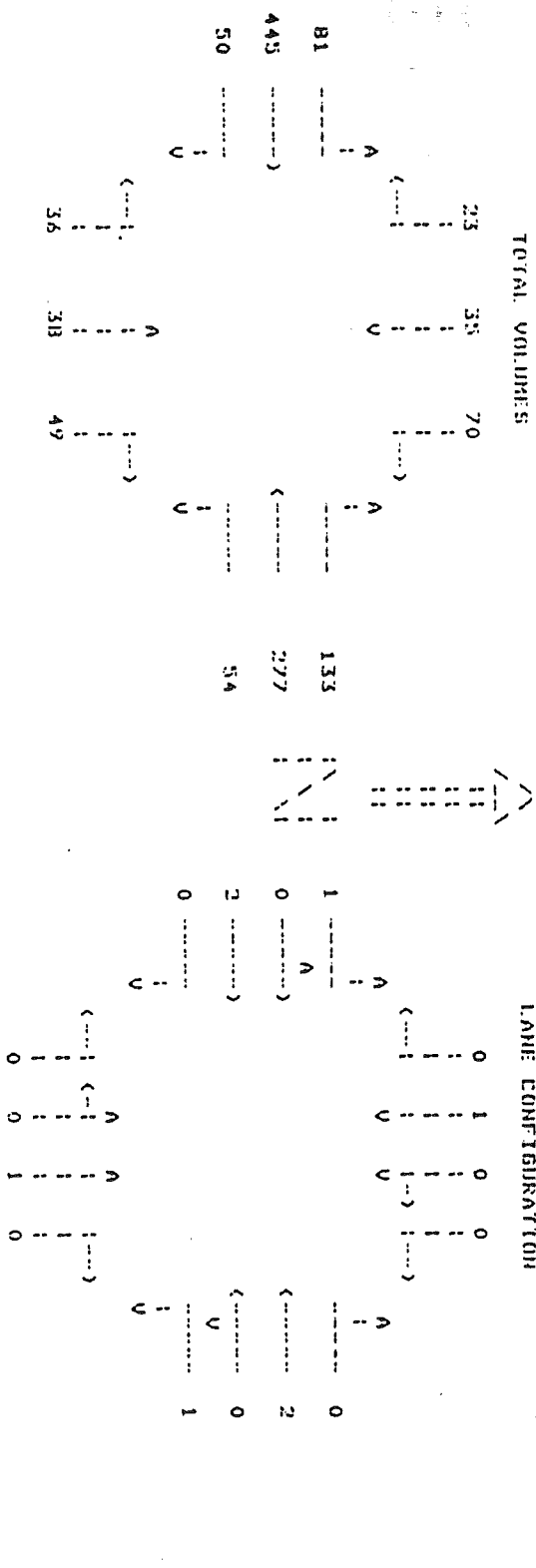
Trace Blvd. & Lowell Ave.

TOTAL VOLUMES				LANE CONFIGURATION			
STREET	DIRECTION	CRITICAL VOLUME PER LANE	TOTAL APPROACH VOLUME	MINIMUM LEFT TURN LANE LENGTH (FT PER LANE)	SIGNAL CODE	MINIMUM GREEN	CAPACITY PER LANE
Trace Blvd.	NORTHBOUND	73	250	0	1	0	1500
Trace Blvd.	SOUTHBOUND	192	384	0	1	0	1500
Lowell Ave.	EASTBOUND	25	84	24	4	0	1500
Lowell Ave.	WESTBOUND	43	43	0	1	0	1500
TOTAL		333	763	CYCLE LENGTH		60	
PER LANE CAPACITY		1500					
-RAH- V/C RATIO		0.22					
LOSS DUE TO MINIMUM PED TIME		0.00					
VOLUME - CAPACITY RATIO		0.22					
SERVICE LEVEL		A					

Corrigan Hollow & Elvertth

TOTAL VOLUMES			LANE CONFIGURATION				
STREET	DIRECTION	CRITICAL VOLUME PER LANE	TOTAL APPROACH VOLUME	MINIMUM LEFT TURN LANE LENGTH (FT PER LANE)	SIGNAL CODE	MINIMUM GREEN	CAPACITY PER LANE
Cortez Hollow	NORTHBOUND	119	119	0	1	0	1500
	SOUTHBOUND	16	33	0	1	0	1500
	EASTBOUND	248	537	0	1	0	1500
	WESTBOUND	54	203	0	1	0	1500
TOTAL		437	894	CYCLE LENGTH 60			
PER LANE CAPACITY		1500					
-RAMP V/C RATIO		0.30					
LOSS OF TIME TO MINIMUM PER TIME		0.00					
VOLUME -- CAPACITY RATIO		0.30					
SERVICE LEVEL		A					

TOTAL. VOLUMES



STREET	DIRECTION	CRITICAL VOLUME PER LANE	TOTAL APPROACH VOLUME	LEFT TURN LANE LENGTH FEET PER LANE	SIGNAL CODE	MINIMUM GREEN	CAPACITY PER LANE
Lincoln Blvd.	NORTHBOUND	123	123	0	1	0	1500
Lincoln Blvd.	SOUTHBOUND	70	128	0	1	0	1500
Eleventh St.	EASTBOUND	247	578	59	2	0	1500
Eleventh St.	WESTBOUND	54	464	42	2	0	1500
TOTAL		494	1291			60	
PER LANE CAPACITY		1425					
-KAMT V/C RATIO		0.35					
LOSS DUE TO MINIMUM PER TIME		0.00					
VOLUME - CAPACITY RATIO		0.35					
SERVICE LEVEL		A					

TRACY RESIDENTIAL SPECIFIC PLANS
EXISTING CONDITIONS--1986
DMS ASSOCIATES

4/4/86 13145145

DETAILED REPORT FOR INTERSECTION 10

Tracy Blvd & Eleventh St.

TOTAL VOLUMES		LANE CONFIGURATION	
75	262	171	
85			
354			
108			
121	281	87	
184			
171			
196			
270			
79			
487			
508			
547			
545			
2087			
162			
275			
117			
109			
2			
2			
2			
0			
0			
0			
1500			
1500			
1500			
1500			

TOTAL
PER LANE CAPACITY
-KAM- V/C RATIO
LOSS DUE TO MINIMUM PED TIME
VOLUME - CAPACITY RATIO
SERVICE LEVEL

Tracy Blvd
Tracy Blvd
Eleventh St.
Eleventh St.

STREET DIRECTION

CRITICAL
VOLUME
PER LANE

TOTAL
APPROACH
VOLUME

MINIMUM
LEFT TURN
LANE LENGTH
(FT PER LANE)

SIGNAL
CODE

MINIMUM
GREEN

CAPACITY
PER LANE

CYCLE LENGTH 120

TRACY RESIDENTIAL SPECIFIC PLANS
EXISTING CONDITIONS--1986
DMS ASSOCIATES

4/4/86

13145147

DETAILED REPORT FOR INTERSECTION 11

Holly-Central & Eleventh St.

TOTAL VOLUMES				LANE CONFIGURATION			
<div><div>5416456</div><div><div><div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div>				<div><div>110011</div><div><div><div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div>			
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345				<div><div>000</div><div><div><div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div><div><div><div></div><div></div><div></div></div></div></div></div></div></div></div></div></div></div></div></div></div>			
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STREET	DIRECTION	CRITICAL VOLUME PER LANE	TOTAL APPROACH VOLUME	MINIMUM LEFT TURN LANE LENGTH (FT PER LANE)	SIGNAL CODE	MINIMUM GREEN	CAPACITY PER LANE
Holly-Central	NORTHBOUND	276	308	151	2	0	1500
Holly-Central	SOUTHBOUND	56	274	80	2	0	1500
Eleventh St.	EASTBOUND	60	524	0	1	0	1500
Eleventh St.	WESTBOUND	320	641	0	1	0	1500
TOTAL		712	1827			120	
PER LANE CAPACITY		1425					
PER V/C RATIO		0.50					
LOSS DUE TO MINIMUM PER TIME		0.00					
VOLUME - CAPACITY RATIO		0.50					
SERVICE LEVEL		A					

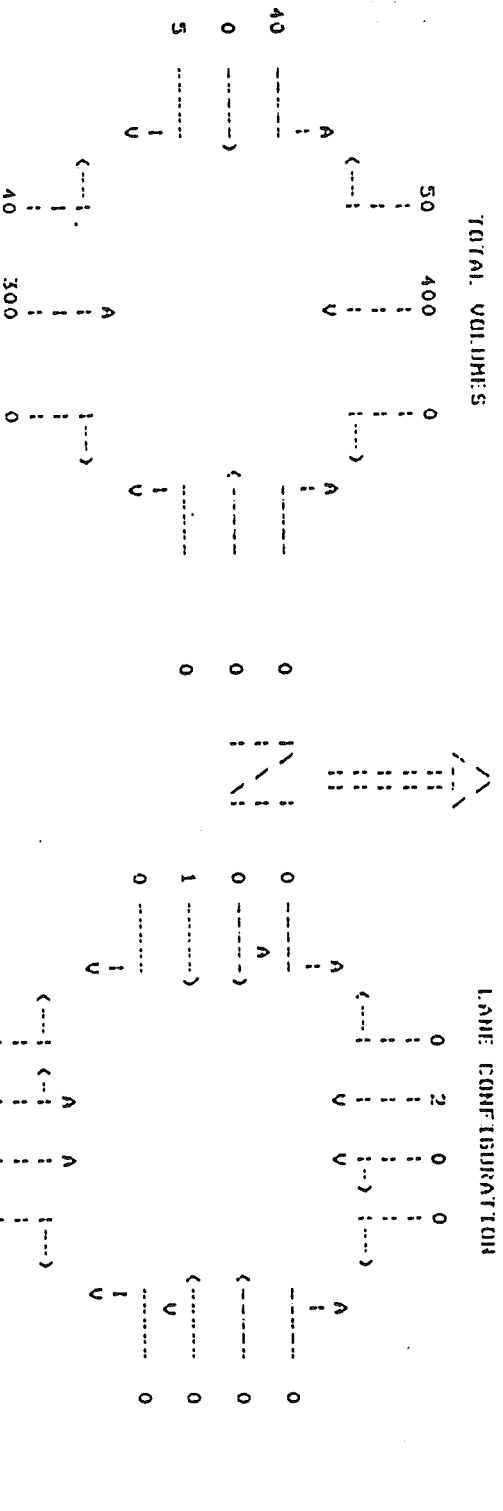
TRACY RESIDENTIAL SPECIFIC PLANS
EXISTING CONDITIONS--1986
DKS ASSOCIATES

4/4/86

13:45:49

DETAILED REPORT FOR INTERSECTION 13

Tracy Blvd. & Centre Court



STREET	DIRECTION	CRITICAL VOLUME PER LANE	TOTAL APPROACH VOLUME	MINIMUM LEFT TURN LANE LENGTH (FT PER LANE)	SIGNAL CODE	MINIMUM GREEN	CAPACITY PER LANE
Tracy Blvd.	NORTHBOUND	300	340	33	2	0	1500
Tracy Blvd.	SOUTHBOUND	0	450	0	2	0	1500
Centre Court	EASTBOUND	45	75	0	3	0	1500
Centre Court	WESTBOUND	0	0	0	0	0	1500
TOTAL		345	835			60	
PER LANE CAPACITY		1425					
TRAF V/C RATIO		0.24					
LOSS DUE TO MINIMUM PER TIME		0.00					
VOLUME - CAPACITY RATIO		0.24					
SERVICE LEVEL		A					

1.5 : 4.5 : 5.1

MacArthur Dr. & 3rd/Mt. Diablo

TOTAL VOLUMES				LANE CONFIGURATION			
STREET	DIRECTION	CRITICAL VOLUME PER LANE	TOTAL APPROACH VOLUME	MINIMUM LEFT TURN LANE LENGTH (FT PER LANE)	SIGNAL CODE	MINIMUM GREEN	CAPACITY PER LANE
MacArthur Dr.	NORTHBOUND	31	93	0	1	0	1500
MacArthur Dr.	SOUTHBOUND	94	94	0	1	0	1500
3rd/4th. Diablo	EASTBOUND	30	50	0	3	0	1500
3rd/4th. Diablo	WESTBOUND	0	0	0	0	0	1500
TOTAL		155	217	CYCLE LENGTH 60			
PER LANE CAPACITY		1500					
-KAM- V/C RATIO		0.10					
LOSS DUE TO MINIMUM PED TIME		0.00					
VOLUME - CAPACITY RATIO		0.10					
SERVICE LEVEL		A					

TRACY RESIDENTIAL SPECIFIC PLANS
EXISTING CONDITIONS--1986
DMS ASSOCIATES

4/4/86

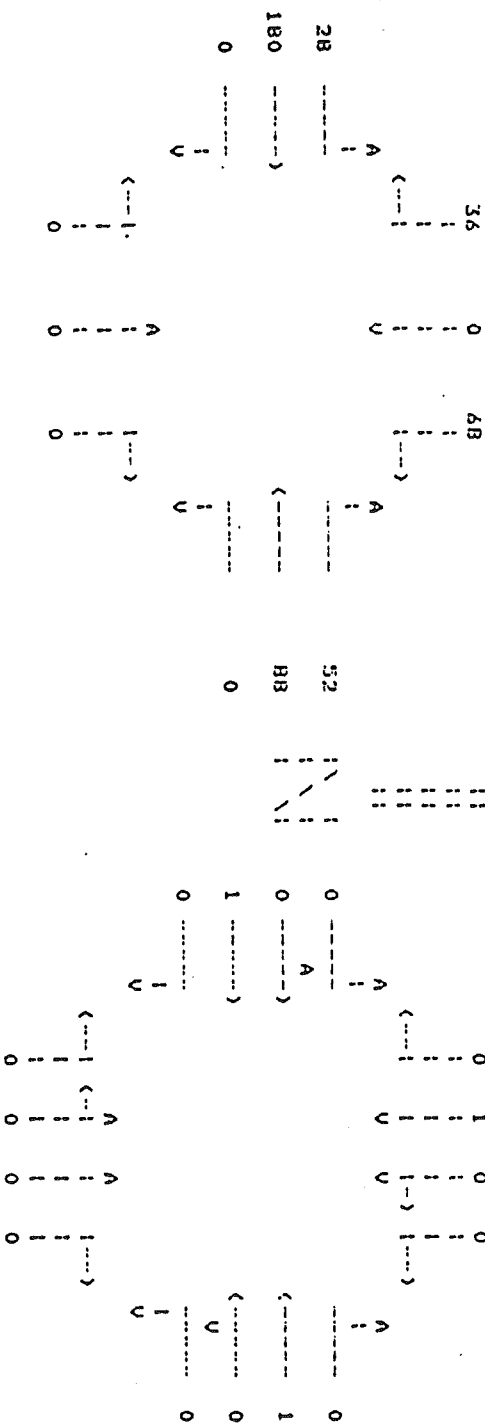
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DETAILED REPORT FOR INTERSECTION 1B

Central A Schulte

TOTAL VOLUMES

LANE CONFIGURATION



STREET	DIRECTION	CRITICAL VOLUME PER LANE	TOTAL APPROACH VOLUME	MINIMUM LEFT TURN LANE LENGTH (FT PER LANE)	SIGNAL CODE	MINIMUM GREEN	CAPACITY FT/LANE
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Central	NORTHBOUND	0	0	0	0	0	1500
Central	SOUTHBOUND	104	104	0	3	0	1500
Schulte	EASTBOUND	208	208	0	1	0	1500
Schulte	WESTBOUND	0	140	0	1	0	1500

TOTAL 312
PER LANE CAPACITY 1500
-KAM- V/C RATIO 0.21
LOSS DUE TO MINIMUM PER TIME 0.00
VOLUME - CAPACITY RATIO 0.21
SERVICE LEVEL A

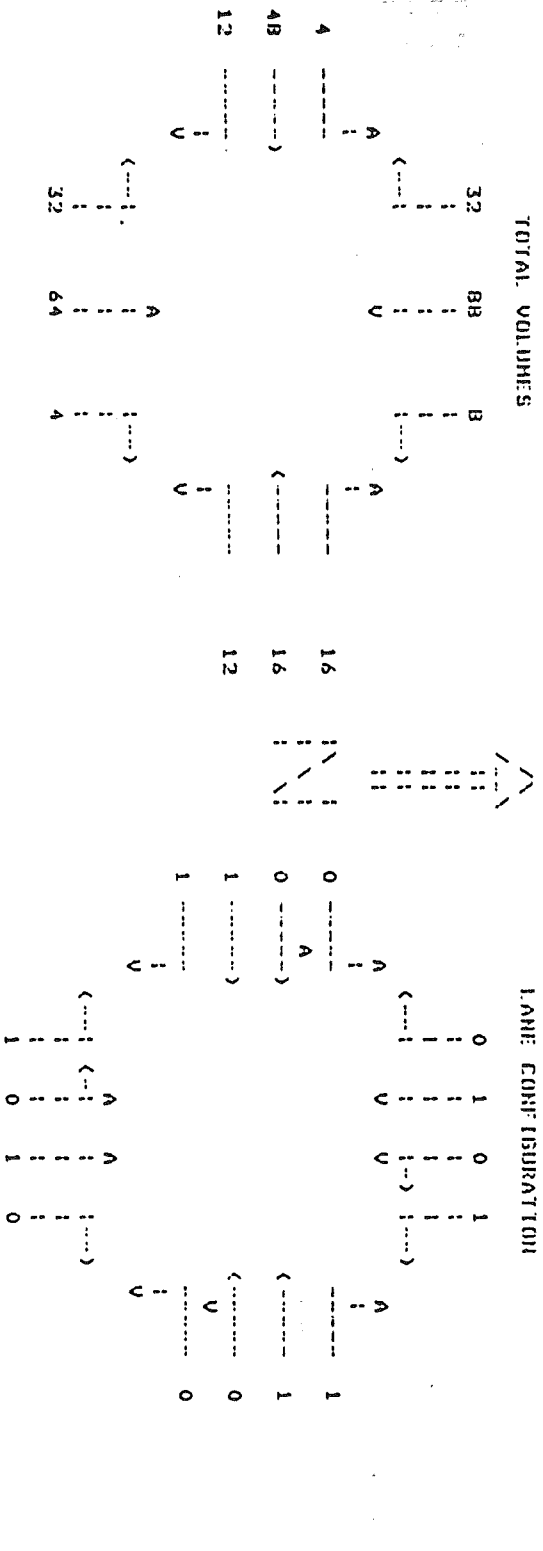
CYCLE LENGTH 80

TRACY RESIDENTIAL SPECIFIC PLANS
EXISTING CONDITIONS---1986
HNS ASSOCIATES

4/4/86 13:45:54

DETAILED REPORT FOR INTERSECTION 19

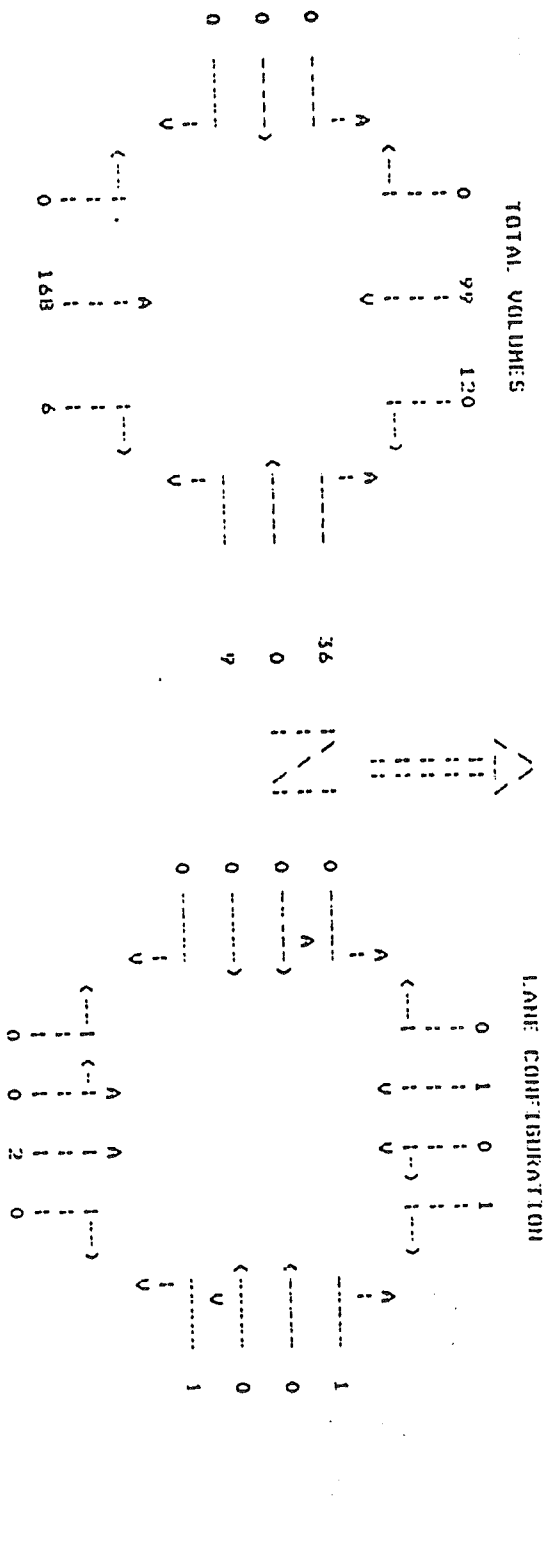
MacArthur A Schulte



TRACY RESIDENTIAL SPECIFIC PLANS
EXISTING CONDITIONS---1986
ORS ASSOCIATES

DETAILED REPORT FOR INTERSECTION 20

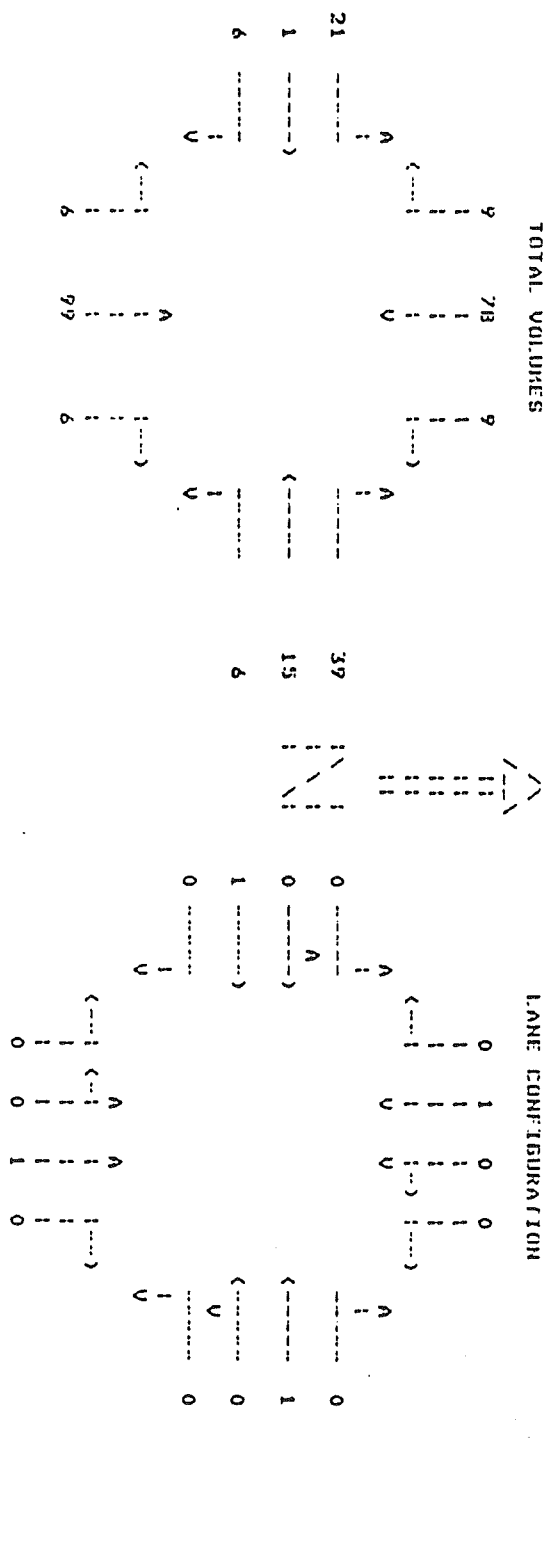
Tracy Blvd. & Central



STREET	DIRECTION	CRITICAL VOLUME PER LANE	TOTAL APPROACH VOLUME	MINIMUM LEFT TURN LANE LENGTH (FT PER LANE)	SIGNAL CODE	MINIMUM GREEN	CAPACITY PER LANE
Tracy Blvd.	NORTHBOUND	87	174	0	1	0	1500
Tracy Blvd.	SOUTHBOUND	120	219	84	1	0	1500
Central	EASTBOUND	0	0	0	0	0	1500
Central	WESTBOUND	36	45	14	3	0	1500
TOTAL		243	438			60	
PER LANE CAPACITY		1500					
V/C RATIO		0.16					
LOSS DUE TO MINIMUM PER TIME		0.00					
VOLUME - CAPACITY RATIO		0.16					
SERVICE LEVEL		A					

DETAILED REPORT FOR INTERSECTION 21

Trace Blvd & Valpico Rd



TOTAL
PER LANE CAPACITY
-KAM- V/C RATIO
LOSS DUE TO MINIMUM PER TIME
VOLUME - CAPACITY RATIO
SERVICE LEVEL

195
1500
0.13
0.00
0.13
A

295

60

BASE VOLUMES - APPROACH AND DEPARTURE

INTERSECTION		NORTHEOUND LEG			SOUTHEOUND LEG			EASTBOUND LEG			WESTBOUND LEG		
		ENTER	LEAVE	TOTAL	ENTER	LEAVE	TOTAL	ENTER	LEAVE	TOTAL	ENTER	LEAVE	TOTAL
1	Corral Hollow & Grant Line	42	66	108	43	42	85	336	117	453	121	317	438
2	Lincoln Blvd & Grant Line	173	281	374	20	51	71	362	157	519	292	428	710
3	Tracy Blvd & Grant Line	454	604	1058	398	304	702	652	540	1192	522	578	1100
4	Corral Hollow & Lowell Ave.	40	64	104	64	40	104	0	0	0	0	0	0
5	Lincoln Blvd. & Lowell Ave.	167	120	287	121	169	290	0	0	0	55	54	109
6	Tracy Blvd. & Lowell Ave.	250	336	586	384	188	572	86	135	221	43	54	97
7	Evron Rd. & Eleventh St.	0	0	0	0	0	0	537	156	693	156	537	693
8	Corral Hollow & Eleventh	119	91	210	33	40	73	537	156	693	205	637	812
9	Lincoln Blvd. & Eleventh St.	123	179	302	129	252	381	576	336	912	464	564	1028
10	Tracy Blvd & Eleventh St.	489	449	938	506	562	1068	547	466	1013	546	612	1158
11	Holly-Central & Eleventh St.	388	343	731	274	307	581	524	668	1192	641	529	1150
12	Corral Hollow & Cypress Dr.	119	81	200	81	119	200	0	0	0	0	0	0
13	Tracy Blvd. & Centre Court	340	405	745	450	340	790	45	90	135	0	0	0
14	MacArthur Dr. & 3rd/Mt. Diablo	93	118	211	94	66	160	30	33	63	0	0	0
15	Corral Hollow & Shulte	119	91	210	81	119	200	0	0	0	0	0	0
16	Sycamore & Shulte	0	0	0	0	0	0	0	0	0	0	0	0
17	Tracy Blvd & Schulte	199	227	426	376	235	611	0	0	0	88	201	289
18	Central & Schulte	0	0	0	184	80	184	209	124	332	140	248	388
19	MacArthur & Schulte	100	112	212	129	84	212	64	80	144	44	60	104
20	Tracy Blvd. & Central	174	105	282	219	204	423	0	0	0	45	126	171
21	Tracy Blvd & Valero Rd	111	90	201	90	159	255	28	30	58	60	16	76

ADDED VOLUMES - APPROACH AND DEPARTURE

INTERSECTION		NORTHSOUND			SOUTHSOUND			EASTBOUND			WESTBOUND		
		LEG	ENTER	LEAVE	TOTAL	LEG	ENTER	LEAVE	TOTAL	LEG	ENTER	LEAVE	TOTAL
1 Corral Hollow	& Grant Line		63	97	160		10	20	30		178	88	266
2 Lincoln Blvd	& Grant Line		102	50	152		110	224	334		161	145	306
3 Tracy Blvd	& Grant Line		95	69	164		49	24	73		210	308	518
4 Corral Hollow	& Lovell Ave.		128	128	256		32	31	63		81	127	208
5 Lincoln Blvd.	& Lovell Ave.		18	37	55		50	102	152		120	84	204
6 Tracy Blvd.	& Lovell Ave.		96	194	290		125	62	187		72	107	179
7 Byron Rd.	& Eleventh St.		0	0	0		72	144	216		755	373	1128
8 Corral Hollow	& Eleventh		511	895	1406		220	211	431		773	464	1237
9 Lincoln Blvd.	& Eleventh St.		0	0	0		44	22	66		65	130	195
10 Tracy Blvd	& Eleventh St.		276	549	825		195	97	292		98	141	239
11 Holly-Central	& Eleventh St.		188	139	327		155	138	293		165	332	497
12 Corral Hollow	& Cypress Dr.		382	702	1084		895	510	1405		0	0	0
13 Tracy Blvd.	& Centre Court		181	356	537		549	276	825		95	193	288
14 MacArthur Dr.	& 3rd/Mt. Diablo		82	166	248		345	171	516		89	179	268
15 Corral Hollow	& Shulte		126	183	309		702	382	1084		0	0	0
16 Sycamore	& Shulte		192	329	521		0	0	0		694	662	1356
17 Tracy Blvd	& Schulte		160	244	404		215	111	326		355	491	846
18 Central	& Schulte		404	607	1011		478	275	753		360	481	841
19 MacArthur	& Schulte		0	0	0		210	104	314		145	292	437
20 Tracy Blvd.	& Central		252	293	545		71	76	147		133	270	403
21 Tracy Blvd	& Valpico Rd		202	194	396		294	252	546		50	100	150

INTERSECTION		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
		LEG	ENTER	LEAVE	TOTAL	LEG	ENTER	LEAVE	TOTAL	LEG	ENTER	LEAVE	TOTAL	LEG	ENTER
1 Corral Hollow	& Grant Line		67	102	169	11	22	33	197	98	295	189	242	431	
2 Lincoln Blvd	& Grant Line		111	55	166	121	245	366	176	156	332	223	175	398	
3 Tracy Blvd	& Grant Line		110	87	197	65	32	97	230	334	564	223	175	398	
4 Corral Hollow	& Lowell Ave.		136	139	275	35	34	69	83	129	212	96	48	144	
5 Lincoln Blvd.	& Lowell Ave.		18	37	55	55	112	167	127	68	215	115	78	193	
6 Tracy Blvd.	& Lowell Ave.		103	210	313	140	69	209	78	115	193	185	112	297	
7 Byron Rd.	& Eleventh St.		0	0	0	79	159	238	834	413	1247	512	853	1365	
8 Corral Hollow	& Eleventh		538	941	1479	229	219	448	853	512	1365	157	105	262	
9 Lincoln Blvd.	& Eleventh St.		0	0	0	45	22	67	105	157	262	167	138	305	
10 Tracy Blvd	& Eleventh St.		302	599	901	217	107	324	152	167	305	420	212	640	
11 Holly-Central	& Eleventh St.		223	192	413	178	155	333	163	330	493	219	100	327	
12 Corral Hollow	& Cypress Cr.		406	745	1151	941	538	1479	0	0	0	132	196	328	
13 Tracy Blvd.	& Centre Court		178	348	526	600	302	902	110	200	310	36	74	110	
14 MacArthur Cr.	& 3rd/Mt. Diablo		86	174	260	374	186	560	100	200	300	0	0	0	
15 Corral Hollow	& Shulte		135	198	333	746	406	1152	0	0	0	346	623	969	
16 Sycamore	& Shulte		201	337	538	0	0	0	707	671	1378	583	483	1066	
17 Tracy Blvd	& Schulte		174	248	422	232	143	375	392	550	942	558	415	973	
18 Central	& Schulte		423	625	1048	529	304	832	403	552	955	379	252	631	
19 MacArthur	& Schulte		0	0	0	219	109	328	156	315	471	96	47	143	
20 Tracy Blvd.	& Central		274	315	589	79	90	169	132	266	398	430	244	674	
21 Tracy Blvd	& Valpico Rd		222	209	431	315	275	590	53	106	159	0	0	0	

TOTAL VOLUMES - APPROACH AND DEPARTURE

INTERSECTION		NORTHBOUND LEG			SOUTHBOUND LEG			EASTBOUND LEG			WESTBOUND LEG		
		ENTER	LEAVE	TOTAL	ENTER	LEAVE	TOTAL	ENTER	LEAVE	TOTAL	ENTER	LEAVE	TOTAL
1 Corral Hollow	& Grant Line	186	165	271	54	63	117	535	211	746	382	558	862
2 Lincoln Blvd	& Grant Line	286	264	550	138	278	408	547	312	859	587	616	1123
3 Tracy Blvd	& Grant Line	579	713	1292	473	348	821	986	884	1790	764	777	1541
4 Corral Hollow	& Lowell Ave.	178	196	366	188	73	173	81	127	208	88	43	131
5 Lincoln Blvd.	& Lowell Ave.	195	164	359	178	282	460	128	84	204	165	128	293
6 Tracy Blvd.	& Lowell Ave.	363	552	915	535	262	797	162	384	466	221	163	384
7 Byron Rd.	& Eleventh St.	8	8	8	72	144	216	1329	539	1868	629	1347	1976
8 Corral Hollow	& Eleventh	636	998	1626	254	252	506	1346	638	1976	349	713	1062
9 Lincoln Blvd.	& Eleventh St.	138	147	277	179	298	469	688	488	1168	636	788	1336
10 Tracy Blvd.	& Eleventh St.	798	1828	1826	737	696	1433	681	638	1319	1811	865	1876
11 Holly-Central	& Eleventh St.	681	585	1186	446	465	911	725	1845	1770	884	641	1525
12 Corral Hollow	& Cypress Dr.	589	788	1297	981	637	1618	8	8	8	128	193	321
13 Tracy Blvd.	& Centre Court	543	788	1331	1829	638	1667	142	288	430	8	8	8
14 MacArthur Dr.	& 3rd/Mt. Diablo	181	291	472	445	241	686	128	214	334	8	8	8
15 Corral Hollow	& Shulte	253	269	522	788	589	1297	8	8	8	326	589	915
16 Sycamore	& Shulte	192	329	521	8	8	8	694	662	1356	568	463	1031
17 Tracy Blvd	& Schulte	372	485	857	616	362	978	355	491	846	588	585	1165
18 Central	& Schulte	484	687	1111	588	359	947	581	613	1194	582	496	998
19 MacArthur	& Schulte	186	118	224	346	193	539	212	377	589	128	184	232
20 Tracy Blvd.	& Central	437	487	844	384	293	597	133	278	403	466	378	836
21 Tracy Blvd	& Valpico Rd	319	289	608	395	428	815	79	131	210	63	16	79

ADDED VOLUMES - APPROACH AND DEPARTURE

INTERSECTION		NORTHEBOUND LEG			SOUTHEBOUND LEG			EASTBOUND LEG			WESTBOUND LEG		
		ENTER	LEAVE	TOTAL	ENTER	LEAVE	TOTAL	ENTER	LEAVE	TOTAL	ENTER	LEAVE	TOTAL
1 Corral Hollow	& Grant Line	67	182	169	11	22	33	197	98	295	189	242	431
2 Lincoln Blvd	& Grant Line	111	55	166	121	245	366	176	156	332	223	175	398
3 Tracy Blvd	& Grant Line	118	97	197	65	32	97	238	334	564	223	175	398
4 Corral Hollow	& Lowell Ave.	136	139	275	35	34	69	83	129	212	96	48	144
5 Lincoln Blvd.	& Lowell Ave.	18	37	55	55	112	167	127	88	215	115	78	193
6 Tracy Blvd.	& Lowell Ave.	183	218	310	148	69	209	78	115	193	185	112	297
7 Byron Rd.	& Eleventh St.	0	0	0	79	159	238	834	413	1247	512	853	1365
8 Corral Hollow	& Eleventh	538	941	1479	229	219	448	853	512	1365	157	185	262
9 Lincoln Blvd.	& Eleventh St.	0	0	0	45	22	67	105	157	262	167	138	305
10 Tracy Blvd	& Eleventh St.	382	599	981	217	187	324	139	167	305	429	212	641
11 Holly-Central	& Eleventh St.	223	198	413	178	155	333	163	308	493	219	188	327
12 Corral Hollow	& Cypress Cr.	486	745	1151	941	538	1479	0	0	0	132	196	328
13 Tracy Blvd.	& Centre Court	178	348	526	628	322	950	118	288	310	36	74	110
14 MacArthur Cr.	& 3rd/Mt. Diablo	86	174	260	374	186	560	188	288	310	0	0	0
15 Corral Hollow	& Shulte	135	198	333	746	486	1152	0	0	0	346	623	969
16 Sycamore	& Shulte	281	337	538	0	0	0	787	671	1378	583	483	1066
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18 Central	& Schulte	423	625	1048	528	384	832	483	552	955	379	252	631
19 MacArthur	& Schulte	0	0	0	219	169	328	156	315	471	96	47	143
20 Tracy Blvd.	& Central	274	315	589	79	98	169	132	266	398	438	244	674
21 Tracy Blvd	& Valpico Rd	222	289	431	315	275	590	53	186	159	0	0	0

APPENDIX C
Letters and Public Hearing Transcript
In Response To Draft EIR

OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET
SACRAMENTO, CA 95814

916/445-0613

RECEIVED

NOV 10

Community Development
Department

November 7, 1986

Mike Belluomini
City of Tracy Community
Development Department
325 E. Tenth Street
Tracy, CA 95376

Received

NOV 17 1986

EDAW Inc.

Subject: Specific Plan/Tracy Residential Areas/1,450 Acres - SCH# 85110503

Dear Mr. Belluomini:

The enclosed comments on your draft environmental documents were received by the State Clearinghouse after the end of the state review period. We are forwarding these comments to you because they provide information or raise issues which may assist you in project review.

To ensure the adequacy of the final document you may wish to incorporate these additional comments into the preparation of your final environmental document.

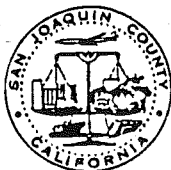
Please contact Norma Wood at 916/445-0613 if you have any questions concerning the review process. When you contact the Clearinghouse in this matter, please use the eight digit State Clearinghouse number so that we may respond promptly.

Sincerely,

John B. Ohanian
Chief Deputy Director
Office of Planning and Research

Enclosure

cc: Resources Agency



SAN JOAQUIN COUNTY
DEPARTMENT OF PLANNING AND BUILDING INSPECTION

1810 E. HAZELTON AVE., STOCKTON, CA 95205
PLANNING PHONE: 209/944-3722
BUILDING PHONE: 209/944-3701

RECEIVED

OCT 30 1986

Community Development
Department

CHET DAVISSON
Director

JERRY HERZICK
Deputy Director

TOM WALKER
Deputy Director

October 27, 1986

Kirk Lindsey
Principal Planner
Community Development Department
City of Tracy
325 East 10th Street
Tracy, CA 95376

Dear Mr. Lindsey:

Re: Draft Master Environmental Impact Report on the Tracy
Residential Areas Specific Plan

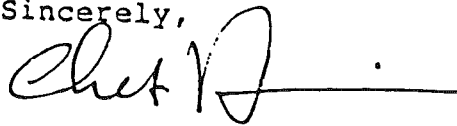
We have reviewed the above draft E.I.R. and have the following
comments:

- 1.1 [1. The E.I.R. should relate the City roadways to the County roads and analyze any impact on roads in the unincorporated area. For example, the County General Plan designates Valpico Road, east of Mac Arthur, as a minor collector, whereas the proposed specific plan designates Valpico as an arterial west of Mac Arthur (page 2-16). We are also concerned about the impacts on the unincorporated portions of Schulte Road, Corral Hollow Road, Tracy Boulevard and Mac Arthur Drive.
- 1.2 [2. With respect to the projected traffic volumes indicated in Figure 4.1, as volumes on Interstate 205 increase, traffic from the southern portion of Tracy may seek alternative routes to Interstate 580. This possibility and impact on unincorporated roadways should be considered in the E.I.R.
- 1.3 [3. In regard to the discussion of soils on page 3-1, new soil information should be available for this area from the Soil Conservation Service.

Kirk Lindsey, Principal Planner
City of Tracy
October 27, 1986
Page 2

Thank you for the opportunity to review the draft Environmental Impact Report. We would like to receive a copy of the final report.

Sincerely,

A handwritten signature in dark ink, appearing to read "Chet Davisson", followed by a horizontal line extending to the right.

Chet Davisson
Director

CD:PK:fa

c: Dave Rowlands, County Administrator
Supervisor Evelyn Costa
Henry Hirata, Department of Public Works
EIR/OA-87-6



1860 EAST HAZELTON AVENUE
STOCKTON, CALIFORNIA 95205
TELEPHONE (209) 944-2233

SAN JOAQUIN COUNTY COUNCIL OF GOVERNMENTS

October 24, 1986

Mr. Kirk Lindsey
Principle Planner
Community Development Department
325 East Tenth Street
Tracy, CA 95376

Dear Mr. Lindsey:

The San Joaquin County Council of Governments has completed its review of the draft EIR for the Tracy Residential Areas of the Specific Plan. A development of this size will have a great impact on not just the City of Tracy but on surrounding areas as well. An analysis that goes beyond the City's boundaries is required. Much of this report lacks detail and is vague as to the degree of impacts and necessary mitigation measures. Comments on those areas of concern directly associated with the functions of the Council of Governments are as follows.

2.1

COG staff is particularly concerned with the lack of attention given to roadways heading south toward I-580. In this report no roadways south of Valpico Road are discussed. This area is certain to be impacted by the development. It is felt that many residents in the areas of Corral Hollow Road, Tracy Boulevard, and Valpico Road will choose to utilize I-580 rather than I-205 for trips over the Altamont pass. Recent distance and time plots indicate that from the intersection of Corral Hollow and Mountain View it is to be only about two miles and two and a half minutes longer than traveling north on Corral Hollow Road to Eleventh Street. As traffic increases on I-205, signals are added on Corral Hollow Road north of Mountain View and speed limits are decreased the southern route will become more attractive to commuters. Recent traffic projections for Corral Hollow Road, south of Valpico Road, increase from 3,500 in 1990 to 10,000 in the year 2000. No future or projected counts are shown in this report for anything south of Valpico.

2.2

The roadways south of Valpico will all be heavily impacted by this growth and they should be included in the report. COG staff recommends that Corral Hollow Road south to I-580, Valpico Road between Tracy Boulevard and Corral Hollow Road, Linne Road between Tracy Boulevard and Corral Hollow Road, and Tracy Boulevard between Valpico Road and Linne Road all be addressed in the report and planned as eventual major arterials.

2.3 [There is also no mention in this report of extending MacArthur Drive from Grant Line through to Eleventh Street. COG staff recommended this extension, in its Commodity Movements Report of April 1986, as a measure to reduce truck traffic on Eleventh Street. As population grows the conflict between cars and trucks on Eleventh Street will worsen and the need to route trucks elsewhere will increase.

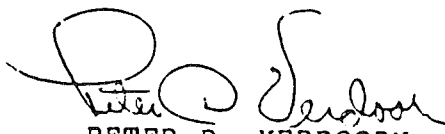
2.4 [COG staff agrees with the report's recommendation for pursuing funds for the widening of I-205. COG staff will develop a task force in December to study this issue. The task force will examine funding possibilities, and widening alternatives, as well as TSM measures to reduce impacts on the freeway. COG staff feels, however, that the 9% growth rate used in the report for projecting traffic on I-205 and the ramps may understate future counts. An 11% growth rate, which is the average that has been experienced on I-205, may be more realistic,

2.5 [The effect of the Specific Plan growth on the Tracy Transit system should also be addressed in more detail. To assume that demand will simply increase in proportion to population is not necessarily accurate. More attention should be given to the clientele of the Tracy Transit and how this may or may not change. It should also be discussed whether growth is expected in the services which attract Tracy Transit riders. This would include schools and senior citizen centers.

2.6 [COG staff agrees that Tracy will have an excellent market for vanpools, carpools, and other ridesharing alternatives. These should be addressed more specifically, however. Staff feels that in planning vanpools and carpools the City should require developers to fund park and ride lots. Some discussion should be made as to where these lots will be, how large they will be, and how many will be planned. In planning new areas it will also be necessary to allow for bus turnouts and bus stops.

COG staff hopes that these comments are helpful. If you have any questions or if we can be of any service in these areas, please call.

Very truly yours,


PETER D. VERDOORN
Executive Director

DEPARTMENT OF TRANSPORTATION

P.O. BOX 2048 (1976 E. CHARTER WAY)

STOCKTON, CA 95201

(209) 948-7112



October 9, 1986

OCT 21 1010-SJ-205

City of Tracy
Residential Areas
Specific Plan
Draft EIR
SCH# 85110503Ms. Norma Wood
State Clearinghouse
1400 Tenth Street
Sacramento, CA 95814

Dear Ms. Wood:

We have reviewed the draft EIR for the Tracy Residential Specific Plan and offer the following comments:

Our primary concern is the traffic impacts that will occur on Route 205 as a result of developments along the Route 205 corridor.

3.1

We agree with the concept that the City of Tracy officials should adopt a policy to pursue funds for the widening of Route 205. Development in a number of other areas in the San Joaquin Valley are adding to the congestion along Route 205 by increasing the number of Bay Area Commuters. As a result, the San Joaquin County Council of Governments (SJCCOG) will soon prepare a Corridor Study to determine the future capacity requirements of this important commuter route. The SJCCOG Study will provide guidelines for decision makers regarding necessary mitigation measures and possible funding sources to increase the capacity for Route 205 in the Tracy area.

Any questions regarding these comments may be directed to Al Johnson at Caltrans, telephone (209) 948-7838.

Very truly yours,

Al Johnson
For LARRY R. BURGESS
IGR Coordinator

cc:Pete Verdoorn/SJCOG
Mike Belluomini/City of Tracy

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102557-9884
T. S. Joe

October 31, 1986

File No. 183-39/EIR

Norma Wood
Office of Planning & Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

Dear Miss Wood:

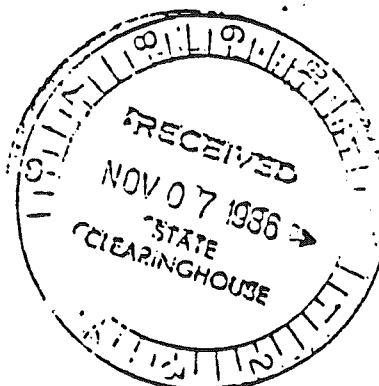
This is in response to the draft Master Environmental Impact Report covering the 'Tracy Residential Area Specific Plan', SCH #85110503.

- 4.1 Based on a review of this document, the staff questions whether the traffic analysis has taken into account the numerous train movements (approximately 50 trains/day) within the Specific Plan. Disregard of these train movements can change the conclusions and recommendations given in the report. It is also to be noted under Table 4.3, 'Street Improvements' (page 4-20), that about a third of the roadways proposed to be improved will
- 4.2 require permit authority from the Commission since the improvements will involve and include existing railroad crossings. Widening of these railroad crossings will require
- 4.3 the installation of 2 additional signal units at each location improved. It should be pointed out that the cost of these signals and installation will be the responsibility of the City. The report may, therefore, wish to address this financial
- 4.4 impact. Lastly, the staff notes that the report recommends installation of traffic control signals at the new intersection of West Eleventh/New Byron Road. If this intersection lies within 200 feet of the Eleventh Street railroad crossing, P.U.C. B-81.1, then the traffic control signals must be pre-empted by the railroad warning devices.

Very truly yours,

Donald R. Chew
DONALD R. CHEW, Supervisor
Transportation Projects Section
Railroad Operations & Safety Branch
Transportation Division

cc: Mike Belluomini
City of Tracy
325 E. Tenth Street
Tracy, CA 95376



Memorandum

To: State Clearinghouse
Office of Planning & Research
1400 Tenth Street
Sacramento, CA 95814

Date: October 30, 1986

File:

Attention Norma Woods

From: DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS

Subject: City of Tracy's DEIR for Tracy Residential Areas Specific Plan;
SCH #85110503

The Department of Transportation, Division of Aeronautics, has reviewed the above-referenced document which consists of a specific plan for future residential development in the city of Tracy.

5.1

Since portions of the specific plan area are within a mile of Tracy Municipal Airport, the Division is concerned with the potential impact the new residential development could have on the airport, as well as airport-related impacts on future development. We suggest that prospective property owners and tenants be notified of the close proximity at the airport and subsequent aircraft overflights.

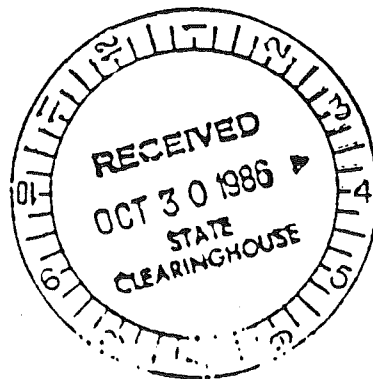
In addition, since it appears that one of the proposed school sites is within two miles of the airport, the State Department of Education must be notified. It, in turn, will contact the Division and request an inspection of the proposed school site pursuant to the Education Code Section 39005.

Thank you for the opportunity to review and comment on this proposal.

JACK D. KEMMERLY, Chief
Division of Aeronautics

Sandy Hesnard
Sandy Hesnard
Environmental Planner

cc: San Joaquin County ALUC
Tracy Municipal Airport



ROBERT W. BAUM, Ed. D.
District Superintendent

SUELLEN FEGLES, Ph. D.
Asst. Supt. for Instruction

JAMES C. O'CONNOR
Asst. Supt. for Business

ROBIN BLAKLEY
Director of Facilities

Tracy Public Schools

315 East Eleventh Street - Tracy, California 95376-0315

JOSEPH ANASTASIO, Ed. D.
Director of Student Services

RICHARD K. ROGERS
Director of Personnel

ALDA BROTHERS
Director of Special Projects

NANCY FLYNN
Director of Social Education

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NOV 05 1986

Community Development
Department

November 5, 1986

Michael Belluomini, Director of Community Development
City of Tracy
325 East 10th Street
Tracy, California 95376

Subject: Environmental Concerns Related to New Proposed
Southwest Middle School Site

Dear Mike:

Following last week's discussion of the proposed relocation of the South/West middle school site, it has been brought to our attention that the new proposed site is placed directly over an old Southern Pacific oil tank. We are very concerned with this situation, and trust that it will be reviewed closely within the EIR document. If it is established that the placement of the school over this old tank makes the site undevelopable then the site will, of course, not be a satisfactory location even though it meets other locational criteria of the adopted District Planning & Development Guidelines.

If it is too late to have this new site reviewed within the EIR document then we would request that the school site be relocated off the oil tank location to avert any potential for down-line development problems. If the EIR establishes that the environmental condition of this site is such that it will not impede its development for a school site then we would not object to the maintenance of the proposed location.

If you have any questions concerning this situation please let me know.

Sincerely,

Robin T. Blakley
Director of Facilities Development

RTB:ss

cc: Robert W. Baum, Superintendent
Michael Locke, City Manager

Tracy School District
Board of Trustees

Pamela Duran

Melvin S. Jacobson, O.O.

Robert Meinert

Roy Patterson

Harold Reen

Tracy Joint Union High School
District Board of Trustees

Clayce Brookshire

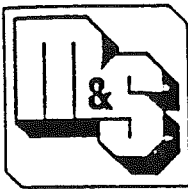
Mark Connor

Terry Donich, Ph.D.

Marc Marone

H. Walter Proctor, M.O.

6.1



MACKAY & SOMPS

CIVIL ENGINEERING • LAND PLANNING • LAND SURVEYING

RECEIVED

OCT 20 1986

Community Development
Department

October 15, 1986

Michael Belluomini
Planning Director
City of Tracy
325 East 10th Street
P.O. Box 1029
Tracy, CA 95376

Dear Michael:

Re: Specific Plan E.I.R.

Please consider the following comments on the Draft Master Environmental Impact Report for the Tracy Residential Areas Specific Plan:

- 0 Page 2-5 references "design guidelines" that have been provided with the Specific Plan. To date we do not recall these having been prepared. We suggest that this reference should be changed from "are provided" to "will be provided". We would very much appreciate the opportunity to review these guidelines as early on in the process as possible.
- 7.1
- 0 On Page 2-9 reference is made to "the combined storm drainage channel, pedestrian and bicycle path" and "a landscaped storm drainage channel". During recent Specific Plan Committee meetings the public works staff was asked to re-evaluate the channel vs. pipe storm drainage alternates in the hopes of coming up with a more cost effective storm drainage design. Since we have not yet heard or debated the results of this study, we suggest that a reference to this alternate (pipe system) design concept be made in the E.I.R. Additional references to this subject are made on Page 2-14 "Storm Drainage", Page 3-6 "Drainage". Our feeling is that replacing channels with pipe systems in the upstream areas of the drainage system (where flows are small) and a reduction of parkway width requirements in these areas may be very cost effective and have equal or more aesthetic value than the current proposal.
- 7.2

Michael Belluomini
October 15, 1986
Page 2

0 On Page 2-13 city parks are discussed. In this discussion a City requirement of 4 acres of park land per 1000 residents is referenced. It would appear to us that the mini parks and parkway systems proposed by the Specific Plan, if implemented, would require developers to exceed the 4 acres of park dedication and improvement per 1000 residents. This is a matter that has not yet been discussed at any length by the development community. We suggest that the E.I.R. be worded in such a manner as not to preclude the reduction of the size of neighborhood parks in order to implement the mini park concept or to eliminate the mini park concept all together. This subject is also discussed on Page 4-40.

0 Figure 4.2 shows signals proposed with the Specific Plan. It is suggested that some of these signals may not be warranted with 5 of the 11 intersections proposed to be signalized operating well within Level of Service A at or about 1/3 of intersection capacity. Can this item be further reviewed?

0 Table 4.3 lists "Specific Plan Arterial and Collector Street Improvements". We understand that those roadway systems to be financed by the proposed Mello Roos District are not as yet defined. It is our impression that traffic counts estimated in the E.I.R. will be one of the important documents used in determining infrastructure needed by the residential Specific Plan. Can this be made clear in the E.I.R. document?

0 It may occur that the total construction of certain major thoroughfares within the City, which are shown on the current Specific Plan, are not necessary for the traffic generated by the residential Specific Plan proposed. This would occur where major thoroughfares are planned to serve future development (e.g. Corral Hollow north of Grantline, Shulte Road east of MacArthur, New Byron Road north of Eleventh). We suggest that in these cases full improvement of the roadways not be required of the adjacent developments. As properties within the Specific Plan are going to be financing city wide improvements to mitigate their impacts of development so to should future projects "pay their way" by completing portions of roadway systems that they require.

Best regards

MACKAY SOMPS

Rodney I. Andrade

cc: Bill Silva
Bill Clark

BRADDOCK & LOGAN ASSOCIATES

14795 WASHINGTON AVENUE

SAN LEANDRO, CALIFORNIA 94578

TELEPHONE (415) 351-8382

October 31, 1986

Mr. Michael Belludmine
Planning Director
City of Tracy
325 East 10th Street
Tracy, CA 95376

Dear Michael:

Please consider the following questions with regard to this draft Master Environmental Impact Report for the residential area specific plan:

- 8.1 [Braddock & Logan Associates along with other developers are concerned about the improvements proposed for the roadways and additional road systems. Question: Why is the ultimate road system proposed for service level A at the time of final build out?
- 8.2 [Storm drainage is another concern of ours. Why is the storm drain system designed as a open channel and can this system be designed using a pipe system with a pedestrian, bicycle, and landscape path alongside?
- 8.3 [Finally the EIR does not address the economic impact of the ultimate financing tool that will be used to install these improvements whether it be Mello-Roos or fees in excess of \$16,000. How does this economic impact affect this over-all specific plan?

Thank you for your consideration on these issues, and we look forward to your response to these issues.

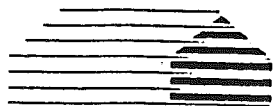
Sincerely,

BRADDOCK & LOGAN ASSOCIATES

JEFF LAWRENCE
Forward Planner

JL/cb

cc: Rod Andrade-Edaw Inc.



October 30, 1986

Mr. Michael Belluomini
Planning Director
City of Tracy
325 E. 10th Street
P. O. Box 1029
Tracy, California 95376

Re: Tracy Residential Areas Specific Plan E.I.R.

Dear Michael:

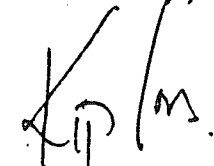
Please consider the following comments on the Draft Master Environmental Impact Report:

- 9.1 [o Table 2.1 is confusing in that in many cases it lists, as the preferred alternative, the number of low density residential units per parcel allowed pursuant to the ECU's per parcel (5 per acre). The general and specific plan allows in the LDR zone up to 5.8 per acre. It should be clear that builders, upon City plan approval, have the ability to build up to 5.8/acre of low density housing types if additional sewer permits can be obtained by the builder.
- 9.2 [o As of this date, we have not seen the text of the Specific Plan. It should include however, zoning text so as to allow a diversity of lot sizes, setbacks etc. that may not conform to existing City zoning regulations.
- 9.3 [o On Page 4-16 reference is made to the maximum level of service being LOS "C". Figure 4.2 shows the majority of intersections to be LOS "A". How much could the proposed street specifications be modified so as to have more intersections operating at LOS "C", and would this reduce the overall cost of construction of these improvements and, therefore, the ultimate housing prices.
- 9.4 [o Tables 2.2 on Page 2-16 and 4.3 on Page 4-20 list Sequoia Blvd. as a collector street. Is this based on design or traffic volume? Figure 4.2 indicates the intersection of Sequoia and Eleventh Street as a studied intersection. If so, where can the detailed report be found?
- 9.5 [o There have been discussions regarding the closure and abandonment of the existing Sequoia Blvd. between 11th Street and Hickory. We would suggest a review of this as it relates to figure 2.4 along with a response to its usefulness if it is found necessary to connect Eleventh Street to Cypress by constructing a new Sequoia.

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Mr. Michael Belluomini
October 30, 1986

- 9.6 [o Paragraph 3.4.2.6 on Page 3-60 refers to a "one-stop" permitting process. A more definitive process needs to be implemented in order to keep this process "streamlined" while reviewing 1200 units annually.
- 9.7 [o How do the estimated standards in Table 4.9 on Page 4-39 compare to other communities in California who have experienced growth during the past few years? Please explain the methodology and underlying assumptions relative to the development of the student generation standards.
- 9.8 [o The first sentence in the last paragraph in Section 3.4.2.3 on Page 3-57 states "Construction of new schools is limited to times when State Funding is available". Are there not other methods available to finance the construction of new schools, and if so, please comment?
- 9.9 [o The last sentence in Section 3.4.2.3 on Page 3-57 references State Agencies releasing "new monies once every four years". Is this an accurate statement, and would it be more accurate to say these monies are available during the four years between issuances of bonds and not just available once every four years?
- 9.10 [o Reference is made to the "Optimum Capacity" of schools on Pages 3-54 and 3-56. What is the determining factor in arriving at the number for optimum capacity, and how does this figure compare to state-wide classroom sizes? If the schools presently exceed their optimum capacity, please comment on the rationale for having new home builders and buyers pay for enhancements beyond that needed for State acceptable service.
- 9.11 [o The second paragraph in the Storm Drainage Section on Page 4-31 refers to changing the "Master Plan". What actions need to take place in order to revise the Storm Drainage Master Plan?

Sincerely,



Kip Jones
President

KJ/rm

Kirk

James R. Stedman & Associates, Inc.
Civil Engineers/Surveyors/Planners

November 4, 1986
Job No. 7054-86-00

Mr. Michael Belluomini
Planning Director
City of Tracy
325 E. 10th Street
P.O. Box 1029
Tracy, CA 95376

RECEIVED

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Community Development
Department

Subject: Specific Plan EIR

Dear Michael:

Please consider the following comments on the Draft Master Environmental Impact Report for the Tracy residential areas Specific Plan.

- 10.1 [The first comment concerns text on Page 2-5. The fifth paragraph indicates design guidelines are provided in the proposed plan to serve as standard for developers to follow in the design of Subdivisions. To date we are unaware of any formal guidelines having been adopted, the wording should be so modified.
- 10.2 [The second comment pertains to Page 2-13, the fourth paragraph; it states that school and park sites are located next to each other in order to allow joint use of the playground and park facilities and to reduce the amount of land required for each use. When comparing this statement to the preferred alternative plan for the Corral Hollow/Sycamore Park Planning area we note an incongruity. Half of property twelve, the existing school property, has been labeled for high density residential use, and a portion of Parcel 11 has been denoted as Neighborhood park. It would be more equitable to preserve Parcel 12 for park and school uses and maintain a low density residential designation for all of Parcel 11.
- 10.3 [The third comment concerns Table 2.2 on Page 2-16. The table does not contain a complete listing of all the arterial streets and collector streets currently shown on the preferred alternative maps.
- 10.4 [Item four pertains to Page 3-5, the subheading "drainage". This section notes a reduced need for irrigation as a result of development taking land out of agricultural use. However, the abandoning, realigning, or modification of existing irrigation facilities that would be necessary to accomodate new infrastructure, (i.e. streets and drainage channels) is not addressed.

Mr. Michael Belluomini
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November 4, 1986
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10.5 [Item five is a general observation of that section of the EIR labeled "Transportation Impacts and Mitigation". Table 4.4 on Page 4-21 lists volume/capacity ratios at key intersections. All ratios shown are very low for most of the intersections in the Specific Plan area. The lane configurations shown in the appendixes indicate double left hand turn lanes. It seems many of the under utilized intersections should be revised with single left hand turn lanes. Volume/capacity ratios for a down scaled model may be adequate and more cost effective.

10.6 [The sixth item involves Figure 4.1 which shows projected traffic volumes on arterial and collector streets. This figure does not include all of the arterial and collector street improvements that are noted on Table 4.3. Can it be assumed streets not shown on Figure 4.1 will not be deemed essential by the Final Specific Plan?

Thank you for the opportunity to respond to the Specific Plan EIR.

Very truly yours,

JAMES R. STEDMAN & ASSOCIATES, INC.
CIVIL ENGINEERS/SURVEYORS/PLANNERS

Terrence R. Lulay
Terrence R. Lulay
Project Manager

TRL:bs

cc: Shelly Poticha - EDAW, Inc.

James R. Stedman & Associates, Inc.
Civil Engineers/Surveyors/Planners

SPECIAL MEETING
JOINT CITY COUNCIL/PLANNING COMMISSION

The meeting was called to order by Mayor Pro Tem Bland. The Pledge of of Allegiance was ~~xxxxxxxxxxxxxx~~ led by Mayor Pro Tem Bland.

TRACY SPECIFIC PLAN

"Tonight the purpose is to review the draft environmental/^{impact} report and I'm going to ask Michael Rominy to give us that report."

Then roll call was taken. Roll call found Council Members present Bland, Morelos, and Zanussi present; Members Simpson and Hastie absent; Planning Commission Members Jenson, Murdock, Soto and Barth present; Member Pribyl absent.

Then Michael Rominy gave us the report. "The purpose of tonight's meeting is simply to present the/^{draft} environmental impact report prepared by Edal ~~xxxxxxx~~ in consultation with the staff regarding the residential specific plans. The California Quality ~~xxxxxxxxxxxx~~ Act sets forth the process by which the the environmental ~~xxxxxxxxx~~ impact report is reviewed and the way it is responded to. The EIR identifies and assesses the significant effect of this project on the environment and is also required to discuss ^(in ways) alternatives to the project to mitigate or avoid the ~~xxxxxxx~~ significant adverse impacts.

The overhead here illustrates a flow chart of the sequel process; that is, the environmental review process. The lead agency, which, in this case is the City of Tracy, determines that EIR is required, based on the magnitude of the project. At that point, ~~xxxxxx~~ EIR a notice of intention to prepare an EIR is sent to the neighboring ^{agencies} ~~xxxxxxx~~ the responsible agencies ~~xxxxxxx~~ and to the State of California.

In fact, I guess, over ^a year ago now, the lead agency then prepares a draft EIR which is what we have before us tonight; a draft EIR on the Residential Specific Plan. We file a notice of completion of the

draft EIR with the State Clearing House, which was done last Friday and we gave a public notice in the newspaper of the aVAILABILITY OF THE DRAFT EIR, and the EIR IS is available in City Hall at the Building Department as well as at the City Library, we should say temporary library for review by any interested citizens. After the Notice of Completion is filed, there's a 45 day review period, which in our case, will go until Friday October 31st. During that 45 day review period, we will accept any comments on the EIR and will attempt to respond; the consultant, for the most part, but also staff, will respond to^{the} comments on the EIR and those comments by outside parties and our responses will be included in the final EIR. The final EIR will then be presented to the decision-making body, which then, is the City Council for the City of Tracy which is also acting as the lead agency to determine that the EIR is complete and acceptable and approve the EIR. Now we anticipate that the approval of the EIR will occur about the same that the specific plan itself is approved. After that, ~~xxxxEIRxxx~~ a notice of the approval of the EIR is registered with the Secretary for Resources of the State of California and the County Clerk.

That outlines the process we will be going through with the EIR."

Another point that is important to me is that ~~EIR~~ the EIR and the specific plan similar to the EIR that was done from the general plan will act as a master Environmental Impact Report, meaning that when proposals for subdivisions and other kinds of development come in over the course of the next five to seven years, when they are in conformance with the specific plan and the EIR specific plan, no further environmental impact review will be required. We will be able to proceed directly on with the subdivision review without doing an additional negative declaration statement. If there is a proposal to

change the specific plan, or to build a subdivision or an apartment building that ~~is different~~ somehow is different than was anticipated by the specific plan, then there might be a need to have a further environmental assessment, such as an additional negative declaration or an additional focus EIR.

As you can see, then, what we are deciding on in the next 45 days is the environmental ^{impact} that is going to occur ~~for the next five to seven years~~ and needs to be mitigated for the next five to seven years. Therefore, it is very important that the EIR be ~~very~~ thorough, accurate, and mitigate all foreseeable adverse impacts, as much as is possible. And any attempt to achieve that, to make it as thorough as possible, the meeting tonight, plus the next forty days or so, is called to allow the public and members of the council and commission to make any comments that they wish on what has not been addressed now in the EIR on what ^{perhaps} is an omission or an inaccuracy or somehow seems to be inadequate or if there are alternative mitigation measures etc. That concludes the staff report and we have the chart back here to take down comments and then over the next forty days, the consultants and staff will respond to it.

Then (Mayor Pro Tem Bland?) stated: "It's appropriate then that anyone who has a questions about the meeting or what they've read in the report or ~~has~~ a comment to ~~approve or object~~ to what is in the reports. So is there any member of the public who wishes to make comments at this point? We'll ask for your name and tape record your comments.

Facilities for the
Robin Blakeley, Director of ~~the~~ Tracy Public Schools: "I have three comments: Essentially we concur with the School District information contained in the EIR, it validates the information that the schools

have prepared on projected growth and ^{the} need to provide facilities for that growth, so that section of the EIR, I have no problem with.

Actually the only section that there seems to be any problem with, is in the mitigation area. The way it's drafted right now, it may be more

11.1

of an editorial thing rather than a substantitive ^{comment} ~~consent~~; that is, it only identifies two ways to mitigate the school impact. One is to be satisfied with the crowding and the second is to regulate growth. I believe the third mitigation that should be in there is to establish an adequate local financing tool to provide the facilities as they are needed. Like I say, I think it's more of an editorial sort of problem because ~~xxxxxx~~ elsewhere in the document, they do reference the fact that we are developing that local financing tool in order to mitigate the school impact problem. It's just that for some reason it did not show up in the mitigation section of the report. The other comments I have are concerns about the lack of specificity of the plan relative

11.2

to the actual school sites that the plan ~~and~~ shows. I'm concerned on two sites, one the site of the six-eight or the middle school located in the south-west quadrant which, as shown on the plan right now, is relatively close to the railroad tracks and we were hoping

that the environmental report would somehow address that; whether that

is an environmental concern or not. And ^{then} there's the K-five school on the southeast ~~xxxxxxxxxx~~ section of the community where it seems to be placed relatively close to the powerline ^{corridor} ~~ear door~~ that runs through

11.3

that section, and again, we'd like that to be addressed, because it will have to be addressed at some point and it would make the EIR more complete for our outline purposes if those could be addressed at this time."

"That's tonight's gentle start (or such a nice gentle start) surely we're not ready to go home. This might be an appropriate time - if your'e that quiet then, those of you who do not have a copy of the report. One free copy per landowner was made available as well as to various agencies. Anyone else can have a copy who would like to have one and they cost ten dollars apiece. You can get them at the Community Development Department at the City Hall. You folks are either very happy with this, or you haven't had a chance to look it over.

11.4 "Good evening. My name is Fred Musser with McKay and ~~Sachs~~ ^{Sompe}; 2600 Kitty Hawk Road, Livermore, California. I'm here tonight on behalf of the William Lyon Company with respect to the Filippini property. The one comment we have is with respect to the acreage listed in a number of tables in the EIR with respect to the property acreage and also the equivalent consumer units. The acreage that's listed in the EIR is set at only 72.5 acres and it is actually 76 acres. One of the tables is 3.13 on 3-30. Also the equivalent consumer units are listed as 362 and it should be 380. And I'd like to submit a letter from a corporation ~~xxxxxxxxxxxxxxxxxxxx~~ unto the EIR that was sent to Mike Locke on September 16 on this regard. Thank you."

11.5 "My name is Chuck ~~Snyder~~ ^{Schneider} with 2420 Camino in San Ramon representing the owner of Parcel 21. I really don't like to belabor this point, but it has to do with the land use ~~land use~~ designation on that parcel. On the plan it's shown ~~xxxxxxxxxxxx~~ partly as low density and partly as high density. I think I understand why it was designated that way. We requested medium density as it was originally shown on one of the earlier specific plans. We're having a hard time figuring out exactly how we're going to develop that property, but it probably, most definitely

11.6

won't be low-density and high-density. Since this specific plan will also be an amendment to the general plan, I think that we're a little concerned ~~xxx~~ with the present designation. We'd rather have it shown as medium density residential. I have another comment on page

2-10. I think it relates to what I just said. I really ~~xxxx~~can't understand what is meant by the last paragraph under Residential. I wonder if somebody could explain that." The secretary helped him find it.

"That's a good question.

"The statement on 2-10 is 'within each ~~xxxxxxx~~ land-use designation, developers may use the ~~Sue~~ ^{Sewer} Allocation (?) on a sliding scale to create a plan development. Residential unit types may be built at densities higher than the ~~Sue~~ ^{Sewer} Allocation(?) density standards but the gross density of the designated area cannot exceed the maximum density allowed by the specific plan land-use designation.' I think I can explain this. In the general plan, there's a statement about densities shown on the general plan as being overall limiting densities. For example, if on the general plan, a large area is ~~being shown~~ ^{shown} as low-density residential, the general plan document states that within that low-density residential area, it might be possible to have multi-family housing as long as the ^{overall} density of that whole acreage is not exceeded. There was a 100 acre ~~g~~ parcel, just as an example. The low density allowed 500 units, that is, five units to the acre, and the general plan said within that designation you might have a spot where you put 20 apartments if ~~TNEXREMXXNEXXOEXTNEXRROPERTX~~ the remainder of the property is then reduced to 480 units so that the total comes out to no more than 500. Alright, then the general plan goes on to say that at the time that a specific plan is prepared for an area, such as this one, that then that specific plan would illustrate the density more precisely so that within areas shown as low-density

residential on the specific plan, we don't anticipate that there will be apartments on the LDR areas and that in areas shown as high-density residential: medium-density residential that the zoning in those areas as well will reflect what the land-use designation is. So, within medium density areas the corresponding zoning would be something like MDR or MDC which is medium density ~~(residential or commercial)~~ and the HDR is the corresponding zoning would be HDR. So that now we are at a more specific level the designations are more specific and we don't anticipate as much of the sliding as we did with the general plan. That's what that means."

"It's a little hard to tell.

Mike,
"As I looked at that, /it was my impression that the word 'higher' should have said 'lower'. It wouldn't be a misprint here? If I understood what you said and the way it usually goes, that it would be permissible to build fewer units than is allowed, but not more."

11.7 "I have another question. Or it may be just a clarification. The table above that paragraph that says 'Unit Types' shouldn't that multi-family be medium density? Isn't that about the second line in that table? And the sewer allocation ~~(?)~~ be 220 instead of 225?"

"The terminology used by EDAW throughout the planning ^{of} the specific plan has been as listed here as single-family detached multi-family which EDAW tends to use to mean zero lot-line housing, patio-homes, a little more dense that kind, of single family - or else a very low density kind of apartment building. And then, 'apartments,' EDAW uses to refer to a higher-density that's more typically real apartments ~~xxxxxx~~ attached. I think the sewage usage per day should be 220, not 225.

"I think the sewage usage per day should be 220, not 225".

"Yeah, it is 220, your'e correct." "Okay."

11.8

"And then, ~~INxTNExPARxGRxRNxWRxXBQVxTNAF~~ in the paragraph immediately up above that, the second sentence, 'sewage allocations were based on ~~the~~ the density of five units per acre for LDR and it says eight units per acre. Wasn't that ten units per acre for MDR?"

"Right."

"Well, I think now the sewer allocation, I believe, is ten, although the maximum density allowed is twelve."

"No, I believe, the sewer allocations were at eight."

"Well, then you don't get to the 220, using eight - 220 gallons."

"In those areas where sewer allocation was made on a piece of property when 84-1 was set up and ^{if} it was shown on the general plan shown as medium residential area. An example of this would be the bow tie area. The allocation was made at eight units to the acre. Now, if we created an MDR area by taking a school or park out of someone's property in that thereby boosting the density that's not the same as what this is talking about. This is talking about, I believe, the allocation that was made at the time 84-1 was set up. There were not that many properties that were allocated at medium density residential intially."

"Okay. I hear what you're saying, but I still think that should be ten units to the acre, on the medium density and not eight."

"Okay we'll take a look at it."

"Okay, but I think that is an error. Thank you."

Ann ~~Parkson~~, I.N. Corporation, "I believe if you'll check ~~our~~ ^{the} records

after our first meeting on the 84-1, I came into the Planning Commission, collected the acreage on our parcel no. 19. Unfortunately, I don't have the figures with me, but instead of the 91.some acres, I believe it 93.some acres. I can give the city a call about that tomorrow.

"The acreage is incorrect?"

"I believe so. And I did come in to correct it after our first meeting, but unfortunately, we've had a couple of meetings since then, and I don't remember the exact acreage and I don't have the information with me. Also, is it intentional that on the drainage ditches etc. that there's no widths or anything quoted in the environmental^{impact} report; is that because the council hasn't voted on it yet or the more ambiguous it is, the better off we are?"

I think the first supposition is correct, it's because the Council has not voted on what they would like to see as a width, it's not included also, as this was being written while the whole issue of the width of the drainage ditch was being debated and perhaps as a third point the width of the drainage way is probably not as relevant to the environmental impacts as simply that there is a drainage way and the drainage system is okay

"Okay, so, then we're not going to encounter a problem later on.

"No, because it's not a need right now, no."

"Okay. The other thing; I understand we have until like October tenth to make comments, because we have not had a chance to read the whole document and analyze it at this point.

"The closing date for comments is October 31st."

"Okay, I thought you said the tenth. That gives me 21 more days. Okay, that's all I need to say. Thank you."

"Good evening. My name is Dick ~~Lucy~~ ^{Cecchi}. I'm with George Nolte and Associates. I'm one of the individuals who hasn't had a chance to finish reading the EIR. It looks rather complete and I'd like to commend them on a very good job. We happen to be in the same kind of business and I think it's a very professional rendition of an EIR. A couple of concerns that I have ~~xxxxxxxxxxxx~~ would be that we had essentially, a more personal level of communication on issues that we were concerned about; builders, property owners, etc. and I found these to be extremely productive and I'd really like to commend Michael and Bill Silva; they took a lot of flak from us and stayed into their lunch hour in a couple of the sessions and really did a great job. I felt we made a lot of progress. I am a little concerned that perhaps we haven't really resolved some of the issues that we did discuss and perhaps they would be of benefit to the EIR evaluation if we could come to some conclusions on some of them.

"I didn't get through part of the EIR, spent several hours today and, again, not to beat a dead horse, but on page one-one there's a reference to general plan amendment and on page 1-4 there's a reference to general plan amendment and I guess the only comment I have there, is that we've been saying all along that the specific plan does deviate from the original general plan. There is an amendment required. If there wasn't deviation from the general plan, it would seem to me that you would merely incorporate the specific plan into the existing general plan. So I think our comments in the past were concerns in the past about changes that say in our development programs are justified, if you look at, perhaps, some of the amendments that we have to consider

to activate this specific plan.

"The other item; again, I'm not trying to be a trouble-maker here,

I just want to bring these out; on page 2-4, in essence, the paragraph

just above 2.3 project description; it states 'in 1984 sewer assess-
ment investigating before was established would finance

the city's existing facility construction and sewer lines to the
specific plan areas as well as to other areas of the city. These
improvements are expected to be completed in early 1987 and at that
time, the specific plan areas are expected to be available for develop-

ment. I merely read that to illustrate what our understanding was

when we entered into the assessment district; that, indeed, in spring of
1987, we will be able to develop these properties. During the workshop
period, it came to light that areas south of the extension of Scholte
Road were in great jeopardy because of the water situation. Apparently,
we would have to wait, at least the consensus was, two years, for the
water to be developed in that area to provide service for development.

We were basically told that we would not be able to develop anything
within that time frame. Well, that wasn't our understanding, and I

think that's a issue that needs to be resolved very quickly. In

regard to issues, at least, on a more personal level with my clients,
and referring to Table 2.1 on page 2-6. Some of the items which we
discussed with staff were some changes in roadway alignments and also

in land use, specifically, Parcel 9, Mr. Carroller's property, the
commercial site on Corral Hollow Road, we asked that this be changed

from an eight-acre ~~sixxxx~~ commercial site to a 14.9 acra commercial
site. So we want this to be on record, at least, that that was our
request and that we need to ~~still~~ have that, in the forefront until
the decision has been made. In regard to Parcel 12, the Tracy Schools'

property, we have before the School District, right now, a couple of proposals to move the six-eight school site, essentially, flip it onto the other side of the Sycamore Parkway and there are several options that could occur there. We could utilize the excess ten acres of school property as part of the six-eight school site; that's one option. Or we could just merely flip over the junior high school site to the other side of the street so we need to keep that also in mind that that could occur depending upon the school district and the city's reaction to our proposal.'

11.14 "The other item that I was concerned about was, say, page 2-13, we start to get into the parks program, you might say, we refer under parks, then, to the specific plan proposing a three-tier program of park development; mini parks, neighborhood parks, and a community park. And here we get into this issue thing again, we have advocated that the park way, which of course, links the parks together, the schools together, etc., be included in the park system and that there be some credits for either park fees or storm drainage fees applied toward this acquisition. On a more equitable basis, then, if there is adopted by the council a dedication policy, of, course, of four acres per thousand residents, we would want the city to consider the dedication of parkway in this same perspective. So we do need to solve some issues, perhaps. The other thing on page 2-16, where we have the Table 2.2 in the specific plan arterial and collector streets, during our discussion of issues, again, at the workshops, we were kind of concerned with Sequoia Boulevard, which essentially ended up being a 76 foot street; I think we had a backup situation, etc. and our just practical comments were if Sequoia was going to be restricted to frontage, such, as lots, etc, we would probably prefer to see that in the 84-foot category and have it funded by the funding

11.15

will

report

had

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don't know how long you've had this and I think that you're , as M r. Bland says, will have the opportunity until the 31st of this month of next month - a MONTH AND A HALF month and a half to go through it."

"That's right."

" Something else

"I might say, that as I read through the material, I ran across a reference to the storm drainage system, the lack of water that would be going through it in dry summer months, which would create a concentration of pollutants and there might need to be some consideration given to this and I remember thinking "Oh, I hadn't thought of that" and then reading on. Today, I was in ^{an} Environmental Meeting in Oakland where I was told of a pending law that says that cities or entities must have a plan in place to take care of such situations as that or pay the \$2500 per day fine and the Council members face jail terms. Now that got my attention. (applause and laughter) And so, believe me, we're going to be looking at this document in great detail, even as you are, because there are things there that affect everyone of us.

"It's true. We need to, as we were discussing here, we need to talk about how we are going to go, too. This is very important. I don't think that's been heard of too much either. As the gentleman says, ^{only 50% of} nobody knows yet exactly what's going to happen. But we need a little more understanding on that, I'm sure.

" I agree with Georgia's comments; I think it's a good report. I have two concerns and, again, I haven't read it all that neatly.

11.16

skim-read it, just like everybody in the audience who's nodding their head like this, but my two concerns are we don't have the *infra* structure in place; we need the *infra*structure in place before we can do this development and that gap : how we get this *infra*structure in place, didn't seem to be adequately addressed here, at least, as far as I was concerned. The second area that I had a concern about was the transportation. I think that's a major problem, and again, I'm not sure that this was adequately addressed. I might point out, that I'm one of the people that travel over the hill to Livermore every morning and transportation's becoming a very large problem. When we start talking about another 20,000 people of which the report was based on 60% of those 20,000 or 19,000; would be traveling over the hill, we haven't got room on the highways for them. Tell them not to come. That's it."

"Another area that I don't feel was adequately or mentioned at all, was the ~~impass~~st mitigation on 4-6 as specifically 4.3 under the ~~xxxx~~ what the label as social cultural environment and in 4-3-1, cultural characteristics impact and mitigation and when all they talk about are the number of houses and the number of people that are going to be going over the hill in a few years, and one of the concerns that I have, because prior to that, they mentioned that...they make some recommendations in regards to amendments is that there is or there are a specific development that has extremely small yardage even though it may have complied with the code and I think that under the social cultural characteristics that the City of Tracy is going to change in terms of maybe some of the things that people did for ~~xxxxxx~~ recreation and it may go beyond just the addition of parks and recs department and ~~adequate~~ having adequate parks in the community. But I think that there were some things in regards to teenagers, letters to the editor

in regards to where are our teenagers going to congregate if they don't want to play baseball, we've had problems with parking lots, City Council attempted to address that- what is going to happen - and I don't know if that's necessarily one of the items ^{+that} in an environmental report has to address, but it does identify that we're going to get an additional six or seven thousand students in K to 12 - what is going to happen. What are those kids going to be doing? How are they going to impact the possible too small neighborhood shopping centers; I don't think that issue or social cultural environment if that was addressed at all in here."

11.19 "I'll mention another page that got my attention; 4-4, as it was relating to the pollutants regarding our air quality. The chart in the middle of page 4-4 shows the various pollutants and the expected amounts based on the starts and stops of driving out of town and coming home. The figures at the extreme right hand side show total emission tons per day. I added those up and that's 13.9 tons per day in Tracy - of pollutants in the air, and I thought about well, on a nice windy spring day in April that wouldn't be too bad, it would move on to Modest, or someplace. But what about on a foggy overcast winter day when there's no wind blowing and we get 13.9 tons added everyday again. Wow! We're going to have to turn on some big fans or something. That seems like a tremendous amount of pollutants. I don't know what to answer to that, except what you said: 'Don't come!' Just live here in the summer, maybe."

"Well, you know, I was talking with an individual that has - I don't want to mention any names - that they sell food-type things to people and he was mentioning that the air coming into the business goes through nine filters and that wasn't sufficient. But they had to change those

filters and I don't know if that's within the building code, that maybe something like that has to be addressed. If nine filters isn't sufficient, what is?-and that's just to protect the air indoors."

"Is that air coming in or going out?"

"It was coming in ~~xxxxxx~~^{at} the circulation air conditioning system indoors."

That's okay - useless" (?)

"I had some ethnic angles."

"There is a definite worst place than others if your'e located on the downwind side of any of the major ~~authorifants~~^{thorofares} (?) I discovered that when I moved to Tracy. If your'e on the south side of 11th Street, fronting 11th Street, the continuous cleaning that is required is greater than if your'e on the north side of 11th Street because of the drift of rubber and the exhaust from many cars. So, where your'e located, your'e going to be affected more than some other places."

"Anyone else have a comment you want to make on this?"

"My name is Richard Jensen with Bradford and Logan and we have not had the opportunity to really review the report as several people in the audience tonight. Our concern really is, as the commissioners mentioned on the placement of the ~~infrastructure~~^{infrastructure}, I think we really need to look at that in quite a detail to incorporate that. Well, at the next meeting, we'll have more opinions and comments on the report. I think it's very thorough in most areas. Thank you."

@ "Could I get some clarification on some points made by the commissioners council members? I have to transmit these comments to EDAW and I want

to know exactly what it is that we were supposed to be asking.

? The time the infrastructure will be available and the time it will be needed, is that

11.20 ["I'm afraid that with the rate of growth, that the development will outpace the development of the infrastructure."

"I see."

"Moreover, I recognize that through water lines, road building, and things like that, that certain strengths that are placed on the rates of the residential development and commercial development- that those rates really haven't come down hard enough for us to (?) On the other hand, the hard number of twelve hundred units per year has come down. I'd like to seem them matching this (or action on this?)

"Alright, I understand that. Thank you. Then Commissioner Soto, on the social cultural impacts"

"Can I continue, for just a second?"

"Oh, I'm sorry, I thought you were finished."

"I was, but my mind works, seeing (how old I am - at faults (??))]

11.21 ["I would like to know what happens also among 1200 units of what we are basing this plan on. What happens if someday somebody wants to build 2000 units this year and how will that effect us?

How will that be managed? With great difficulty!"

"We've never really decided how many units will be built. Are you hearing this figure ~~1000~~*(1200)*(?)*somewhere else?

"Oh no, within this report 1200 is used and also within parts of

the special planning process 1200 is stated as what they would be using. Basing our plan...

"Basing plan, yeah, but we haven't come to that decision in any way shape or form that that's what we're going to do."

"We have not said anything^{yet} about group management, that's true.

But _____ demographical studies

"Yes, it's possible we could do that, and get the

"That's the best"

11.22 "And Mr. Chairman, don't you also believe that market conditions could have a heck of an impact also, in other words, we might sit here in great wisdom and say we will allow 1200 units a year, but in the very first year, due to market conditions, 300 are built, which could be rather disastrous, I would think. And it also could be that in four years from now that there would be a larger number wanted to be built. I still think that market conditions, I mean, that these builders aren't going to just go out and all of the sudden all want to build every lot out because they aren't going to sell that fast, unless we struck gold or oil in town that I don't know about. And I just think that market conditions will what Livermore decides to do could have an effect on us.

"We might take the building conditions of the last five years to

_____, (,)

"81 is a good year to start with.

"That's right."

"This is a very bad year. We're down to about 400 and that climb's almost a streamline . . ."

"And according to the Tracy Press, we are not really going at a very fast pace this year as far as building starts are concerned in the City of Tracy".

"We haven't got the land . . ."

"I can appreciate that, but I'm still saying there's not".

Zanussi, "I'm inclined to agree with you; I think the marketplace is a very important thing".

"Are you getting all this, Mike, it's good stuff".

"Right".

Zanussi, "Right now, everybody wants to build at one time, but I don't always agree with Mr. Jenson, but I do agree with him tonight that it's gonna be what happens to the world; the finances and the interest and all that. It's market place is one of the most important things in business or anything".

Belluomini, "What the Council and Commissioners are discussing is something that we have also been discussing with the developers at the workshops and as you well appreciate it if you thought about it very much, it's a difficult issue to deal with because you want to serve everyone as best we can yet at the same time maintain the quality of the life in Tracy. So, we are addressing those issues, we just haven't prepared the report yet".

Zanussi, "The big voice is now going to speak".

Locke, "Michael, it is the intent of staff to come back with a summary of those issues and concerns that came out of the workshop at the meeting in October to provide that kind of feedback to the Commission and Council. There has been reference to some of those workshops and that in process would be the five or six days of workshops be consolidated into a series of issues and particular alternatives that were raised and discussed during those workshops".

Bland, "Did we get your questions answered?".

Belluomini, "No, I still had a question for Commissioner Soto. I have to be able to transmit what it is about social-cultural impacts that you would like included. What exactly is the question?".

11.23

Soto, "Well, I think you partially answered that when you were talking about the quality of life; you'd thrown out that phrase there". "This whole section on page 4.6 deals more with density and the employment of people and where they will be commuting to. In terms of social-cultural environment, I think this is something that people as a groups make up a cultural environment. One of the citizen task force, the one dealing with shopping centers and so forth, was looking at the kind of theme that shopping centers transmitted and the fact that by that people were attracted by that. Now, with the number of people coming into Tracy, is Tracy going to become a community where people will actually come here to have dinner, or will they continue to go out to have dinner. It's something to, well, consider".

"Haven't thought of that".

"Well, people go out now to have dinner; well, up until recently."

11.23
Cont'd.

There is going to be a lot of people here you know are we just putting them in houses and expecting them as this deals with employment expecting them to leave at six in the morning and come back at seven at night, there got to be some other things that are more social and culturally relevant then density and were they are working.

Tracy has been characterized as a small rural community, it's not going to be that. It's going to impact some residential neighborhoods and some of those things have been addressed by the character of the neighborhood the greenway of the open, what I refer to as a jogging pathway, other people call it walking, bicycling. I think one of the other things that other communities have had problems with a recent social thing called malling where people primarily young people go to malls and just hang out and that creates a certain problem for law enforcement for business people. Are we going to have that or are we going to be prepared for it or are we going to offset that by planning something for young people to do? I would imagine that people who have been involved in planning other communities have possibly experienced this more than we who are doing this a first time.

Yes that answers my questions?

11.24

Would you include a question for me concerning that 14 tons a day of pollutant, what if we have two weeks in a row, as we do, two or three weeks of fog at the tree tops, no wind, would that exceed the quality of air that would keep us a step ahead of the L.A. basin?

Alright folks, I see no point in us staying here casually visiting, I think it's time for us to adjourn this meeting and invite all of you to study this document book early.

Zanussi. When the next meeting going to be?

Is there a date set for the next meeting?

Next meeting is October 2, it would currently be scheduled for the October 2nd meeting is the consideration of citizen committee reports and action on those reports and a second item to that agenda, give it time could be further input in terms of the Draft EIR.

On that same night?

Yes.

October 2, 7:30 p.m. get that?

We are dismissed.

APPENDIX D
DRAFT SUPPLEMENT
TO THE
MASTER ENVIRONMENTAL IMPACT REPORT

for the
TRACY RESIDENTIAL AREAS
SPECIFIC PLAN

Prepared for the
CITY OF TRACY

by
EDAW, Inc.

in association with

Wilsey & Ham
DKS Associates
Bartle-Wells Associates

December 1986

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INSTRUCTION SECTION

This document is intended to be used as a supplement to the Master Environmental Impact Report (MEIR) for the Tracy Residential Areas Specific Plan. The purpose for preparing this document is to assess the Growth Management Plan which has been prepared as a mitigation measure for the development trend and growth inducing impacts previously identified in the Draft MEIR.

According to Public Resources Code, Section 15163, "[t]he supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised." Therefore, only new information is presented in this document. The format for the supplement uses the same numbering system that is used in the Draft MEIR; where new subsections are required, the subsection number follows the last subsection in the Draft MEIR. Only the sections with changes or additions to the Draft MEIR are provided in this document.

Throughout this supplement all new information is provided in bold lettering.

2.0 PROJECT DESCRIPTION

2.5 Growth Management Plan

2.5.1 Application

The provisions of this Growth Plan shall apply to all residential development, including mobile homes, in the Assessment District 84-1 Area (84-1 Area) except as otherwise provided in this Growth Plan.

2.5.2 Establishment of Annual Residential Development Allotments

- (a) Any and all residential development in the 84-1 Area shall first secure development allotment before a building permit for such development can be issued. The number of ECU's available to be used for residential development for each calendar year in the City shall be as follows:
 - (i) Calendar year 1987 and all years thereafter through December 31, 1993, a maximum of 1200 ECUs
 - (ii) An allotment for low and moderate income dwelling unit development will be exempt from this Growth Plan to provide an incentive to develop such housing opportunities. This allotment shall be based on the San Joaquin Council of Governments' Fair Share Allocation to the City of Tracy and modified to reflect the proportion of the 84-1 Area.
- (b) The annual allotment may be modified by the City Council to an amount not greater than ten percent (10%) more or less for any given year, provided that the annual allotment for the next succeeding year shall be set higher or lower, as the case may be, in order to redress any excess or deficiency.
- (c) In the event that less than the maximum amount of ECUs allowed for a calendar year are not allotted in that calendar year, the amount of ECUs not allotted may be carried over and added to any subsequent calendar year's allotment; however, in no case may any calendar year's maximum allotment exceed 1,500 ECUs.

2.5.3 Development Allotment Application Forms

- (a) Any application for a development allotment shall be made on the forms established by the Community Development Department, shall contain that information necessary to properly administer the Growth Plan, and shall be filed with the Director or his/her representative.

- (b) The application shall be accompanied by a fee established by the resolution establishing fees and charges for various municipal services.
- (c) An application may be amended upon submittal of an additional application made in the same manner and subject to the same filing deadlines as the original application. The date such amended application is deemed filed for priority list purposes shall be the date the amended application is received and deemed complete by the Director or his/her representative.

2.5.4 Development Allotment Evaluation

- (a) The City Council shall consider once annually all properly submitted development allotment applications. Subject to other limitations contained herein, in order for a development allotment to be awarded, the applicant must properly file his application or amended application within the time limits set by this Growth Plan and subsequent City Council resolution, and must receive affirmative answers to each of the following questions regarding the availability of public facilities and services:
 - (i) Does the existing capacity of the City's water system adequately provide for the water needs of the proposed development?
 - (ii) Does the existing capacity of the City's sanitary sewers adequately provide for the waste needs of the proposed development?
 - (iii) Does the existing capacity of the City's drainage facilities adequately provide for the surface runoff disposal needs of the proposed development?
 - (iv) Does the existing City Police Department have the ability to provide the proposed development with police protection services and abilities according to the established response standards of the City?
 - (v) Does the existing City Fire Department have the ability to provide the proposed development with fire protection services and abilities according to the established response standards of the City?
 - (vi) Does the appropriate school district have the present ability to provide educational services and facilities to the children expected to inhabit the proposed development?
 - (vii) Do existing City streets have the capacity to provide for the needs of the proposed development?
 - (viii) Does Highway 205, within the City limits, have the capacity to provide for the needs of the proposed development?

- (ix) Has the City exceeded its appropriations limit, set pursuant to Article XIII B of the California Constitution?
 - (x) Has the appropriate school district(s) received the state funding assistance needed to provide the educational services and facilities required to meet the demands of the proposed development?
- (b) The City Council shall eliminate from consideration any development which has received a negative answer to any of the questions set forth in part (a). After having studied each application for proposed development in accordance with part (a), having determined which proposed developments have received an affirmative answer to each of the questions listed in part (a), and having determined which proposed development has otherwise met the requirements of this Growth Plan and the City Council (hereinafter referred to as "qualifying developments"), the City Council shall allocate the annual number of development allotments to qualifying developments. A uniform distribution procedure for allocating these development allotments shall be determined by resolution of the City Council.
- (c) Having evaluated each development in accordance with the foregoing criteria, the City Council shall publish in appropriate ways their determinations as set forth herein. The City Council shall then schedule a public hearing to be held within fifteen (15) days of the designated end of the application review period. Said application review period shall be set according to part (d).
- (i) Any applicant may request the City Council at or before said public hearing, to reevaluate the determination(s) made on any or all of the criterion listed in part (a). The primary criteria for the City Council to alter its determination(s) regarding a particular development is the demonstration by the applicant that there exists pertinent information which the City Council was not aware of at the time of the original evaluation. The City Council shall reevaluate the requested determinations at said public hearing, or at a continued public hearing.
- (d) The schedule for the submission and review of development allotment applications shall be established by resolution of the City Council.

2.5.5 Other Powers

- (a) Notwithstanding any other provision of this Growth Plan or prior City ordinance, should the City Council or its designated representative body determine at any time that:
 - (i) The City's appropriation limit, set pursuant to Article XIII B of the California Constitution, is close to being met or exceeded; and/or

- (ii) The appropriate school district has not received the state funding assistance needed to provide the educational services and facilities required to meet the demands of the proposed development, the City Council or its designated representative body may order that no further development allotments and/or building permits be issued to proposed development until such time as the City Council or its designated representative body determines that the appropriations limit and/or school funding problems have been properly addressed and remedied.

2.5.6 Assignment

All development allotments, when issued, shall run with the land and are not transferable except with the land, and are subject to the provisions of this chapter relating to lapsing of a development allotment.

2.5.7 Effect of Approval

The granting of a development allotment pursuant to the procedures and provisions of this Growth Plan shall not exempt nor affect the developer's obligation to obtain all required zoning, environmental, subdivision and other approvals as are required by statute or ordinances as a prerequisite to the application for building permits.

2.5.8 Severability

If any section, sentence, clause or phrase of this Growth Plan is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Growth Plan. The City Council hereby declares that it would have adopted this Growth Plan and each section sentence, clause or phrase thereof, irrespective of the fact that any one or more section, subsections, sentences, clauses or phrases be declared invalid or unconstitutional.

2.5.9 Guidelines and Procedures

The City shall establish by resolution the procedures and guidelines for further implementing the provisions of this Growth Plan. Said guidelines may be changed from time to time as needed to meet the goals and objectives of the General Plan, proposed Specific Plan and this Growth Plan.

2.5.10 Modification of Growth Plan

The City Council may, after a public hearing, change any part of this Growth Plan by amendment, providing the amendment is consistent with the then existing General and Specific Plans.

2.5.11 Exemptions

The provisions of this Growth Plan shall not be applicable to the following projects:

- (a) Except as otherwise provided herein, development, or that portion of development, found and determined by the City Council to be low-income dwelling unit development (as defined)
 - (i) The total number of ECUs allowed for such development per calendar year is set forth in Section 2.5.2 herein.
 - (ii) Any such development shall include affordability guarantees for a period of not less than 10 years.
 - (iii) Any such development must submit a written notice of intent to so develop within the development allotment application deadlines.
- (b) Projects of not more than four residential dwelling units limited to only one (1) such project per developer per calendar year.
- (c) A fourplex or lesser-numbered multiple dwelling on a single existing lot, limited to one (1) such project per developer per calendar year.
- (d) A single-family residential unit on a single existing lot, limited to only four (4) such projects per developer per calendar year.
- (e) Rehabilitation or remodeling of an existing dwelling, or conversion of apartments to condominiums, so long as no additional dwelling units are created and/or additional ECUs needed.

2.5.12 Definitions

Whenever the following terms are used in this Growth Plan, they shall have the meaning established by this section unless from the context it is apparent that another meaning is intended.

- (a) "Building Permit" shall mean the final City approval before construction may begin. this is usually the permit issued by the building division of the Community Development Department. In the case of mobile home parks requiring no other entitlement from the City, it shall mean the use permit for the Park.

- (b) "Development" means the uses to which the land is put, including, but not limited to, subdivision pursuant to the Subdivision Map Act (Government Code Section 66410 et seq.), and any other division of land(except by a public agency), the buildings to be constructed on it, and all alteration of the land and construction incident thereto.
- (c) "Developer" shall mean a person who proposes to engage in development.
- (d) "Development Allotment" shall mean the final City approval before a building permit can be issued. This is the entitlement issued by the City Council.
- (e) "Director" shall mean the City of Tracy Community Development Director or his/her designated representative.
- (f) "ECU" is the acronym for equivalent consumer unit, also referred to in the Tracy Municipal Code as "consumer unit", and shall have that meaning given "consumer units" as described in Title 11, Chapter 4 of the Tracy Municipal Code.
- (g) "Low-Income Dwelling Unit" shall mean a separate housing unit for rent or sale with a rental rate or consumer purchase cost which enables (after considering income to delete ratios of lenders with regards to "for sale" units) persons with a gross household income that does not exceed eighty percent (80%) of the San Joaquin County area median income as adjusted for family size to rent or purchase that unit, which is formally dedicated as low-income housing, which is funded or subsidized pursuant to the provisions of applicable federal, state or local laws or programs, and which includes affordability guarantees for a period of not less than 10 years.
- (h) "Residential Development" shall mean the whole of any development project containing residential uses not expressly exempted from this Growth Plan. Exempted development shall not be considered residential development except as otherwise provided herein. The construction of two or more residential dwellings at a time within an area approved as a single subdivision shall be considered one residential development project, whether or not separate building permits are to be issued for each structure. The independent construction of one or more single residential dwellings or duplexes which are coincidentally within the same subdivision shall be considered a separate residential development project.

4.0 IMPACTS AND MITIGATION

4.3.2 Development Trend Impacts and mitigation

4.3.2.1 Impacts

The expected addition of approximately 7,400 housing units within the Specific Plan areas at build-out, will go a long way toward meeting the demand for housing in Tracy. At the time of this writing the factors which might slow the predicted 1,200 unit per year rate of development, are logistical factors of providing public services and infrastructure, or an unforeseen collapse in the demand for employees in the Tri-Valley subregion.

As discussed in the Existing Conditions section (Section 3.0 of the Draft EIR), the City has recently experienced rapid residential development, and is projected to experience an average 10.3 percent annual increase in population over approximately the next six-year period. This rapid population increase is forecasted to result in residential development, potentially in excess of 1200 dwelling units per year in the Specific Plan Area. This rapid residential development and resulting population increase in the Specific Plan Area and the larger 84-1 Area will potentially adversely affect the capacity of the City's existing streets and the local freeway system to meet increased traffic demands, the capacity of the Jefferson, Tracy, and Tracy Joint Union School Districts to properly accommodate the school-age children brought by such residential development, the ability of the City to provide services, facilities and protections, the cost to households of such services, and the semi-rural character of the community and the quality of life that character affords.

It is the stated purpose and intent of the proposed Growth Management Plan to achieve a steady, orderly rate of annual residential growth in the 84-1 Area and to advance the housing opportunities of the region in which the City is situated, while balancing those housing needs against the public service needs of the City's residents and available fiscal and environmental resources, in an effort to:

- Protect against premature development in the 84-1 Area in the absence of necessary services, facilities and protections, by ensuring that those services, facilities and protections provided by the City, School, and other service agencies operating in the City can be properly and effectively staged and financed in a manner which will protect against the overextension of existing facilities, will allow existing deficient services to be brought up to required and necessary standards, and will minimize, by means of long-range planning, the avoidable costs of short-sighted facility expansion;
- Provide a balanced community with quality housing opportunities for all economic sectors of the community and region, and provide significant incentives to developers to include low-income housing in their developments;

- Ensure that the Jefferson School District, Tracy School District, and Tracy Joint Union High School District will, among other things, have the time and financial resources necessary to properly and effectively stage the recruiting of new teachers, the development of curriculum, and the construction of temporary and permanent school facilities in an effort to meet the demands of continued residential growth in the 84-1 Area without sacrificing the quality of education;
- Ensure that the police and fire protection services and facilities provided by the City in the 84-1 Area are properly and effectively staged and financed in a manner which will allow, among other things, for the recruiting and training of new officers, which will not overextend existing protection services and facilities, which will allow the opportunity to bring existing deficient services and facilities up to required and necessary standards, and which will minimize the costs of such facilities expansion through long-range planning;
- Ensure the balanced development of the City by protecting against unplanned growth in the 84-1 Area which has no relationship to community needs and capacities;
- Ensure that the City does not exceed its appropriations limit, set pursuant to Article XIII B of the California Constitution;
- Ensure that traffic demands brought about by 84-1 Area residential development, do not exceed the capacity of available City streets, and do not place an unreasonable strain on the capacity of Highway 205 within the City limits.

The Growth Plan proposal to limit development allotments to 1,200 ECUs per year and tie allocation decisions with the availability of infrastructure and public services will go a long way toward successfully avoiding the potential impacts associated with the expected rapid development of the Specific Plan Areas.

The implementation section of the Specific Plan also provides a strategy for financing and implementing the necessary public services and infrastructure. This, along with the proposed Growth Management Plan, should minimize service delays and mitigate this impact to a level of insignificance.

4.3.2.2 Mitigation

No additional mitigation measures are necessary.

5.0 GROWTH INDUCING IMPACTS

The Tracy Residential Specific Plan proposes approximately 7,400 new residential units, as well as 39 acres of local-serving commercial development. This can be compared to the estimated 8,642 dwelling units existing within the City in 1985. Full development of the Specific Plan Areas at the proposed densities could result in a population increase of approximately 19,300 people. The areas targeted for this development are within the City's first planned expansion ring, identified as "Phase 1" by the Tracy General Plan.

A Growth Management Plan is proposed which is expected to mitigate the potential impacts associated with rapid development inside the Specific Plan Areas (refer to Section 4.3.2), and provide clear areas of contiguous urban development.

Implementation of the Specific Plan will cause the local infrastructure, specifically the roadway network, the water, and storm drainage systems, and the utility lines, to be expanded to serve the new neighborhoods. While land outside the City must be annexed prior to any provision of municipal service, the excess capacities and location of these new infrastructure systems will inevitably make it easier and more efficient to develop outside the existing city boundaries. For example, the Specific Plan's proposed water trunk line and improved road system along Corral Hollow Road is growth-inducing to the west. Though this area is targeted on the General Plan Map for "Phase II" growth, uncontrolled transfer of sewer capacity from the Residential Specific Plan areas to this area could result in an isolated development surrounded by vacant land. On the east side of the City, construction of the MacArthur Road extension, the Chrisman Road water system and the MacArthur drainageway may induce growth into areas contrary to General Plan policies.

To mitigate these potential growth inducing impacts, the City could adopt a policy pertaining to sewer capacity transfers outside the 84-1 Assessment District, which would limit transfers to areas which when developed will be orderly, compact, contiguous, logical, planned growth of the City well served by municipal services.

The growth inducing impacts of the proposed plan may be considered from two points of view: (1) the plan is responding to the regional demand for housing which is being generated by economic and employment growth in the Tri-Valley subregion and in San Joaquin County; and (2) the Residential Specific Plan could help stimulate growth of local industrial development by providing a convenient labor pool. In this way, Tracy will provide a greatly needed supply of housing for the region, while working toward establishing a jobs/housing balance within the community. Future residential growth in Tracy will most likely be fueled by the rate of economic growth inside and outside the City, as well as the ability of nearby communities to provide similar development opportunities (refer to Appendix A in the Draft EIR for a further description of the market conditions).