

NOTICE OF REGULAR MEETING

Pursuant to Section 54954.2 of the Government Code of the State of California, a Regular meeting of the **PARKS AND COMMUNITY SERVICES COMMISSION** is hereby called for:

Date/Time: Thursday, September 5, 2024, at 7:00 p.m.
(or as soon thereafter as possible)

Location: City Hall Council Chambers
333 Civic Center Plaza, Tracy

THIS MEETING WILL BE OPEN TO THE PUBLIC FOR IN-PERSON PARTICIPATION PURSUANT TO GOVERNMENT CODE SECTION 54954.3 WHICH STATES THAT EVERY PUBLIC MEETING SHALL PROVIDE AN OPPORTUNITY FOR THE PUBLIC TO ADDRESS THE COMMISSION ON ANY ITEM, BEFORE OR DURING CONSIDERATION OF THE ITEM, HOWEVER, NO ACTION SHALL BE TAKEN ON ANY ITEM NOT ON THE AGENDA.

MEETING AGENDA

1. Call to Order
2. Roll Call
3. Pledge of Allegiance
4. Items from the Audience - In accordance with Council Meeting Protocols and Rules of Procedure, adopted by Resolution No. 2019-240, and last amended by Resolution No. 2023-102, a five-minute maximum time limit per speaker will apply to all individuals speaking during "Items from the Audience/Public Comment". For non-agendized items, the Commission may briefly respond to statements made or questions posed by individuals during public comment; ask questions for clarification; direct the individual to the appropriate staff member; or request that the matter be placed on a future agenda or that staff provide additional information to Commission.
5. **APPROVAL OF MEETING MINUTES**
 - a. **REVIEW AND APPROVE THE REGULAR MEETING MINUTES FROM: June 6, 2024**
6. Old Business:
 - a. **REVIEW AND ACCEPT CHANGES TO THE 2025 CITY OF TRACY SPORTS FIELD RESERVATION HANDBOOK**
7. New Business
 - a. **STAFF RECOMMENDS THE COMMISSION 1) REVIEW AND APPROVE TRACY HILLS PHASE 2B VILLAGE 15 NEIGHBORHOOD PARK CONCEPTUAL MASTER PLAN, AND 2) REVIEW AND APPROVE TRACY HILLS PHASE 2B VILLAGE 16 NEIGHBORHOOD PARK CONCEPTUAL MASTER PLAN**
 - b. **REVIEW THE DOWNTOWN VISION PLAN, WHICH INCLUDES CONCEPTS FOR A GRAND PARK IN THE WESTERN BOWTIE AREA, AND RECOMMEND THAT THE CITY COUNCIL APPROVE THE VISION PLAN**

8. Staff items (Verbal Report)
 - a. **RECEIVE THE SPORTS FIELD QUARTERLY REPORT**
 - b. **RECEIVE THE SENIORS QUARTERLY REPORT ON NEEDS AND CONCERNS**
9. Items from the Commission
10. Adjournment

AGENDA POSTED: August 30, 2024

The City of Tracy complies with the Americans with Disabilities Act and makes all reasonable accommodations for the disabled to participate in public meetings. Persons requiring assistance or auxiliary aids in order to participate should call City Hall at (209) 831-6000 at least 24 hours prior to the meeting.

Any materials distributed to the Parks and Community Services Commission regarding any item on this agenda will be made available for public inspection in the Parks and Recreation Department located at 333 Civic Center Plaza, Tracy, during normal business hours.

Full copy of the agenda can be found at the Tracy Library as well on the City's Website:
<https://www.cityoftracy.org/government/boards-and-commissions/parks-and-community-services-commission>

**PARK AND COMMUNITY SERVICES COMMISSION
REGULAR MEETING MINUTES
Thursday, June 6, 2024**

1. CALL TO ORDER:

Chair Lieberg called the meeting to order at 7:00pm.

2. ROLL CALL:

- a. Present: Chair Lieberg, Vice Chair Abercrombie and Commissioners Arbogast, Jimenez, and Shrout
- b. Absent: None
- c. Staff Present: Jolene Jauregui, Interim Parks, Recreation, and Community Services Director, Justin Geibig, Recreation Services Supervisor; Katie Akre, Recreation Program Coordinator; Richard Joaquin, Parks Planning & Development Manager
- d. Recorded By: Andrea Pedigo, Executive Assistant and Norma Padilla, Administrative Assistant

3. PLEDGE OF ALLEGIANCE:

The pledge of allegiance was led by Vice Chair Abercrombie

4. ITEMS FROM THE AUDIENCE:

Catalina Pina, teacher at West High School as well as the Vice President of a new non-profit organization here in Tracy that is targeting the youth, especially on the South Side. We provide art, cultural, and artisan workshops for the local community. We have also provided community meals. The board has pocketed this non-profit, and we are looking to expand. A few weeks ago, we found out that California has an initiative to have art in the parks and we are really excited about this because we want to be able to grow and provide more for the youth in Tracy as well as expand the cultural diversity opportunities for the community. Currently, we are working on a grant that will foster vibrant community engagement, support local artists, and celebrate cultural diversity through the creation of art and cultural programming in local parks.

We would like to ask the city to collaborate with us in order to use the park, especially McDonald Park to host events and workshops.

Commissioner Jimenez asked a clarifying question to Ms. Pina.

Ms. Pina stated for plan development, they will be asking for \$40,000.00 which could potentially in the next two cycles after this one, could bring in as much as \$100k- \$150k depending on how much they grow during the planning and development phase.

Commission discussion followed.

Staff will follow up with Ms. Pina as well as get her partnered with the Tracy Arts Commission.

5. APPROVAL OF MEETING MINUTES

- a. Reviewed and Approved the Regular Meeting Minutes from **April 4, 2024**

ACTION: Vice Chair Abercrombie motioned to approve the meeting minutes as written for April 4, 2024. Commissioner Arbogast seconded the motion. Roll call found all in favor with a 5,0,0 vote.

b. Reviewed and Approved the Special Meeting Minutes from **April 22, 2024**

ACTION: Vice Chair Abercrombie motioned to approve the meeting minutes as written for April 22, 2024. Commissioner Shrout seconded the motion. Roll call found all in favor with a 5,0,0 vote.

c. Reviewed and Approved the Regular Meeting Minutes from **May 2, 2024**

ACTION: Vice Chair Abercrombie motioned to approve the meeting minutes as written for May 2, 2024. Commissioner Shrout seconded the motion. Roll call found all in favor with a 5,0,0 vote.

6. NEW BUSINESS:

- a. **REVIEW THE APPLICATIONS RECEIVED FROM THE PUBLIC NAMING PROCESS FOR THE TRACY HILLS PHASE 2 NEIGHBORHOOD PARKS 1 AND 4 AND PRIORITIZE THE TOP THREE (3) NAMES FOR CONSIDERATION BY THE CITY COUNCIL**

Commissioner Abercrombie recused himself for this item.

Justin Geibig, Recreation Services Coordinator presented the staff report to the Commission.

Commissioner Jimenez asked staff what the decision was after consulting with the City Attorney as we postponed this item from last month.

Jolene Jauregui, Interim Parks, Recreation, and Community Services Director read the statement from the Attorney and stated that the city attorney corresponded with the Council member and reviewed the policy in coordination with the FPPC.

Commissioner Jimenez challenged that ruling from the Attorney and addressed the commission as to why. Commission discussion occurred.

Chair Lieberg open the item up to public comment.

Chair Lieberg read an email into the record on behalf of Greg Cose for item 6.a. Greg Cose stated:

I'd like to nominate Dan Shack and family to have a park named in their honor for many years of community service. Their commitment to Tracy and especially to downtown has made a difference for the benefit of the community. Dan was an original founder of TCCA, the Downtown Improvement District, better known as the Tracy City Center Association. He's been a leader in the organization for more than 14 years now and has been instrumental in the development and implementation making of the great events held in downtown. Dan and his family have made considerable contributions of time and money to improve the quality of life around this community for over 50 years. Very few can match the longevity of effort the family has made. Dan inspires me to do more and leaves a legacy of giving for others to emulate.

Please strongly consider Dan and the Shack family for recognition for many years of service with a park named in their honor. Thank you.

Noah Watkins, ASB President at West High addressed the commission as to why one of the parks should be named after Steve Abercrombie. He stated: Steve Abercrombie is a name that should not be taken lightly. It is a name of humility, selflessness, hard work, and a warm heart. He's exceptionally devoted many years of his life to the betterment of our Tracy community. This devotion can be exemplified by his contribution to the Tracy education system

as a DARE officer, TUSD board president, and his work with the Good Samaritan and Brighter Christmas Foundations.

These are only a few of the contributions out of the many that he has made in our community. He has not only impacted our community, but the very school my peers and I attend, West High. He has made great contributions to helping our leadership program fundraise for our events, even taking time out of his day to visit us.

Our appreciation towards Officer Abercrombie is everlasting, just as his presence in the city deserves to be. With that said, this is exactly why I believe it would be most honorable to name the park in Tracy Hills after Officer Abercrombie. Thank you.

Paul Ritter, Tracy Resident spoke on behalf of the Tracy Friends for Parks, Recreation, and Community Services. He stated: Dan has been on the board as President since its inception. As stated by Greg Cose, Dan has a roll call of things that he's done for the city and around the city, much less, in addition, his architectural work and construction has added to the aesthetics of the town quite substantially. We think Dan is very worthy and it's quite a group of names he's competing with. But we think he's right at the top of the list. Thank you.

Tracy resident, mention that most of what Greg Cose mentioned was what he was going to say but added that he was impressed by many of the names that were shown tonight. He mentioned he knows some of those people, and they're all very worthy, but he feels that no one is more worthy than Mr. Dan Shack.

Dan has done so much in the community, as Greg said, for 50-plus years, which speaks volumes for anyone that's dedicated themselves to our city. Tracy runs through his veins, and he's deserving of the honor.

Kaylin Dell'Aringa, daughter of Dan Schack addressed the commission. Kaylin and her sister submitted the application for their father. She stated they were born and raised in Tracy and their kids were born and are being raised in Tracy.

Kaylin mentioned that this is her third time submitting an application. The first time her dad was nominated he was in second place; the second time he was nominated he again was in second place. Fast forward to now, her and her sister are here again to nominate their father.

Kaylin stated: it is very apparent by the people that were nominating him, my sister and I, and the people that have spoken at the podium, he's very well deserving. He has all the accolades. I'm not going to go into the laundry list of things that people have said because we've done that already. We're here for the same thing. I'm asking you guys for a commitment to continue what we've already discussed for the last two years and at least put him as the next in line, as it should have been before, or as it should be now. I understand this is a process, and here we are next in line.

Let's consider him strongly. It's difficult to say why one person would be more deserving of another. I don't think it's a possible decision. All the people that have been nominated before and now have done uniquely incredible things for Tracy. But the unique point of this is that it leaves a legacy forever, right? My father's legacy for my sister and I and our family is love and honor and respect, and that's us, right? But it's important for us to acknowledge him in a more permanent way for a lasting legacy that generations of families and children can see. I'm very emotional, as you can hear in my voice.

But I hope you consider him strongly for your first choice tonight, and all the rest of the candidates should be equally considered for future parks.

Chair Lieberg closed public comment and returned it for questions and comments of the commission.

Commission discussion occurred.

Per discussion, the following was the outcome per commissioner:

Commissioner Jimenez voted 1. Dan Schack, 2. Steve Abercrombie, and 3. Brent Ives

Commissioner Arbogast voted 1. Sam Mathews, 2. Dan Schack, and 3. Steve Abercrombie

Commissioner Shrout voted 1. Dan Schack, 2. Steve Abercrombie, and 3. Sam Mathews

Chair Lieberg voted 1. Dan Schack, 2. Sam Mathews, and 3. Steve Abercrombie

Jolene Jauregui, Interim Director of Parks, Recreation, and Community Services stated that based on the number system it looks like Dan Schack first priority, Sam Mathews second, and Steve Abercrombie third.

Jolene Jauregui, Interim Director of Parks, Recreation, and Community Services asked if they want to name a person to a certain park as we are naming 2 parks.

Chair Lieberg opened the item up to the audience for their input.

Mary Mitracos, Tracy resident on Eaton Avenue mentioned how much Dan Schack loved dogs, so if there is a dog park in one of the two parks, the one with the dog park should be named after Dan Schack.

Veronica Vargas, Tracy resident stated she is pleased to see how this discussion developed and is pleased to hear that Dan Schack is getting the first spot in having a park named after him. Ms. Vargas agrees with Ms. Mitracos that it would be nice to name a park after Dan Schack that has a dog park.

Kaylin Dell'Aringa also stated she would love to have the park with the dog park named after her dad, Dan Schack.

ACTION: Commissioner Shrout motioned to approve and make a recommendation to city council that the Tracy Hills Neighborhood parks 1 & 4 be named after Dan Schack #1, Sam Mathews #2, and Steve Abercrombie#3. Commissioner Arbogast seconded the motion.

b. STAFF RECOMMENDS THE COMMISSION PROVIDE FEEDBACK ON THE PROPOSED LOCATION AND SIZE OF THE TRACY HILLS PHASE 1C CITY PARK.

Richard Joaquin, Parks, Planning and Development Manager presented the staff report to the commission.

Mike Souza, Project Manager for Tracy Hills Community presented his report to the commission.

Commission questions followed. Mr. Souza answered the questions along with Richard Joaquin, Parks, Planning, and Development Manager.

ACTION: Vice Chair Abercrombie motioned to approve this moving forward to Council. Commissioners Jimenez and Shrout seconded the motion. Roll call found Chair Lieberg, Vice Chair Abercrombie, Commissioners Jimenez and Shrout all in favor, and Commissioner Arbogast opposed. Passed and so ordered with a 4,1,0 vote.

c. REVIEW AND PROVIDE INPUT ON THE REVISED CITY OF TRACY SPORTS FIELD RESERVATION HANDBOOK

Katie Akre, Recreation Program Coordinate presented the staff report to the commission.

Commission questions and comments followed.

Justin Geibig, Recreation Services Supervisor answered the questions of the commission.

ACTION: No action taken as it was to just provide input

d. REVIEW AND ACCEPT CHANGES TO THE 2024 CITY OF TRACY FACILITY RESERVATIONS HANDBOOK

Katie Akre, Recreation Program Coordinate presented the staff report to the commission.

No comments or questions from the commission.

ACTION: Vice Chair Abercrombie motion to approve the 2024 City of Tracy Facility Reservations Handbook. Commissioner Arbogast seconded the motion. Roll call found Chair Lieberg, Vice Chair Abercrombie and Commissioners Jimenez, Shrout and Arbogast all in favor. Passed and so ordered with a 5,0,0 vote.

e. THE COMMISSION, BY MOTION, APPOINT ONE COMMISSIONER AS CHAIRPERSON AND ONE COMMISSIOER AS VICE CHAIR TO SERVE A ONE-YEAR TERM COMMENCING ON JULY 1, 2024, AND ENDING ON JUNE 30, 2025.

Jolene Jauregui, Interim Director of the Parks, Recreation, and Community Services department stated there is no staff report and they can elect a chair and vice chair.

Commission discussion occurred.

Vice Chair Abercrombie voted to keep the chairs the same.

Commissioner Jimenez nominated Chair Lieberg to remain the chair and opened the Vice Chair up to volunteers.

ACTION: Commissioner Jimenez motioned to keep Chair Lieberg as Chair and Vice Chair Abercrombie as Vice Chair for the one-year term from July 1, 2024, to June 30, 2025. Commissioner Arbogast seconded the motion. Roll call found Chair Lieberg, Vice Chair Abercrombie and Commissioners Jimenez, Shrout and Arbogast all in favor. Passed and so ordered with a 5,0,0 vote.

f. REVIEW, UPDATE, AND APPROVE, BY MOTION, THE GOALS AND OBJECTIVES OF THE PARKS COMMUNITY AND SERVICES COMMISSION FOR FY 2024-2025 WHICH RUNS FROM JULY 1,2024 THROUGH JUNE 30,2025.

Jolene Jauregui, Interim Director of the Parks, Recreation, and Community Services department presented the staff report.

Chair Lieberg opened the floor for discussion as stated he is fine with keeping the goals the same and rolling them into FY 2024-2025.

ACTION: Vice Chair Abercrombie motioned to roll over the FY 2023-2024 goals and objective to FY 2024-2025. Commissioner Shrout seconded the motion. Roll call found all favor with a 5,0,0 vote.

7. STAFF ITEMS:

a. RECEIVE THE SPORTS FIELD QUARTERLY REPORT

Katie Akre, Recreation Program Coordinator presented the staff report to the commission.

Chair Lieberg asked questions to the staff.

Katie Akre, Recreation Program Coordinator answered the questions.

8. ITEMS FROM THE COMMISSION:

Commissioner Jimenez reported that the Tracy Senior Association is hosting their annual Pancake Breakfast at Applebee's on June 22, 2024, from 8am until 10am. Tickets are \$15.00 each and they will have raffles pries. This is a fun event.

Commissioner Arbogast asked about the timeline for Gretchen Talley. Richard Joaquin, Parks Planning and Development Manager answered the question.

Commissioner Shrout stated that the food vendor we chose for the Sports Complex is out of site and was a great choice.

Vice Chair Abercrombie stated they did a cleanup of the western railroad that runs from Corral Hollow to Lammers, and he wanted to thank everyone who came out to help as they filled an entire dumpster.

Vice Chair Abercrombie asked staff about the pump track and if we are smarter than other cities. He stated he was not slamming this staff. Richard Joaquin answered the question and stated we received direction from the City Attorney's Office; however, it is a department capacity issue with many large Capital project moving forward.

Commissioner Arbogast asked with the trend of Pickleball rising, are we looking at having for parks with pickleball that can host tournaments. Richard Joaquin, Parks, Planning and Development Manager stated that as far as a facility for tournaments, there is protentional in Tracy Hills with 2–15-acre parks being built.

Chair Lieberg asked that we bring back an item to possible rename the Ellis Dog Park with a second from Commissioner Shrout.

9. ADJOURNMENT:

Time of Adjournment: 8:57pm

ACTION: Motion was made by Commissioner Shrout and seconded by Vice Chari Abercrombie to adjourn the meeting at said time of 8:57pm. Roll call found all in favor, passed and so ordered with 4,0,0 vote. Commissioner Jimenez did not vote as she left the meeting early.

The above agenda was posted at Tracy City Hall on May 30, 2024. The above are action minutes. A recording of the meeting is available at the Parks and Recreation Department.

Jolene Jauregui, Staff Liaison

Interim Parks, Recreation, and Community Services Director

CITY OF TRACY
PARKS & COMMUNITY SERVICES COMMISSION MEETING
September 5, 2024

AGENDA ITEM 6.a.

REQUEST

**REVIEW AND ACCEPT CHANGES TO THE 2025 CITY OF TRACY SPORTS FIELD
RESERVATION HANDBOOK**

EXECUTIVE SUMMARY

As part of an ongoing review process, staff has updated the City of Tracy Sports Field Reservation Handbook (Attachment A) for use in the upcoming calendar year and Annual Field Allocation Process. The Parks and Community Services Commission is requested to review, provide feedback to staff, and accept changes on the 2025 Handbook.

DISCUSSION

The policy authority provided in the Tracy Municipal Code 7.16.030 (a) states that the Parks and Recreation Commission has the power to “establish rules and regulations governing the conduct of recreation programs, protection of property and activities of persons in all parks.”

The Sports Field Reservation Handbook establishes the guidelines for staff to allocate City-owned and operated sports fields to applicants on an annual allocation basis. The Handbook designates priority classification groups, in-season priority sports, and the Annual Field Allocation process and schedule, in addition to codifying rules and regulations for sports field rentals.

On June 6, 2024, City Staff attended the Parks and Community Services Commission to present the 2025 Sports Fields Reservation Handbook for the Commission to review and provide feedback. On June 10, 2024, City Staff presented the proposed handbook changes for 2025 during the annual Sports Fields Allocation Meeting with the local sport organizations for their review and feedback. Based off feedback provided by Parks Commission and local sports organizations, some of the proposed updates to the 2025 Handbook includes:

1. Update user fees to align with the Master Fee Schedule approved by the Tracy City Council in May of 2024
2. Update the tournament allocation process and define tournament historical significance
3. Proposing to add new language to the Live Draft Process
4. Update Plasencia Fields to a Standard Field based off the current amenities
5. Update the insurance requirements to include new motorcycle/ LSV requirements for golf cart usage at city facilities

6. Proposing a new update to add to the Measure to Ensure Adherence Policy

Overall, the user groups continue to respond positively to the Sports Fields Handbook, with changes in this year's handbook coming directly from suggestions gathered from user groups and the Parks Commission. During the upcoming year, City staff will continue to host sports-specific feedback meetings, in addition to the annual pre-allocation meetings, to ensure the Handbook meets the needs of both the City and its sports user groups.

RECOMMENDATION

That the Parks and Community Services Commission review and accept changes to the 2025 City of Tracy Sports Field Reservation Handbook.

Prepared by: Katie Akre, Recreation Program Coordinator

Reviewed by: Justin Geibig, Recreation Services Supervisor
Jolene Jauregui-Correll, Recreation Services Manager

Approved by: Brian MacDonald, Parks, Recreation and Community Services Director

ATTACHMENT

Attachment A – 2025 Sports Field Reservation Handbook

CITY OF TRACY

Sports Field Reservation Handbook

2025 Allocation Year

Finalized by the Parks and Community Services Commission
at its September 5, 2024, regular meeting



Think Inside the Triangle™

Parks, Recreation, & Community Services Department
Community Facilities Division
333 Civic Center Plaza, Tracy, CA 95376
Phone (209) 831-6201
Fax (209) 831-6218
sportsfields@cityoftracy.org

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SPORTS FIELD RESERVATION HANDBOOK

INTRODUCTION

Thank you for considering the City of Tracy for your next sporting event, game or practice. The City's Parks, Recreation and Community Services Department, through its Community Facilities Division, administers the allocation and reservation of City-owned and operated sports fields to non-profit, private and commercial users.

The City of Tracy recognizes the importance of providing safe, well-maintained and aesthetically appealing fields to all users. The policy provided herein reflects this philosophy, as well as the City's desire to provide an outstanding quality of life through park amenities and facilities.

Please carefully review this handbook prior to submitting your request for field usage and sign the Acknowledgement Form on the last page of the Handbook to signify that you (and/or the representing organization) have read and understood the information and policy herein.

Contact information for the Community Facilities Division is as follows:

Tracy City Hall
333 Civic Center Plaza
Tracy, CA 95376

City Hall Business Hours

Monday – Thursday 8:00 am – 6:00 pm

*Friday** 8:00 am – 5:00 pm

*City offices are closed every other Friday. Please call ahead for office availability.

Phone (209) 831-6201
Fax (209) 831-6218
Email sportsfields@cityoftracy.org

City website: www.cityoftracy.org

Facility Attendant (Patrol): (209) 640-2733
Facility Attendant (Tracy Sports Complex): (209) 814-0706
Facility Attendant (Legacy Fields): (209) 362-0076

Weather/Field Condition Hotline: (209) 831-6350

**Weekdays (Monday-Friday) are updated by 3 pm*

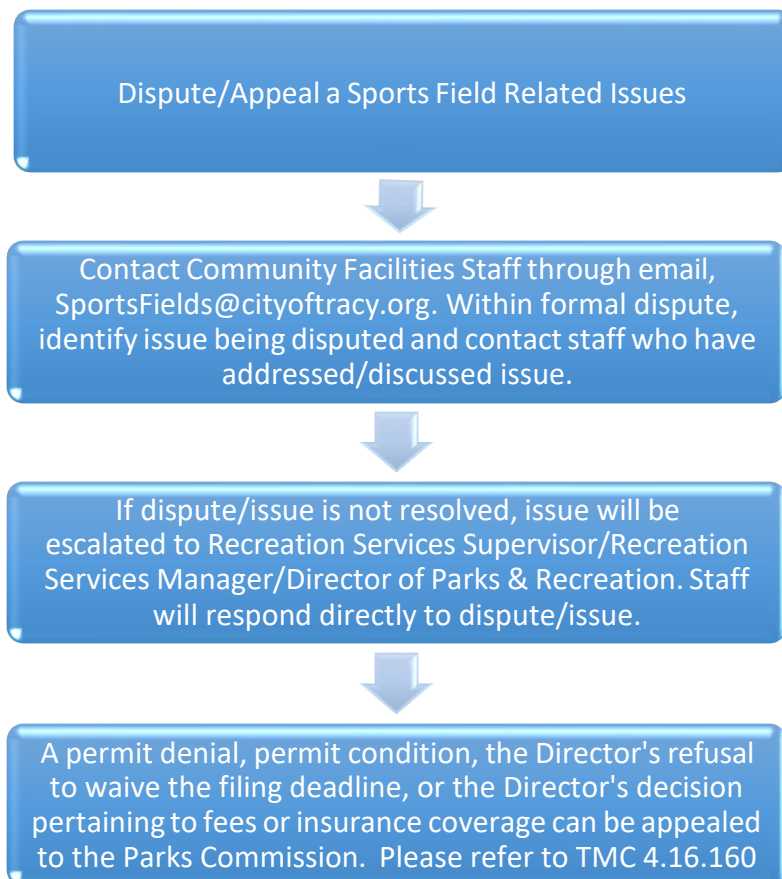
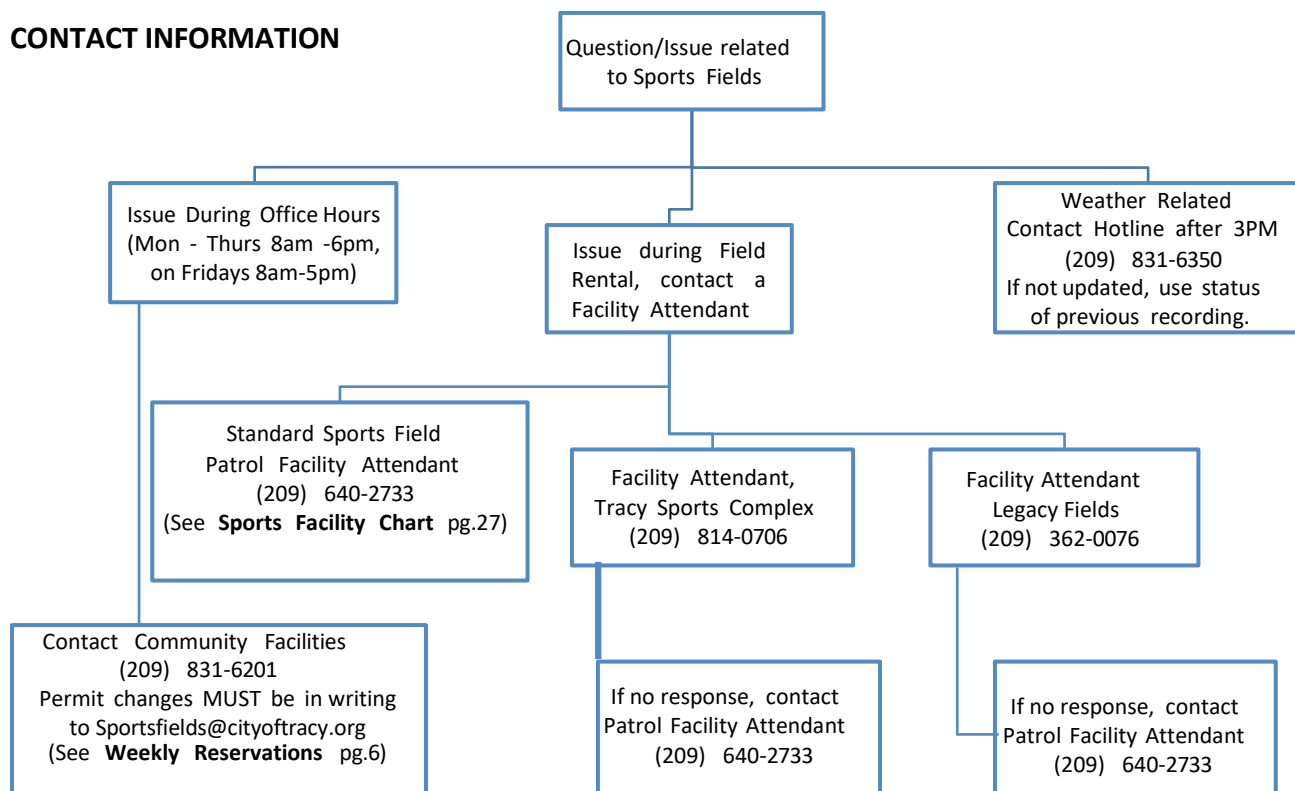
***Weekends (Saturday-Sunday) are updated prior to a permitted reservation*

Musco Light Control (877) 347-3319

Unique organization login and user code needed to control lights.

Email sportsfields@cityoftracy.org to setup an account to receive a username and code.

CONTACT INFORMATION



GENERAL RULES/SCHEDULING

Hours of Use

- Sports field rental hours: 9:00 am – 10:00 pm (may vary based on specific site/facility)
- A minimum one-hour rental is required per field.
- Rentals on City Holidays are contingent upon staff availability.

Allocations & Scheduling

- Fields are initially allocated during the **Annual Field Allocation Process**. Requests for additional use of fields after the Field Allocation period will be addressed on a first-come, first-served basis.
- Only an Authorized Agent listed on the City's field rental account will be allowed to book fields for their affiliated organization or request changes to organization's permit(s). Organizations are allowed up to five (5) authorized agents. Coaches or other individuals must receive permission in writing from their league representative to book fields for the organization, or under the organization's name.
- Fields shall be assigned based on the **Field Allocation Priority Classification** and the **In-Season Priority Schedule**. If two or more user groups fall equally within the same classification, the City of Tracy will consider the following factors when allocating fields: percentage of Tracy residents in the organization, size of the organization, number of field hours requested, returning events/ tournaments, and performance history. (See **Live Draft** on pg. 10 for more information).
- During initial allocations, fields will be assigned to organizations by size of rosters as a total percentage of all groups within the classification group, of all available hours and/or fields are at a single complex.
- The City reserves the right to cancel any event as deemed necessary for the safety of all participants and in the best interest of the sports park. Reservations or events that have a history of issues may be required to provide additional security at the expense of the applicant prior to approval.
- **Submittal of an application or a field request in writing does not guarantee that the rental request has been authorized or approved.**

Tournament Allocations & Scheduling

- Tournaments or events that have been occurring on a specific date or weekend for three (3) consecutive years are considered historical and will be given priority; the dates and tournament rental request must still be submitted in writing during the allocation period. If the tournament or event is cancelled due to rain, air quality, or inclement weather conditions, an alternative date or location may be provided and will not impact the historical significance. If the organization cancels the tournament or event on their own accord, the organization forfeits the historical significance of that tournament or event. Tournaments considered historical and to remain historical, cannot change age categories (youth or adult) or tournament title from prior years.
- For Legacy Fields and Tracy Sports Complex, in season priority will be given to local teams on the weekends, while tournaments will be given priority for secondary use (i.e. baseball/softball tournaments will have priority July-December and soccer tournaments will have priority January-June). Additionally, one ballfield wagon wheel (5 fields) at Legacy Fields Sports Complex will be designated for weekend tournament usage, July-December.
- Tournament Directors will be required to pay the non-refundable application fee and deposit at time of submittal of application. (See **Field Use Fees**, pg. 13) Tournament payments are due in full 30 days prior to the tournament start date and any previous outstanding balances must be paid in full prior to your next approved tournament. If payment is not made in full 30 days prior, the tournament will be cancelled.
- Tournament organizations cannot submit additional dates to accommodate for rain outs.
- Field Prep request for Tournaments are due on Monday, two weeks prior to tournament.

City of Tracy Sports Field Reservation Handbook: 2025 Allocation Year

- All Tournament Directors are required to have a traffic control plan and additional volunteers/staffing for parking. If additional staffing is needed from the City, staffing and parking fees will be charged to the permit.
- Tournament Directors must submit the following items within 30 days prior to their tournament date: a promotional flyer or social media page link and link to register.
- If a tournament application is submitted less than 30 days, all permit fees must be paid at time of application submittal and any previous outstanding balances must be paid in full. Approval is subject to staffing and availability. If the tournament is cancelled less than 30 days prior to the tournament date, tournament directors will be held to the **Cancellation and Refund Policy**.
- Any issues regarding your tournament must be addressed no later than 30 days after your event. (i.e., permit charge disputes, etc.) Any disputes after the 30 days will remain on the permit and fees will be charged if applicable.

Facility Use Permits

- Permitted hours of use must include set-up and clean-up time. Setup and clean-up time should not exceed 1-hour.
- The field(s) must be vacated at the time specified in the Facility Use Permit. Users may not access field(s) prior or exceed their permitted rental time. Users that violated their permitted rental time, will be subject to disciplinary measures following the **Measures to Ensure Adherence to Policy**, see page 25.
- Permit holders must have a copy of their Facility Use Permit on hand during each rental (electronic versions are acceptable) and the permit holder must be present onsite during each reservation or designate an Authorized Agent (See **Authorized Agents** pg. 15). Field users without permits may be asked to vacate the field (See **Rules of Conduct** pg.20).
- Permission for activities beyond the scope of normal league play (practices or games) must be requested in writing at least 30 days in advance, and approved activities must be listed on the Facility Use Permit (See **Special Permits & Requests** pg.21).
- Use of Legacy Fields and Tracy Sports Complex is **by permit only**. No drop-in use is permitted.
- The City reserves the right, on a case-by-case basis, to add conditions or modifications to the Facility Use Permit.
- The Facility Use Permit includes all approved days and times. Not all requests can be granted. Please check your permit carefully prior to scheduling practices and games and monitor all field closure impacts.
- Reservations may not be transferred, assigned, or sublet.

Weekly Reservation/Field Prep Processing Schedule/Deadlines

Requests for changes to your permit need to be submitted in writing through email to SportsFields@cityoftracy.org (phone calls/verbal permit changes will not be accepted)

Weekly Reservation Change Type Deadlines	DAY	TIME
Field Prep Requests – two weeks prior to games/tournaments	Monday	Noon
Request for Permit Changes (excluding cancellations, see pg. 7)	Monday	6:00 PM
New Field Requests that are Approved are Published	Wednesday	Noon
Field Prep Schedule Published	Wednesday	Noon

Cancellation & Refund Policy

Any requested cancellations or changes made to the Facility Use Permit must be submitted in writing to the Community Facilities Division.

- *Practices/Games:* Cancellations made a minimum of 7 days prior to the practice or game will receive a full credit of rental fees. Any cancellations requested less than 7 days in advance will not receive any credit of fees.
- *Tournaments & Camps/Clinics:* Cancellations made a minimum of 30 days prior to the start of the tournament/camp/clinic will receive a full credit of rental fees. Any cancellations requested less than 30 business days in advance will not receive any credit of fees.

If an event is cancelled after it has started due to rain, air quality, or inclement weather conditions, such as high temperatures or weather that impairs vision, the base rental fee will be pro-rated to the percentage of games played, less 10% of the whole (e.g., if 70% of games were played, 60% of fee base would apply). All maintenance and light charges will apply for the time period that the fields were in use. Credits/refunds will not be issued for unused hours that were not caused by rainouts or inclement weather.

Any issues regarding your reservation must be addressed no later than 30 days after your event. (i.e., permit charge disputes, etc.) Any disputes after the 30 days will remain on the permit and fees will be charged if applicable.

Temporary Handbook Changes in Response to Health Pandemics

In an event of a health pandemic, the City of Tracy may pilot various programs at alternative locations (i.e. Placencia, Baseball Outfields, Legacy Soccer Fields) and will align with the turf management policy (See **Turf Management**, pg.18) in order to maintain playable fields. Staff will continue to provide in-season priority to each respective sport but will also seek to accommodate other sports to alleviate schedule compaction issues.

Staff will align with and follow City, County, and State orders and guidelines for use of sports fields which may include but is not limited to mandatory submission of Safety Plans and/or Assumption of Risk Waivers to be kept on file with the City during any type of health pandemic.

Performance History

The City reserves the right to limit or revoke field allocations/access based upon an organization's performance history including compliance with established rules and policies, field conditions after use, unruly behavior of participants and guests, or overdue or outstanding payment. Requests for field allocations will not be considered if unpaid or overdue balances exist on the user's account.

Field Allocation Priority Classification

Field allocations will be established based on the following priority classification groups.

- A. City-sponsored or co-sponsored events and programs, including City recreational programs or leagues
- B. Tracy Unified School District, including Tracy High School softball program
- C. Organizations comprised of at least 80% Tracy residents
 - 1. Youth non-profit
 - 2. Youth commercial
 - 3. Adult non-profit
 - 4. Adult commercial
- D. Organizations comprised of less than 80% Tracy residents
 - 1. Youth non-profit
 - 2. Youth commercial
 - 3. Adult non-profit
 - 4. Adult commercial
- E. General public (private individuals)

“Commercial” use shall be defined as “Any activity conducted in or on a City facility where monies are collected for the specific purpose to financially benefit an individual, business or organization, non-profit corporations excluded.” **Please note, if all things are considered equal, special consideration will be given to organizations with historical significance to the City of Tracy and organizations past performance history.**

Verification of Tracy Residency

Residency percentages will be established using rosters from the most current or prior applicable season (i.e previous Spring rosters for current Spring application). Rosters must be submitted as sortable spreadsheets, (i.e Microsoft Excel). Organizations or individuals that do not have rosters from the previous season will initially be assigned to Group D (they will then be re-prioritized by priority classification). Rosters must be submitted with the initial field request and must include the head coach’s full name, home address, email address, phone number, and each youth participant’s full name, gender, birthdate, home address, and phone number.

In-Season Priority Schedule

Scheduling priority shall be assigned to sports during their traditional, in-season time frames.

<i>Usage</i>	<i>January-June</i>	<i>July-December</i>
Primary User	Baseball/Softball/Cricket	Soccer/Football
Secondary User	Football/Soccer	Baseball/Softball/Cricket

Insurance

Insurance must provide protection from claims arising from injuries or damage to other people or property. The following items are required on the insurance certificate:

- Insured’s name is the same as listed on the sports field rental application.
- Minimum of \$1,000,000 General Liability Insurance, and \$2,000,000 Aggregate
- Name the City of Tracy as “Additional Insured”
- If selling items of any kind, a product liability endorsement to the user’s general liability is required.
- Certificate Holder:
 - City of Tracy
 - Attn: Community Facilities Division
 - 333 Civic Center Plaza
 - Tracy, CA 95376

Additional Insurance Requirements if applicable: If a renter is requesting to utilize a golf cart and/or mule-type vehicles onsite at any sport complex for a tournament/game/practice or one day event, a separate additional motorcycle/LSV policy will be required. The following items are required on the insurance certificate:

- General auto liability of \$15,000 per person/ \$30,000 per accident for bodily injury
- \$5,000 for property damages
- Said policy or policies of insurance, shall include an endorsement naming the City of Tracy and its officers, elected officials, agents, volunteers, and employees as additionally insured.
- Organization agrees to not operate the golf cart/ mule type vehicle on City property prior to the effective date of insurance coverage.
- Acknowledge and sign City of Tracy Release and Waiver of Liability Golf-Cart Use on City Property Form

Proof of Non-Profit and Business Status

An organization's non-profit status must be on file, current, and in good standing in order to qualify for a non-profit priority classification. An organization must also demonstrate its business status. The following websites will be checked to confirm non-profit status during each allocation period and a Non-Profit Verification Fee will be charged to each organization during the allocation process (See **Sports Fields User Fees**, pg. 13):

Tax Exempt Status – Used to check Non-Profit Status

1. Go to <https://apps.irs.gov/app/eos/>
2. In the "Search By" drop-down menu, select "Organization Name"
3. Enter the organization name in the Search Term box and click the blue "Search" icon
4. Scroll to the list of results, and click on the organization name (blue link)
5. Click "Print" to print the page, and attach document to application packet

Franchise Tax Board: Entity Status

1. Go to https://www.ftb.ca.gov/online/self_serve_entity_status_letter/index.asp
2. Click on the blue "Check Status" icon
3. Select search method "By Name"
4. Enter the Entity Name and click the "Perform Search" icon
5. Click on the Entity ID (blue link)
6. Note "Entity Status" (must be ACTIVE or REVIVED; cannot be REVOKED or SUSPENDED)
7. Click the "Generate Letter" icon, print the letter, and attach to application packet

Secretary of State, State of California

2. Go to <https://bizfileonline.sos.ca.gov/>
3. Select "Search" from the lefthand sidebar
4. Enter corresponding "Search Criteria" and click on the Search icon
5. Click on organization name (blue link)
6. Note "Status" (must be ACTIVE)

Print the page and attach to application packet.

ANNUAL FIELD ALLOCATION PROCESS

Each fall, the City of Tracy initiates its annual sports field allocation process for user groups interested in renting fields for the approaching calendar year. Field Applications can be obtained by contacting the Community Facilities Division at (209) 831-6201, in person at Tracy City Hall, or via email to sportsfields@cityoftracy.org.

Submittal of a Field Application does not guarantee that the rental request(s) has been authorized. Please remember to include map of planned field lining/subdivisions with dimensions for EACH field when requesting to paint fields.

Live Draft Process

1. Organizations will be prioritized using applications that were submitted by the application deadline (See **Allocation & Scheduling**, pg. 5).
2. Organizations will be “capped” on the initial allocation process, only being able to reserve a maximum number of premium field hours based on the prior year’s premium field usage. New or existing organizations requesting premium fields will be given a minimum of 20 hours to allocate if their prior year’s usage is less than the minimum or have never previously reserved premium fields. Organizations are expected to select fields at locations/facilities they reserved in the past unless they are looking to transition to fields that offer different amenities (i.e selecting fields at a complex that has lights where they were at a complex that did not offer lights). Once the initial allocation process has been completed, any open field availability will be allocated on a “first come, first serve” basis.
3. Each organization will be given a scheduled time and date to meet with staff virtually or in-person to discuss/allocate fields. A “One Drive” Excel (or public shareable) document will be used as the initial field scheduler to track all organization’s requests. This Excel document will present “real time” field availability and will aid in the tracking of “capping” field usage. A link to the “One Drive” Excel document will be sent to all organizations prior to each live draft.
4. Virtual/In person meeting/invitations for draft time slots for each organization will be sent 1-week prior to each organizations draft time (based on the contact person/information submitted on their application).
5. **Staff will NOT go beyond the allocated time for each organization.** Organizations that do not finalize allocating fields during their scheduled time, will forfeit their priority during allocations.
6. **Individuals renting fields under the umbrella of another organization (I.e., utilizing the organizations insurance and/or non-profit status) and share the same player rosters, are not eligible to participate in the live draft process. Individuals will be able to reserve fields once they become available during “first come, first serve”.**
7. After the Live Draft process, staff will send all organizations a “Draft” permit based on the fields allocated during the live draft for review. Organizations are responsible for reviewing and ensuring their permits are accurate (following the draft, but also throughout the season)

ANNUAL FIELD ALLOCATION PROCESS, CONT'D

Date	Process
Baseball/Softball/Football: June 10, 2024	Field User Group Allocation Meetings <ul style="list-style-type: none"> Field user groups come prepared to discuss their needs, issues and concerns and are encouraged to submit agenda items for discussion. Meeting topics will also include maintenance updates, policy review, and field issues.
Soccer/Cricket/Ultimeate: June 11, 2024	
September 5, 2024	<ul style="list-style-type: none"> Final review and approval of Handbook by Parks and Community Services Commission.
January-June Allocations	
September 30, 2024	Deadline to submit applications for practices/games, and special events (e.g., Opening Day) for January – June allocations, and ALL weekend tournaments for 2025. (Late submittals forfeit priority.)
October 2024	<ul style="list-style-type: none"> Staff works with user groups to negotiate and adjust schedules. Live Draft of fields will be conducted by staff Staff issues draft field rental schedules and rental fee statements to each user group for January-June permits.
November 2024	<ul style="list-style-type: none"> Staff issues final schedule for permits January-June. Each user group that accepts the schedule and associated fees will receive a Facility Use Permit upon submittal of payment of permit application fee and all field deposits, plus proof of insurance.
July-December Allocations	
March 31, 2025	Deadline to submit applications for practices/games, and special events (e.g., Opening Day) for July – December allocations. (Late submittals forfeit priority.)
April 2025	<ul style="list-style-type: none"> Staff works with user groups to negotiate and adjust schedules. Live Draft of fields will be conducted by staff Staff issues draft field rental schedules and rental fee statements to each user group for July-December permits.
May 2025	<ul style="list-style-type: none"> Staff issues final schedule for permits July-December. Each user group that accepts the schedule and associated fees will receive a Facility Use Permit upon submittal of payment of permit application fee and field deposits, plus proof of insurance.
June 2025	<ul style="list-style-type: none"> Deadline for organizations to submit (in writing) handbook feedback/changes/proposals for staff to present to user groups at annual handbook meetings

***Dates are subject to change**

ANNUAL FIELD ALLOCATION PROCESS, CONT'D

Grounds for Denial or Cancellation of Permit

- **Submittal of an application does not guarantee that the rental request has been authorized.**
- The City reserves the right to deny an allocation request to accommodate a City-sponsored/co-sponsored tournament and/or special event.
- A request may be denied, or a permit cancelled, on the grounds that the applicant has previously had a Facility Use Permit revoked in the City of Tracy or another jurisdiction for violation of permit conditions, or failure to fulfill any use requirement by the established deadline, including, but not limited to, the payment of facility fees or extra fees.
- Permits may be cancelled for failure to adhere to policies outlined in the Sports Field Reservation Handbook, as presented herein, or as contained in the Tracy Municipal Code (TMC 4.16.090).
- Applicants have the right to appeal a permit denial or cancellation (See **Measures to Ensure Adherence to Policy** pg. 25).

Payments (See **Sports Field User Fees**, pg.13)

- Permit Application Fee, Damage Deposit and Bases Deposit (if applicable) are due upon submittal of Facility Rental Application.
- Personal checks will **not** be accepted on behalf of a non-profit, for-profit, or commercial organization. Checks must be issued by the associated organization.
- Tournament payments are due 30 days prior to the tournament start date.
- Fencing and field prep fees are due no later than 5 business days prior to the scheduled practice, game, or tournament start date.
- The following payment plan options for field rental fees are available:
 - *Month-to-Month Payments:* Renters also have the option of paying their monthly balance in-person via cash, check or credit.
 - *Payment in Full/ Bulk Payment:* Renters may pay for their rentals in full or issue a bulk payment to their account which will be charged against until the balance is exhausted. A field use permit will only be issued for the rentals that the payment balance can cover.
- Organizations approved for a monthly payment plan will find payment plan due dates and monthly totals at the bottom of their facility use permit. Organizations are responsible for ensuring monthly payments are made by the 15th of each month.
- **IMPORTANT: Late payments will result in consequences up to and including cancellation of the current permit and/or loss of priority for the following allocation year.**

SPORTS FIELD USER FEES *(Adopted July 1, 2024)*

Fees are reviewed and updated according to the Master Fee Schedule adopted by the Tracy City Council, effective on or around each July 1.

Application & Special Fees

Fee	Practice/Game Fees	Tournament Fees
Permit Application Fee	\$41 per application	\$41 per application
Damage Deposit*	\$121 per field	\$121 per field
Non-Profit Verification Fee	\$5 per verification	\$5 per verification
No Show Penalty Fee	\$5 per occurrence/field	\$5 per occurrence/field
Unauthorized Permit Violation Fee	\$5 per occurrence/field	\$5 per occurrence/field
Deposit for Baseball/Softball Bases*	\$288 per application	\$288 per application
Fencing Fee	\$143 per field/per day	\$143 per field/per day
Gate Fee (if charging admission)	\$125 per day	\$125 per day
On-site Staffing Fee***	\$33/hour	\$33/hour
Portapotty Fee**	As billed by vendor	As billed by vendor
Dumpster Rental/Disposal Fees**	As billed by vendor	As billed by vendor
Traffic & Parking Control	Actual costs (to be determined by Director)	Actual costs (to be determined by Director)

*Damage Deposits and Deposits for Baseball/Softball Bases are refunded at the conclusion of the rental period.

** May be pro-rated and shared by facility user groups.

***Staffing Fee subject to availability

Field Use Fees

Premium Fields (Legacy Fields, Tracy Sports Complex)

User Group	Practice/Game Fees	*Light Fee	Tournament Fees	Tournament *Light Fee
Non-Profit Youth	\$12/hour	\$10/hour	\$109 per field/per day	\$10 per field/per hour
Non-Profit Adult	\$19/hour	\$13/hour	\$145 per field/per day	\$13 per field/per hour
Private	\$34 /hour	\$17/hour	\$281 per field/per day	\$18 per field/per hour
Commercial	\$46 /hour	\$24/hour	\$387 per field/per day	\$25 per field/per hour

*Field Chalking is not included in initial fees. See Field Prep Fees, pg. 14.

Standard Fields (Plasencia Fields, Clyde Bland, Galli, Tiago, Ritter Family Ballpark, Veterans)

User Group	Practice/Game Fees	*Light Fee	Tournament Fees	Tournament *Light Fee
Non-Profit Youth	\$10/hour	\$10/hour	\$81 per field/per day	\$10 per field/per hour
Non-Profit Adult	\$15/hour	\$13/hour	\$131 per field/per day	\$13 per field/per hour
Private	\$28/hour	\$17/hour	\$163 per field/per day	\$18 per field/per hour
Commercial	\$39/hour	\$24/hour	\$163 per field/per day	\$25 per field/per hour

*Field Chalking is not included in initial fees. See Field Prep Fees, pg. 14.

Field Prep Fees

Light Watering	Chalking	Light Field Prep	Full Field Prep
\$13 per field	\$15 per field	\$19 per field	\$50 per field
<ul style="list-style-type: none"> • Light watering* of the infield between the lines 	<ul style="list-style-type: none"> • Full field chalk** (batter's boxes and pitching circles included) 	<ul style="list-style-type: none"> • Dragging infield between lines only • Light Watering* • Touch up lines as needed 	<ul style="list-style-type: none"> • Dragging entire field • Heavier watering* for dust and to soften the surface • Re-line entire field • Re-pack holes at batters' boxes and pitchers plate as needed (time permitting)
8 minutes per field, approx.	10 minutes per field, approx.	15 minutes per field	45 minutes per field

*Watering may not be available depending on mandated water restrictions in effect at the time.

**Organizations requesting an initial chalk of the fields for their first game, will be charged a Chalking Fee
Only authorized city staff may perform field preps for any practice/ game/ tournament.

Food and Vendor Services

Sports Field Vendor Fees

(Concession Stand Fee located at Legacy Fields and Tracy Sports Complex)

User Group	Rental Amount
Non-Profit	\$5/daily
Private	\$8/daily
Commercial	\$12/daily

Mobile Food Truck Vendor Fees

(Location must be approved by City Staff)

Type of Fee	Rental Amount
Daily Fee	\$5/daily

GENERAL FIELD & FACILITY USE POLICIES

Authorized Agent/League Contact

An applicant representing an organization renting a City facility, an authorized agent also known as a league contact, is required to provide a letter on letterhead from the agency or organization specifically authorizing the individual to conduct business with the City of Tracy to reserve a facility on the organization's behalf, and signed by the individual listed on the business license, a titled officer, or designated signatory. The Authorized Agent shall be the single point of contact for City staff. Organizations are allowed up to five (5) authorized agents per organization.

Sports Field Lighting

Sports Organizations will be given access (individual usernames and passwords) to the City's Musco Lighting system at the following locations Legacy Fields, Tracy Sports Complex and Veterans Park. Organizations will be responsible for scheduling their own field light use by calling Musco's automated phone system. When a user group calls Musco Lighting Support Services, (877) 347-3319, they will be directed to provide their username and password and then asked for a time to turn the lights on and off for a specific location and sports field. If sports organizations have issues, they can call the Facility Attendant at their facility or on patrol to assist (See **Contact Information** on pg. 4).

At the end of each month City staff will pull the monthly report usage for lights and will charge the user groups appropriately (See **Field Use Fees**, pg. 13 for light fees).

Bases

Bases are included in rentals at the Tracy Sports Complex and Legacy Fields. Bases are available for rentals at Ritter Family Ballpark and Veterans Park upon request and receipt of Deposit for Baseball/Softball Bases.

Damages

The renter agrees to reimburse the City for all costs incurred by damages including, but not limited to, the facility, furnishings, fixtures, field turf, additional cleaning required outside of the normal scope for said facility, which occurred in connection with the permitted activity and caused by renter, sponsoring organizations and/or attendees. Clean up of shells from seeds and nuts on fields or in dugouts shall be charged at the Maintenance Worker hourly rate. Reimbursement for such expenses may be deducted from the security deposit.

Equipment Storage

Items are not permitted to be left at or locked to any City of Tracy property. The City of Tracy is in no way responsible for storing any items belonging to a renter unless said renter has paid a rental fee for storage space.

Facility Keys

No organization shall be in possession of City keys. Organizations found to be in possession of unreturned keys will be subject to disciplinary action up to and including permit revocation, effective immediately.

Field Lining – Soccer

Access to facilities to line fields must be scheduled in advance in writing with the Community Facilities Division. The following conditions have been agreed upon by current soccer user groups for the lining of soccer fields and shall be enforced unless an alternative has been specifically approved in writing by the Director:

- Prior to painting, field diagrams and paint colors must be submitted with field use application and approved by City Staff
- Fields must be lined with approved athletic marking paint only:
 - Full-size (11v11) fields shall be marked in WHITE paint
 - Modified (9V9) fields shall be marked in BLUE paint
 - Modified (7V7) fields shall be marked in ORANGE paint
 - Modified fields shall be contained fully within a standard full-size field and shall be marked in the appropriate color or another color with the written approval from City Staff
- All paint dispensers and buckets must be removed from the premises
- Paint shall not be dispensed into the storm drain
- Do not “over line” other prepared lines
- Fields cannot be lined before 3:00 pm on weekdays or when other teams are playing on fields (User groups requesting to paint the fields prior to 3:00pm must get written approval from the Community Facilities Division staff and will be approved based on field maintenance schedules.) Organizations shall not contact Park Operations Staff directly for requests and/or changes to field linings.
- Fields must be restriped at least twice during a regular season to preserve the turf and rotate the high worn areas (See **Turf Management**, pg.18).

Please note, failure to comply with established guidelines may result in permit violation fee charges, suspension of field use, revocation of permit, and/or suspension of organization from City field use.

Subdivision of Fields

Soccer fields may be subdivided for players ages 12 and under (U12). All requests to subdivide fields **must** be submitted with the Facility Rental Application, and a diagram of the proposed field subdivision must be included. Staff will review the request and will come to a decision based on the impact of wear and tear of the fields. Soccer user groups have collectively agreed on the following guidelines:

- 9v9 fields must run in the same direction as 11v11 fields
- 7v7 and smaller fields may run in the opposite direction as 11v11 fields

Field Preparation Requests – Baseball/Softball

Requests to have City staff line and/or prep baseball/softball fields for games or tournaments must be received by 12:00 noon on the Monday prior to the reservation with a minimum of five (5) business days’ notice. Field maintenance personnel are not available unless previously requested. If field maintenance is requested, ample time must be provided between games for servicing of the fields. Staggered start times for games are required to assure that your maintenance needs are met. Participants are not allowed on the fields until all prep work is complete and equipment is removed. Only authorized city staff may perform field preps for any practice/ game/ tournament. Failure to comply with the established guidelines may result in permit violation fee charges and organizations will be held to the **Measures to Ensure Adherence Policy**, pg. 25.

Premium Fields vs. Standard Fields for Baseball/Softball Rentals

Fields are classified as Premium or Standard Fields depending on the level of service and amenities offered at the facility. Premium baseball/softball fields are located at Legacy Fields and Tracy Sports Complex. The following Field Preparations are available at Premium Fields:

- Initial field preparation (prep) including a dragging and watering are performed daily for each field
- Bases are included and set-up for each reservation (if requested)
- City Staff (Facility Attendant) is on site and can be reached through phone (See **Introduction** pg. 3)
- Use of Legacy Fields and Tracy Sports Complex is **by permit only**. No drop-in use is allowed.

Standard Field Rentals for fields such as Clyde Bland, Galli, Tiago, Veterans Park and Ritter Family Ballpark do not include the same level of service as above. Standard fields do include:

- Daily field inspections by maintenance staff to ensure safe play and fields are prepared routinely when in high use
- Bases are available for rentals at Ritter Family Ballpark and Veterans Park upon request and receipt of Deposit for Baseball/Softball Bases (See **Sports Field User Fees** pg. 13).
- City Staff (Facility Attendant - Patrol) is available to assist with issues or questions regarding ballfields or reservations. Renters are encouraged to call the phone number listed on their permit for the Patrol Facility Attendant (See **Introduction** pg. 3)

Pilot Programs

The City of Tracy may pilot various programs at alternative locations (i.e. Placencia, Baseball Outfields, Legacy Soccer Fields) and will align with the turf management policy (See **Turf Management**, pg.18) in order to maintain playable fields. Staff will continue to provide in-season priority to each respective sport but will also seek to accommodate other sports to alleviate schedule compaction issues.

Food & Beverages

Besides concession vendors no *outside food and drink* is permitted at Legacy Sports Complex and Tracy Sports Complex unless specifically designated in writing by City staff. **Additionally, exclusions apply to teams to provide snacks for players only following activity.** Items that are **not** permitted including: glass containers (TMC 4.16.180(r)), peanuts in shells, sunflower and other seeds in shells.

Field Maintenance/Closure

Field conditions are assessed based on both the short-term (Days/Weeks) and the long term (Months/Seasons) impacts to each field's playability. City staff will determine if the fields are open or closed. An annual rest and renovation of fields is scheduled at the Tracy Sports Complex, Placencia Fields, and Legacy Fields to maintain field sustainability. The City attempts to be flexible in accommodating user groups, but ultimately, the health and safety of the user and the conditions and playability takes priority. This may require the closure of fields or facilities, denial of use of a field, and/or making alternate sites available for use. No user group shall use fields that are closed for renovation or repair.

Field Closure During Inclement Weather:

During periods of active rain, the fields will be closed for the safety of the players and to maintain the integrity of the fields; the fields are then reassessed once the rain has ceased. An infield glistening from rain is too wet for safe play. The fields will remain closed until all puddling is gone and the surface is again firm enough to allow cleats to grip without slipping. A localized wet area, including those on warning tracks, will cause the affected field to remain closed. It is important to note that each field at any time might have conditions unique to that field, causing one or more fields to be closed while others remain open.

Sports Fields staff will implement procedures to return fields to play as soon as possible. However, efforts by Sports Fields staff to mitigate wet areas will not be implemented when the fields are too wet, or if further rain is imminent per forecast or as observed by staff.

On occasion, on a non-rainy day, staff will determine a field to be closed based on excessive rains during the previous day(s), which have left conditions unsafe for use, even though the rain has stopped. Fields may be closed due to frost or other conditions that may damage the turf or playing surface. Play may be suspended due to excessive heat. For updates on field closures, please call the **Weather/Field Condition Hotline: (209) 831-6350**. If a field is closed due to weather, credit for field closures will be applied the following month to organizations account based on the Field Closure Calendar.

Foot Protection

Metal cleats are not allowed during softball, baseball, or soccer play at the Tracy Sports Complex and Legacy Fields, with the exception of men's and women's fast pitch softball. This includes shoes with rounded spikes and detachable football cleats. Sandals, flip-flops, slippers, etc., are not allowed on the playing fields.

Garbage

The City of Tracy provides garbage cans and dumpster(s) at most sport field locations. All renters are responsible for cleaning up debris and trash on all fields and common areas following field use. Any trash left behind by the renter will be picked up by City Staff and labor costs will be deducted from the deposit. Renters may be asked to supply additional dumpsters and trash receptacles based off the number of participants estimated to attend.

Hours of Use

Following Good Neighbor Policy and respecting residential spaces and the community surrounding sport fields, the following hours of use have been established for all sport fields:

Soccer games may be scheduled Sunday through Saturday from 8:00 am until 10:00 pm. Fields may be accessed at 7:00 am for warm-ups, but games cannot begin until 8:00 am.

Softball and baseball games may be scheduled Sunday through Saturday from 9:00 am until 10:00 pm at Tracy Sports Complex and 8:00 AM until 10:00 PM at Legacy Fields Sports Complex. Fields may be accessed upon completion of field preparations and approval of City staff. Teams and players may not be on the field at any time during field preparations or maintenance.

Other sports, games and practices may be scheduled Sunday through Saturday from 8:00 am until 10:00 pm. Fields may be accessed at 7:00 am for warm-ups, but games cannot begin until 8:00 am

Turf Management

To ensure the long-term health of City turf and sports fields, the number of games/hours of use at each facility are limited on a seasonal and weekly basis. Without such limitations, the impact on these facilities can have a negative long-lasting effect on the sports fields.

In order to maintain playable fields, fields are limited to no more than 20 hours of field usage per week. In-season field closures may occur if staff determines fields have deteriorated due to wear and tear, or in cases of inclement weather, such as rain or frost.

It is the responsibility of all field users to protect the turf from excessive wear and tear. Users should rotate

City of Tracy Sports Field Reservation Handbook: 2025 Allocation Year
locations of training and equipment, including but not limited to: ladders, cones, pitching practice, etc.

Additionally, users shall not use fences, bleachers or other amenities as targets for practicing or warming up.

Notice of Non-Use of Field/Releasing Fields

Field users must notify the Community Facilities Division to report any reserved time that can be released for general public use or to other groups. Continued non-use of a rented, permitted field may result in penalty charges and/or revocation of the permit of the allocated field.

Pets & Leashed Animals

Animals must be leashed at all times at City parks and sports fields. Animals may not access fields while games are in play. Dogs are subject to regulations of TMC 5.08.130. Owners are responsible for picking up after their animals while on/in parks, parkways, trails or other public areas. No farm animals as defined by the Tracy Municipal Code are allowed at any park or sports field as regulated by TMC 4.16.180.

Subleasing of Fields

When permits are issued, a specific field(s) is reserved for the user, to the exclusion of others. Groups may not assign their scheduled time to other groups. Any such action will result in the loss of rental/allocation privileges. Recognizing this exclusivity, groups should only reserve the fields they intend to use.

RULES OF CONDUCT

Alcohol Consumption/ Public Intoxication

The consumption of alcohol is not allowed in any City sports park or parking lot. As the renter, it is your responsibility to make sure that no alcohol is present during the time of your rental. Those who are witnessed consuming alcohol or who appear to be intoxicated will be asked to leave the premises. The Tracy Police Department may also be notified.

Cooperation with City Staff and Other Field Users

All teams must engage appropriately with staff and with one another, and not interfere with the use of fields by other user groups. Permit holders are responsible for the conduct of their player, coaches, and guests. Refusal to comply with City staff instructions may result in a directive to vacate the field. These actions will be documented in the renter's file and may result in disciplinary action and/or impact future organization allocation or scheduling requests. Police enforcement will be called upon should any individuals or groups engage in verbal or physical violence.

Good Neighbor Policy

Please arrive quietly and depart in the same manner to avoid disrupting the neighborhood especially after late games. Balls and /or any other equipment thrown, batted, kicked, or otherwise propelled that land on private property are not to be retrieved without permission of property owner. Do not climb walls or enter gates to gain access onto private property. For assistance, contact the Facility Attendant.

Inappropriate Behavior

Any type of indecent exposure including public urination, or any other inappropriate exposure will not be tolerated. Vulgarity of any kind including but not limited to foul or offensive language shall not be used during any time of the duration of the rental. The Tracy Police Department will be contacted immediately should individuals become unruly and further enforcement is needed.

Police Enforcement

If a renter refuses to comply with City Field Rental Policies or follow the request of a City staff member, the Tracy Police Department Dispatch will be notified for assistance. For your own convenience, in the case of an emergency, please call 911. The Tracy Police can also be reached through Tracy Police Department Dispatch, (209) 831-4552.

Parking and Parking Enforcement

It is the renter's responsibility to communicate directions, traffic control, and parking instructions to City Staff and all users and guest. Parking regulations from the Tracy Municipal Code, TMC 3.08 Article 9 are applicable to all Sport Fields. Failure of the renter to communicate and manage site parking may result in relocation of fields, suspension of field use, revocation of permit, and/or suspension of organization from City field use.

Decorations and Signage

All decorations and signage must adhere to standards set forth in the Tracy Municipal Code Article 35: Signs. No decorations or signage will be allowed that damage or discolor the facility or grounds. Any special decorations, activities, or amenities must have written approval of the Parks & Recreation Department. Any decorations or signage must be limited to daily reservation times and must be removed each day as noted on the renter's permit unless written permission is granted from the Parks & Recreation Department.

SPECIAL PERMITS & REQUESTS

The following items may require approval from multiple City departments and require an advanced written request to process. Upon approval, City staff will add notes and issue a revised copy of your permit.

Audio/Visual Equipment

The City must be notified via the Tournament Application if the renter wishes to project sound or music from a loud speaker or stereo, have a DJ present at their event, or have lighting/visual media displayed at the event.

Barbecues

The use of barbecues is permitted at sport tournaments but must be requested in writing and added to the Facility Use Permit for all other park/field rentals. All barbecues and/or cooking on site must be approved by Fire Inspection and/or County Health if vending or serving to the public. Barbecues must also be in an approved designated area at least twenty feet from the nearest tent and supervised at all times to prevent injury to bystanders. Use of barbecues at the Tracy Sports Complex is only permitted in the picnic area located in the northwest corner of the complex. Use of barbecues at Legacy Fields is only permitted in specific designated areas. For Tracy Sports Complex and Legacy Fields only, barbecues can only be requested and permitted when there is not an active concessionaire onsite during the tournament/game. Please contact the Community Facilities Division for more information (209) 831-6200.

Concessions & Merchandise Sales

The sale of items in any City Park is prohibited without a permit from the Community Facilities Division. Users interested in selling merchandise items at a City park or facility, or food and beverages at facilities where no concessions is provided, must request authorization to do so in writing by obtaining a Sports Facility Use Permit for Concession/Vendors from the Community Facilities Division, obtain a City of Tracy Business License (TMC 4.16.140), obtain a health permit, and obtain a product liability endorsement as part of the insurance certificate. For more information on Concessions and Merchandise Sales, please email sportsfields@cityoftracy.org.

Food vendors will be allowed at Premium Sports Fields (i.e Legacy Fields, Tracy Sports Complex) and will be reviewed on a case-by-case basis for Standard Fields (i.e Ritter Family Ball Park, Veterans Park, etc). Food Vendors will not be permitted on any site if there are no permitted rentals on a sports field. No selling of food and/or beverages during a rental is permitted without prior written consent of the City. If there is a permanent concessionaire onsite, all requests for additional food vendors or concessions will need to go through the concessionaire for approval first.

At Legacy Fields and Tracy Sports Complex, a sign will be provided at each entry gate listing these rules:

- NO Alcoholic beverages
- NO Glass containers
- NO Gum
- NO Nuts with shells
- NO Outside Food/Drinks
- NO Smoking
- NO Sunflower seeds
- NO Tobacco products
- NO Vaping

Facility Electrical Access

Any and all access to City electrical units must be requested in writing from the Community Facilities Division. Approved access will be noted on the Facility Use Permit.

Fencing

If a renter would like to acquire additional fencing from an outside contractor, a written request and a drawn schematic showing the proposed placement of the fencing must be issued to the City for approval no later than 20 days prior to the event. Failure to notify the City of outside fencing services will result in the cancellation of the permit. Additional fencing may not be placed at the baseball/softball diamonds at the Tracy Sports Complex or Legacy Fields.

Gate Access

Access to the gated areas at Plasencia Fields and Legacy Fields will be opened 15 minutes prior to permit start time, as a courtesy. Contact the Community Facilities staff for gate access at other times (storage access, etc.).

Parking & Overnight Policy

Unless the Permit expressly allows it, no overnight parking of vehicles in City parking lots is allowed at any time (this includes RVs, trailers, and other camper vehicles). Individuals or organizations cannot charge or collect revenue for the use of public parking. The south parking lot at the Tracy Sports Complex is for emergency vehicle access and use only. Facility gates close nightly when permitted use of the facility ends. Vehicles parked in that area will be towed at the owner's expense. Vehicles parked in City-only parking spots at Tracy Sports Complex will be towed at owner's expense. No person shall stop, stand, or park any vehicle over twenty (20) feet in length in any municipal parking lot, either day or night (TMC 3.08.410). City staff will assist tournament hosts to designate approved parking locations for RVs, campers, school buses, etc.

Tents and Canopies

The use of tents and canopies is permitted at sports tournaments. Per the California Fire Code, no more than seven (7) 10' by 10' tents may be placed adjacent to one another. Please ensure all Fire and Building Code regulations are followed when used.

Restrooms/ Portable Toilets

Restrooms are available for use at many of the City of Tracy's rentable parks. Please remind all of your league participants to use the facilities prior to practice or games, as the restrooms are unlocked at the permitted start time. If restrooms are not available, the individual or organization renting the park is responsible for supplying and maintaining portable toilets for participants and attendees. The City of Tracy requires one portable toilet for every 100 attendees; ADA-accessibility required (staff will advise on required ratios). Contact the Community Facilities Division prior to the delivery of portable toilets to coordinate drop-off with Parks Maintenance staff. Portable toilets must be placed at least 20 feet away from all storm drains and streets and shall never be situated on top of storm drain inlets or on a public street. Restocking and cleaning the portable toilets will be the renter's responsibility.

Vehicle Access

No vehicles may be driven on sports fields or parks without a City-issued Vehicle Access Permit, including golf cart or mule-type vehicles. A request must be submitted in writing to the Community Facilities Division, and upon payment of per-vehicle fee and staff approval, specific conditions of vehicle access will be added to your permit which includes **an additional insurance policy (motorcycle/LSV policy) to drive a golf cart and/or mule-type vehicle onsite.** (See **Insurance**, pg. 8-9) Additionally, it is unlawful to ride or drive any horse or other animal or any motorized vehicle, cycle, go- cart or scooter other than on the roads or drives provided for such purpose (TMC 4.16.180(l)).

ADDITIONAL TOURNAMENT & SPECIAL EVENT REQUIREMENTS

In addition to General Field Use Policies, Rules of Conduct, and Special Permits & Requests, the following requirements must be adhered to for tournaments.

Admission Charges

Organizations must indicate on their application their intent to charge admission (additional Gate Fee applies). Failure to receive approval from the City to charge admissions will result in the cancellation of the Facility Use Permit, and/or rental penalties. Because Placencia Fields and the Tracy Sports Complex are public facilities, only participants and spectators can be asked to pay. Individuals using the parks for exercise or access to other areas may not be forced to pay. For soccer and baseball tournaments at Tracy Sports Complex, Legacy Fields, and Placencia Fields, tournaments must reserve the entire complex specific to that sport or the entire set of fields (i.e., Legacy soccer fields 1-4 and/or 5-8, Legacy baseball fields Western #1-5 and/or Eastern #1-5) to be approved to charge an admission fee.

Tournament permit holders at the Tracy Sports Complex ball fields are required to enforce the rules and regulations by posting an organization representative at each entry gate. Should representatives not be provided, the City shall assign City staff and charge the permit holder accordingly.

Field Schedule & Use

When scheduling softball events at the Tracy Sports Complex, as the number of fields being used is reduced, the schedule shall ensure that the first field to be vacated will be Diamond No. 4, and the second field vacated will be Diamond No. 3. Within the Tracy Sports Complex, the soccer fields are not available for softball warm-up. Likewise, the softball fields are not available for soccer warm-up.

First Aid/Medical Station

All tournaments are required to have a minimum of one first aid station(s) at each site with first aid supplies and certified medical person(s). The number of first aid staff you need depends on the tournament and the number of participants. If you do not have volunteers for this, you may hire EMS event support.

Garbage

Any event hosting twenty-four (24) or more teams will be required to pay for an additional dumpster to be placed at the sport fields (i.e Tracy Sports Complex, Legacy Fields). Recycling containers are also available through the City by calling the Public Works Department at (209) 831-6300.

Hours of Use

Soccer tournaments may be scheduled Sunday through Saturday from 8:00 am until 10:00 pm. Fields may be accessed at 7:00 am for warm-ups, but games cannot begin until 8:00 am. The last game of a tournament must begin no later than 9:00 pm and gameplay must end by 10:00 pm.

Softball and baseball tournaments may be scheduled Sunday through Saturday from 9:00 am until 10:00 pm at Tracy Sports Complex and 8:00am until 10:00 pm at Legacy Fields Sports Complex. Fields may be accessed upon completion of field preparations and approval of City staff. Teams and players may not be on the field at any time during field preparations or maintenance. The last game of a tournament must begin no later than 9:00 pm and gameplay must end by 10:00 pm.

Inspection Check-in/ Check-out

Applicant or applicant's designee shall inspect all areas of the facility prior to each day's play, to determine the acceptability of playing conditions for that day. Any problems should be reported immediately to the Facility Attendant on-site. In addition, the applicant is responsible for policing the facility and surrounding area during and after use each day to assure the area is kept litter free. The applicant shall forfeit their deposit for any damages or excessive cleanup required.

Meeting Room (Tracy Sports Complex)

The Sports Complex Meeting Room is located on the east end of the soccer fields. Although the Meeting Room is not included in the rental fee for tournaments, it can be rented separately to be used for purposes such as official's headquarters, or other tournament functions. Parking is not permitted on the sidewalk adjacent to the Meeting Room for any reason, including loading and unloading equipment and supplies.

Parking and Traffic Control

Tournaments hosts must provide adequate traffic and parking control, according to the size of their event, and adhere to all City parking regulations. Parking is permitted in parking stalls only. Fees shall be assessed for additional parking setup by City staff.

Picnic Area, Tracy Sports Complex/Legacy Fields

Tournament hosts are required to patrol and maintain cleanliness at the picnic area at Tracy Sports Complex and Legacy Fields.

MEASURES TO ENSURE ADHERENCE TO POLICY

The permit holder is responsible for any and all conduct by players, parents, coaches, and visitors, both on and off the field, while on City property.

The principle objective of any disciplinary measures shall be to improve adherence to the policies in this Handbook that allow the City to provide safe, well-maintained and aesthetically appealing fields. The City upholds and maintains a progressive disciplinary policy which may include some or all of the following steps. City staff will duly consider an organization's efforts to correct violations when applying disciplinary measures. **If an organization has permits for youth and adults, the specific permit in violation of the policies would be in jeopardy and would not affect other permits within the organization.**

First Violation: Verbal warning by Facility Attendant to the organization violating the policy.

- Facility Attendant will track the interaction with the organization by noting it on the Facility Attendant Log and Tracking Sheet.

Second Violation: Written warning by Community Facilities Staff to correct and update the organizations permit. Staff will issue the No Show Penalty Fee and/or Permit Violation Fee.

Third Violation: Continual violations will result in and not limited to:

- Additional No Show Penalties and/or Permit Violation Fee issued
- Suspension of rental privileges for one month
- Loss of priority classification for the upcoming allocation period(s)
- Suspension of rental privileges for three months
- Loss of priority classification for the upcoming calendar year
- Permanent suspension

Refund of field rental fees shall follow the City's field rental cancellation policy. If a renter and/or organization are found to be utilizing sports fields following the cancellation of their permit, participants will be asked to vacate the fields. Failure to do so will prompt police and further disciplinary action.

Should fields become released due to the violations listed above, user groups shall be notified by email, and fields shall be made available on a first-come, first-served basis following an application period.

Appealing Denial or Cancellation of Permit

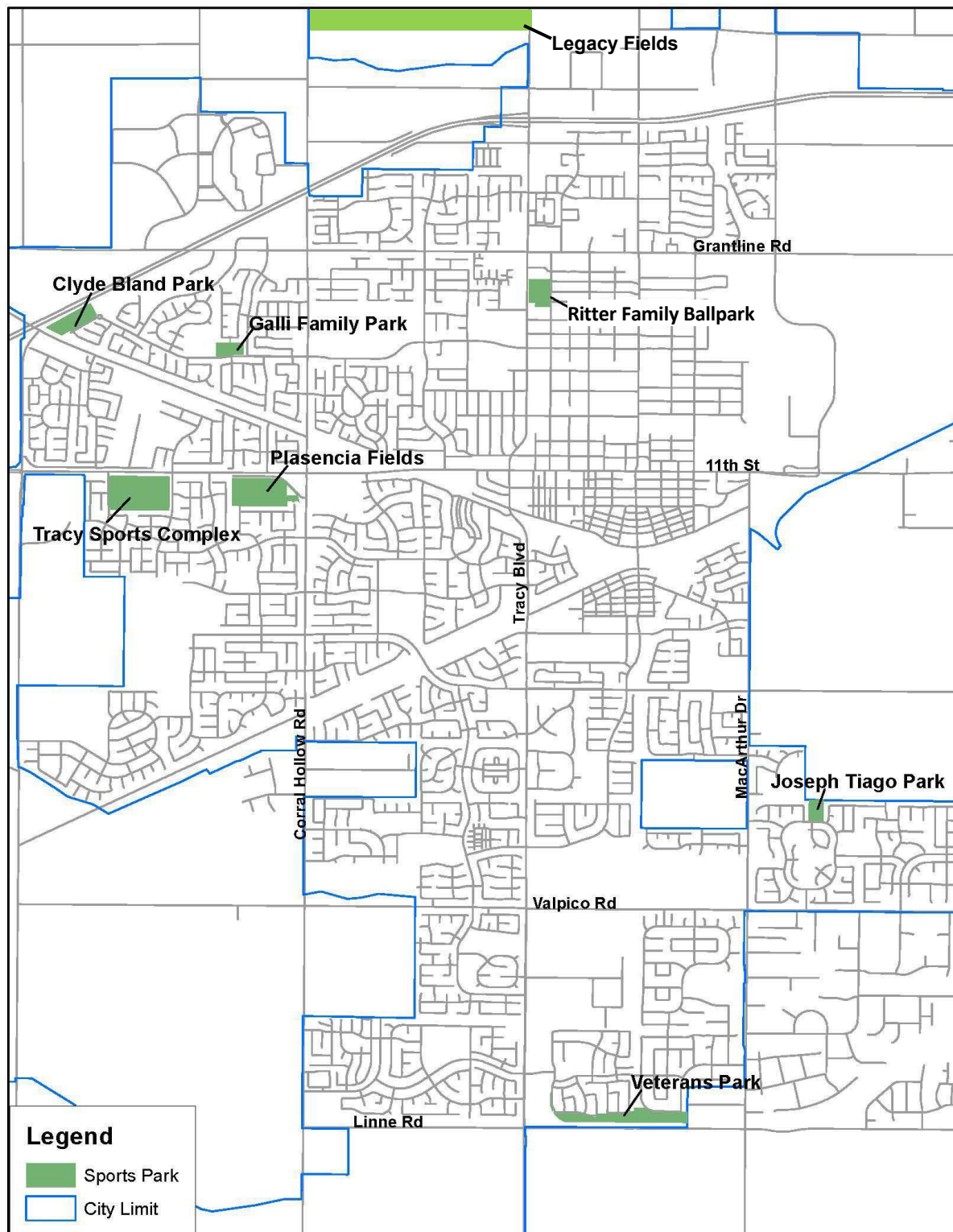
Applicants shall have the right to appeal to the Parks and Community Services Commission a permit denial, permit condition, the Director's refusal to waive the filing deadline, or the Director's decision pertaining to fees or insurance coverage. Notice of appeal shall be filed with the Director stating the grounds for appeal.

The appeal must be filed no later than noon on Thursday, a week preceding the Parks and Community Services Commission meeting, to be placed on the next regular meeting's agenda. Regular meetings of the Parks and Community Services Commission are scheduled on the first Thursday of each month, at 7:00 pm, City Hall Council Chambers. The decision of the Parks and Community Services Commission may be appealed to the City Council which has final authority.

CITY SPORTS FACILITIES CHART

FACILITY STANDARD FIELDS	DESCRIPTION	BASEBALL/ SOFTBALL	SOCCER	FOOTBALL	CRICKET	BASE DISTANCES
Clyde Bland Park 1753 Blandford Ln.	<ul style="list-style-type: none"> • 1 baseball/ softball diamond • Soccer turf area • No lighting available 	Yes	Yes	No	Yes	60', 65', 70'
Galli Family Park 2341 W. Lowell Ave.	<ul style="list-style-type: none"> • 1 baseball/ softball diamond • No lighting available 	Yes	Yes	No	Yes	60', 65'
Tiago Park 1355 Eastlake Cir.	<ul style="list-style-type: none"> • 2 baseball/ softball diamonds • No lighting available • No restrooms 	Yes	Yes	No	Yes	60'
Ritter Family Ballpark (Formerly Tracy Ball Park) 2100 N. Tracy Blvd.	<ul style="list-style-type: none"> • 2 baseball/softball diamonds • 2 large outfields • Lighting available for ball diamonds 	Yes	Yes	Yes	Yes	North Diamond: 90' South Diamond: 60'
Veterans Park 238 Glenhaven Dr.	<ul style="list-style-type: none"> • 1 baseball/softball diamond • 2 open turf areas for sport use • Lighting available for ball diamond only 	Yes	Yes	No	Yes	60', 65'
Plasencia Fields 2040 Krohn Road (11 th St./Corral Hallow Rd.)	<ul style="list-style-type: none"> • 4 soccer fields • 1 mini soccer field • Cricket pitch • No lighting available • No restrooms 	No	Yes	Yes	Yes	Not Applicable
PREMIUM FIELDS						
Legacy Fields 4901 N. Tracy Blvd <i>Use by Permit Only</i>	<ul style="list-style-type: none"> • 10 baseball/softball diamonds • 8 soccer fields • Lighting available on all fields 	Yes	Yes	Yes	No	60', 65', 70'
Tracy Sports Complex 955 Crossroads Dr. <i>Use by Permit Only</i>	<ul style="list-style-type: none"> • 4 baseball/softball diamonds • 4 soccer fields • Lighting available on all fields 	Yes	Yes	No	No	60', 65', 70'

MAP OF CITY SPORTS FACILITIES



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**SPORTS FIELD RESERVATION HANDBOOK
ACKNOWLEDGEMENT FORM**

I, _____ have read and understood the policies and procedures contained in the City of Tracy, Sports Field Reservation Handbook (“Handbook”), and agree to abide by them. I have retained a copy of the Handbook for my reference and will share the information contained in the Handbook with the organization or league that I represent.

I understand that, as the representative of my organization or league, I am responsible for any and all conduct by players, parents, coaches, and visitors, both on and off the field, while on City property and for enforcing the policies and procedures set forth in this Handbook.

I understand that the City of Tracy has the right to stop all play, cancel and/or revoke my Facility Use Permit, if a violation of the policies and procedures contained in the Handbook are made by me, a coach, player or other league representative(s).

Printed name of facility user

Signature of facility user

Date

Name of organization

CITY OF TRACY
PARKS AND COMMUNITY SERVICES COMMISSION MEETING
September 5, 2024

AGENDA ITEM 7.a.

REQUEST

STAFF RECOMMENDS THE COMMISSION 1) REVIEW AND APPROVE TRACY HILLS PHASE 2B VILLAGE 15 NEIGHBORHOOD PARK CONCEPTUAL MASTER PLAN, AND 2) REVIEW AND APPROVE TRACY HILLS PHASE 2B VILLAGE 16 NEIGHBORHOOD PARK CONCEPTUAL MASTER PLAN

BACKGROUND

Integral Communities (Developer) is proposing to build two new neighborhood park in the Phase 2B area of the Tracy Hills Specific Plan Area. The Phase 2B area is located in south Tracy to the west of Interstate 205 and accessed from Corral Hollow Road. Staff is bringing this item to the Commission as per Chapter 7.16 of the City of Tracy Municipal Code, Parks and Community Services Commission, 7.16.030 Powers and Duties (e) *advise the Council on the subject of recreation and facility master planning and development.*

DISCUSSION

Staff have met with the Developer to discuss a new 3.3-acre (approximately) neighborhood park (Village 15 Neighborhood Park) and a new 3.7-acre (approximately) neighborhood park (Village 16 Neighborhood Park). Both park sites have been evaluated for programming, amenities, functionality, ongoing maintenance, and overall connectivity of each park to the rest of Tracy Hills park and open space system.

It is important to note that although some exhibits within the presentation may include graphic representations and images related to the trails and open space areas within the Tracy Hills Phase 2-4 areas, this staff report is not requesting input or approval of these features.

Village 15 Neighborhood Park

The design of this park provides the community with amenities which include: a nature-themed playground with 2-5 and 5-12 age specific areas with shade sails, a sport court (pickleball and half-court basketball), a butterfly garden, a shaded picnic area, a large open lawn, and a walking loop with trail access that connects to the larger trail network within the Tracy Hills area.

Village 16 Neighborhood Park

The design of this park provides the community with amenities which include: a mountaineering-themed playground with 2-5 and 5-12 age specific areas with shade

sails, a picnic area with a shade structure, a large open lawn area for flexible play, and a fitness loop with mileage markers and a series of fitness stations.

Staff is asking the Commission to review the presentation and accompanying materials for both neighborhood parks provided by the developer and provide input as to the layout, amenities, and furnishings as proposed. If approved, both parks will go through the public park naming policy via the Parks & Community Services Commission at a later date.

FISCAL IMPACT

Development of the neighborhood parks will be a part of the development requirements of the Tracy Hills Phase 2 project. There is no fiscal impact to the General Fund for this item at this time.

RECOMMENDATIONS

- 1) Staff recommends the Commission review and approve the proposed Tracy Hills Phase 2B Village 15 Neighborhood Park conceptual master plan.
- 2) Staff recommends the Commission review and approve the proposed Tracy Hills Phase 2B Village 16 Neighborhood Park conceptual master plan.

Prepared by: Richard Joaquin, Acting Assistant Director of Parks, Recreation & Community Services

Approved by: Brian MacDonald, Director of Parks, Recreation & Community Services
Jolene Jauregui-Correll, Recreation Manager

Attachments

Attachment 'A' – Tracy Hills Phase 2B Village 15 Neighborhood Park Concept Plan

Attachment 'B' – Tracy Hills Phase 2B Village 16 Neighborhood Park Concept Plan



LEGEND

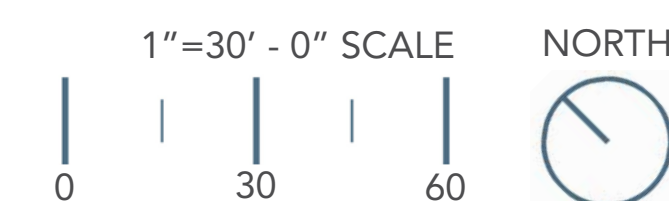
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- 2 PARK PATH
- 3 SLOPED PLANTER AREA
- 4 BBQS
- 5 PARK BENCH
- 6 PICNIC AREA
- 7 SHADE SAILS
- 8 2-5 CHILDREN'S PLAYGROUND
- 9 5-12 CHILDREN'S PLAYGROUND
- 10 BUTTERFLY GARDEN
- 11 SPORT COURTS
- 12 BICYCLE PARKING
- 13 SECONDARY ACCESS



* IMAGERY SHOWN IS CONCEPTUAL IN NATURE. DESIGN REFINEMENT IS ONGOING.



TRACY HILLS
 TRACY | CA
 INTEGRAL COMMUNITIES | 21-042
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VILLAGE 15 NEIGHBORHOOD PARK - OVERALL ILLUSTRATIVE | L5





LEGEND

- | | | |
|---------------------------|-------------------------|----------------------|
| 1 LAWN AREA | 7 SHADE STRUCTURE | 13 BBQ |
| 2 PARK PATH | 8 CHILDREN'S PLAYGROUND | 14 DRINKING FOUNTAIN |
| 3 PICNIC AREA | 9 SLOPED PLAY HILL | 15 SHADE SAILS |
| 4 PARK BENCH | 10 FITNESS AREA | |
| 5 OPEN SPACE TRAIL ACCESS | 11 NATIVE PLANT GARDEN | |
| 6 BIKE PARKING | 12 PLANTER AREA | |



* IMAGERY SHOWN IS CONCEPTUAL IN NATURE. DESIGN REFINEMENT IS ONGOING.

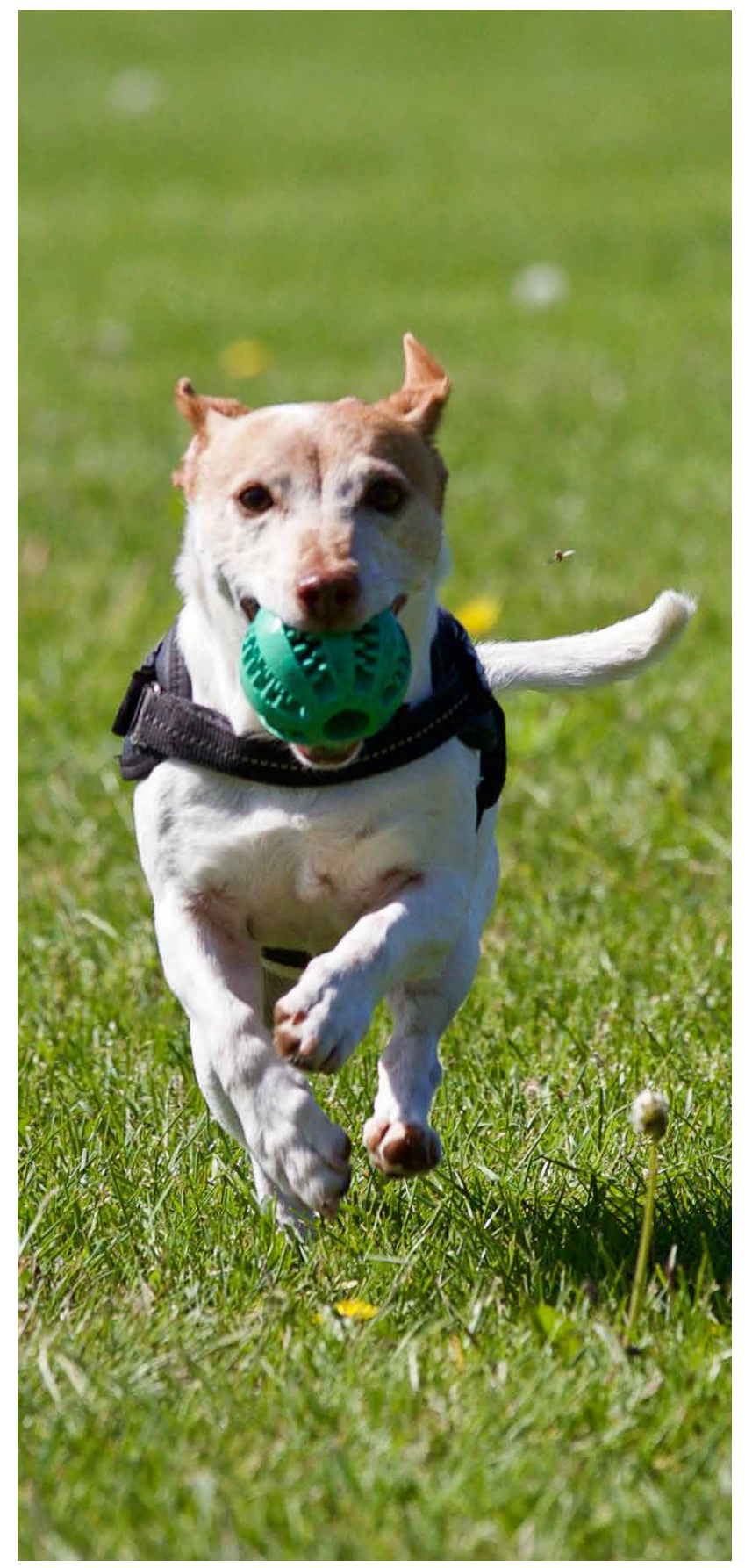


TRACY HILLS
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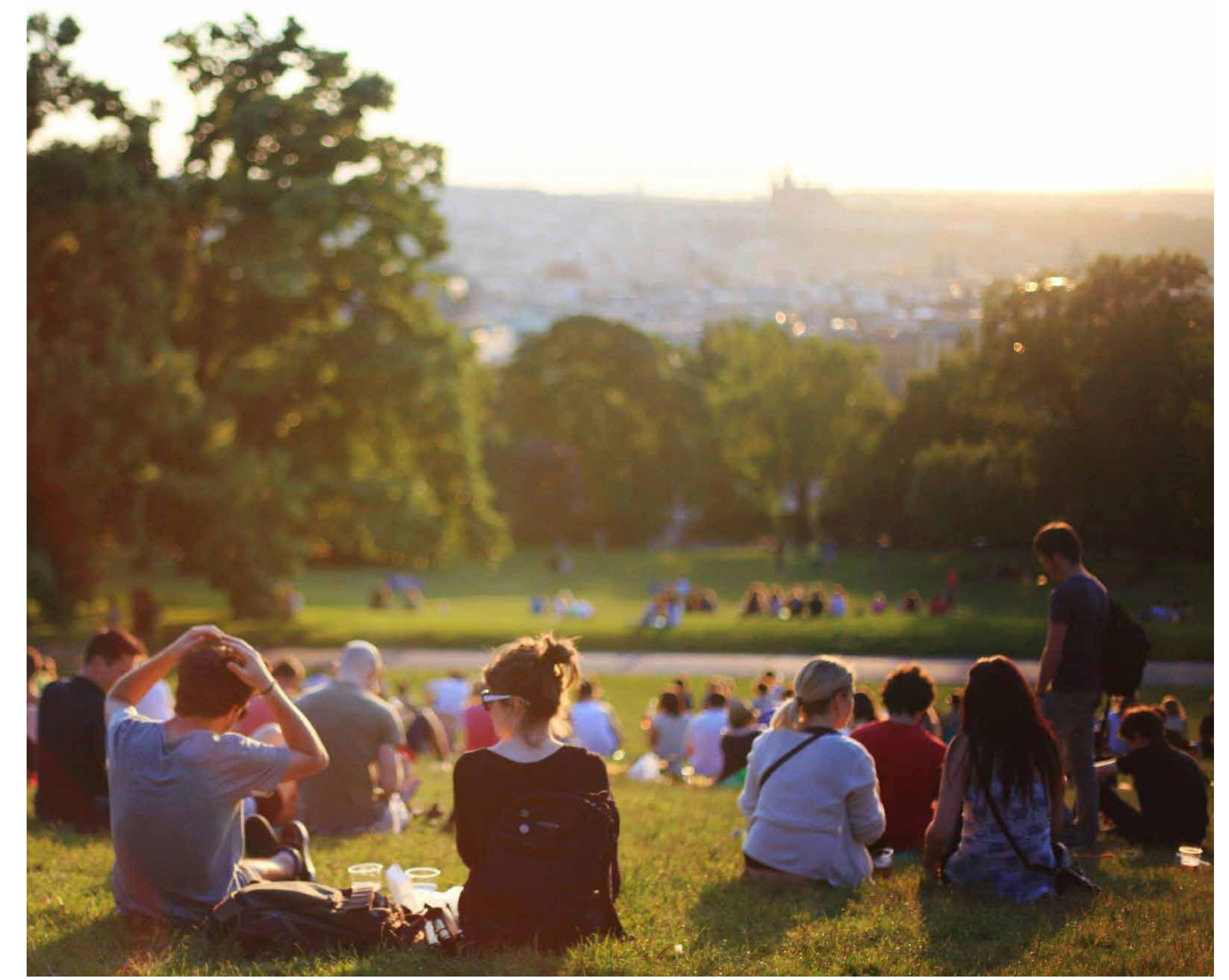
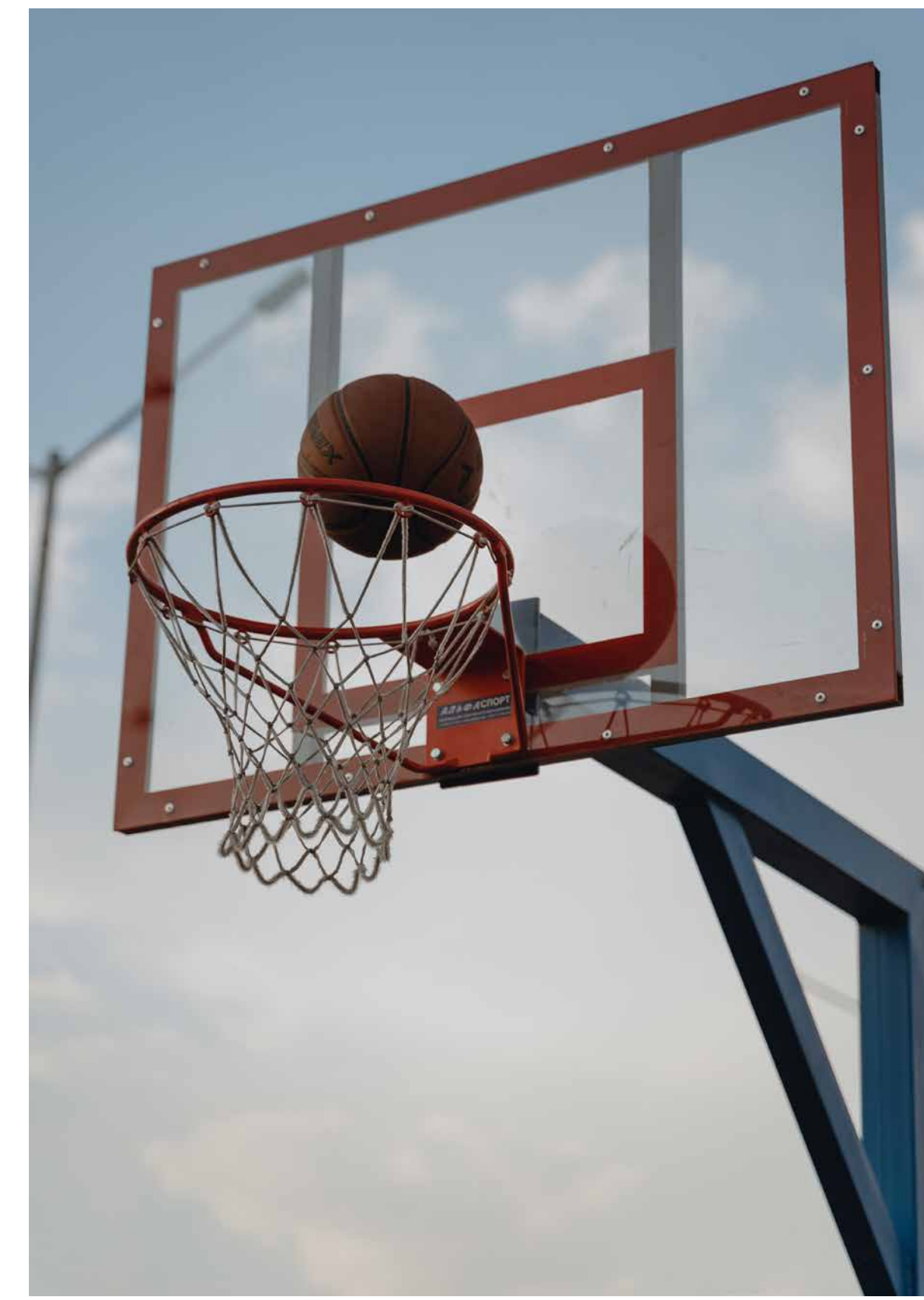
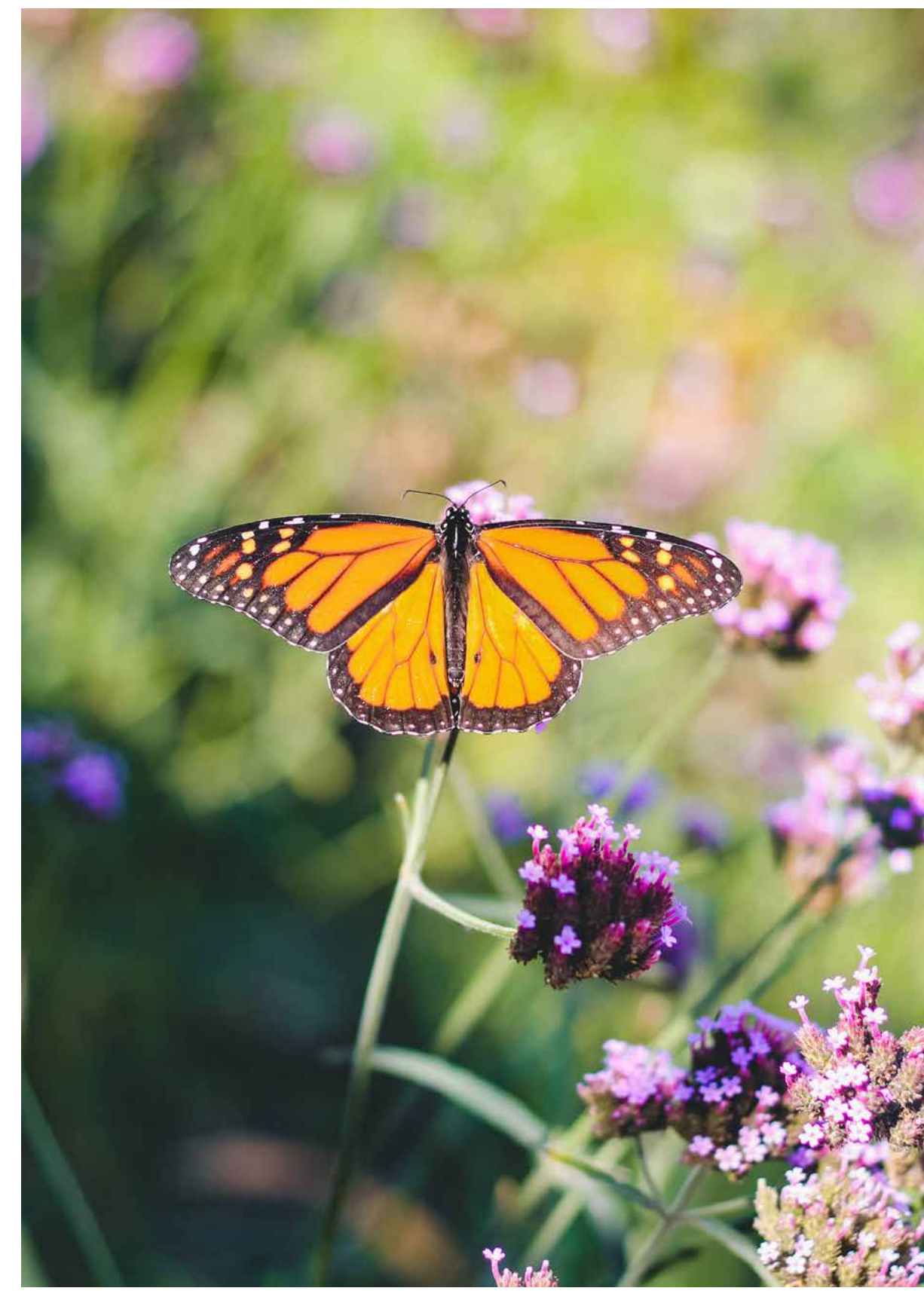
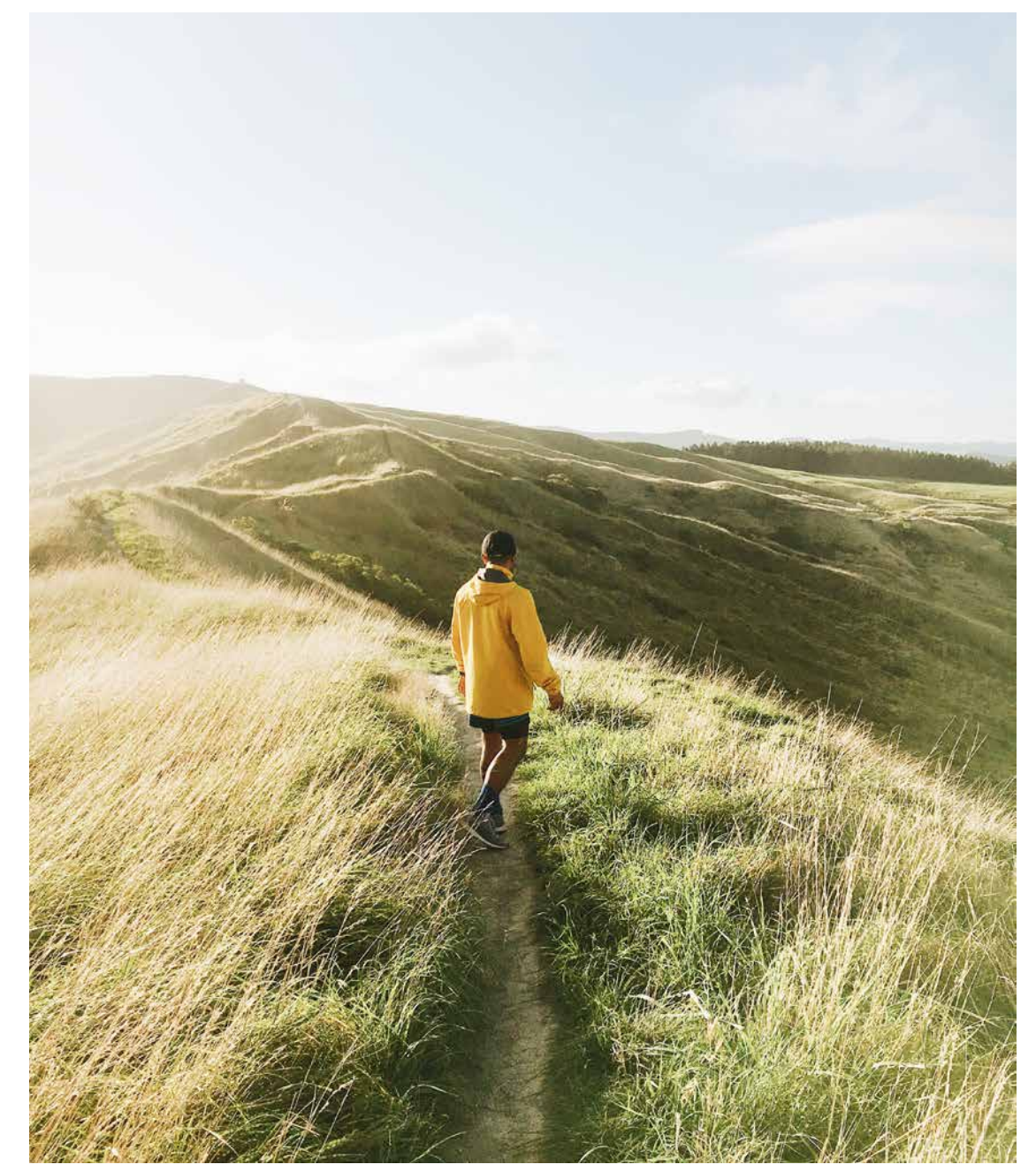
VILLAGE 16 NEIGHBORHOOD PARK - OVERALL ILLUSTRATIVE | L8





TRACY HILLS | PHASE 2B

VILLAGE 15 + 16 NEIGHBORHOOD PARKS



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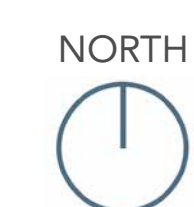
REGIONAL MAP (NTS)



PHASE 2-4 VICINITY MAP (NTS)



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SITE CONTEXT | L1

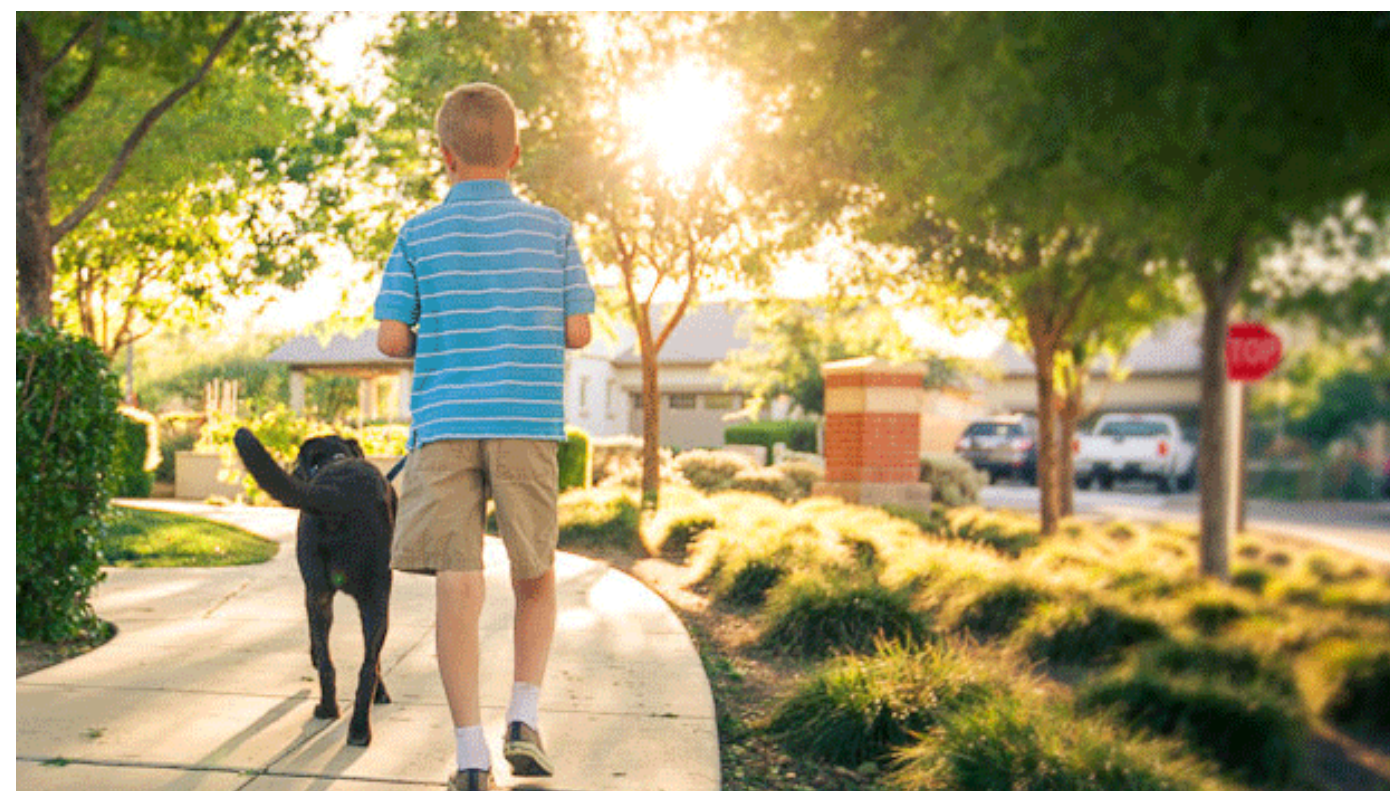
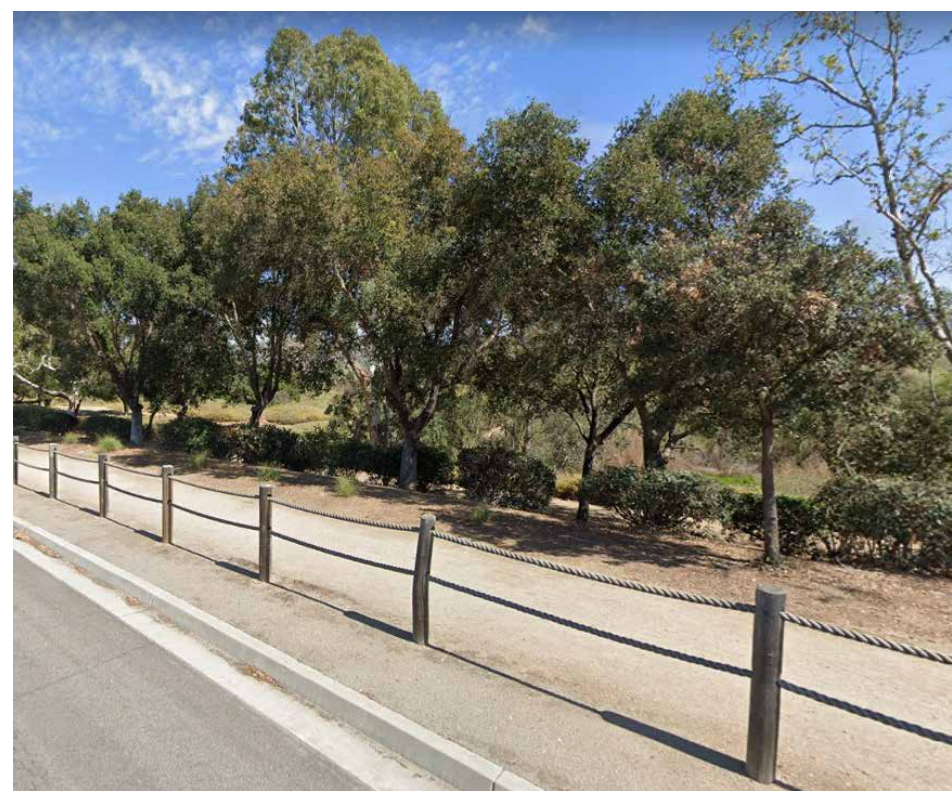


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OVERALL SITE CONNECTIVITY | L2

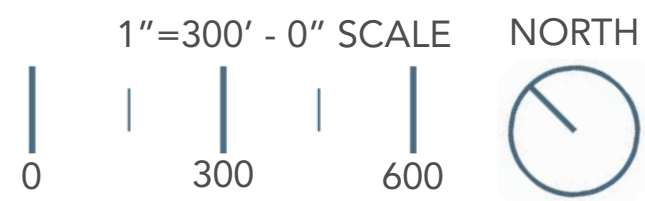




*TRAIL CONNECTIONS SHOWN ARE CONCEPTUAL IN NATURE. DESIGN REFINEMENT IS ONGOING.



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DATE 09 | 05 | 24



OVERALL SITE PARK PROGRAMMING | L3



LEGEND



DRINKING FOUNTAIN



CHILDREN'S PLAYGROUND



SLOPED PLAY HILL



BIKE PARKING



DIRECTIONAL SIGNAGE



BBQ



PICNIC AREA



SHADE STRUCTURE



OPEN SPACE TRAIL ACCESS



LAWN AREA



BUTTERFLY GARDEN



SPORT COURTS



TRACY HILLS
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VILLAGE 15 NEIGHBORHOOD PARK - VISITOR EXPERIENCE | L4

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LEGEND

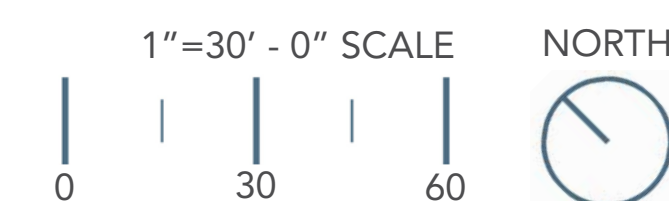
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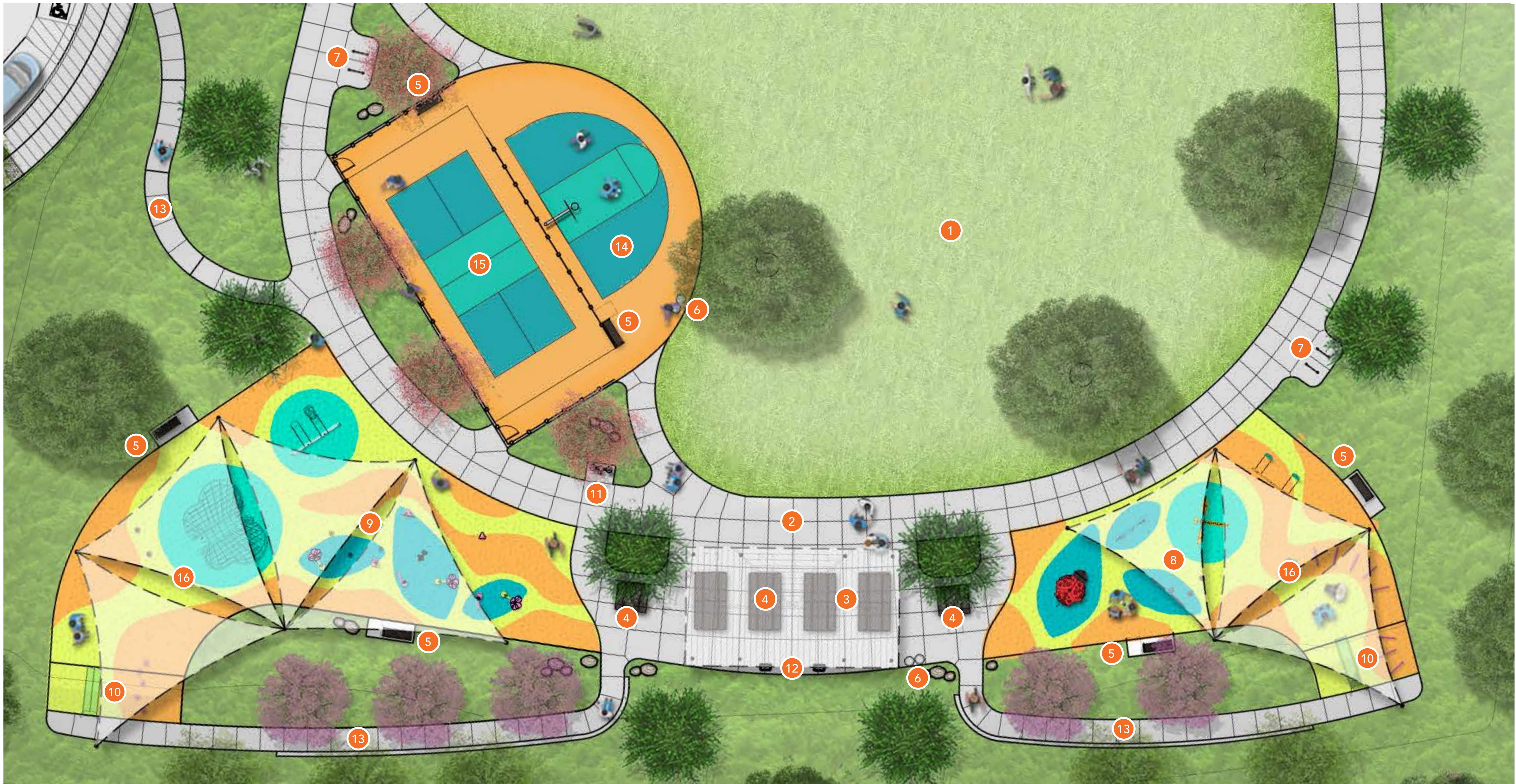
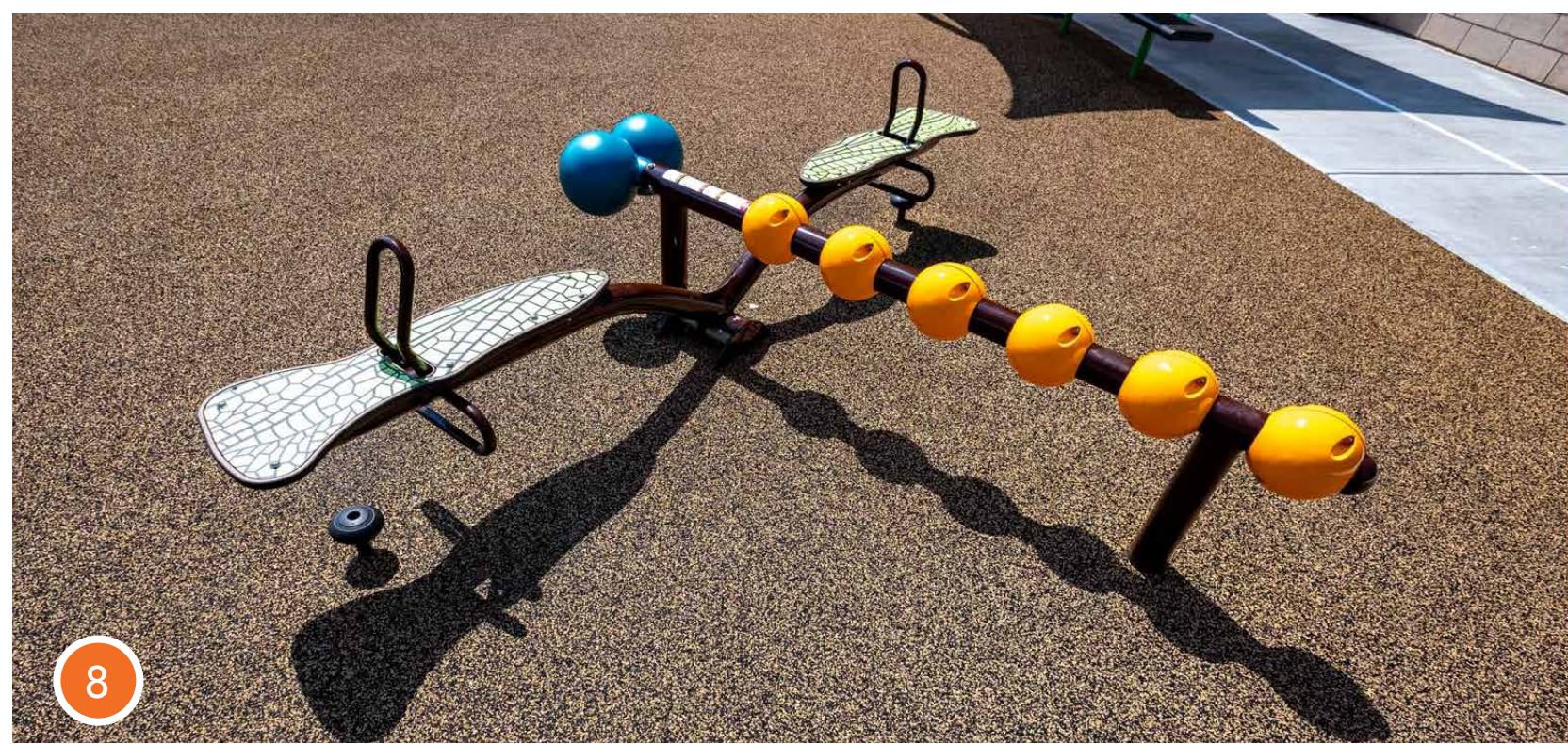


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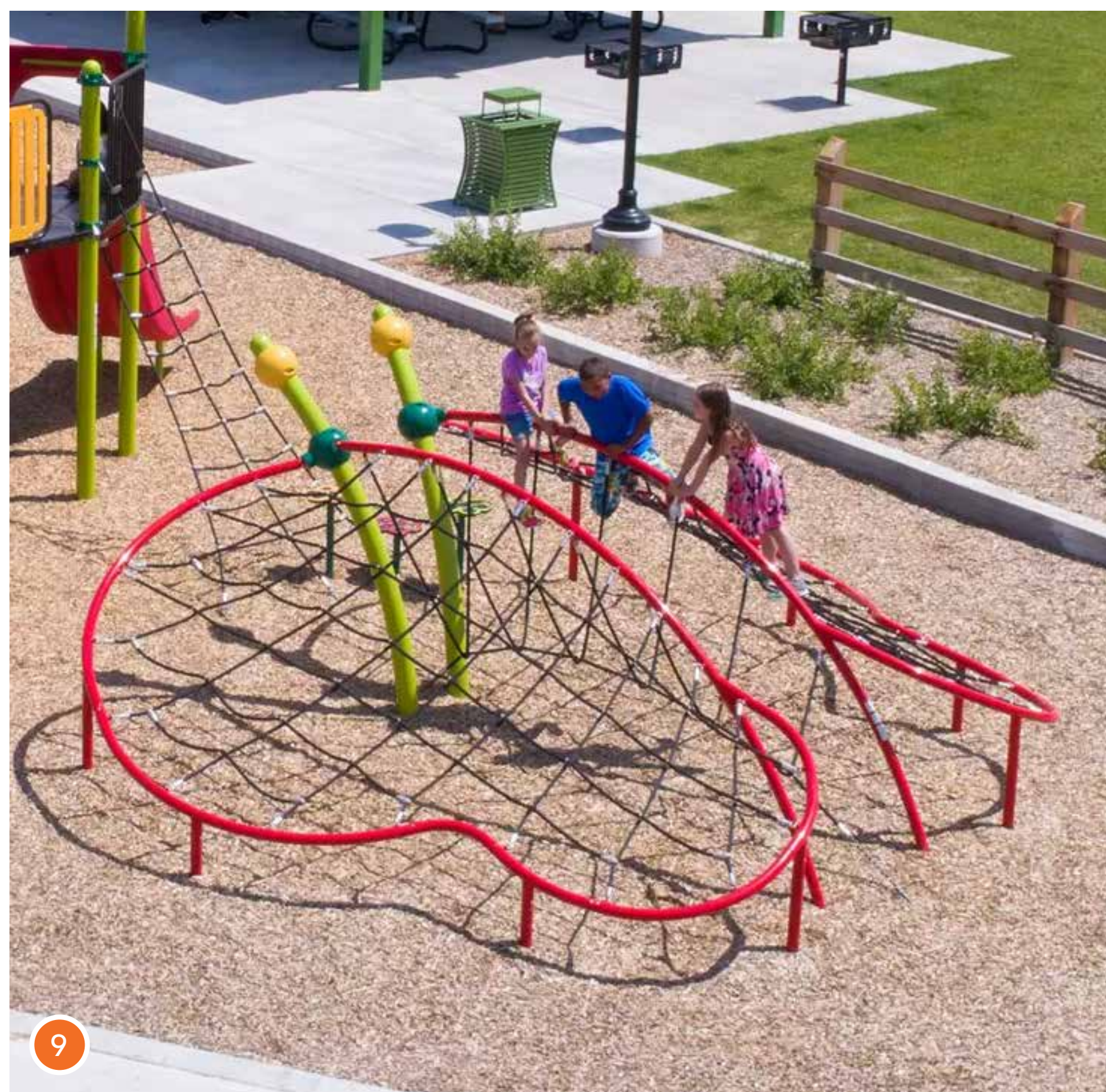
VILLAGE 15 NEIGHBORHOOD PARK - OVERALL ILLUSTRATIVE | L5





LEGEND

- 1 LAWN AREA
- 2 PARK PATH
- 3 SOLID ROOF SHADE STRUCTURE OVER SEATING
- 4 PICNIC TABLE
- 5 6' METAL PARK BENCH
- 6 TRASH RECEPTACLE
- 7 BIKE PARKING
- 8 2-5 CHILDREN'S PLAYGROUND
- 9 5-12 CHILDREN'S PLAYGROUND
- 10 SLOPED PLAY HILL
- 11 DRINKING FOUNTAIN
- 12 BBQ
- 13 SECONDARY ACCESS
- 14 HALF BASKETBALL COURT
- 15 PICKLEBALL COURT
- 16 SHADE SAILS



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 DATE 09 | 05 | 24

VILLAGE 15 NEIGHBORHOOD PARK - CHILDREN'S PLAYGROUND AND SPORT COURTS | L6



LEGEND



SLOPED PLAY HILL



LAWN AREA



PICNIC AREA



SHADE STRUCTURE



OPEN SPACE TRAIL ACCESS



BBQ



CHILDREN'S PLAYGROUND



FITNESS AREA



DRINKING FOUNTAIN



BIKE PARKING



NATIVE PLANT GARDEN

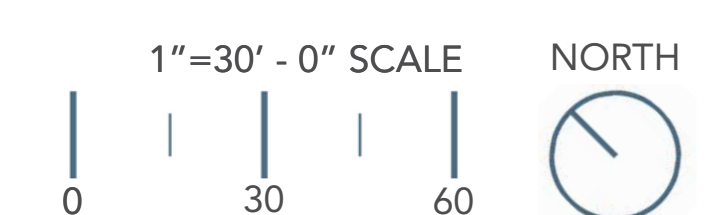


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VILLAGE 16 NEIGHBORHOOD PARK - VISITOR EXPERIENCE | L7



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LEGEND

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|---------------------------|-------------------------|----------------------|
| 1 LAWN AREA | 7 SHADE STRUCTURE | 13 BBQ |
| 2 PARK PATH | 8 CHILDREN'S PLAYGROUND | 14 DRINKING FOUNTAIN |
| 3 PICNIC AREA | 9 SLOPED PLAY HILL | 15 SHADE SAILS |
| 4 PARK BENCH | 10 FITNESS AREA | |
| 5 OPEN SPACE TRAIL ACCESS | 11 NATIVE PLANT GARDEN | |
| 6 BIKE PARKING | 12 PLANTER AREA | |



* IMAGERY SHOWN IS CONCEPTUAL IN NATURE. DESIGN REFINEMENT IS ONGOING.



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VILLAGE 16 NEIGHBORHOOD PARK - OVERALL ILLUSTRATIVE | L8



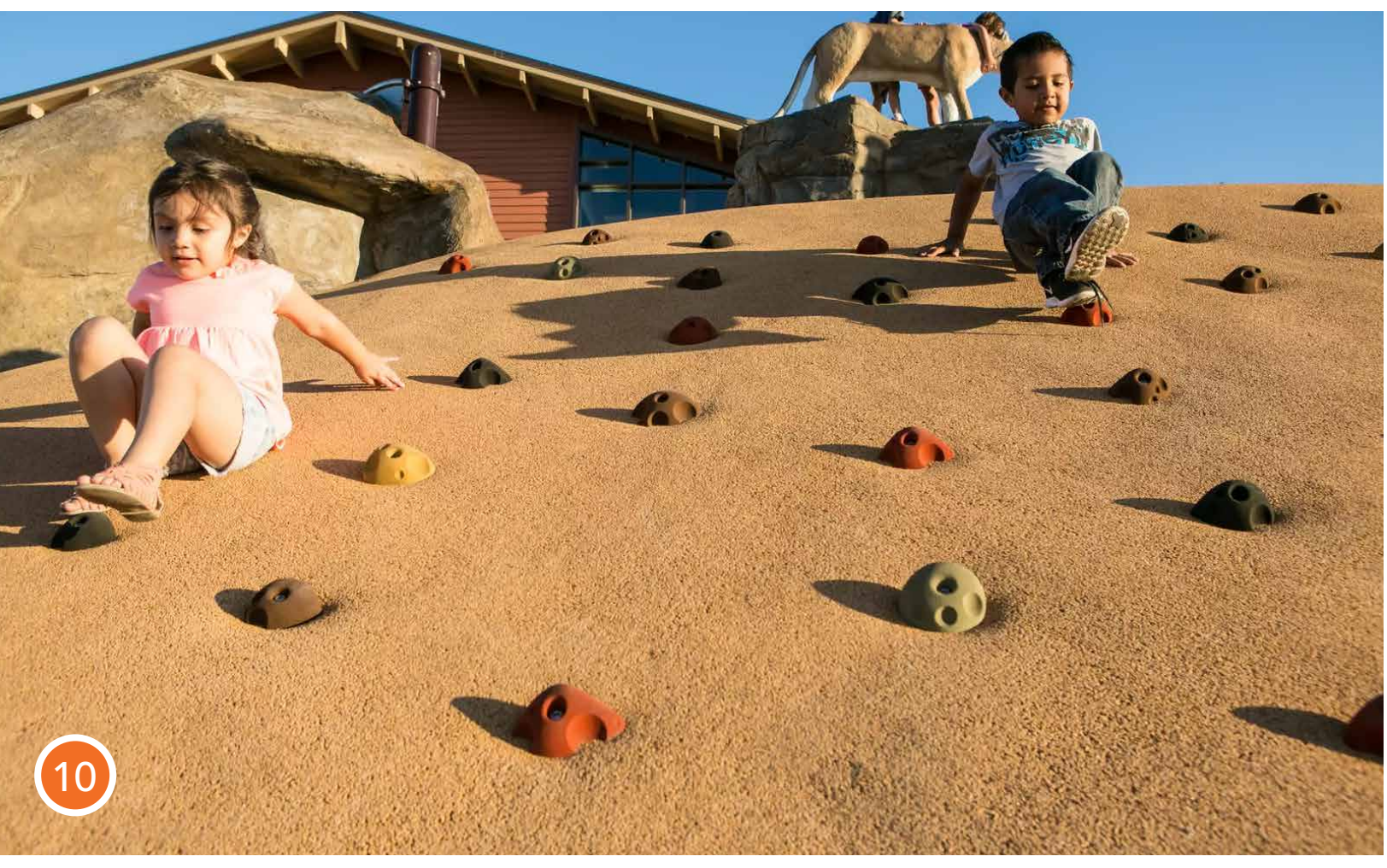


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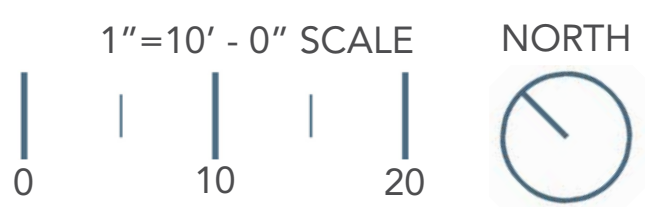
- 1 LAWN AREA
- 2 PARK PATH
- 3 SOLID ROOF SHADE STRUCTURE OVER SEATING
- 4 PICNIC TABLE
- 5 6' METAL PARK BENCH
- 6 TRASH RECEPTACLE
- 7 BIKE PARKING
- 8 2-5 CHILDREN'S PLAYGROUND
- 9 5-12 CHILDREN'S PLAYGROUND
- 10 SLOPED PLAY HILL
- 11 DRINKING FOUNTAIN
- 12 BBQ
- 13 MONUMENT SIGN
- 14 SHADE SAILS

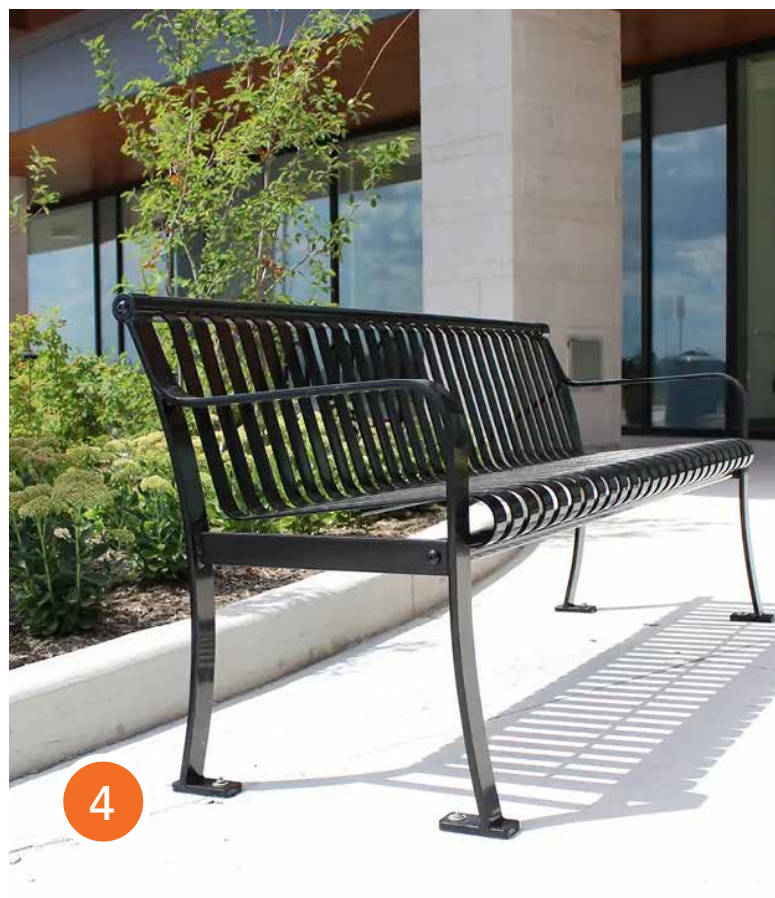


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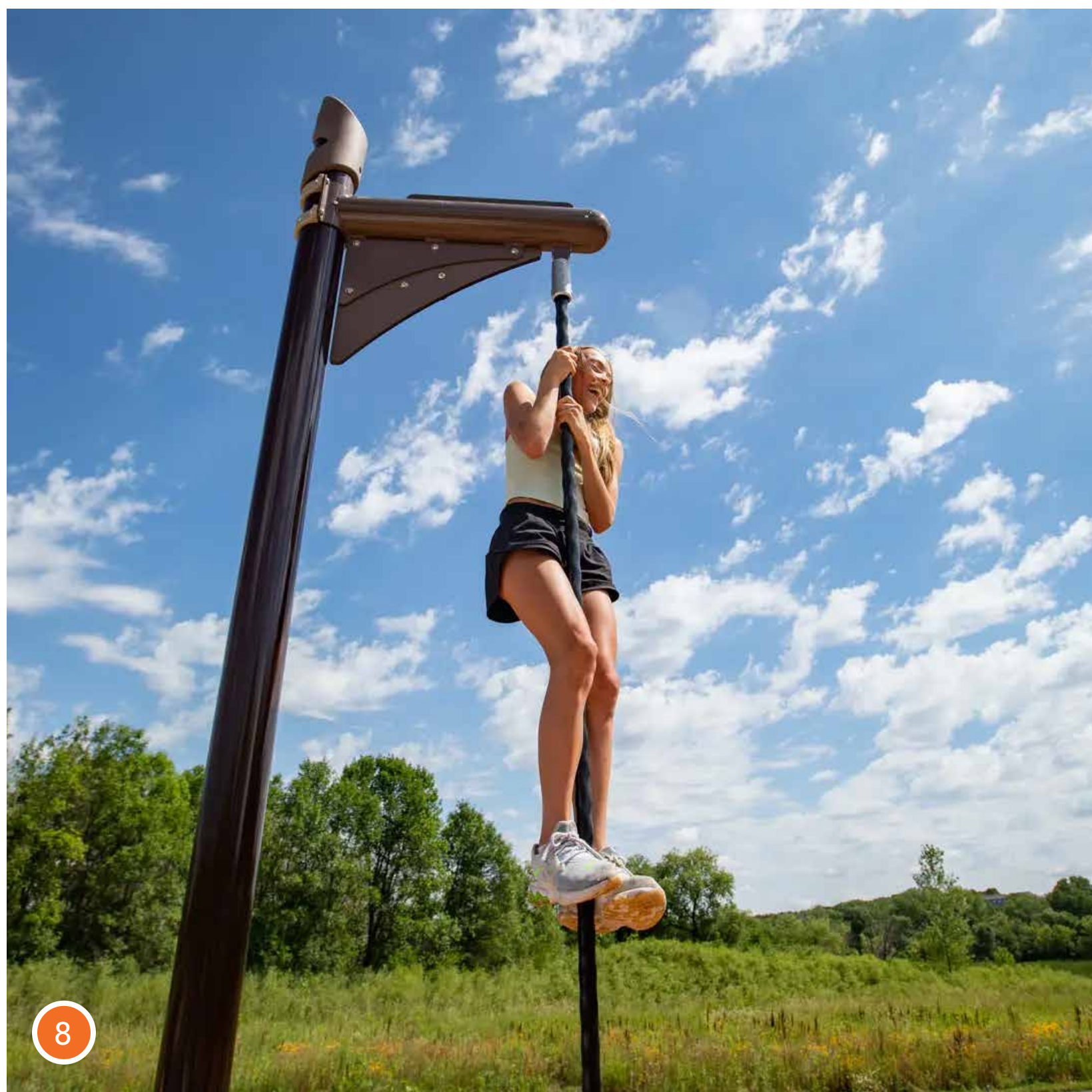
* IMAGERY SHOWN IS CONCEPTUAL IN NATURE. DESIGN REFINEMENT IS ONGOING.





LEGEND

- 1 LAWN AREA - ACTIVE
- 2 PARK PATH
- 3 PICNIC AREA - ADA ACCESSIBLE
- 4 6' METAL PARK BENCH
- 5 TRASH RECEPTACLE
- 6 FITNESS LOOP MARKINGS
- 7 SHADE SAIL
- 8 FITNESS STATIONS



* IMAGERY SHOWN IS CONCEPTUAL IN NATURE. DESIGN REFINEMENT IS ONGOING.

CITY OF TRACY
PARKS & COMMUNITY SERVICES COMMISSION MEETING
September 5, 2024

AGENDA ITEM 7.b.

REQUEST

REVIEW THE DOWNTOWN VISION PLAN, WHICH INCLUDES CONCEPTS FOR A GRAND PARK IN THE WESTERN BOWTIE AREA, AND RECOMMEND THAT THE CITY COUNCIL APPROVE THE VISION PLAN

EXECUTIVE SUMMARY

City staff and consultant team have prepared a Downtown Vision Plan, which includes concepts for a grand park in the western Bowtie area (Attachment A). The Parks and Community Services Commission is requested to review, provide feedback to staff, and recommend that the City Council approve the Downtown Vision Plan.

DISCUSSION

The purpose of this agenda item is to present the Draft Downtown Vision Plan, which includes concepts for a grand park in the western Bowtie area, for Parks and Community Services Commission's review and recommendation to City Council. The City's planning consultant, Ben Ritchie of DeNovo Planning Group, will provide a presentation of the Downtown Vision Plan during this agenda item. The complete Downtown Vision Plan is included as Attachment A. A Vision Plan is not a land use regulatory document. A Vision Plan paints a conceptual picture of a desired outcome and provides a strategy for how to achieve it.

The Downtown Vision Plan contemplates the potential of the City acquiring the Bowtie property, remediating the contaminated soil, and developing a grand central park on the western portion of the Bowtie. Very few cities have an opportunity to create such a grand park adjacent to their downtown. The concepts for this park would establish it as a huge attraction for the surrounding neighborhoods and the City as a whole. This grand park is envisioned to include a mix of active and passive uses on a scale that would be unmatched elsewhere in the City. The concept includes a potential outdoor amphitheater that could elevate this park to a regional destination.

The park concepts shown in the Downtown Vision Plan are included only for the purpose of identifying the potential for a grand park in the Bowtie area. This is not an attempt to design the park. If the City is to ever move forward with plans for developing a park in the Bowtie area, the actual park design would be subject to the City's standard process for park design and development, as described in the City's Parks Master Plan.

It needs to also be acknowledged that this vision for the Bowtie is a long-term vision that will take many years to achieve. A significant benefit of approving this Downtown Vision Plan is that it will enable the City to begin talks with the Union Pacific Railroad (UPRR) and provide the City with essential project marketing materials that will be helpful in pursuing State and Federal grant funds to assist with remediation of the site and project development. Preliminary estimates for acquiring the entire Bowtie site are roughly in the range of \$38 million to \$42 million, and preliminary estimates for site remediation are roughly in the range of \$10 million to \$12 million.

RECOMMENDATION

That the Parks and Community Services Commission review the Downtown Vision Plan, which includes concepts for a grand park in the western Bowtie area and recommend that the City Council approve the Vision Plan.

Prepared by: Scott Claar, Acting Planning Manager

Reviewed by: Richard Joaquin, Acting Assistant Director of Parks and Recreation
Brian MacDonald, Director of Parks and Recreation

ATTACHMENT

Attachment A – Downtown Vision Plan

Downtown Tracy

Vision Plan

July 2024



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Eleassia Davis, Mayor Pro Tempore

Dan Arriola

Mateo Bedolla

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Introduction



Executive Summary

Context

Tracy's history is closely tied to the railroad, with the rail line passing through the city in 1869. The City of Tracy's Downtown Vision Plan Area covers 137.5 acres, comprising the Central Business District (CBD) and the Bowtie site. Located at the eastern edge of the city, the area is relatively distant from major freeways, which impacts downtown businesses and housing demand. Tracy has multiple job centers. However, the city's workforce is mainly engaged in jobs outside Tracy, with few residents working within the city.

Existing Conditions

Brownfield redevelopment is an important aspect of Tracy's vision for sustainable and thriving communities. Brownfields are previously developed properties that may have been contaminated or underutilized, requiring remediation in order to be safely redeveloped. The City of Tracy recognizes the potential of brownfield sites to contribute to the economic growth and revitalization of the community.

The City's General Plan land use designation within Tracy's Downtown Vision Plan Area is primarily designated as Downtown according to the city's General Plan Land Use Map. This downtown designation aims to support and reinforce the area as the heart of the city, promoting a mix of retail, office, high-density residential, and public-serving uses. The zoning provisions for the Plan Area primarily fall under the Central Business District (CBD) zone, which aims to facilitate pedestrian-oriented establishments, provide commercial business and service facilities, and serve as the retail core and cultural focus of Tracy. The CBD zone also promotes the proximity of high-density residential

areas to downtown businesses and public gathering spaces, fostering a strong sense of place for the community.

Process

The City of Tracy has undertaken comprehensive community outreach efforts to ensure that the residents have a voice in shaping the future of the city. The outreach process has included various methods such as online surveys, stakeholder discussions, and study sessions with the Planning Commission and City Council. The City has also utilized its website, social media platforms, and traditional flyers to engage the community and gather their input. The recent community survey regarding Downtown Tracy saw a significant response, with 154 total respondents providing valuable insights. This ongoing commitment to community engagement ensures that residents have ample opportunities to participate and contribute to the decision-making process.

Economic Analysis

Downtown Tracy's retail district is historic and diverse, featuring older commercial buildings, small businesses, and a mix of retail and office spaces. Despite challenges from e-commerce and limited business margins, efforts by the Tracy City Center Association have shown promise in successfully supporting local businesses. Housing in Tracy is predominantly single-family homes, with a shift toward more multi-family units. The housing market has slowed since 2010, and downtown housing shows a higher density with some new development projects underway. Surrounding residential neighborhoods are mixed, with some losing historic character due to commercial conversion.

Great Valley Park

The new Great Valley Park, preliminary named so in reference to Tracy's location within California's Central Valley or "Great Valley" as it was referred to in the past, will be created on the 28-acre west bowtie site, bounded by 6th Street to the north, Central Avenue to the east, and the existing rail track to the south and west. The track curves around the site and forms a narrow strip of land between the tracks and 6th Street towards Tracy Boulevard.

The Great Valley Park will be Tracy's large "Central Park," a signature park that will offer activities and respite for everyone and that is fittingly located at Central Avenue. The design concept for the park builds on the surrounding context with its existing buildings, streets, and natural assets.

While the West Bowtie is centrally located just south of Downtown Tracy, the mostly flat site is constrained in terms of access, which can only occur from 6th Street and Central Avenue due to the existing rail track running along the southwestern edge. For this reason, most active uses are placed along 6th Street and passive uses and natural areas are located in the





southern area, closer to the rail track. This generally gives the park an east-west orientation reminiscent of the old railyard's orientation. The park concept includes a few distinct design moves that make the park inviting and easy to use for different purposes.

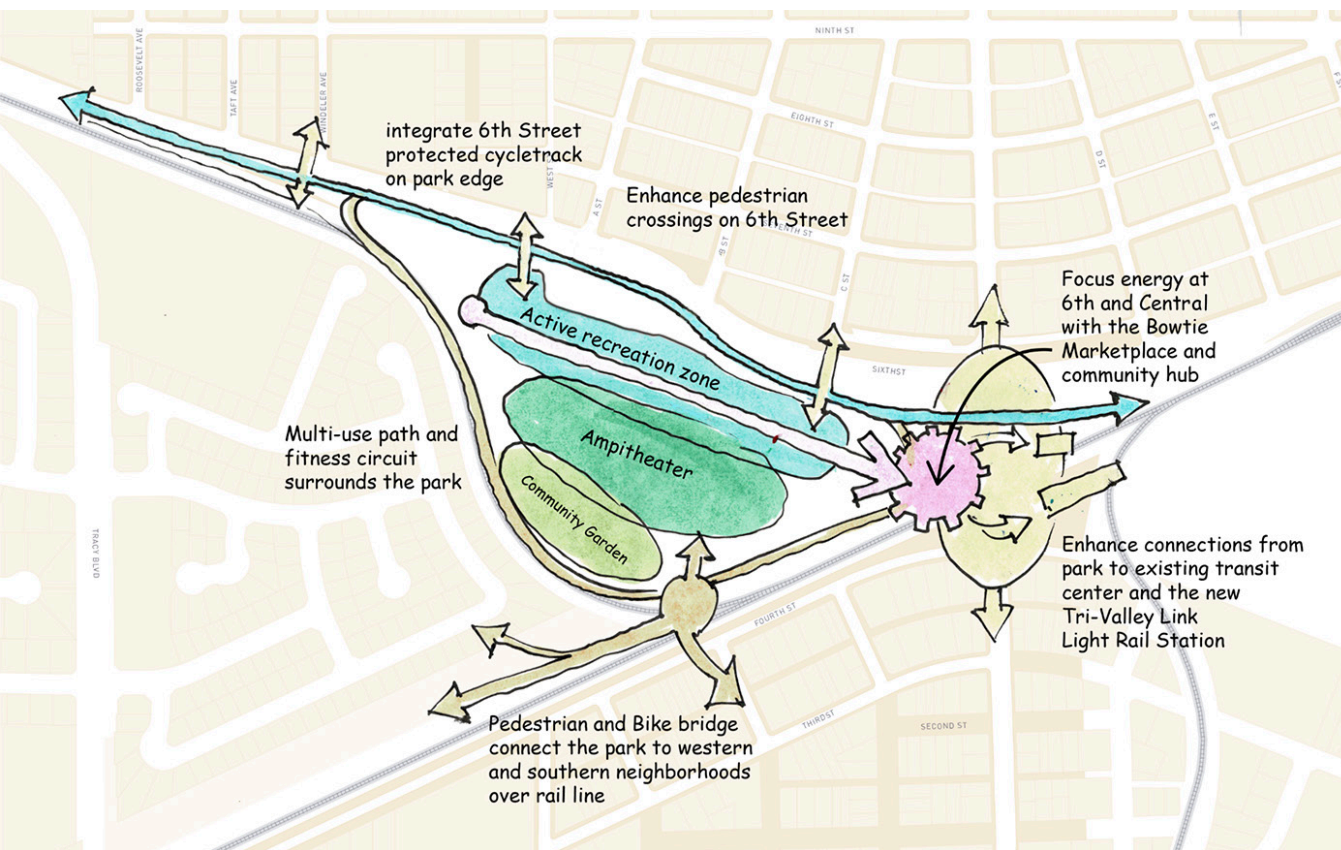
Bowtie East Transit Village

The eastern portion of the Bowtie is an ideal location for Transit-Oriented Development as a future Tri-Valley Light Rail Station is proposed this side of Central Avenue at the existing railway right-of-way, just south of the existing Transit Center. The maximum allowed density for residential development in this area is 50 DU/ac, opening an opportunity for a mix of multi-family housing and townhomes within walking distance to the station and the new Great Valley Park. Due to the proximity to Downtown and the existing residential uses

surrounding the site, residential uses with small amenity retail opportunities make the most sense on this site.

Central Business District (CBD)

To ensure the continued prosperity and vitality of Downtown Tracy, the City of Tracy is mindful of how the bowtie area, both west and east, impacts the downtown. This area plays a crucial role in connecting and enhancing the overall downtown experience. The City is dedicated to maintaining the unique charm and character of Downtown Tracy while fostering appropriate growth and development that integrates seamlessly with the bowtie area, reinforcing its importance as a central hub for the community.



Context



Regional Context

Tracy is an approximately 22 square-mile city located in the southwestern portion of San Joaquin County. The City is situated near the western edge of the San Joaquin Valley, at the eastern base of the Southern Coastal Mountain Range and the Altamont Pass, and just south of Old River, the southernmost waterway within the San Francisco Bay Delta. Figure 1 shows Tracy's location within the region.

Tracy is located just southwest of the Cities of Lathrop and Manteca and southeast of Mountain House, an unincorporated community in San Joaquin County. From a regional perspective, the city is located approximately 20 miles east of Livermore, 20 miles southwest of Stockton, 30 miles east of Dublin, 55 miles northeast of San Jose, 63 miles southeast of San Francisco, and 68 miles south of Sacramento.

Regional highway access to Tracy is provided by three highways that form a triangle around the city. Interstate 5 extends along a north-south route just east of the city, providing access to communities throughout the Central Valley and beyond. Interstate 580 originates just southeast of the city at a junction with Interstate 5, extending in a northwesterly direction towards the Altamont Pass, and veers west, providing access to the Cities of Livermore, Dublin, Pleasanton, and the greater Bay Area beyond. Interstate 205 extends along an east-west route through the northern portion of the city, connecting Interstates 5 and 580.

Tracy residents also have rail access to the Bay Area and Sacramento via the Altamont Commuter Express (ACE), which runs along the southern edge of town. Additional commuter service may be available in the future if the proposed Valley Link station is built in Downtown Tracy. Current regional bus routes, operated by San Joaquin County

Regional Transportation Department, connect downtown Tracy to surrounding communities.

Tracy has experienced rapid growth during the past 40 years. Many people who work in the Bay Area have moved to the city in search of more affordable housing. Given the relative lack of employment opportunities in Tracy and elsewhere in San Joaquin County, this trend has perpetuated significant congestion along Interstate 580 and Interstate 205 during commuting hours. Additionally, in recent years the city, based upon its central location, straddling the Central Valley and Bay Area regions, and access to the aforementioned freeways, has also emerged as a distribution and shipping hub within Central and Northern California.



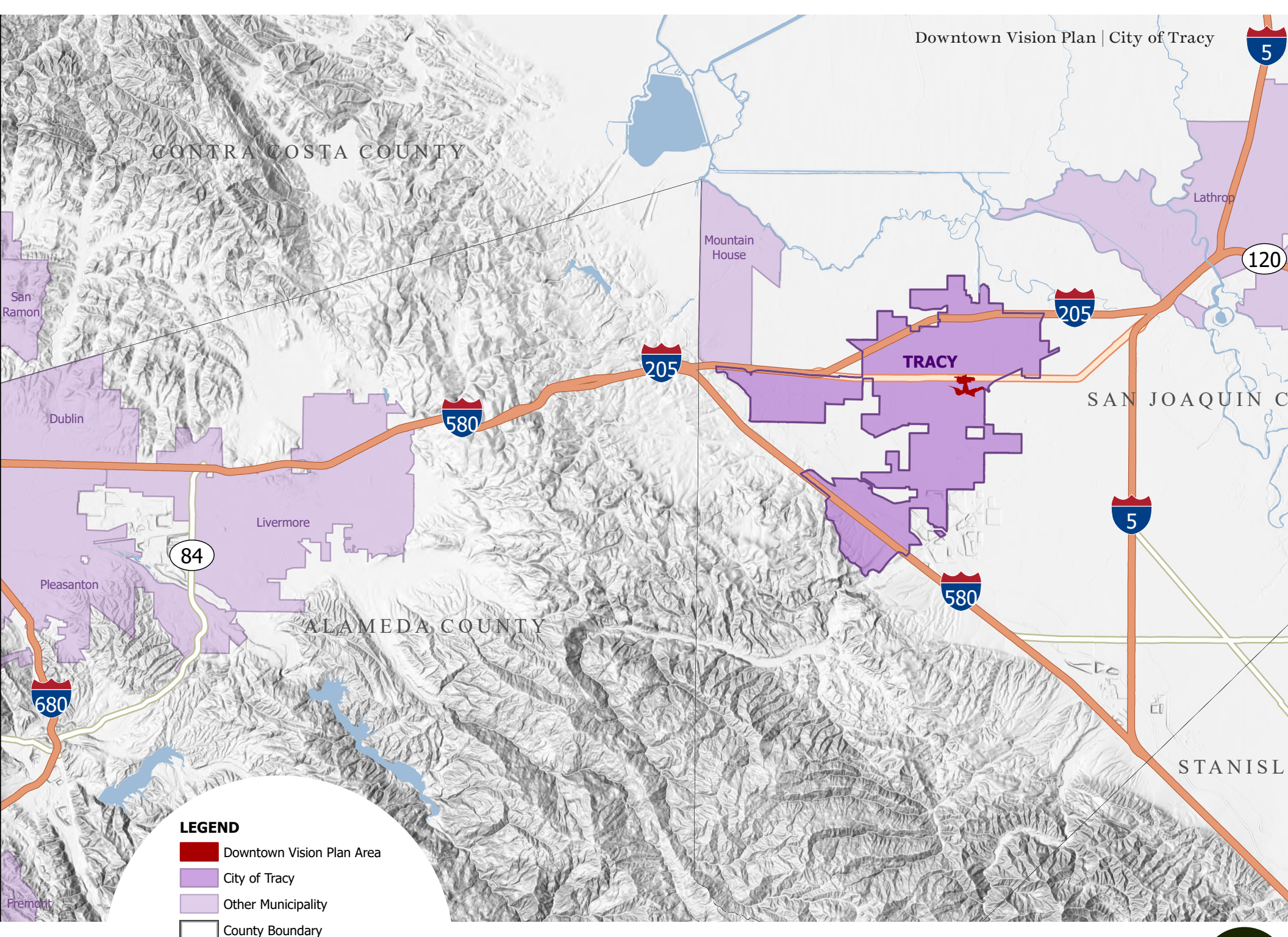


Figure 1: Regional Context

Local Context

Tracy is a railroad town that came from the mid-19th century construction of Central Pacific Railroad rail lines running from Sacramento through Stockton to the San Francisco Bay Area. Several small communities sprang up along these lines at designated station sites, including one at the junction named for railroad director J.J. Tracy. Incorporated in 1911, the City of Tracy is largely composed of neighborhoods, most of which were built in the last several decades as the historically agricultural town exploded into a city. Figure 2 shows a more zoomed in view of the City in a local context.

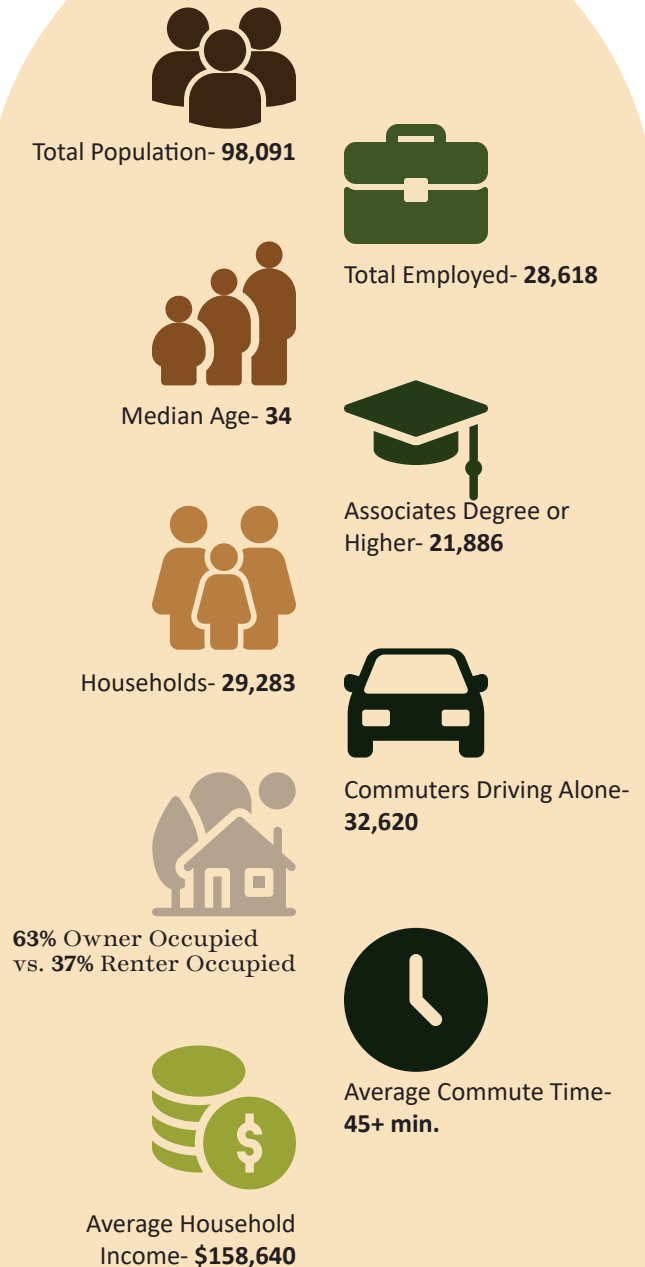
In 2021, the City of Tracy's population was just over 98,000 residents, representing about 12 percent of the total number of San Joaquin County residents. Tracy has nearly 30,000 households and an average of 3.44 persons per household. Households in the western, southwestern, and northeastern portions of the City have above-moderate incomes, with some neighborhoods showing earnings of over \$150,000 per household. Median income in the City of Tracy has increased in parallel with inflation, while median income in the Downtown has increased at a faster pace than inflation. Over the last 12 years, the number of households has remained relatively steady in the Downtown, reflecting limited/ no new residential development, while the number of households have increased by about 3,700 elsewhere in the City.

The City of Tracy has established itself as an important suburb to the San Francisco Bay Area region with its solid base of small businesses, national retailers, and restaurants. There are several retail nodes throughout Tracy—the West Valley Mall, Tracy Market Place, the Eleventh Street

corridor, and Downtown. There are several smaller neighborhood centers scattered throughout the City as well. The city's key civic area is the Civic Center, located just east of Downtown. There are a number of public buildings and educational institutions spread throughout the City.

Tracy has several job centers, including the North East Industrial Area, the Civic Center just east of downtown, Cordes Ranch Specific Plan Area, and North Tracy Boulevard between West Lowell Avenue and West Eaton Avenue, where hospitals and medical offices are concentrated. There are about 45,000 employees in the City. A substantial proportion of jobs in the City are in the transportation and warehousing sector, reflecting the strong concentration of the logistics industry. Other larger industry sectors include the retail trade and accommodation and food services sectors, the health care and educational services sectors, and the manufacturing sector. A modest number of employees are in the professional, scientific, and technical, information, and management sectors.

In part because of the relative mismatch between jobs in the City of Tracy and the professions/skillsets of Tracy's employed residents, only about 6,100 Tracy residents (15.9 percent) work in the City. Many employed residents commute west – 12.2 percent work in Livermore and Pleasanton, and 14.3 percent in Oakland, Fremont, San Francisco, and San Jose – with relatively few working in San Joaquin County (e.g. only 5.4 percent of Tracy employed residents worked in Stockton). In contrast, a large proportion, 38.0 percent, of people working in the City of Tracy lived in San Joaquin County. Overall, the City of Tracy was a "net exporter" of workers with about 32,100 residents employed outside of the City and 27,200 non-residents working in the City.



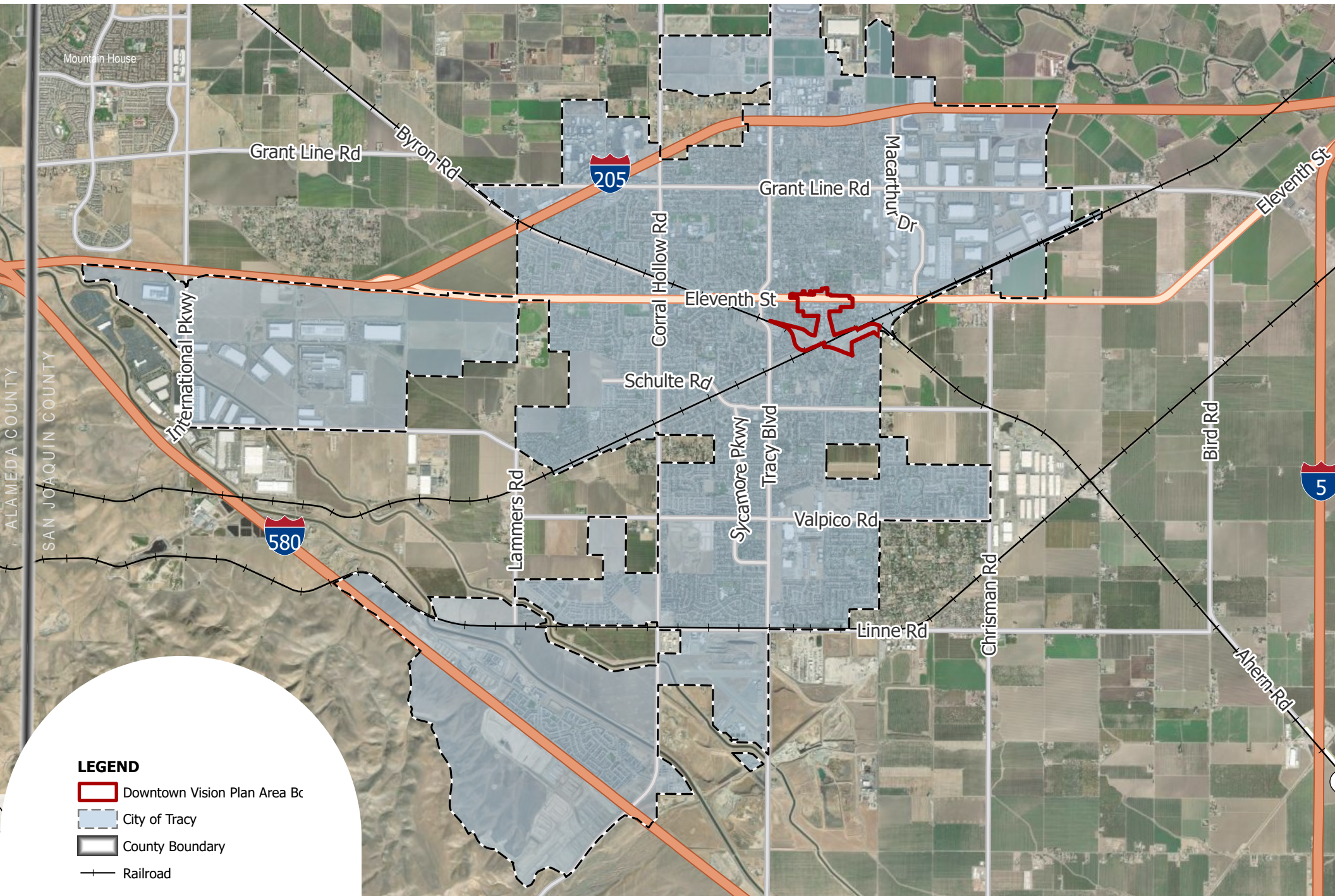


Figure 2: Local Context

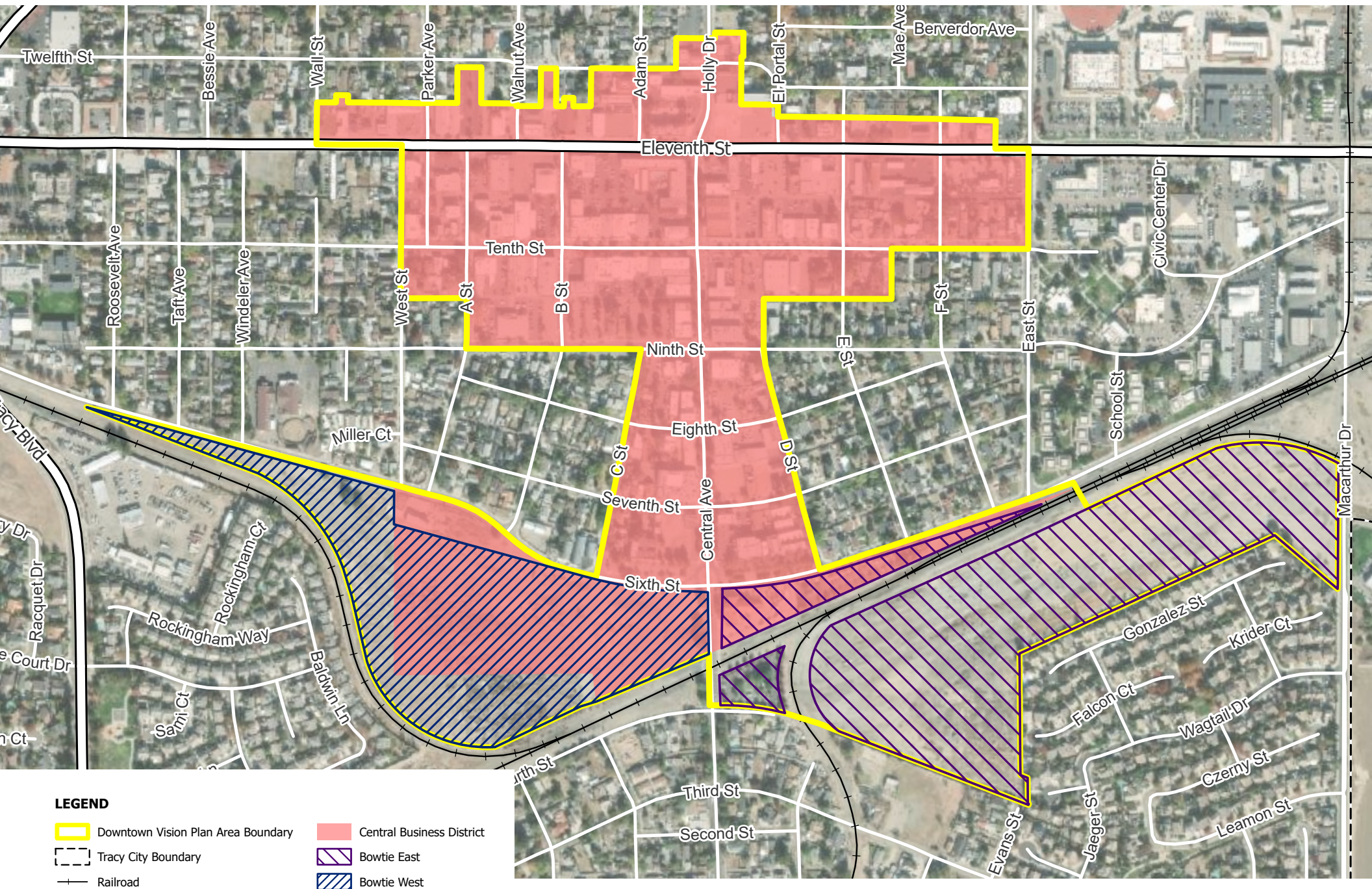


Figure 3: Downtown Vision Plan Area

Sources: San Joaquin County GIS; Caltrans; ArcGIS Online World Imagery Map Service. Map date: November 6, 2023.

Downtown Tracy Vision Plan Area Context

The Downtown Vision Plan Area, approximately 137.5 acres, is shown in Figure 3. The Downtown Vision Plan Area is generally bound by the 11th Street corridor to the north; East Street and D Street to the east; the railroad tracks, Fourth Street, and existing neighborhoods to the south; and C Street and West Street to the west.

The Downtown Vision Plan Area lies on the eastern edge of the City, relatively far from both I-205 and I-580. This relative distance from the freeways likely affects the number of visitors to the downtown establishments, and demand for downtown housing from households who commute to jobs outside of the City. A more detailed history of the Downtown Vision Plan Area is provided on pages 14-17, and a more detailed description of existing conditions on pages 18-21.

The Downtown Vision Plan Area is made up of the Central Business District (CBD) and the Bowtie site, which is divided into Bowtie West and Bowtie East. The CBD contains the primary concentration of Downtown retail. The historic center of the City lies at the southern end of the CBD, adjacent to the Bowtie site. The Bowtie site is a brownfield redevelopment area. More details about the contamination of the Bowtie site are provided on pages 22-26.



Brief History

Downtown Tracy and Bowtie Sites

Tracy's history is the history of the railroad in the north San Joaquin valley. The rail line through the present site of Tracy in 1869 came a few months after the joining of the Central and Union Pacific Railroads at Promontory Territory of Utah on May 10, 1869, which established Transcontinental Rail Service across the U.S. The Central Pacific Railroad that ran from Sacramento was built through the present site of Tracy, over Altamont Pass, through Niles Canyon to Niles, and then by ferry to San Francisco.

Nearby Lathrop consisted of a roundhouse, a railroad shop, yards, and hotels for feeding railroad

employees. The community became the railroad business center and the headquarters for the Central Pacific Railroad for the San Joaquin Valley. The increasing volume of business being handled by the railroad required a coaling station at the foot of the Altamont Hills just 14 miles west of Lathrop. A coaling station, named Ellis, was established west of present-day downtown Tracy between Corral Hollow Road and Lammers Road along old Schulte Road.

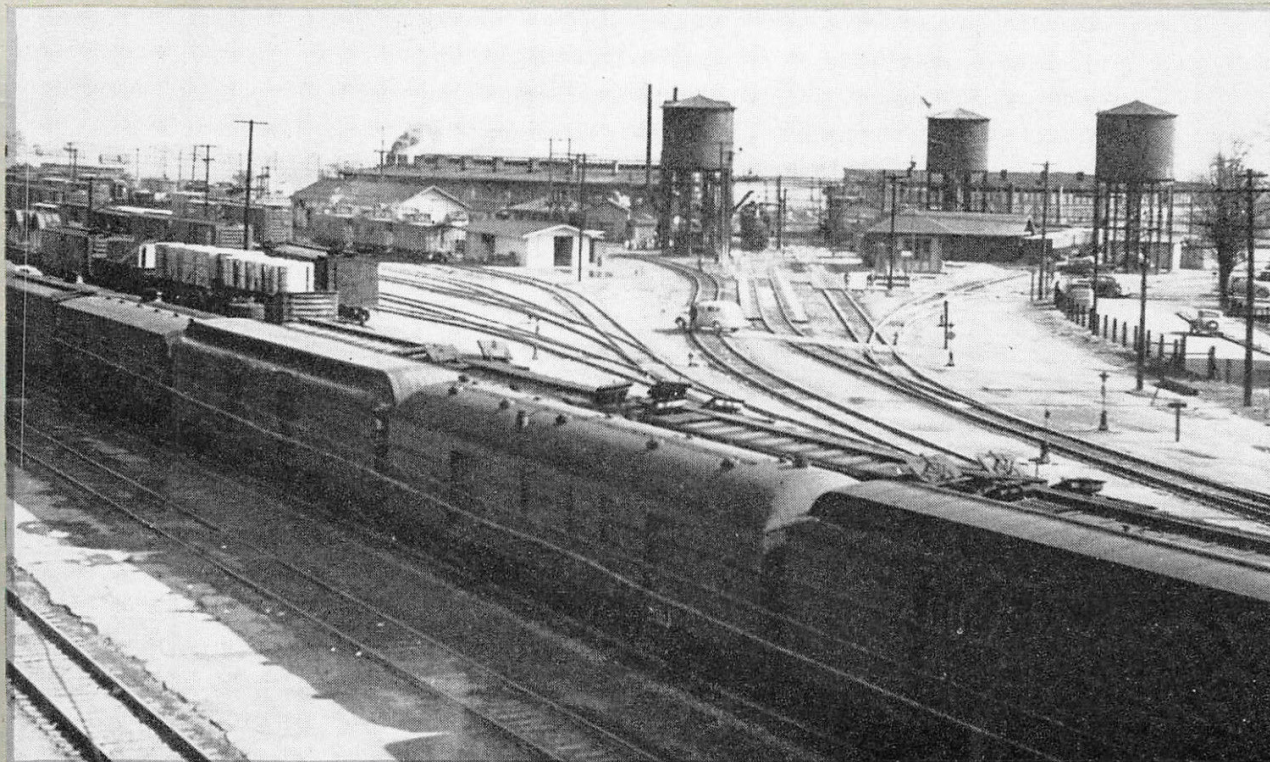
Tracy was incorporated in 1910 and grew rapidly after the first irrigation district was established in 1915. Although railroad operations began to decline in the 1950s, Tracy continued to prosper as an agricultural area. Today, the City seal reflects this history of railroads and agriculture.

The Bowtie area encompasses an area that is slightly larger than the former railyard that was operated by Southern Pacific Transportation Company. Historically, the Bowtie area has been utilized for commercial and industrial use, and is currently comprised of vacant land and several commercial buildings located in the northwest section of the site. The site was decommissioned in the 1940s and was subsequently used as a rail welding facility. This activity continued until most of the structures and railroad tracks were removed in the 1980s. Following dismantling of the rail buildings, portions of the site have been used by American Transit Mix/RMC Lonestar (along MacArthur Drive) and warehousing businesses (around West Sixth Street).





Downtown Vision Plan City of Tracy



SOUTHERN PACIFIC RAILWAY YARDS AND SHOPS, TRACY, CALIFORNIA

L-134

**Tracy's
history
is the history
of the railroad
in the north San
Joaquin valley.**



Historical monuments in the Plan Area include the Tracy City Hall and Jail and the Tracy Inn. Both structures are registered on the National Register of Historic Places. Tracy City Hall and Jail was first commissioned by the city in November 1899 and was completed in March 1900 after the original Jail and City Hall burnt down. This historical site served as the local government's place of operation during Tracy's formative years, which makes the Tracy City Hall and Jail building an integral part of Tracy's foundation. The structure, located on 25 West Seventh Street, is made of a simple brick building and was built by J.F. Hoerl. In the historical resources inventory, the Tracy City Hall and Jail was one of only fourteen buildings to receive an "exceptional" rating.

Another historic structure, the Tracy Inn, was originally opened in 1927 with a total of 60 rooms on the second floor and is still located at 24 West Eleventh Street. The building has a transitional architectural style befitting the 1920s with classic Spanish Colonial revival and modern styles mixed together. The building was designed by the Oakland firm of Slocombe and Tuttle. In 1949, after the ownership changed, the Tracy Inn suffered a fire that burned the only original blue prints of the building. Even with this loss, the owner was still able to recreate the original look of the Tracy Inn. The iconic sign of the Tracy Inn was also replaced in 1945.

Another important building is the Classical Grand Theatre which anchors downtown and was designed by architect Albert W. Cornelius. The Theatre opened on August 11, 1923 as a premiere vaudeville half-house. Conceived and built by German-born entrepreneur John C. Droge, the Theatre was converted to show "talkies" by the late 1920s. The Grand has been honored with



awards from The California Heritage Council and the California Preservation Foundation and has been acknowledged in the State Legislature and U.S. Congress. The Center was recognized nationally as one of fifty unique and important cultural redevelopment projects studied in 2010. The information gained from this research project assists in the development of new art and cultural centers in communities across America.

Downtown Tracy Today

Downtown Tracy is the historic center of the community. Tracy's central retail district retains the scale and structure of traditional main streets in small cities, although Tracy's core shopping area is larger than most of these surviving districts. Tracy has also retained many of the residential neighborhoods that originally surrounded and supported main street businesses. In addition to its role as a commercial center, Tracy's downtown is also the center of community activities. It hosts the weekly Farmers' Market, the annual Wine Stroll, holiday and homecoming parades, and much more.

A major city improvement project completed in 2007 provided reconstructed streets, new street trees, expanded landscaping and redesigned sidewalks to the downtown. Also in 2007, the Grand Theatre Center for the Arts was created from the historic theater, two adjoining hotels, and a firehouse building. The City of Tracy Transit Station, opened in 2009, provides a handsome new anchor — and venue for community gatherings — at the corner of Sixth Street and Central Avenue on the southern end of downtown.



Existing Conditions



Existing Conditions

This section provides an overview of the project area's existing and potential neighborhoods and districts. Development within each of these areas shares a common identity, providing a localized sense of place within the larger project area. Because the neighborhoods and districts are largely developed, the Downtown Vision Plan focuses on how future development can emulate, preserve, and enhance the characteristics of each area and the adjacent areas' existing development.

The city's core area includes the Central Business District, the Civic Center campus, the Transit Center, the Bowtie site, and historic residential neighborhoods. This portion of the project area is mostly developed, so future development will

largely rely upon infill development on vacant or underutilized parcels and sites.

Central Business District

Tracy's Central Business District is almost as old as the city itself and is focused along its four established commercial streets: Central Avenue, 6th and 10th Streets, and a portion of 11th Street. Central Avenue, from 11th Street in the north to the south to 6th Street in the south, was developed early on as part of the City's commercial core and serves today as Tracy's main street. The district is primarily defined by low scale, commercial and mixed-use development in the form of one- and two-story commercial buildings that include ground floor retail, restaurant, and entertainment uses, and upper floor offices. The district also

includes one three-story building. Three landmark buildings, all located along Central Avenue, anchor the district: Tracy Inn to the north at the 11th Street intersection, and Grand Theatre and the Transit Station at or near the southern end of the district. The Central Business District generally presents a pedestrian-oriented, small scale urban form. Buildings maintain sufficient frontage along streets and are located adjacent to the adjoining sidewalk(s); off-street parking is located behind or beside buildings; and the area's blocks are compact. The presence of parking lots and vacant parcels along the district's aforementioned commercial streets does create the presence of "missing teeth" or gaps in the urban form, detracting somewhat from the presence of a continuous building street wall and resulting pedestrian-scaled urban form.





Commercial Storefronts Along 10th Street



Historic Commercial Buildings Along Central Avenue



6th Street Plaza



Transit Center and 6th Street/Central Avenue Roundabout



Bowtie Site with Outlying Residential Neighborhood Development Beyond



Commercial Storefronts Along Central Avenue



Bowtie Site with Outlying Residential Neighborhood Development Beyond



Bowtie Site with Outlying Residential Neighborhood Development Beyond



Looking East on 10th Street Towards Civic Center



Home and Pathway in Outlying Residential Neighborhood



Home and Pathway in Outlying Residential Neighborhood

History of Bowtie Site and Remediation Potential

Existing Site Uses

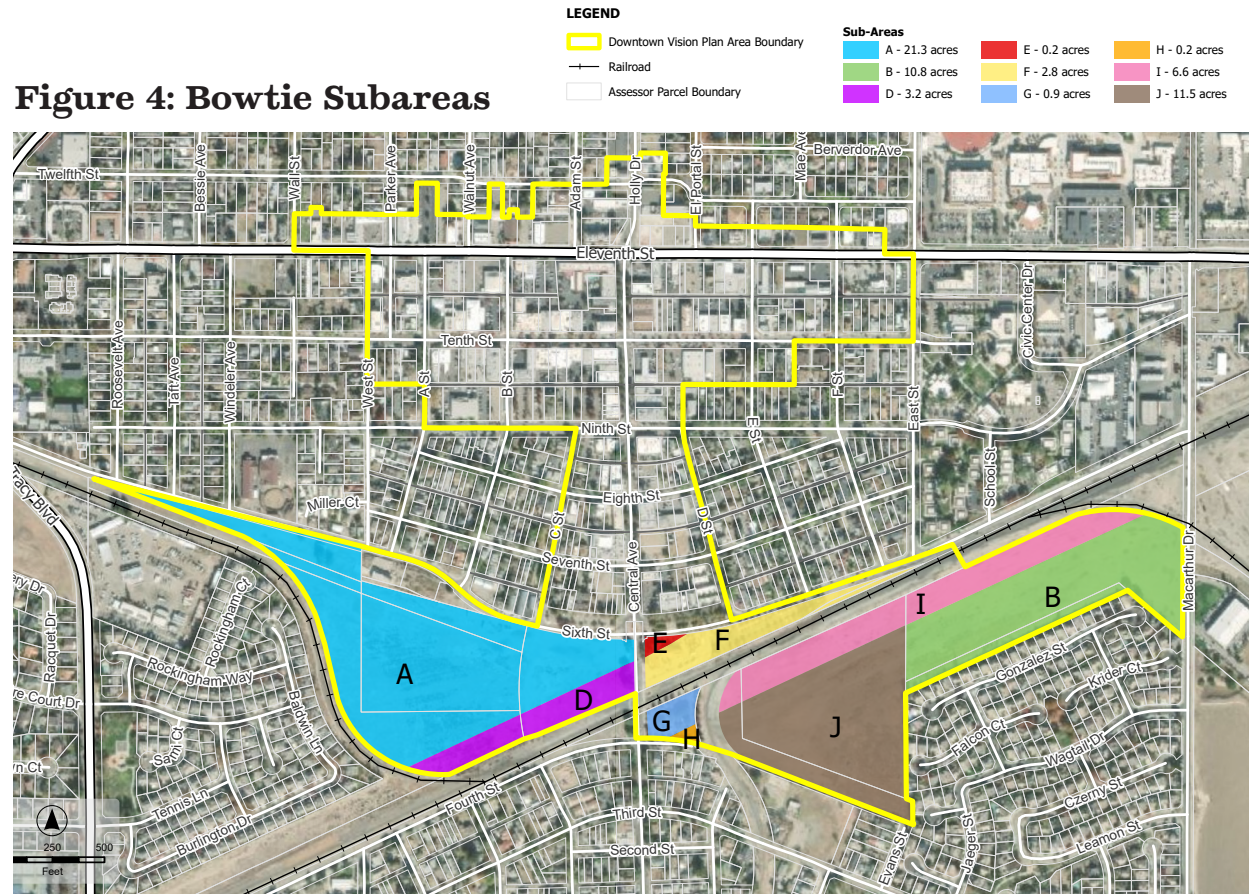
The Bowtie area encompasses an area that is slightly larger than the former railyard that was operated by Southern Pacific Transportation Company. The Bowtie has been divided into nine subareas for ease of discussion, Areas A through J, as shown in Figure 4.

Historically, the Bowtie area has been utilized for commercial and industrial use, and is currently comprised of vacant land and several commercial buildings located in the northwest section of the site (Area A). The site was decommissioned in the 1940s and was subsequently used as a rail welding facility. This activity continued until most of the structures and railroad tracks were removed in the 1980s. Following dismantling of the rail buildings, portions of the site have been used by American Transit Mix/RMC Lonestar (along MacArthur Drive) and warehousing businesses (around West Sixth Street).

Historical Overview

Union Pacific Railroad Company (UPRR) is the current site owner, who acquired the property from the Southern Pacific Transportation Company (SP) in 1996. Southern Pacific Transportation Company used the site as a maintenance facility until it was decommissioned in the 1940s. The site was then used as a rail welding facility until sometime prior to 1980. Most of the on-site structures and railroad track were removed in the 1980s.

In the Bowtie area, environmental contamination is primarily attributable to its former use as



a maintenance facility for Southern Pacific Transportation Company. Following its active use for maintenance of Southern Pacific trains, the site was “decommissioned” in the 1940s and subsequently used as a rail welding facility. These previous uses and activities contributed chemicals of concern that persist today. Contaminants from the railyard, underground tanks, and area pipelines have entered the soil and migrated into the underlying groundwater.

Hazardous Materials Areas

Potential areas of on-site hazardous materials use and storage were identified in several previous environmental reports,¹ as follows:

Previous site investigation and assessments referenced include the following:

- » **Phase II Environmental Site Assessment, Proposed Tracy Multimodal Station, San Joaquin, California, prepared by Geocon in July 2005;**
- » **Additional Site Investigation Report, Proposed Tracy Multimodal Station, San Joaquin, California, prepared by Geocon in October 2005; and**
- » **Draft Phase I Remedial Investigation Report, Former Tracy Railyard, Tracy, California prepared by Kennedy/Jenks Consultants in April 2006.**

» **Area A:** Proposed surface areas of potential environmental concern included railroad right-of-way, railroad maintenance areas, packing sheds, a signal repair building, and two warehouses. Reported subsurface areas of potential concern included two 8-inch oil pipelines.

» **Area B and eastern section of Area I:** Historical surface areas of potential environmental concern included railroad tracks, wheel shops, oiled macadam (stone) roads, rail beds, a coal house, refuse pit and rail welding. Subsurface areas of potential environmental concern included two (500-gallon unleaded gasoline and 1,000 diesel) underground storage tanks (USTs) removed in 1989. No evidence of regulatory closure for the USTs was discovered.

» **Areas E, F, G and H:** Surface areas of potential environmental concern included railroad ties, a former oil shed, oil filled sumps and soil stockpiles. Subsurface areas of potential environmental concern included oil pipelines.

» **Area J and western section of Area I:** This was reported as the most industrialized area of the site. Surface areas of potential environmental concern included three ponds filled with soil and concrete debris, one large aboveground storage tank (AST) containing oil, an oil pump house, railroad tracks, two railroad roundhouses, a railroad turntable, an engine pit, an oil sump, a tool house, store houses, a lumber shed, an AST with unidentified contents, a powerhouse and railroad tracks. Subsurface areas of potential environmental concern included several oil pipelines.

The chemicals of concern fall into several broad categories as outlined below:

- » Lead, primarily from railroad tracks and pipelines.
- » Arsenic, possibly from slag, a waste material from smelting, and wood treating processes.
- » Total petroleum hydrocarbons, primarily from oil-filled sumps, oil sheds, equipment, and maintenance activities.
- » Polynuclear aromatic hydrocarbons, chemical compounds that result from incomplete combustion of carbon-containing products such as fuels, wood, coal, and diesel.
- » Volatile organic compounds, emitted as gases from a variety of sources including paints, lacquers, and fuels.
- » BTEX (benzene, toluene, ethylbenzene, and xylenes), a group of volatile organic compounds found in petroleum derivatives; on-site BTEX contamination is likely the result of leaks from underground storage tanks containing petroleum products.

The following table summarizes the historical uses in each of the Bowtie subareas and the chemicals of concern that result from those activities:

Table 1: Environmental Contamination in the Bowtie (by Area)

AREA	HISTORICAL RAILYARD USE/ RECOGNIZED ENVIRONMENTAL CONDITIONS	CHEMICALS OF CONCERN
A	Railroad right-of-way and right-of-way maintenance, packing sheds, signal repair building, express building, yard master's office, warehouses, water pipelines, sewer pipelines, oil pipelines, slag ballast, and unidentified "purple colored material"	» Lead » Arsenic » Total petroleum hydrocarbons » Volatile organic compounds
B	Railroad tracks, wheel shops, locker rooms, planking, oiled macadam, rail beds, a coal house, refuse pit, various air and water pipelines, two underground storage tanks	» Lead » Polynuclear aromatic hydrocarbons » Volatile organic compounds and BTEX
D	Not investigated	» Not investigated
E	See description for Area F	» Total petroleum hydrocarbons » Polynuclear aromatic hydrocarbons » Volatile organic compounds and BTEX
F	Railroad ties and ballast, oil shed, oil-filled sumps, stockpiles or soil and debris, and petroleum pipeline	» Total petroleum hydrocarbons » Polynuclear aromatic hydrocarbons » Volatile organic compounds and BTEX
G	Railroad ties and ballast, petroleum pipelines	» Lead » Arsenic » Total petroleum hydrocarbons » Polynuclear aromatic hydrocarbons » Volatile organic compounds and BTEX
H	See description for Area G	» Lead » Arsenic » Total petroleum hydrocarbons » Polynuclear aromatic hydrocarbons » Volatile organic compounds and BTEX
I	For the western half of I, see description for Area J; for the eastern half of I, see description for Area B	» Lead » Arsenic » Metals » Total petroleum hydrocarbons » Polynuclear aromatic hydrocarbons » Volatile organic compounds and BTEX
J	Primary industrial area of the railyard- former ponds filled with soil and concrete debris, an oil tank, an oil pump house, railroad tracks, various oil drains, oil pipes, air pipes, water pipes, settling tanks, pump houses, lumber shed, power house, a roundhouse area with one turntable, two roundhouse structures, an engine pit, oil sump, tool house, store house, railroad tracks, and associated oil pipes	» Lead » Arsenic » Metals » Total petroleum hydrocarbons » Volatile organic compounds

Future Cleanup Potential

Future cleanup and remediation will be with oversight and approval from the California Department of Toxic Substances Control (DTSC).

In general, it is expected that contamination in Areas A, B, and J can be remediated to allow residential uses by removing impacted soils and either placing them elsewhere in the Bowtie area (e.g., areas proposed for commercial/industrial uses) or hauling them off site for disposal. Areas E, F, G, and H can be developed as a commercial/industrial site, with only limited removal of soils in hotspot locations. Again, the soils can be either placed elsewhere or hauled off site for disposal. Areas D and I are Congressional Land Grant areas and should be used for transportation-related uses, pedestrian/bicycle paths, and basketball courts. For hazardous clean-up purposes, these areas are regarded as proposed commercial uses.

Table 2 presents each of the remediation options by subarea and provides order-of-magnitude cost estimates for the various options. The costs assume that the lead and Total Petroleum Hydrocarbon impacted soils are considered to be non-hazardous, which allows them to be disposed of in any number of nearby landfills. Notably, reusing soils on site is demonstrably more expensive than excavating and disposing off site. Under the on-site reuse option, the savings in transportation costs are offset by the costs of capping the “receiver sites” (i.e., Areas D through I).

On-Site Reuse of Soils. Impacted soils from Areas A, B, and J would need to be treated to stabilize the lead, and since soils from Area A and J would likely have elevated levels of Total Petroleum Hydrocarbons, the soils in these areas would also need treatment, either by stockpiling and introducing nutrients

Table 2: Bowtie Remediation Options by Area

AREA A		
Option 1: onsite reuse, place impacted soils on Areas D-I and cap; separate TPH soils and allow to biograde naturally before reusing on Areas D-I and capping	REMEDIAL ACTIONS	AMOUNT
	Remediate/ Stabilize Lead	8,000 cy
	Move impacted soils	8,000 cy
	Cap	888,624 sf
Option 2: Excavate and haul off site	Excavate/dispose	13,360 tons
AREA B		
Option 1: onsite reuse, place impacted soils on Area D-I and cap Area B has no TPH soils	REMEDIAL ACTIONS	AMOUNT
	Remediate lead	2,500 cy
	Move impacted soils	2,500 cy
	Cap	888,624 sf
Option 2: Excavate and haul off site	Excavate/dispose	4,175 tons
AREA D/I		
Option 1: onsite reuse, accept impacted soils from elsewhere, cap Areas D/I: assume TPH soils are already remediated through bioventing	REMEDIAL ACTIONS	AMOUNT
	Soil moving, capping, and bioventing already included in Option 1 for Areas A, B, and J.	

to accelerate the natural degradation process or by excavating and hauling. The soluble lead concentrations in the soil will determine whether they can be treated on site or need to be removed and hauled off site. All areas that are intended to be used as “receiver sites” for the lead (i.e., the sites proposed for commercial/industrial uses) would need to be capped to prevent public exposure to the soils. Depending on the proposed land use, the capping could be accomplished using asphalt or concrete, both of which create an impervious layer but concrete is roughly twice as expensive as asphalt. Under this option, the regulatory agencies would require ongoing monitoring.

Excavate and Dispose Off Site. This option provides for the most effective reduction in the mass of contamination on site and is most protective of the public health and safety and the underlying groundwater. The biggest variable associated with this option concerns the classification of the excavated soils as clean, contaminated but non-hazardous, or hazardous. Soils classified as hazardous must be disposed in permitted landfills.

Groundwater Monitoring and Treatment. At this stage, groundwater characterization is not complete. In particular, the lateral and vertical extent of the groundwater contamination has not been determined. Geocon was asked by the City to conduct and prepare an Additional Site Investigation Report, specifically for the purpose of better defining the contamination around the potential multimodal transit station. Their recommendation for the site is “monitored natural attenuation”, which involves monitoring the naturally occurring degradation process in the groundwater and submitting the results to the regulatory agencies on a quarterly basis. Other, more aggressive techniques may be required by the regulatory agencies for



remediation at the western end of Area A and along the northern portions of Area B. Cost estimates for this treatment are identified in Geocon’s Additional Site Investigation Report.

Union Pacific Voluntary Clean-up. Based on recent conversations with the Department of Toxic Substances Control, Union Pacific is conducting further remedial investigations and feasibility studies to identify clean-up levels, human health risks, and remediation options. Assuming that Union Pacific would remediate conditions for commercial/industrial uses in advance of selling or as part of a sales agreement, the City and land developers would have land that could be developed for commercial/industrial uses, such as the multimodal

transit station or parking areas. There would be an incremental cost associated with further remedial actions to allow the land (i.e., Areas A, B, and J) to be suitable for housing.

Summary. In summary, assuming that Union Pacific cleans the Bowtie area to commercial/industrial standards by excavating and disposing of impacted soils off site and that the removed soils are not classified as hazardous, then there will still be incremental costs needed to provide the additional remediation needed for residential uses on Areas A, B, and J. There are various methods and costs of reducing the contamination levels of the soils so that they could be disposed of in a landfill that accepts non-hazardous wastes.

General Plan Land Use, Zoning, and Circulation

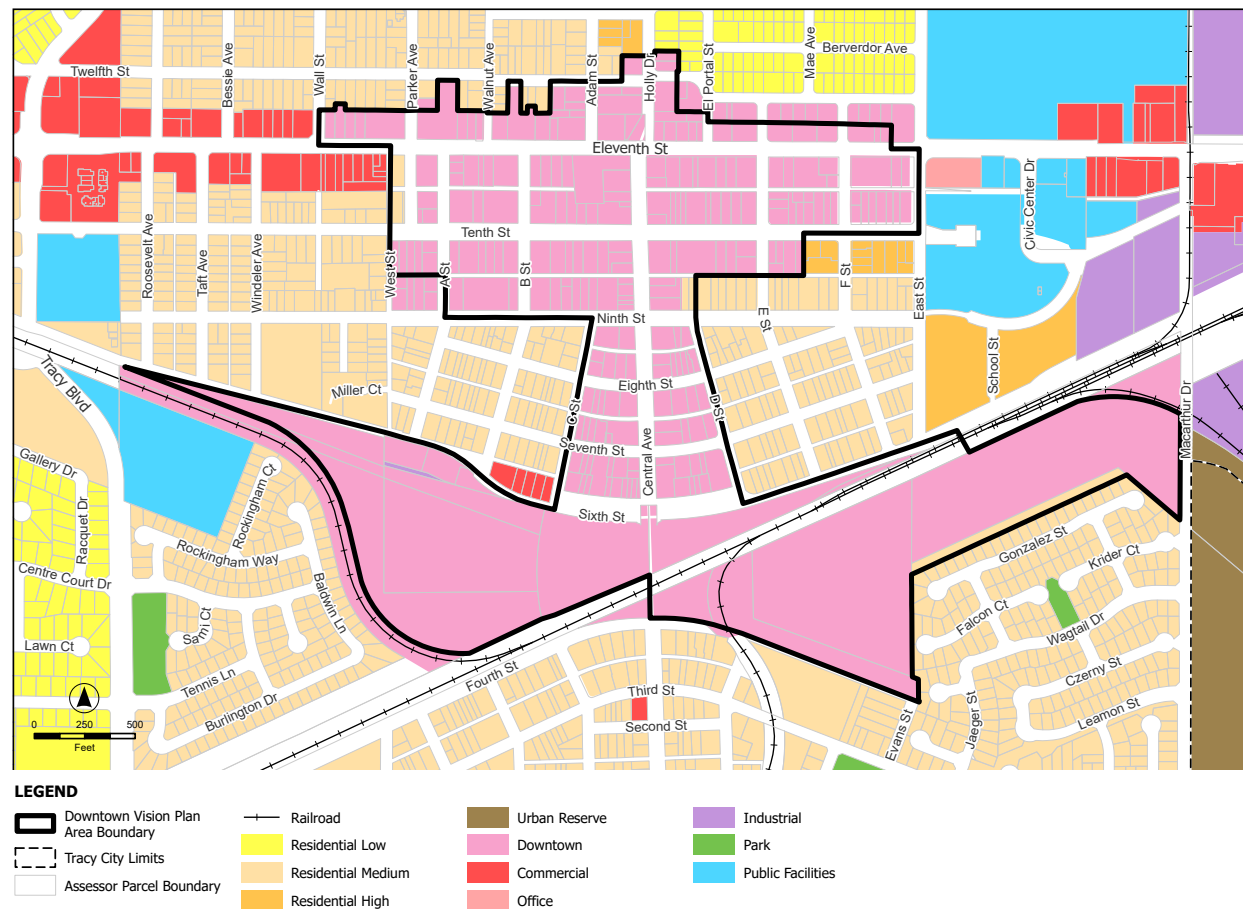
Existing Land Use

Figure 5 shows the existing land use designation for the Downtown Plan Area and surrounding area. As shown, the Downtown Plan Area is currently designated Downtown by the City's General Plan Land Use Map. The purpose of the Downtown land use designation is to provide specific policy guidance to support and reinforce the role of the downtown area as the heart of the city.

Uses allowed in the Downtown designation include a mix of retail, office, high-density residential, cultural and public-serving uses (such as post offices, libraries, places of worship, museums, art centers, parks, plazas or common space for gatherings, day care facilities, medical buildings, fire departments and police sub-stations) arranged in a manner that results in a strong sense of place for Tracy's residents, workers and visitors. Characteristics of the Downtown include a pedestrian-oriented environment, vertical mixed-use development, a diverse mix of public and private uses, streets on a grid or modified grid, multi-modal street design, and direct pedestrian and bicycle connections to residential neighborhoods.

Residential development is strongly encouraged in the Downtown and allowed at a density of 15 to 50 units per gross acre. Non-residential (e.g., retail, service commercial and office) may have a maximum floor-area-ratio of 1.0.

Figure 5: General Plan Land Use



Existing Zoning

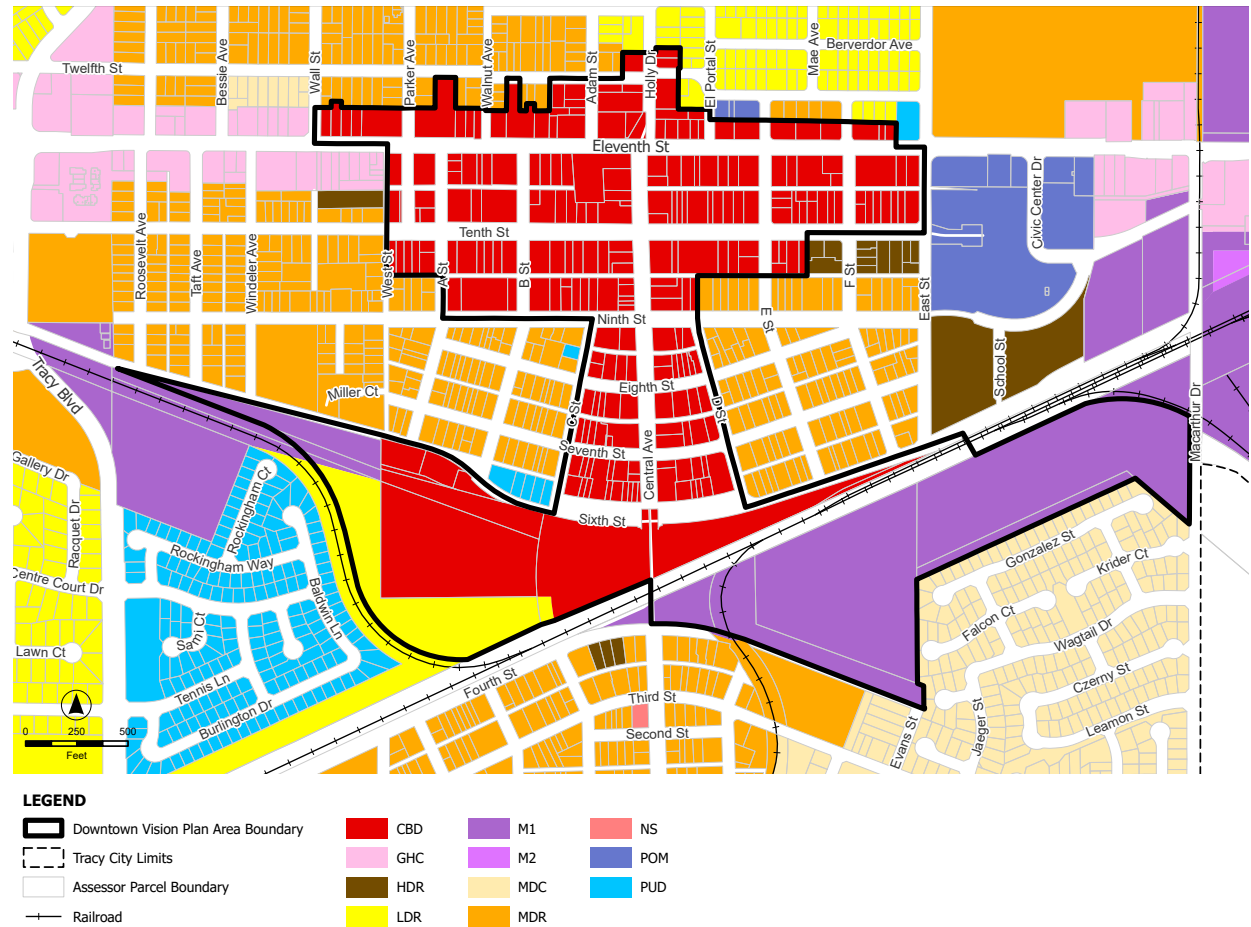
Figure 6 shows the existing zoning designations for the Downtown Plan Area and surrounding area. As shown, the Downtown Plan Area is currently zoned Central Business District (CBD), Light Industrial (M-1), and Low Density Residential (LDR).

The CBD Zone is intended to provide areas in which the forces of cumulative attraction or the need for comparison shopping may take place.

The M-1 Zone allows for certain commercial and industrial activities.

The LDR Zone is intended to be utilized in the areas designated low-medium density residential with a density range of 2.0 to 5.8 dwelling units per gross acre by the General Plan.

Figure 6: Zoning



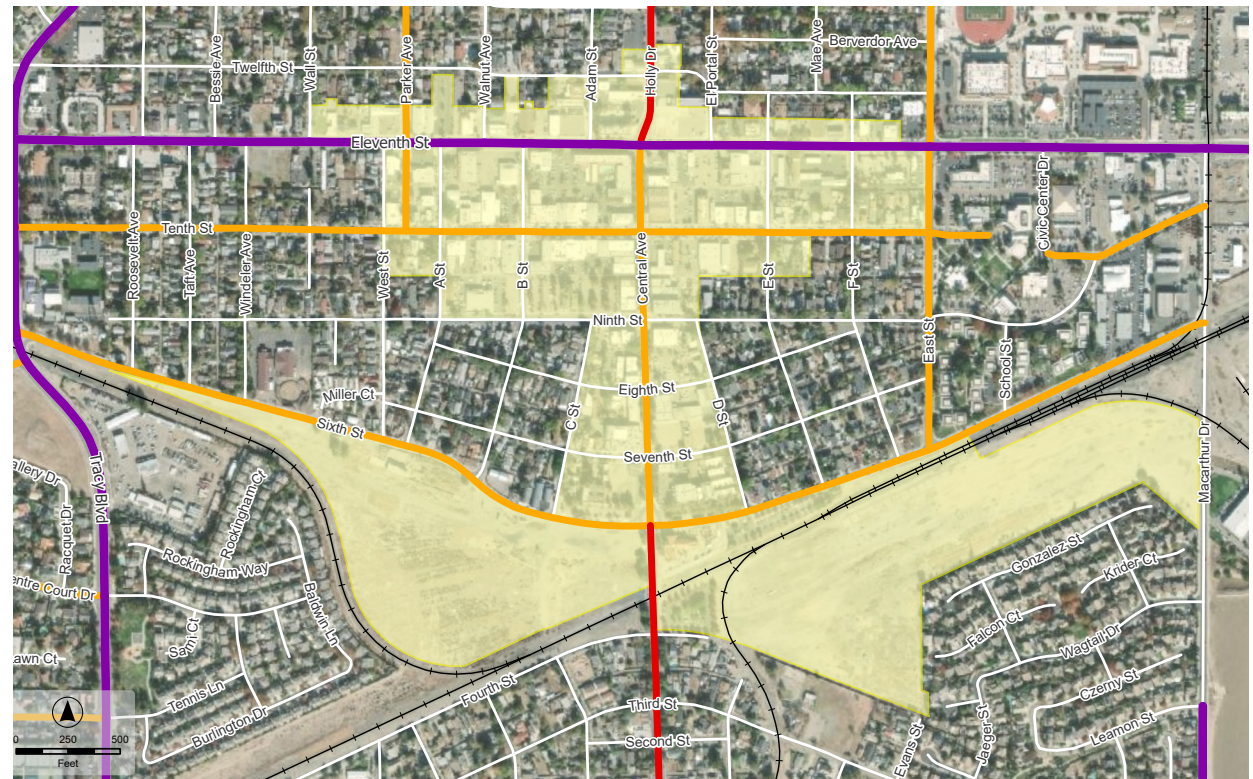
Existing Circulation

Figure 7 shows the roadway functional classifications in the area. As shown, Eleventh Street and Tracy Boulevard are major arterials/expressways/boulevards, while Holly Drive and the portion of Central Avenue near the Bowtie are minor arterials/major collectors. Central Avenue, Parker Avenue, East Street, and Sixth Street are other collector roadways.

Figure 8 shows the bicycle and pedestrian pathways in the area. Sidewalks are generally provided along major and local streets. Class II bike lanes exist along MacArthur Drive and portions of Tracy Boulevard and Central Avenue. Class III bike routes are provided along Tracy Boulevard, Central Avenue, Third Street, Sixth Street, and Ninth Street.

Figure 9 shows the transit routes in the area. As shown, the following Tracer routes are provided in the Plan Area: Routes A, B, C, G/D, E, F, and H. San Joaquin Regional Transit District (RTD) Bus Routes 90/97 and 150 also operate in the Plan Area.

Figure 7: Roadway Classification



LEGEND

- Downtown Vision Plan Area
- Railroad
- Major Arterial / Expressway / Boulevard
- Minor Arterial / Major Collector
- Other Collector



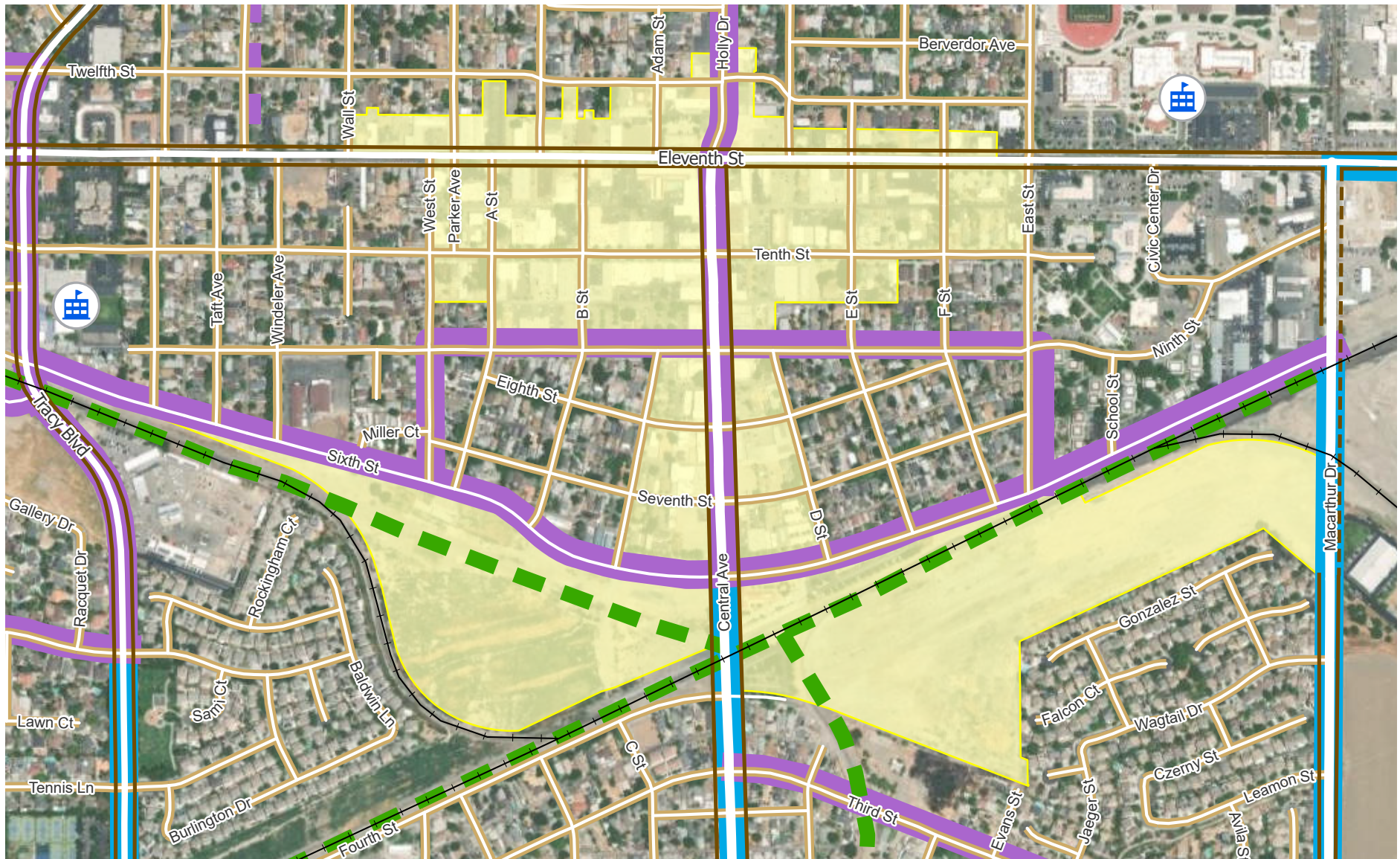
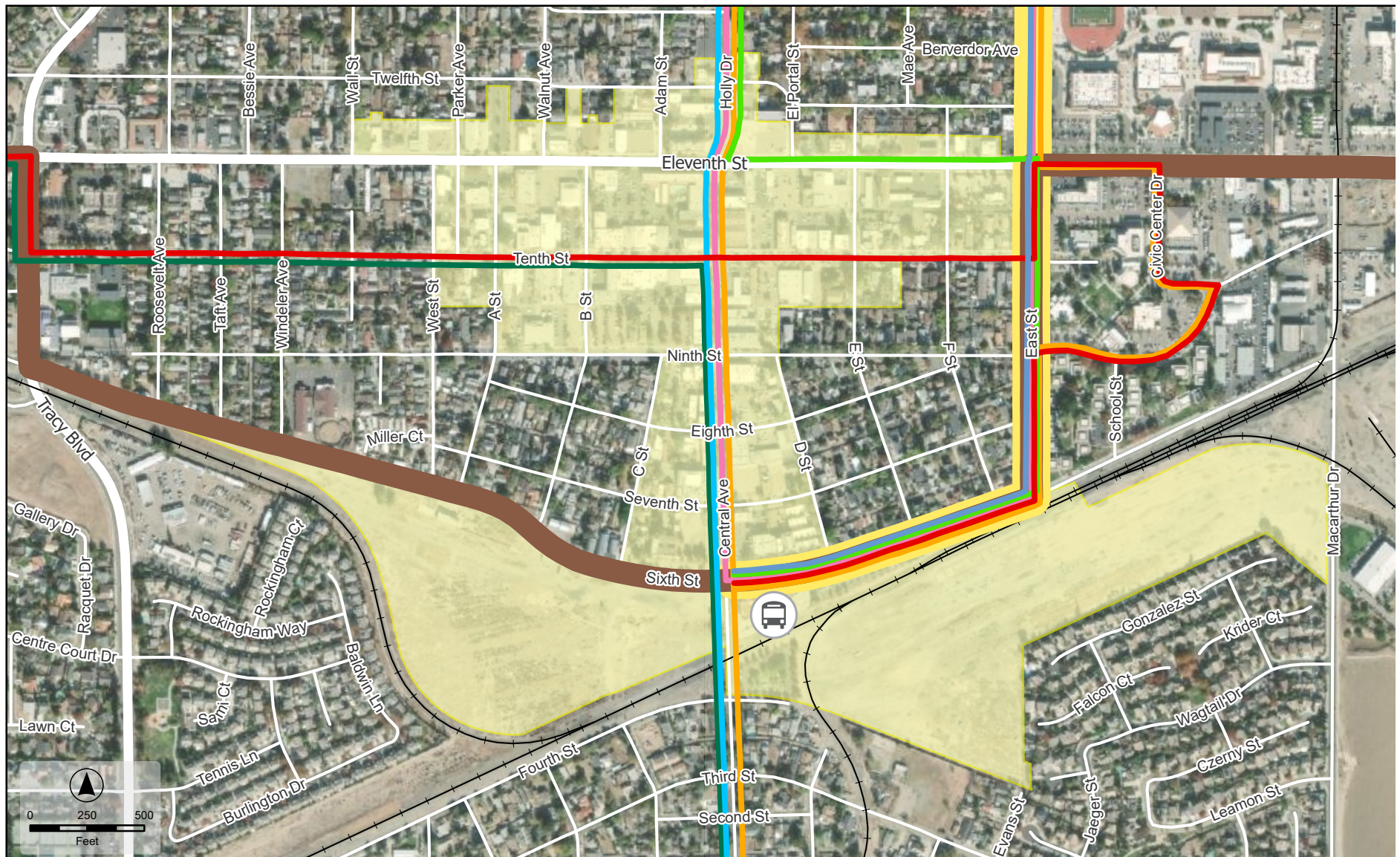
Figure 8: Existing and Planned Bicycle and Pedestrian Paths

Figure 9: Transit Routes



LEGEND

Downtown Vision Plan Area	Tracer Routes	Route G/D	RTD Routes
Railroad	Route A	Route E	BusRoute1
Tracy Transit Station	Route B	Route F	
	Route C	Route H	

Related Planning Documents

General Plan

The City of Tracy's General Plan is the principal policy and planning document for guiding future conservation, enhancement and development in the City. It represents the basic policy direction of the Tracy City Council on basic community values, ideals and aspirations to govern a shared environment. The General Plan addresses all aspects of development including land use, transportation, housing, economic development, public facilities and infrastructure and open spaces, among other topics. The current General Plan was last updated in 2011. The Housing Element is published separately from the main document.

The City of Tracy has made a commitment to redevelop brownfield sites and increase multimodal connectivity in the City. Specifically, General Plan Policy P1 under Objective OSC-4.3 states: "The City shall pursue the conversion of underutilized rail corridors into multi-use trails."

Additionally, Policy P2 under Objective LU-1.5 states: "The Bowtie shall include high density residential development in close proximity to the multi-modal station."

Furthermore, the Bowtie is identified as an Area of Special Consideration in the General Plan. According to the General Plan, the Bowtie Area shall be developed as an extension of the Downtown to make it a destination for Tracy residents, workers and visitors.

1a. Portions of the Bowtie should be developed with a vertical mixed-use component with either residential or office uses above retail uses.



- 1b. Higher density residential uses shall be located in the Bowtie area in an effort to increase housing opportunities in the Downtown area. In the western part of the Bowtie, multistory residential uses are encouraged as mixed-use developments.*
- 1c. Buildings in the area should be oriented towards the pedestrian network.*
- 1d. A park, pedestrian trail or similar amenity should be located in the Bowtie area to serve the Downtown and surrounding neighborhoods.*
- 1e. The street network of the Bowtie should be a continuation of the Downtown street grid.*
- 1f. The western half of the Bowtie Area shall be comprehensively planned either with a Specific Plan or PUD zoning.*

Housing Element

The Housing Element is one of the State-required chapters of the City of Tracy's General Plan and provides a blueprint for opportunities to develop housing for all income levels in the community. The Housing Element includes information such as:

- » Summary of the City of Tracy's population, demographics, and housing characteristics.
- » Description of local constraints on the development of housing.
- » Programs to promote housing opportunities.
- » Review of the City's progress in implementing current housing programs.
- » List of sites that could accommodate new housing that demonstrates the City's ability to meet the Regional Housing Needs Allocation (RHNA).

The City's Draft 2023 Housing Element was released for public review on October 2023. Appendix D of the City's Draft 2023 Housing Element identifies a portion of the Bowtie East as a moderate income opportunity site. This portion of Bowtie East is identified for proposed rezone to High Density Residential.

The Bowtie shall include high density residential development in close proximity to the multi-modal station.

—Objective LU-1.5, Policy P2

Zoning Code

The zoning for the Downtown Vision Plan Area is currently subject to the provisions of Title 10, Chapter 10.08 (Zoning Regulations), of the Tracy Municipal Code. Specifically, Article 18 of the Zoning Code contains the Central Business District (CBD) zoning provisions for the Plan Area. The purpose of the CBD Zone is to provide areas in which the forces of cumulative attraction or the need for comparison shopping may take place. In the CBD Zone, the following specified regulations shall govern, unless otherwise provided in this chapter:

- a. *The CBD Zone is to provide an area in which pedestrian-oriented establishments may locate and the forces of cumulative attraction or the need for comparison shopping may take place.*
- b. *The CBD Zone is to provide commercial business, service, and office facilities for the convenience of residents of the entire City.*
- c. *The CBD Zone is to provide the retail core and cultural focus for the City.*
- d. *The CBD Zone is to provide high density residential in close proximity to Downtown businesses and public gathering spaces.*

Design Guidelines

Downtown Tracy is not only steeped in a vibrant history but also serves as a central hub for dining, shopping, culture, entertainment, and office and residential uses. To ensure the continued prosperity and vitality of Downtown Tracy, the City of Tracy is working to develop a set of objective design standards and design guidelines. These standards and guidelines will serve as a framework to direct and shape future development endeavors within the downtown area. By providing clear and measurable criteria for design, the City aims to maintain the unique charm and character of Downtown Tracy

while also accommodating appropriate growth and development.

Sustainability Action Plan

The Sustainability Action Plan provides Tracy with a guide to reduce GHG emissions, reduce consumption of nonrenewable resources, improve public health, promote economic vitality, implement the General Plan, and engage residents. These efforts will also assist Tracy in balancing local economic development objectives with the State of California's required emission reduction targets and other environmental goals.

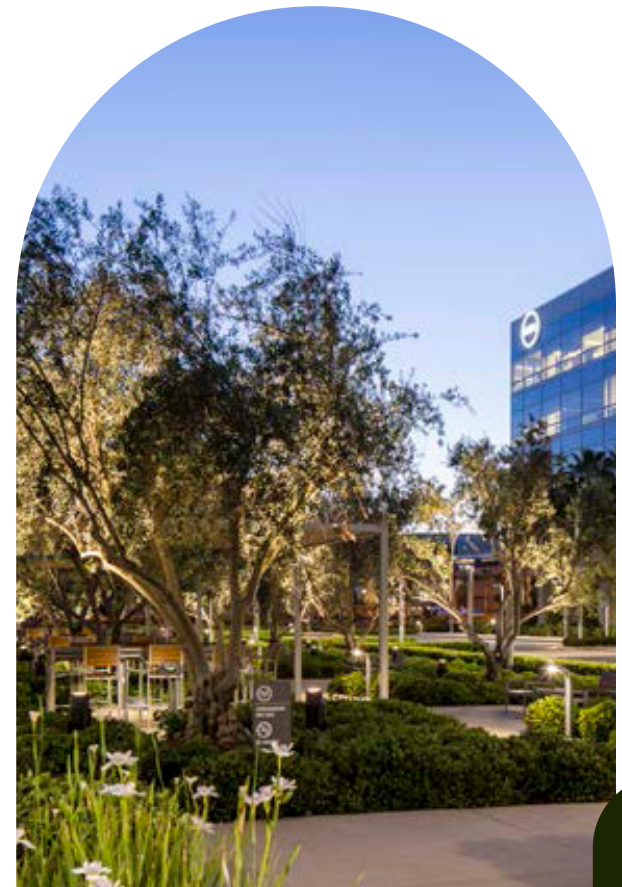
The City of Tracy will implement various Sustainability Measures in order to achieve its sustainability targets. The Sustainability Action Plan includes Sustainability Measures pertaining to the Tracy Downtown and Bowtie sites. Specifically, Sustainability Measure T-4, "Support for Transit," states:

"Promote transit ridership through the following:

- a. *Add to the Transportation Master Plan, where justified by ridership and funding availability, an increase transit route coverage to within ½ mile of all residents in the developed city and to within ¼ mile of 75 percent of residents within new development areas.*
- b. *Continue to implement the City's program to provide covered and partially enclosed shelters that are adequate to buffer wind and rain and with at least one bench at each existing public transit stop and to provide local public transit information in transit shelters.*
- c. *Provide information to city employees through the Human Resources Department and the City's Transit Coordinator on commute alternatives and incentives, including carpool/vanpool*

programs, transit service schedules, transit vouchers, alternative work week plans, telecommuting options, and incentives that can be used to increase employee use of alternative modes or work schedules.

- d. *Work with the San Joaquin Regional Rail Commission to study the feasibility of creating rail service in Tracy's downtown.*
- e. *Continue to provide citywide door to door service for ADA customers and seniors on the City's Tracer service.*
- f. *Continue to run Tracer along commuter routes during peak times, providing remaining service to all the middle and high schools and high employment areas, such as the West Valley Mall.*
- g. *Encourage affordable housing to be located in transit-oriented development whenever feasible.*





1. *Primary Benefits: This measure would reduce GHG emissions in Tracy by 1,248 metric tons CO₂e.*
2. *Secondary Benefits: This measure would provide the following secondary benefits:*
 - » *Reduce VMT*
 - » *Improve air quality*
 - » *Foster public awareness of sustainability*
 - » *Attract and retain business*

Additionally, Sustainability Measure T-19, "Mixed-Use and Traditional Residential Development," states:

Continue City efforts to develop specific areas of the city as follows:

- a. *Redevelop the Bowtie area with mixed use development.*
- b. *Where appropriate, develop new neighborhoods based on traditional residential development patterns and mixed use in a variety of densities with a pedestrian-friendly network of streets and parks.*

Redevelop the Bowtie area with mixed-use development.

—Sustainability Action Plan, Policy T-19

Citywide Parks, Recreation & Trails Master Plan Update

The Citywide Parks, Recreation, and Trails Master Plan summarizes needs for parks, recreation and trails, in new and existing residential areas. The Master Plan updates existing policies, guidelines and probable construction costs for new park development as well as provides guidance for vibrant, sustainable parks and trails in existing and future service areas in order to attract new residents and promote quality of life for all. The Master Plan also identifies future potential park sites in the Bowtie.



Community members want more gathering places where events, concerts and performances can take place. The City should optimize Front Street Plaza and the Civic Center for community gatherings, and ensure that attractive and diverse new public spaces are created as part of future transit-oriented development in the "Bowtie." These spaces may feature a greater proportion of hardscaped areas, and a strong connection to sidewalks, linear parkways, outdoor seating, restaurants and cafes, and performance venues.

—Citywide Parks,
Recreation & Trails Master
Plan, Policy 6C

Economic Development Strategic Plan

Tracy's Economic Development Strategic Plan is a ten-year plan which provides the City with a roadmap for future economic growth in Tracy, by defining the economic vision, strategic actions, and best practices to achieve continued community prosperity, fiscal growth, and industry diversification, while considering the City's demographics, needs, and capitalizing strategically in the opportunities.

One strategy of the Strategic Plan is to: "Optimize underperforming, underdeveloped, and underutilized properties in need of development/redevelopment."

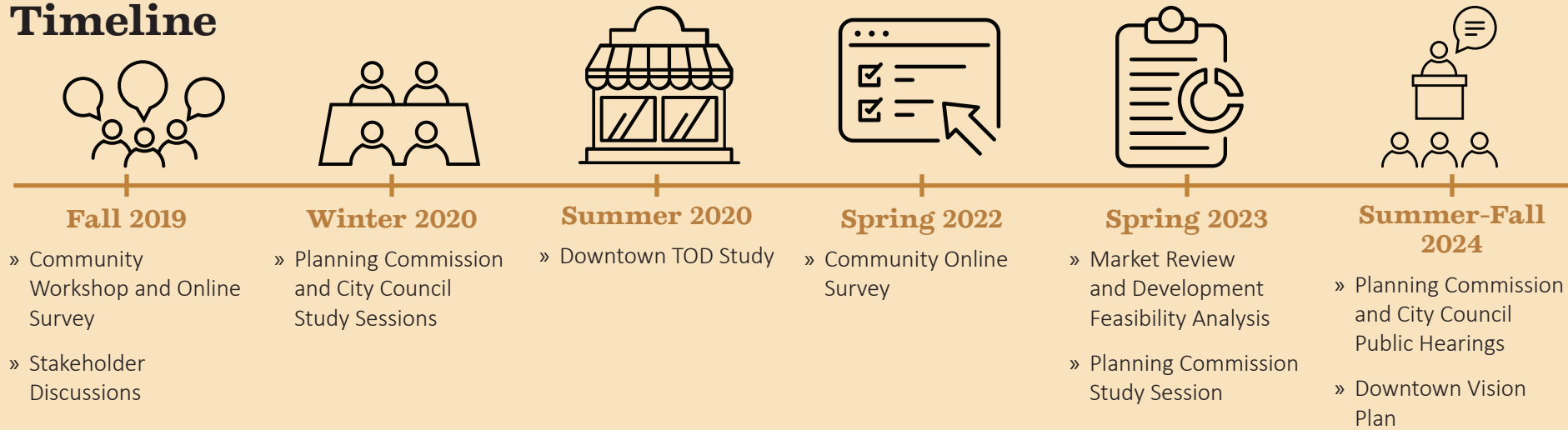
1. [Medium Term, Years 2-5] Evaluate TOD opportunities near ACE and Valley Link transit stations and support execution of Valley Link, and initiate planning for infrastructure improvements near transit stations.
2. [Medium Term, Years 2-5] Regarding West Valley Mall, assess existing infrastructure capacity and evaluate tools such as zoning overlays to ensure that mall reuse outcomes are consistent with stated public policy goals.
3. [Medium Term, Years 2-5] Maintain focus on Housing Element of the General Plan to ensure future supply of workforce housing needs, in part through provision of "missing middle" housing typologies (consider application of state law such as CA AB-2295).
4. [Long Term, Years 5+] Sustain a long-term engagement strategy with Union Pacific Railroad (UPRR) to maintain focus on reuse of currently under-utilized railroad property and evaluate strategies and grant funding to mitigate potential environmental concerns."



Process



Timeline



Community Outreach

Fall 2019

Community Workshop

On November 14, 2019, the project team hosted the workshop to receive the community's input on key topics related to the development of the TOD Study. Approximately 30 members of the public attended the workshop. Following a presentation from the consultant team, which provided an overview of the project's purpose and process and key issues to address, workshop participants were asked to provide input on the following topics:

- » The community's vision for the project area;
- » The most important opportunity sites for development and/or change;
- » The desired character of future development and access, circulation, and other public realm improvements in the project area;

- » Assets and needs for the project area's six subareas: The Central Business District (CBD) Core, the 11th Street Corridor, the former Heinz site and environs (Employment Area), the Bowtie site, the Residential Neighborhoods, and the UR-1 site;
- » Preference/Support for key development and improvement opportunities associated with TOD, densification/intensification, the further mixing of uses, changes to support better access to the future Valley Link station, including improved mobility; and
- » Preference/Support for one of two or three options/alternatives that represent possible trade-offs associated with TOD development.

Online Survey

Following the community workshop, the project team hosted an online survey, a virtual version of the workshop, on the project's website from November 18 to December 2, 2019, and 84 individuals participated. The survey began with a brief description of the project, the survey's purpose, and



Spring 2022

Community Online Survey

A community survey regarding the Downtown Tracy TOD Specific Plan was posted on the project website from March 28, 2022, through April 30, 2022. To promote the survey, the City made posts on the City's Facebook page, used the flyer to place a quarter page ad in the weekly Tracy Press for each of the four weeks in April, and mailed flyers to property owners in the Specific Plan Area and key stakeholders such as the Tracy City Center Association. The survey was 13 questions long and had 154 total respondents. Topics included the biggest benefits respondents hope the Specific Plan will bring to Downtown Tracy, types of desired uses, types of homes respondents think would be appropriate in different areas of the downtown, level of support for removing UR-1 and the Heinz site from the Downtown TOD planning area.



the outreach process. The introductory section also provided a link to the project's website; participants were encouraged to review the sheet to learn more about the project prior to taking the survey. The remainder of the survey comprised an extensive series of questions that replicated all the questions posed through the workshop's interactive activities.

Stakeholder Discussions

The project team met and spoke with Valley Link representatives, the City of Tracy Transportation Advisory Commission, the Tracy City Center Association (TCCA), project area residents, and property owners to discuss the location of the potential Valley Link station and associated parking facilities, the stakeholders' preferences regarding the project area's boundaries, and the vision for

development and access/circulation facilities in the project area.

Winter 2020

Planning Commission and City Council Study Sessions

On February 26, 2020, the project team held a study session with the Planning Commission and on July 21, 2020, held a study session with the City Council. The topics discussed included the preliminary planning concept, the project area's envisioned character and intensity and pattern of development, and the project's outreach process and future phases.

Project Website

A project website (<https://tracydowntownod.org>) has been maintained throughout the duration of the planning process. The website includes a project overview video, project description and timeline, information about the plan and FAQs, upcoming public meetings and input opportunities, and a contact form to get in touch with City staff.

Community Outreach

What we've heard from the community...

What three qualities of downtown do you value the most?

Architecture

History Walking

Quality Restaurants

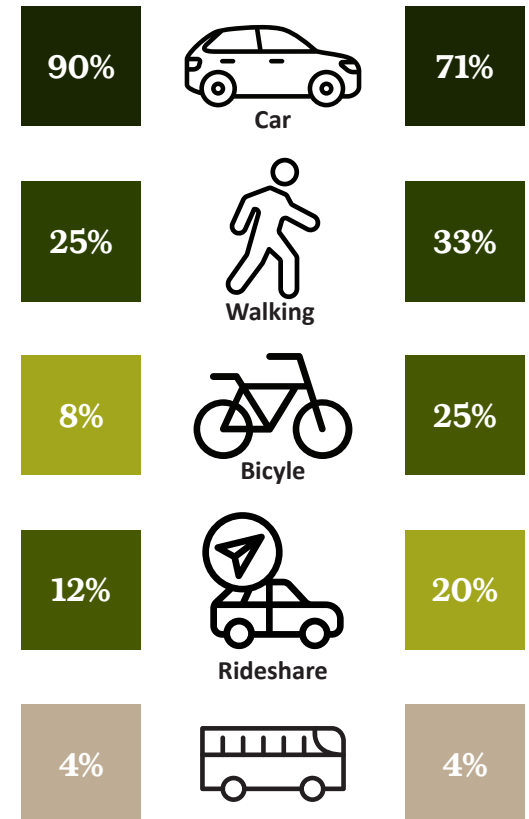
Hometown Feel

Unique, Beautiful Shops

Safety Farmer's Market

How do you currently get to Downtown?

(can select more than one mode)



How would you like to get to Downtown?

(can select more than one mode)

Do you support
_____?

Slowing vehicle speeds in Downtown to improve pedestrian and bicycle circulation and transit service?

100%

Encouraging the development of an anchor use, such as a college or hotel, in the project area?

95%

Increasing or adding bike parking, bike lanes, and shared-use paths in Downtown?

92%

Increasing bus routes and transit circulators in Downtown?

87%

What's one change that could be made in Downtown that would bring you there more often?

Mural Art

Children's Museum

Entertainment

Options Parking

More Restaurants & Shops

Nightlife Store Hours

Clean Streets

Outdoor Seating

Future Participation Opportunities

The public will have the opportunity to review and comment on a draft of the Downtown Vision Plan, anticipated to be released in Spring 2024. The public is also encouraged to attend the Planning Commission and City Council Public Hearings to adopt the final Downtown Vision Plan.

Full results from the community survey and outreach events are available at the City's website at:

<https://tracydowntownod.org>



Economic Analysis





Key Opportunities and Challenges for Downtown Tracy

Downtown Tracy's key opportunities and challenges are briefly presented by topic area in this section.

Commercial & Retail

Opportunities

- » Downtown Tracy has many of the key characteristics of a successful downtown with a broad array of eating, drinking, shopping, and service establishments in a walkable setting.
- » Demand for retail spaces, especially on the smaller side, has been strong, allowing landlords to fill vacated spaces.
- » Downtown Tracy has managed to maintain low vacancy rates and attract new businesses despite the shift to e-commerce and Freeway and corridor retail alternatives, reflective of the Tracy City Center Association's (TCCA) efforts to support local businesses.

Challenges

- » Downtown Tracy businesses face long-standing freeway and corridor retail competition within the city and the greater region.
- » The emergence of e-commerce has added new competitive challenges to a highly competitive industry.
- » The level of sales activity of Tracy's downtown businesses limits the lease rates landlords can charge and limits the ability to attract more established retail chains to downtown.



Housing

Opportunities

- » Attracting new residential development to the Downtown Vision Plan Area would bring additional residents Downtown and further provide built-in support for existing and new retail.
- » New residents would enhance the sense of place and vitality of Downtown.
- » For many years, the City of Tracy has been an attractive location for Bay Area workers seeking larger and more affordable homes.
- » Recent new apartment developments provide attractive new rental options for commuting households.
- » There are a modest number of vacant lots within the CBD with the potential for residential development.
- » Bowtie East could offer larger sites for substantial new residential projects allowing opportunities for more cost-efficient development while also providing proof-of-concept for other developers who might be interested in smaller sites within the CBD.

Challenges

- » The small size of potential infill development sites in the CBD creates challenges for new housing developers in terms of building design, parking, and higher construction costs per square foot. It also limits the number of interested developers as many regional developers will have minimum project sizes.
- » The Bowtie has specific barriers to development (acquisition from Union Pacific Railroad and extensive environmental remediation).



Policy

Opportunities

- » The City has implemented supportive development policies for new CBD development including flexible parking and limited building requirements.

Challenges

- » The Bowtie has specific barriers to development (acquisition from Union Pacific Railroad and extensive environmental remediation).



Recreation

Opportunities

- » Bowtie West has ample room to provide flexible spaces (i.e., lawn space) for active recreation (i.e., paths and trails) and gatherings (i.e., amphitheater).
- » Bowtie East provides an additional opportunity to reintroduce nature Downtown.

Challenges

- » The Bowtie has specific barriers to development (acquisition from Union Pacific Railroad and extensive environmental remediation).



Valley Link Station

Opportunities

- » A potential Valley Link commuter rail station Downtown could further encourage housing development.

Challenges

- » The rail station would mean Downtown Tracy is subject to any State Transit Oriented Development laws applicable at the time of development (e.g. the recent elimination of minimum parking requirements under AB 2097).



Market Study Summary

This section provides a broad overview of key socio-economic, market, and fiscal trends relevant to the vision for Downtown Tracy. A Market Study was prepared by Economic & Planning Systems, Inc. in 2023 to assess the market prospects and development feasibility within the Downtown Vision Plan Area. The findings of the study helped inform the overall Vision, Themes, Guiding Principles, and Strategies presented in this document and helped ensure that they are realistic and achievable over the long term.

Retail Context

Tracy's Downtown retail district is a stable, sizable, and diverse shopping, eating and small office center. The Downtown retail district is almost as old as the city itself. Central Avenue, from Eleventh Street in the north to the south to Sixth Street in the south, was early developed as part of the City's commercial core and serves today as Tracy's main street. Tenth Street, between North A Street and Central Avenue, has also become a major downtown shopping street. Together, these two corridors make up the Downtown retail district of Tracy. Retail shops and offices also stretch east from Central along Tenth to North E Street, however this eastern portion of Tenth Street retains much of the historic residential character of the street and so is not considered as part of the core shopping area.

The Downtown retail district retains many commercial buildings from the turn of the 20th Century. The historic fabric in this area is reflected in the short block faces, commercial block buildings, and small shop fronts. Buildings are one to two story commercial buildings, many with traditional

facades made from brick, frequent store entrances and large windows.

The underlying robustness of the existing retail (including eating/ drinking) businesses that form the core of Downtown Tracy is of critical importance. Without existing small businesses and the attraction of new ones as turnover inevitably occurs, Downtown would be substantially weakened with storefront vacancies, lower sales, and less of the inter-business synergies that define successful downtowns.

Like other downtowns throughout the U.S., Downtown Tracy must continue to compete with large shopping centers and commercial strips as well as with e-commerce and the large shifts to online shopping. A walking tour with representatives of the Tracy City Center Association (TCCA), revealed that Downtown Tracy is substantial given its size (population) and distance from freeways and has weathered the market storm of technological change and shift to online shopping well (based for example, on vacancies rates). At the same time, vacancies among larger retail spaces as well as banks and other commercial businesses do occur and can be hard to fill. The margins for most Downtown businesses are also relatively modest, often making it a full-time job for business owners with associated limitations on hiring store managers as well as attracting retail chains to the Downtown. These economic factors also limit the rents landlords can charge which generally do not justify construction of new retail buildings in Downtown.

The TCCA has made major efforts in recent years to support and boost Downtown businesses with substantial success. A number of major events are organized and attracted to the Downtown to bring activity and boost awareness; landlords closely



vet potential tenants for business viability to try to minimize unnecessary turnover; and efforts are made to attract complementary businesses (e.g. brewpubs) to spaces Downtown. These ongoing and supportive efforts in combination with the commitment and entrepreneurship of Downtown business owners are critical to the ongoing success of Downtown Tracy and its ability to attract more businesses and new housing.

It is important to increase awareness of Downtown throughout the City of Tracy, ensuring all residents are aware of eating, drinking, and shopping opportunities. This should include the many new households moving from the Bay Area to Tracy as historical shopping patterns have focused on Bay Area retail clusters.



Housing Context

The City of Tracy's current housing stock consists of about 29,600 units, predominantly made up of single-family homes (about 83 percent of all homes). The overall pace and level of housing growth in both the City of Tracy and San Joaquin County were substantially higher between 2000 and 2010 than between 2010 and 2022. The average annual increase in the number of homes was about 300 units each year in the City of Tracy between 2010 and 2022, less than half the pace in the previous decade. Single family detached development was the primary form of growth in both these time periods, though multi-family development in the City of Tracy increased its share.

The ongoing recovery from the Great Recession and low interest rates drove gradual for-sale housing price increases between 2012 and 2020, with an accelerating pace due to the pandemic related increase in demand for single family detached homes. The pace of increase is expected to fall off due to recent escalations in interest rates and concerns about an economic slowdown.

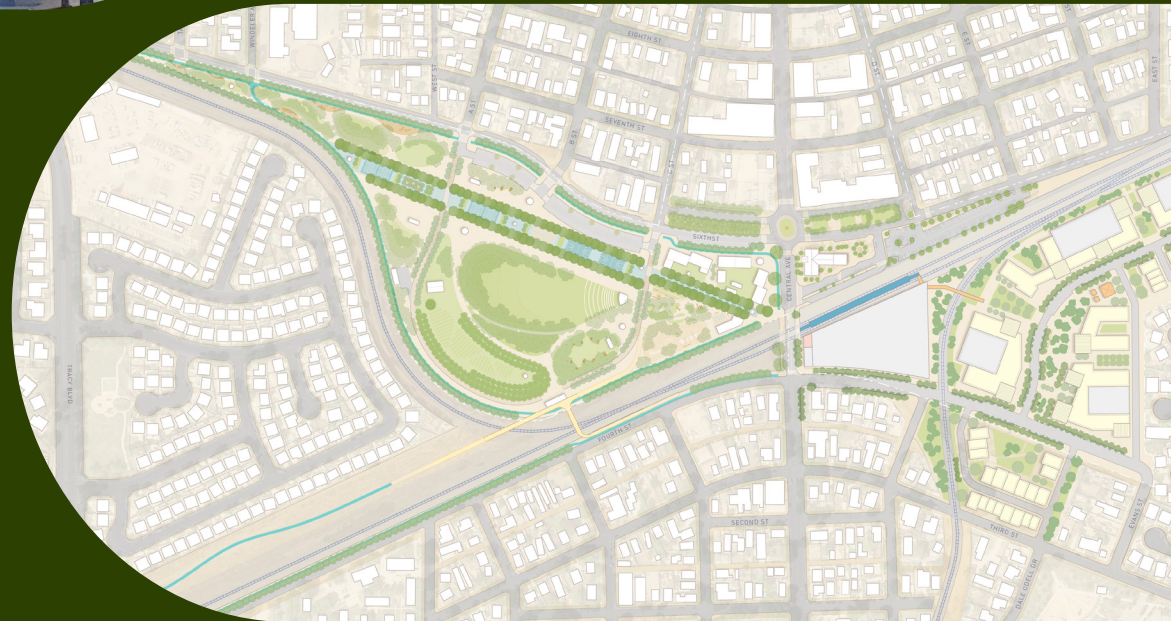
CoStar identifies and tracks 171 apartment buildings in the City of Tracy with a total of approximately 4,400 units or about 26 units per building. The CoStar database indicates that the majority of apartment buildings in the city were developed prior to 2000. Over the last twelve years, only five new apartment buildings have been developed in the city. Four new apartment projects have been constructed within the last five years and one project is under construction, all outside of the Downtown Vision Plan Area.

As compared to the City, the Downtown's housing inventory shows a higher proportion of denser housing products with relatively more multi-family

and attached single-family developments. There are approximately 120 units located within the CBD. There has been limited interest in housing development in the CBD over the last decade, though more recently housing development applications have been submitted to the City on two sites within the CBD. The City has received a development review permit application that is currently under review for a mixed-use market rate housing project on a 0.1 acre site. The City also recently approved a development review permit for a mixed-use affordable (below market rate) housing project with 45 units on a 0.47-acre site.

From the City's beginning, the Downtown retail district has been surrounded by residential neighborhoods. These areas are predominantly built out with small single-family homes mixed interspersed with larger homes and multi-family dwelling buildings. While the neighborhoods to the north of the Downtown Vision Plan Area retain their historic integrity, much of the older residential building stock throughout the CBD has deteriorated. In the areas closest to Central Avenue and Tenth Street, some of the historic residential character of the neighborhoods is being compromised by the conversion of homes to commercial uses.

Downtown Vision Plan





Vision Statement

The vision statement is an aspirational description of how the Downtown Vision Plan Area should look and feel when the Downtown Vision Plan is implemented through future phases of development.

- » Downtown Tracy is the historic heart of the city where the past is celebrated, and the future is embraced.
- » This vibrant, pedestrian-oriented DESTINATION is distinctive from other areas of the city and attracts both residents and visitors.
- » It reflects the best of Tracy's small-town charm while showcasing one-of-a-kind shopping, dining, and entertainment experiences.
- » A Grand Central Park creates NATURE-filled spaces for moments of connection, reflection, and respite.
- » Downtown's historic character is preserved through DESIGN guidelines which harmoniously blend existing and new residential, commercial, and public spaces.
- » The area has a recognizable identity which signals to people they are in a special place where they can explore one-of-a-kind amenities.
- » Local and independent establishments are favored over large chains, promoting a thriving ECONOMY with a diverse mixture of job opportunities.
- » Downtown Tracy offers something for everyone, including a variety of housing options in quality NEIGHBORHOODS that foster a sense of community pride.
- » Multiple MOBILITY options create a pleasurable environment for all, where residents and visitors can easily access a diverse mix of businesses, restaurants, open spaces, and cultural attractions.
- » Whether attending a concert or simply enjoying each other's company, Downtown Tracy is a place where people can make memories to last a lifetime.



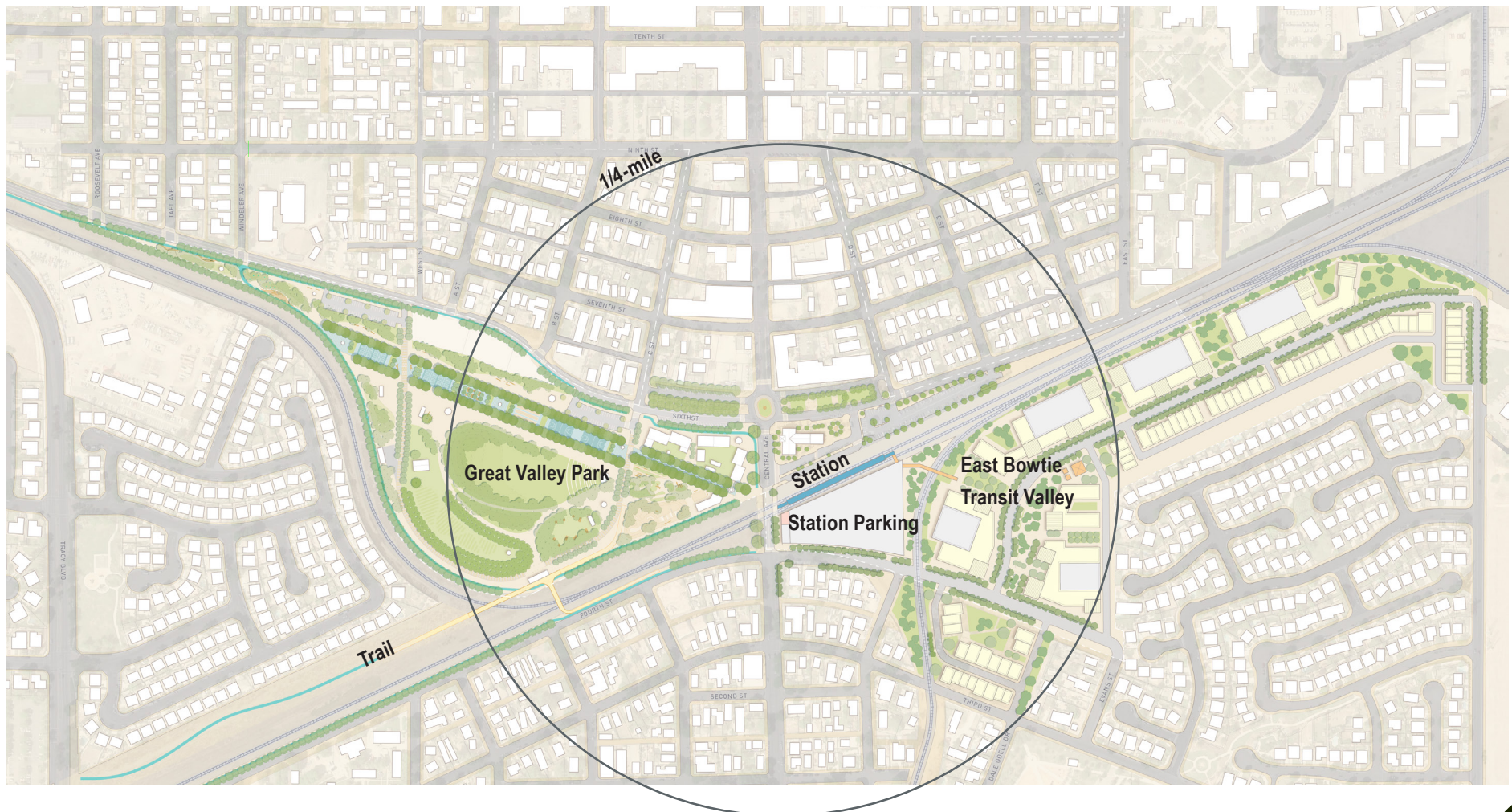
The Bowtie area today, looking east.

A new Vision for the Bowtie: Great Valley Park & Bowtie East Transit Village

Tracy, California was founded in 1897 after the Central Pacific Railroad (now Union Pacific) constructed a new line from Oakland and transferred all railroad operations from the then town of Ellis - now an area within west Tracy - to the Bowtie in Tracy. Tracy grew as a railroad center for transcontinental passengers and freight trains and was incorporated in 1910. From that time, Tracy grew robustly as an agricultural community, although its railroad operations have declined since the 1950s.

Today, the 56-acre Bowtie area presents an excellent opportunity for Tracy to create a unique park and transit-oriented community close to the heart of Downtown Tracy.

Bowtie site has been vacant for over five decades, and it is well-sited to become a center of activity and a mobility hub. The east side of the Bowtie would include a mixed-use residential development, and the west side would be developed as a major public park that will contribute to much needed





View to Mount Diablo with the Bowtie area in the foreground

open and recreational space, as well as support necessary remediation over time. The area east of Central Avenue is perfectly suited for future transit-oriented development as the new Tracy Valley Light Rail Station is considered to be located on the east side of Central Avenue just south of the existing Tracy Transit Station and railway tracks.

The central location of the park and station is easily accessible from within Tracy and can become an attractive city- and region-wide destination that is complementary to Downtown. The park will form the southern end of Tracy's business district along Central Avenue, visually integrating the existing Transit Center, the Downtown Plaza at 6th Street, and the 6th Street roundabout with its landmark sculpture in a much better way than today. Much of Tracy's history is connected to the bowtie area and filling the current void with new activity, a signature park, housing, and a station, will reconnect the city with its roots and its future.



View from Central Avenue to the Bowtie area with roundabout and sculpture



View from 6th Street to the Transit Center

‘Great Valley’ Park

The new Great Valley Park, preliminary named so in reference to Tracy’s location within California’s Central Valley or "Great Valley" as it was referred to in the past, will be created on the 28-acre west bowtie site, bounded by 6th Street to the north, Central Avenue to the east, and the existing rail track to the south and west. The track curves around the site and forms a narrow strip of land between the tracks and 6th Street towards Tracy Boulevard.

The Citywide Parks, Recreation & Trails Master Plan (PRTMP) from 2022 identified parks as a catalyst for downtown revitalization and serving as the "social glue" for Tracy residents. The plan quantifies the needs for new parks and recreational facilities throughout the city, and the Great Valley Park will contribute to meeting these goals in Downtown Tracy. The PRTMP provides design guidelines for community parks between 10 and 30 acres, which would apply to Great Valley Park.

Due to its location in the center of Tracy with a new light rail station and the historic significance of the site, the park will have signature features that go beyond a typical community park. In addition to attracting Tracy residents, the park has the potential to serve as a destination for visitors who come for events, to learn about Tracy’s history, to connect to nature, to enjoy local food, or explore public art. Integrating the park with the existing urban fabric by providing great connections and defined edges, will ensure easy access and a strong presence within Downtown.

Main Design Objectives

- » Transform a vacant, brownfield site into a vibrant social and ecological oasis.
- » Create a major new central gathering place that is unique within Tracy and the region and that can be enjoyed by residents and visitors alike.
- » Build on the legacy of the site as a major rail logistics hub and introduce new uses to energize the downtown economy.
- » Provide a mix of active and passive uses, natural areas, plenty of shade, space for outdoor events and local food offerings.
- » Integrate with the surroundings: Transit center, the Downtown Plaza on 6th Street, and the future Valley Link light rail station.
- » Create an attractive and walkable edge along Central Avenue and 6th Street.
- » Connect to Downtown, the neighborhoods to the south and west, and the future transit village on the East Bowtie site.
- » Connect to the future multi-use trail along the main railroad track that runs from north-east to south-west.
- » Introduce a major new natural and recreational area with an extensive tree canopy and biodiverse urban forest.
- » Consider strategies for remediation.
- » Include strategies for sustainability with regards to water and energy consumption, stormwater retention, shade, native plants, maintenance, and reduced parking.
- » Provide a phasing strategy and recommendations for interim uses to build up the site over time.

Main Park Features and Uses

- » Promenade that links the vista to Tuyshtak (Mount Diablo) to the Transit Center
- » An Observatory tower that becomes a wayfinding beacon for the downtown and surrounding neighborhoods
- » Active recreation spine with connections across 6th with sports fields and courts for tennis, pickleball, basketball, and soccer
- » Playground, skatepark, and water play area
- » An outdoor amphitheater with stage
- » Picnic areas
- » Community gardens
- » Dog park
- » Fitness circuit
- » Flexible lawn area
- » Buildings for local food, artisan products, and makers
- » Natural areas with shade trees and native plants
- » Areas for public art and a signature structure
- » Rest Rooms
- » Limited vehicle parking along the park edge
- » Bicycle parking
- » Pedestrian bridge connecting to trail along the tracks
- » Signage and references to the Bowtie’s history



Observation Tower



Splash pad



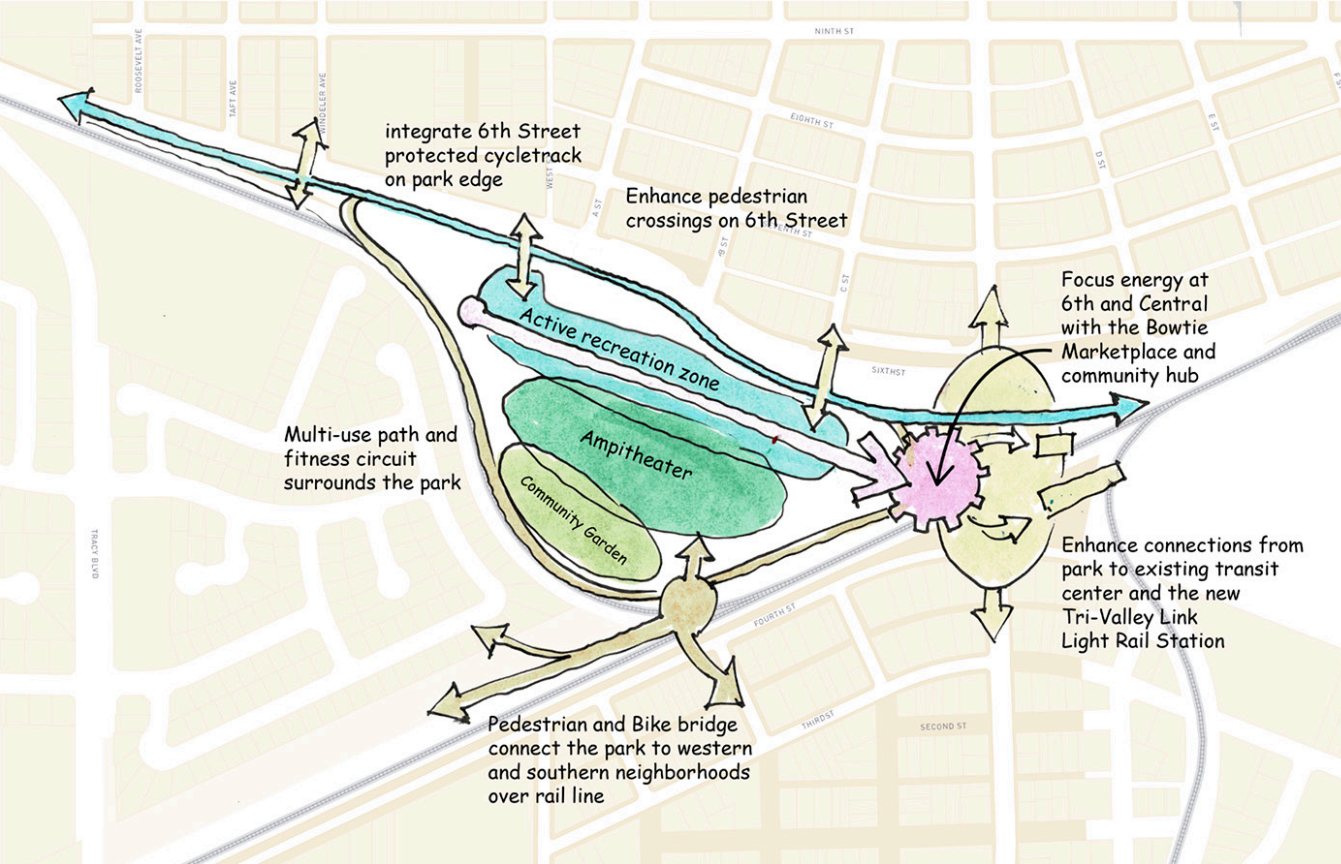
Great Valley Park Design Concept

The Great Valley Park will be Tracy's large "Central Park", a signature park that will offer activities and respite for everyone and that is fittingly located at Central Avenue. The design concept for the park builds on the surrounding context with its existing buildings, streets, and natural assets.

While the West Bowtie is centrally located just south of Downtown Tracy, the mostly flat site is constrained in terms of access, which can only occur from 6th Street and Central Avenue due to the existing rail track running along the southwestern edge. For this reason, most active uses are placed along 6th Street and passive uses and natural areas are located in the southern area, closer to the rail track. This generally gives the park an east-west orientation reminiscent of the old railyard's orientation. The park concept includes a few distinct design moves that make the park inviting and easy to use for different purposes.

The "Bowtie Marketplace" and Community Hub at Central Avenue

The corner of Central Avenue and 6th Street is the ideal location for commercial uses that complement the existing business district along 6th Street. This area can become a destination for local food lovers, producers, and makers with an outdoor courtyard and buildings that frame the edges of 6th Street and Central Avenue. This preliminary named "Bowtie Marketplace" can also include workspace for artisans, artists, and community groups as well as space for related events such as farmers markets or craft fairs. In addition to the commercial uses, this is also a great place for cultural and educational uses, such as a small museum and visitor center that can include exhibits about the site's history and regeneration.



The buildings will help shape a visual endpoint from Central Avenue together with the existing sculpture and the Tracy Transit Center building. The buildings also line 6th Street in a way that emphasizes the view to the existing transit center building with its tower from 6th Street. The main entrance to the park is also located here, marked with a plaza that is located at Central Avenue across the new Light Rail Station and the Transit Center. This plaza can include a major landmark structure such as an observatory with a view of Mount Diablo, which was considered sacred by the Ohlone peoples and was named Tuyshtak or "dawn of time".

On the west side, close to the promenade and the Bowtie Marketplace at Central Avenue, is an area that offers activities for children and youth. These include a splash pad, play areas for kids ages 2-5 and 6-12, and a skate park. This area can be easily accessed from the promenade and is close to the Bowtie Marketplace, making it easy for family members to stay in proximity to each other.



Splash pad

Great Valley Park Concept Plan

KEY

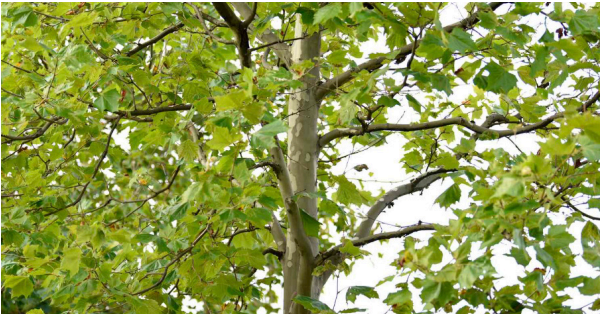
1. BOWTIE MARKETPLACE
2. TUYSHAK OBSERVATORY
3. PROMENADE
4. SPLASHPAD
5. PLAY AREA
6. SKATEPARK
7. PARKING
8. SPORTS COURTS
9. AMPITHEATER
10. PICNIC AREA
11. COMMUNITY GARDENS
12. FARM SHED / KITCHEN
13. DOGPARK
14. NATURAL AREAS
15. FITNESS CIRCUIT
16. PED-BIKE BRIDGE
17. MAINTENANCE YARD
18. PUBLIC ART



Great Valley Park Tree Canopy Plan

- California Sycamore (*Platanus racemosa*)
- Cottonwood, Oregon Ash, Boxelder, Walnut
- Western Redbud (*Cercis occidentalis*)
- Grey Pine (*Pinus sabiniana*)
- Japanese Zelkova (*Zelkova serrata*)
- Large stature tree (e.g. Camphor)
- London Plane (*Platanus acerifolia*) - match with existing at Downtown Plaza
- Fruit Tree





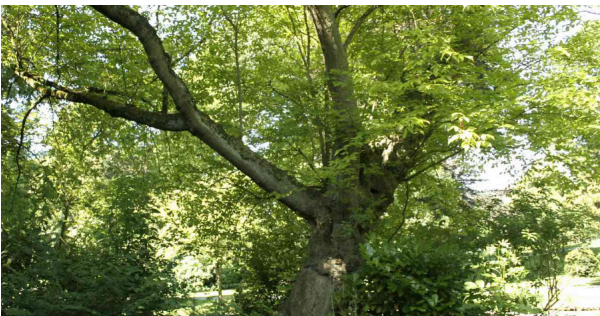
California Sycamore (*Platanus racemosa*)



Western Redbud (*Cercis occidentalis*)



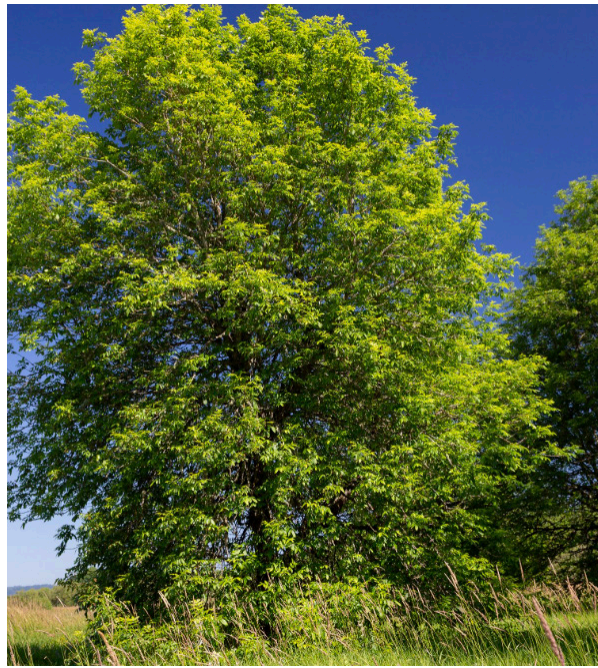
Fremont Cottonwood (*Populus fremontii*)



Boxelder (*Acer negundo*)



California Black Walnut (*Juglans hindsii*)



Oregon Ash (*Fraxinus latifolia*)



Grey Pine (*Pinus sabiniana*)



Japanese Zelkova (*Zelkova serrata*)



A Promenade is a strong visual and organizing park element

The Park Promenade

From the plaza at Central Avenue, a generous promenade with shade trees leads into the park, connecting the east side of the park all the way to the west side. This linear element is a subtle reference to the site's past as a rail yard and serves as a clear organizational element that facilitates movement and orientation within the park and connects the active uses with the natural areas on the south and west side of the park. The orientation of the promenade is guided by the view to Mount Diablo and the existing northwestern rail corridor along 6th Street. As the Promenade extends to the west, it widens to accommodate tennis, pickleball,

basketball, and beach volleyball courts, as well as smaller areas for bocce, ping-pong or chess games. The playfields will be lined by an alley of trees with pedestrian paths on each side of them that connect to the west side of the park. The proposed observatory and public art sculpture mark each end of the promenade.



Example of a linear sports field zone with Bocce courts and other play areas



Picnic Area

The 6th Street Park Zone

The park areas that line 6th Street are easily accessible from the street, which is a good reason to place necessary parking for the playfields and the Bowtie Marketplace in this area as well as picnic areas, a dog park, and natural areas with public art. These amenities and the playfields will get used daily and are close to the residential neighborhood north of 6th Street and Downtown. The most active area in this zone will be at the corner of Central Avenue and 6th Street, while a quieter, more natural area is proposed along the western part of 6th Street, where the site narrows into a triangular shape. The active edge between C Street and Central Avenue will be complemented by an extension of the existing Downtown Plaza located on 6th Street east of Central Avenue to the west side of Central Avenue.



Amphitheater (above) | Community Garden (left)

The South Park: Amphitheater, Community Gardens, and Nature

The largest portion of the park lies south of the promenade and is characterized by large natural areas that includes an outdoor amphitheater with a stage, lawn areas, a community garden, a picnic area, a skate park, and children's play areas. The park's maintenance yard is also located here, close to the rail tracks on the west side and out of view from most of the park's uses. Large trees and densely vegetated areas provide shade and quiet areas and frame each zone to create a visual separation.

At the heart of this southern portion of the park is the amphitheater, whose lawn can be used for events, play, and relaxing. The community gardens are an opportunity for the community (and perhaps the restaurants in the Bowtie Marketplace) to grow local vegetables and can also support educational programs focused on food.



Fitness Stations (above) | Public Art (left)

The Fitness Circuit

In addition to pedestrian and bike paths within the park, there is a multi-use path along the perimeter of the park connecting all access points from the outside of the park. The path will lead through the different areas of the park including generous swaths of native landscape and shade trees. The full loop is about one mile in length and is ideal for a run or walk. It will have state-of-the-art fitness stations along it.

Public Art

Great Valley Park will host a world class public art program including temporary, short term and long-term permanent pieces that are part of the collection. The intent is for the art to be integrated into the park in site specific ways and in a variety of locations such as the promenade, community garden, natural areas, and along the fitness circuit.

Pedestrian and Bike Access

The park will be accessible for pedestrians and bikes via several entrances along 6th Street that align with the existing street grid, namely at (from west to east) Taft Ave, Windeler Ave, A Street, B Street, C Street, and from the Central Avenue frontage via two plazas and an extended sidewalk. All intersections along 6th Street that are used for access will require intersection upgrades to provide safe pedestrian crossings. Access from the western and southern neighborhoods is constrained due to the existing tracks. To provide at least one point of access, a pedestrian/bike bridge crossing over the track is proposed between the park and Fourth Street near B Street on the south side of the tracks, and between the park and the proposed east-west trail along the north side of the tracks with the same bridge. The bridge, featuring a signature design, would serve as a central point of connection between the two sides.



Bike parking will be provided at the main destinations within the park. Secure bike parking will be included in the Bowtie Marketplace.

The future Valley Link Rail Station will be located on the east side of Central Avenue directly across from the new plaza with the observatory. A direct and safe connection from the plaza to the station with a bridge or pedestrian crossing would be desirable but its feasibility needs to be studied as it is close to the existing railway crossing. Without this connection, the existing pedestrian crossing at Central Avenue and 6th Street will connect the park with the station in the most direct way. This crossing can be enhanced to a much wider crossing with special pavers, which will strengthen the connection and slow down traffic.

Vehicular Access

Access for park maintenance and delivery vehicles are provided by a limited access loop road that starts at A Street and C Street. This road will connect to the maintenance yard, the community garden, the amphitheater area, the children's play areas and skatepark, the promenade with the playing fields and the Bowtie Marketplace area. The loop road will get used for access to the public parking lots located along 6th Street between A Street and C Street. Behind the public access to the parking area, bollards will ensure that only authorized vehicles can enter the loop road. The road should be designed for slow speeds and with surface materials that integrate with the park design. The road will be always open to pedestrians and bikes.

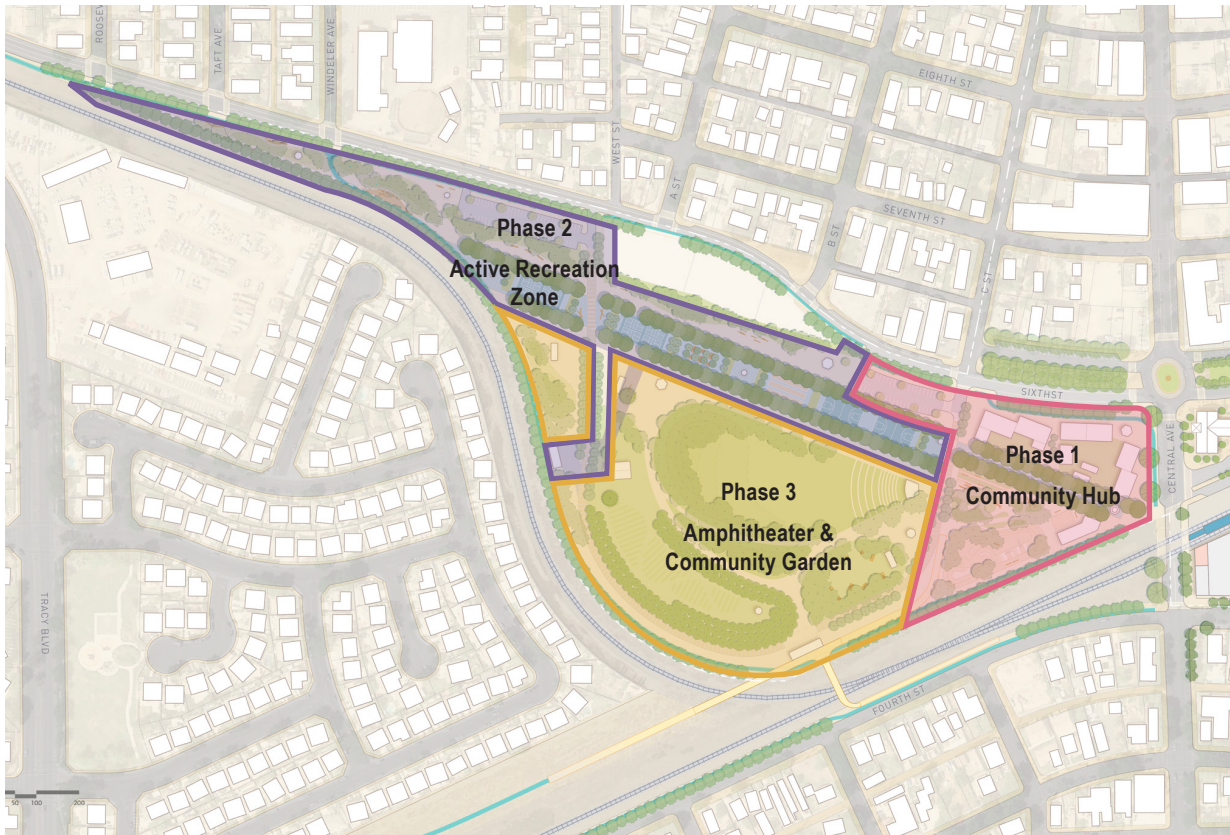


Public bike storage



Parking lot with porous surfaces and bioswales





Potential Phasing for Implementation

Key Park Components & Phasing

Creating a park of this scale and ambition is a significant undertaking. That's why an initial phasing strategy is beneficial. The phasing strategy is making assumptions today that could change over the course of the implementation process, which requires that the strategy is flexible enough so that any adjustments to the strategy can be made. For example, the envisioned "Bowtie Marketplace" may be desirable in the first implementation phase, but it could be difficult to find a development partner at the right time. In this case, a temporary solution

could be considered, or another part of the park could be developed first, if funding for that part is more readily available.

Phasing Approach

The proposed approach to phasing considers the spatial context and which parts would likely make the biggest positive impact, as well as the fact that some areas of the site require remediation and won't be available for use right away.

Generally, the park areas that are closest to Central Avenue and along 6th Street should be considered



Phase 1: Community Hub

for implementation first. These areas are close to where people are and can also address the edges of the site which are currently non-existent, contributing to the impression of the site being a large scar in the city's fabric.

Each proposed phase includes considerations for temporary solutions as well, which can be regarded as Phase 0, so early activation of the area is possible even before the permanent elements can be built.

Phase 1: Community Hub at Central Avenue

The corner of 6th Street and Central Avenue ties in very well with the active portion of Central Avenue, the Transit Center, the Downtown Plaza, and the roundabout with its large sculpture. This eastern portion of the site is ideal for commercial uses that complement the Downtown and create an attractive destination on its southern end. It's the most connected and accessible part of the

park and its activation would immediately change the experience for this part of Downtown. It will also help to integrate the Downtown Plaza if a corresponding plaza is built on the west side of Central Avenue.

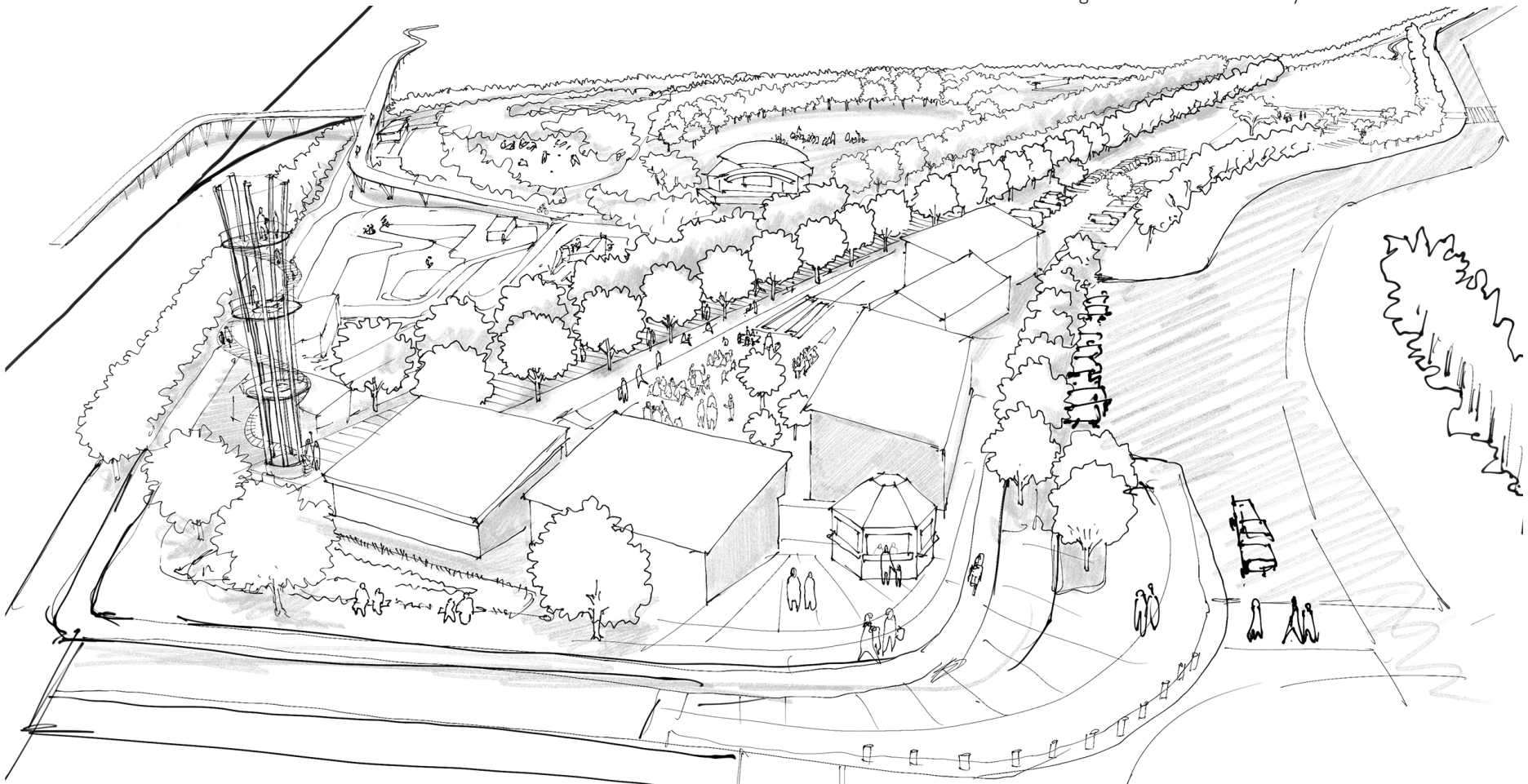
The first phase should include establishing the Bowtie Marketplace, the eastern part of the Promenade, the children's play area, and the skate park, creating a community hub that brings together people of all ages. An important part of the activation is the widening of the sidewalk on Central Avenue and 6th Street and the integration of small plazas with seating elements, public art, and other amenities such as bike racks. Buildings should be placed in a manner that helps frame the plazas and create a street edge. The improved sidewalk area will improve access to the park as well as connectivity to the surrounding uses, particularly to Central Avenue, the Transit Center, and the future Tri-Valley Light Rail Station. The crosswalk to the Transit Center could be widened to enhance the connection to the Transit Center and slow traffic down.

Phase 1: Key Park Components: Bowtie Marketplace

It is envisioned to create a building ensemble tentatively named the “Bowtie Marketplace” that can host farm-to-table restaurants, a market hall, local maker and artisan spaces, a visitor center or small museum, outdoor courtyards with seating, and a beer garden. The buildings can be simple structures that allow for flexible layouts and a variety of tenants. Architecturally, their scale and design



Beer garden in the Community Hub



Impression of "Bowtie Marketplace" at Central Avenue with promenade and park in background

should fit in with the surrounding context buildings while clearly communicating their function and use. The buildings are arranged in a way to form u-shaped courtyards as well as an interesting built edge along 6th Street and Central Avenue with small plazas. The outdoor courtyards are suitable for smaller events and outdoor performances.

Phase 0: Temporary Use

In case the building ensemble cannot be realized in the very beginning of the park construction, this area can simply be paved to allow for temporary food trucks, stands, shade structures, and amenities such as restrooms. This kind of activation can help establish this part of the park as an attractive destination early on and provides a preview of what kind of place it can become. The food related uses can complement any events that are occurring

on the Downtown Plaza as well. It will also be an opportunity to test what kind of businesses and events can be successful at this location.

The Promenade

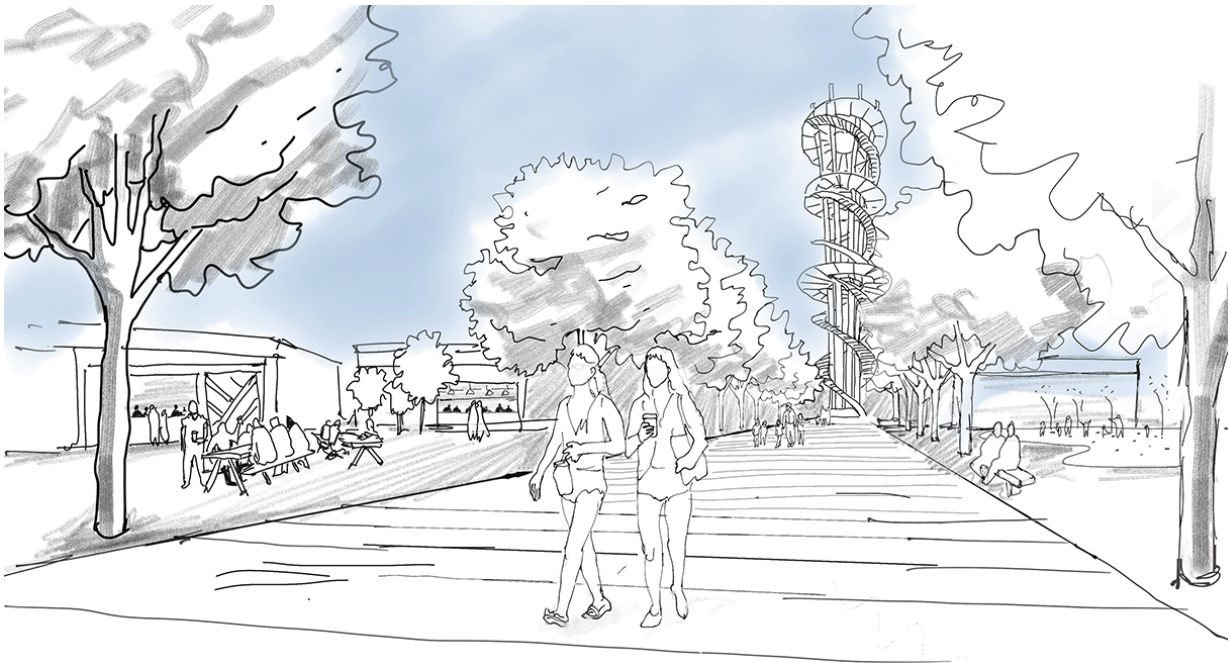
The Promenade is an unique organizing element and serves as a straightforward pedestrian connection through the park. In Phase 1, the first part of the Promenade will define the southern edge of the Bowtie Marketplace with a double row of shade trees. The Promenade will have a generous width of about 25 feet and includes benches, lighting, and a special surface treatment such as pavers. The Promenade is also a good place for educational display and signage that touch on the history of the site. The eastern end of the Promenade serves as a prominent park entrance. A plaza opens to the street and is the location for

the proposed vertical structure that can become a new landmark in addition to the existing sculpture located at the roundabout at Central Avenue and 6th Street. The vertical structure could be designed as a small observatory tower that offers views of downtown, the park, and the future station, or if this is not feasible, could be a signature public art piece. A pedestrian bridge or additional pedestrian crossing at this location would significantly improve connectivity to the Transit Center and future station on the east side of Central Avenue. However, due to the proximity to the at-grade rail crossing on Central Avenue, the feasibility of such a connection would need to be studied.

Phase 0: Temporary Use

Depending on the soil condition, trees could be planted early to help them get established and construct the promenade surface, benches, and lights at a later point. If in situ planting are not feasible, trees in planter boxes could be set up along the promenade first.

In lieu of a sculpture/ observatory tower, a temporary piece of public art could be placed at the eastern end of the promenade. This is an ideal opportunity to showcase work by the local artist community.



The Promenade looking east with observation tower in background

Children's Play Area, Skate Park, and small Outdoor Stage

The area south of the promenade focuses on activities for children and youth in the form of a playground, water play area, and skate park. Water play/splash pads are very popular among kids, especially during the summer heat. A small temporary stage can initially be placed here as well, so music and other performances can be accommodated before the amphitheater can be built in a later phase. Support facilities such as restrooms and equipment storage can be provided in this area as well.

Phase 0: Temporary Use

Playgrounds and skate parks can be costly due to the required ground modulation and equipment. Water play areas/ splash pads in particular need water treatment facilities and pumps that are often

placed underground. As a temporary solution, a simple asphalt area could include temporary elements for play and skating. A much more affordable misting feature could initially be installed instead of a splash pad. Mistlers use less water than fountains or splash pads, can create interesting visual effects, especially if combined with lighting, and can also be effective for cooling.

A modular small stage can be set up anywhere if storage is provided on-site. Another option is to build a more permanent stage that can last until the larger amphitheater is built. This is another opportunity to involve the local design and artist community.

Parking and Site Access

A surface parking lot along 6th Street between B and C Street, will serve the Bowtie Marketplace and activity areas south of it in Phase 1. Surface parking lots can always serve as opportunity sites at a later point and if the Bowtie Marketplace proves to be so successful that it would need space for expansion, this parking lot would be ideal for additional buildings as it lines 6th Street. The parking lot will include shade trees, bioswales for water retention, and porous surface materials to reduce the heat island effect and stormwater run-off.

The first section of the access loop road will be built to provide limited vehicular access to the parking lot, play area, skate park, and stage, and loading access for the Bowtie Marketplace. The entrance to the loop road from 6th Street will be located at C Street.

The Promenade can have landscaped areas





Phase 2: Active Recreation Zone

Phase 2: Active Recreation Zone along 6th Street

Phase 2 of the park development will concentrate on the extension of the Promenade to the eastern part of the site and on the zone between 6th Street and the Promenade. This area is closest to the residential neighborhood to the north and the Downtown Area and the proposed park elements and amenities in this area will be easily accessible from 6th Street and the other streets that intersect with 6th Street. The new park will create a much more attractive zone on the south side of 6th Street and will include new, generous sidewalks and intersection upgrades with crosswalks.

From C Street on, the Promenade will transform into a clearly defined recreational zone that is home to Sports Fields and other offerings for play

and gathering. The westernmost part of this zone narrows down to a triangular-shaped area. This zone will be characterized by natural areas with trees and native vegetation.

Phase 2: Key Park Components- Sports Fields Zone

The Sports Fields are located in a linear zone or “spine” that is the extension of the Promenade on the east side of the park. The row of trees on the north side of this zone continue in line with the Promenade, while the southern row of trees are planted at a greater distance to accommodate pickleball, basketball, and beach volleyball courts as well as a bocce court, ping pong tables, and an on-the-ground large chess board. Generous walkways with benches along the trees are used for play field

access as well as a direct connection between the east and the west side of the park. As the trees mature, they will provide shade for a portion of the playfields.

Phase 0: Temporary Use

If a complete construction of this zone is not feasible in this phase, a partial section could be built first, ideally starting on the east side of this zone. A simple temporary solution is the construction of an asphalted area with painted court outlines and installed nets. The trees should be planted in soil as early as possible but if this is not feasible, trees in planters could be used instead. These trees could be transferred to soil at the appropriate time.



Skate Park

Picnic Area and Dog Park

A large picnic and BBQ area and a dog park are proposed on the north side of the play field zone, close to A Street. This area will be close to a surface parking lot, making it easy to carry equipment and supplies to the picnic area. The picnic area will have trees, shade canopies where needed, and rest rooms. The dog park will be a fenced in lawn and sand area with trees along the perimeter for shade. The dog park will include benches for people.

Phase 0: Temporary Use

A temporary solution for the picnic area and dog park could be leaving the area as it is now and installing temporary fences, picnic tables, shade structures, and restrooms. If necessary, some areas could be slightly graded and filled in with a layer of gravel or other porous surface.



Dog Park



Pickleball Court in Recreation Zone

Natural Area

On the narrow eastern portion of the site, a natural area with large trees and native plants offers a place for relaxation and rest. This area will include benches and small natural rooms and plazas for public art.

Fitness Circuit

The installation of the fitness circuit as part of this phase creates a smaller loop that uses the Promenade and the 6th Street sidewalk area. The fitness path is an unpaved area next to the 6th Street sidewalk and can be included in the sidewalk construction. Fitness stations will mainly be located along the path in the natural area.

Maintenance Yard

The maintenance yard is needed for maintaining the Sports Fields, paths, and natural areas. It's

located close to the railway track and directly south of the western end of the play field zone. It will be accessed by the western position of the loop road that starts at A Street. The maintenance yard will include a small building, storage areas, and parking for maintenance vehicles. It will be screened with a fence and vegetation.

Parking and Site Access

A second surface parking lot along 6th Street between A and B Street will provide parking for the recreational uses built in this phase. Its design and layout will be similar to the parking lot built in Phase 1. This parking lot can also easily be built in Phase 1, but this would require constructing the 6th Street sidewalk as well. The existing concrete block building in this area needs to be demolished to accommodate the parking lot and new sidewalk.

The portion of the loop road stretching from A Street to the maintenance yard will be constructed in this phase to provide access vehicular to the parking lot and the maintenance yard. The road will be protected from public access with bollards south of the parking lot driveway.





Phase 3: Amphitheater and Community Garden

Phase 3: Amphitheater and Community Garden

Phase 3 consists of the large southern portion of the park that has an amphitheater with flexible lawn area and a community garden as its main features. It also includes large natural areas with trees and dense vegetation. This phase will complete the Great Valley Park and offer large areas for passive recreation that complement the active areas of Phase 1 and 2.

Depending on the remediation process, trees and vegetation can be planted in this area early on, possibly in Phase 1, to give the trees other plants as much time to grow as possible. The amphitheater will have a stage with a shade structure and seating steps near the stage area.

Phase 3: Key Park Components- Amphitheater

The amphitheater consists of a permanent stage with a shade structure and landscaped seating steps oriented towards the stage. The amphitheater is an opportunity to create an outstanding and memorable design that can become a landmark in the park. The proposed size is appropriate for an audience of 5,000 people. A large lawn area extends from the seating area and is framed by large stands of trees. The lawn area can be used for events, informal play, picnics, and seating. The amphitheater area is connected to the Promenade/Play Field Zone on its north side.

Phase 0: Temporary Use

The amphitheater stage requires a major investment and may not be realized at the time that Phase 3 is built. A temporary stage without seating steps could be installed instead. Another option is the use of a modular stage that will only be set up during events.

Community Garden

The community garden is another key feature that is unique to the Great Valley Park. Not only can it be used by the community and the restaurants in the Bowtie Marketplace to locally grow vegetables and flowers but also for educational purposes. Some areas can include pollinator gardens. The planters will be custom designed with high-quality and durable materials and can be arranged in a creative pattern. A building with restrooms, storage, and a multipurpose room is located close to the loop road. The community garden is lined with fruit and nut tree orchards and includes “green rooms” with seating for reflection and rest. A trellis structure with vines will provide additional shade and seating opportunities.

Picnic Area

On the east side of the community garden is another large picnic area that includes a lawn for informal play. This picnic area is lined with trees and vegetation and more secluded than the picnic area at 6th Street, thus providing a different experience. This area is also suitable for smaller events either in the lawn area or the natural plaza at the northwestern end of the picnic area.

Fitness Circuit

The fitness circuit path runs along the southern perimeter of the site, completing the 1-mile loop around the entire park. More fitness stations will be included in this section of the path. The path directly goes by the ramps of the pedestrian and bike bridge, allowing for a connection to the neighborhood to the south or the trail along the railway tracks.



Temporary Stage



Fitness and Bike Path



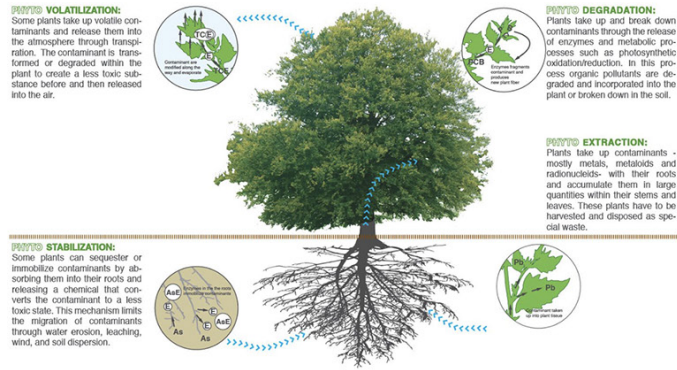
Building for education, events, and local produce offerings

Pedestrian and Bike Bridge

A pedestrian and bike bridge located on the south side of the park near B Street will allow for connectivity to the south and to the west via the trail on the north side of the rail tracks. Because it will cross over the tracks, it needs a clearance of an estimated 24 feet (the exact required clearance needs to be determined). This height will require long ramps of at least 330 feet for cyclists and wheelchair users to comfortably use the bridge. While this requirement results in large bridge structure it also presents an opportunity for an extraordinary bridge design.

PHASE	KEY PARK COMPONENTS	PHASE 0/ TEMPORARY USE
1	<ul style="list-style-type: none"> • Bowtie Marketplace • The Promenade • Observatory Tower • Children's Play Area, Skate Park, and small Outdoor Stage • Parking and Site Access • 6th Street and Central Avenue Sidewalk and Intersections Improvements 	<ul style="list-style-type: none"> • Food trucks and temporary buildings in Bowtie Marketplace • Trees in planters along Promenade • Temporary public art instead of observatory tower • Asphalt area with temporary play elements and misters • Tree nursery (trees in planter boxes) throughout the site
2	<ul style="list-style-type: none"> • Sports Fields and Promenade • Picnic Area and Dog Park • Natural Area • Fitness Circuit • Maintenance Yard • Parking and Site Access • 6th Street and Sidewalk and Intersections Improvements 	<ul style="list-style-type: none"> • Asphalt area for Sports Fields • Partial construction of Sports Fields • Trees in planters along Sports Fields • Use temporary fence and seating elements for dog park and picnic area; minimal ground preparation.
3	<ul style="list-style-type: none"> • Amphitheater • Community Garden • Picnic Area • Fitness Circuit • Pedestrian and Bike Bridge 	<ul style="list-style-type: none"> • Temporary stage/ modular stage per event

Overview of key park components in each implementation phase and potential temporary uses



Plants and trees can help clean up soil contamination through Phyto- /Myco-remediation. More analysis is needed to determine if this type of remediation can be used in the Bowtie area.

Sustainability

The Great Valley Park's design should use sustainability as a guiding principle. This means the use of native, drought tolerant and pollinator-friendly plants, porous or recycled surface materials for paths, plazas, and Sports Fields where possible, large shade trees, low water use irrigation, stormwater retention areas, low glare or dark sky approved lighting, sustainable and low maintenance park furniture, sustainable building materials and systems, and bike parking throughout the park. A detailed sustainability strategy needs to be included in the next phase of park design.

Remediation Strategy

Several areas in the west Bowtie area have been identified for remediation. Removal of contaminants can be achieved by removing impacted soils, capping the affected area, or on-site treatment of the soil. It requires further studies that determine which remediation method is appropriate for the future use of the site as a park. The requirements may be different for park spaces than for residential uses.

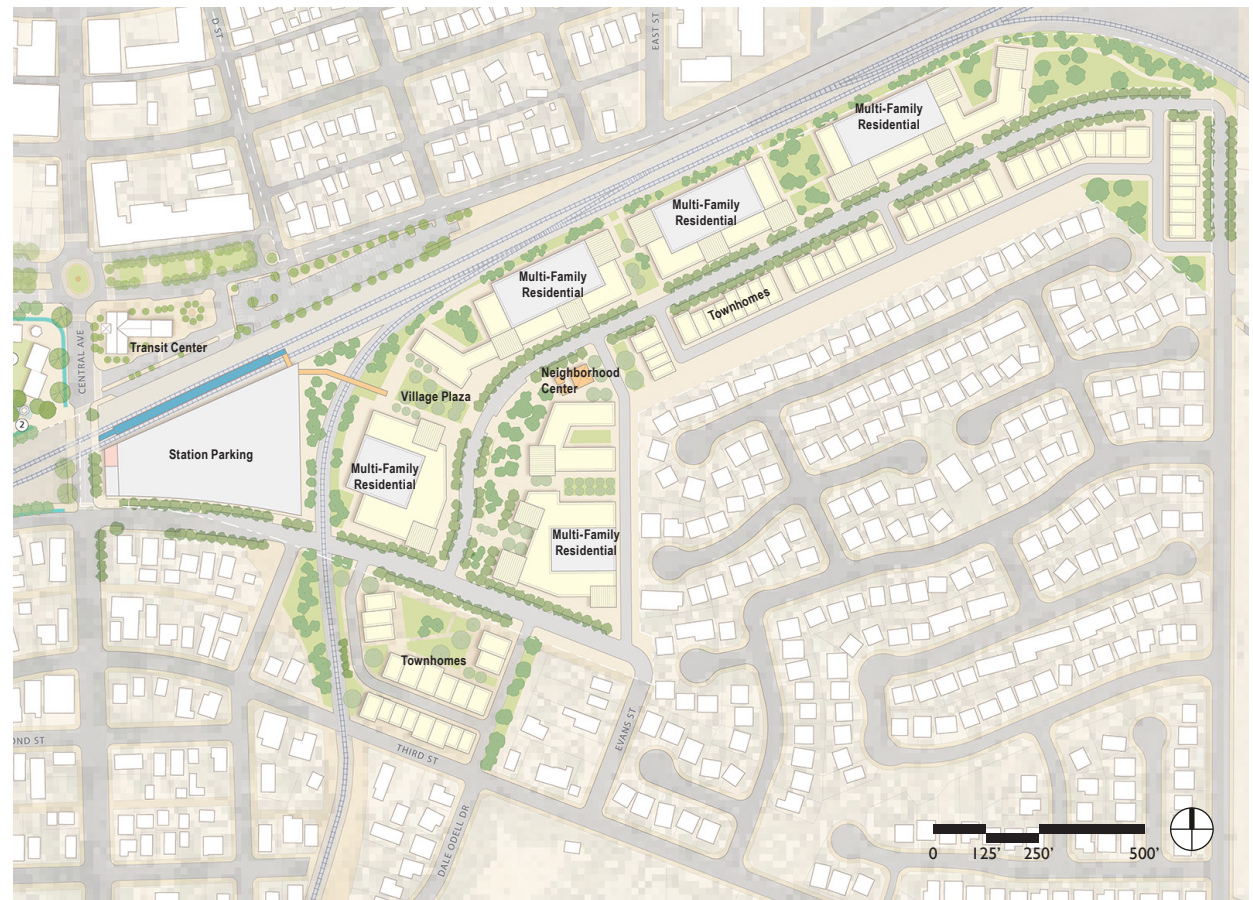
East Bowtie Transit Village

The eastern portion of the Bowtie is an ideal location for Transit-Oriented Development as a future Tri-Valley Light Rail Station is proposed this side of Central Avenue at the existing railway right-of-way, just south of the existing Transit Center. The maximum allowed density for residential development in this area is 50 DU/ac, opening an opportunity for a mix of multi-family housing and townhomes within walking distance to the station and the new Great Valley Park. Due to the proximity to Downtown and the existing residential uses surrounding the site, residential uses with small amenity retail opportunities make the most sense on this site.

East Bowtie Transit Village Design Concept

The existing street grid and residential area south of the site limits access but a new street can connect to 3rd Street on the west side and MacArthur Drive on the east side. This street is the “spine” around which the buildings are organized. On the north side of this street are multi-family buildings with parking structures close to the tracks. On the south side of this street is space for one row of townhomes that provide a good transition to the existing single-family neighborhood to the south.

The main vehicular entrance to the Transit Village is from 3rd Street. The width of the site allows for a small neighborhood park that is connected to 3rd Street and includes a neighborhood community building at the parks’ north end. From this park, a pedestrian connection to the station is provided through a plaza and at-grade rail crossing (if an at-grade crossing is not feasible, a pedestrian bridge



could be an alternative). Small neighborhood-serving retail can be located along the park, plaza, or along 3rd Street.

On the south side of 3rd Street are smaller areas that can accommodate townhomes that are fronting on a small open space near 3rd Street. This area is accessed from 3rd Street with a small loop road.

The Transit Village includes a network of open spaces that are connected by pathways near the rail tracks and by the main neighborhood street. The

street is a two-lane street with parallel parking on each side. It is lined with trees along the sidewalks.

Valley Link Rail Station

The future Valley Link Rail service would connect Tracy with the Dublin/Pleasanton BART Station. If implemented, the Tracy Station will be located on the east side of Central Avenue, directly south of the Transit Center and across the Great Valley Park. The Valley Link EIR draft station plan shows a 400-foot-long by 20-foot-wide at-grade double-track Valley Link station platform, a approximately 600-spaces surface parking lot on the west Bowtie

site and an expanded existing surface parking lot on the east side of Central Avenue that will be replaced by 3-level parking structure at a later phase. As the entire west Bowtie site will be used for the Great Valley Park, station parking would need to be accommodated on the east Bowtie site only. This can be achieved by adding 2 levels to the parking structure or by accommodating station parking in the Transit-Oriented Development. A phased integration of station parking in the future development and within a half-mile radius of the station could potentially reduce or eliminate the stand-alone parking structure. This approach would require a detailed parking study. If the proposed stand-alone parking structure remains, it should include ground floor uses fronting on Central Avenue and a building façade that is visually interesting and eliminates light emissions from the parking levels.

Downtown Central Business District

Downtown Tracy is not only steeped in a vibrant history but also serves as a central hub for dining, shopping, culture, entertainment, and office and residential uses. The City of Tracy is committed to maintaining the unique charm and character of Downtown Tracy. At the same time, it is dedicated to fostering suitable growth and development that aligns with the area's historic essence and community values. This careful balance ensures that Downtown Tracy remains a vibrant and dynamic part of the city, reflecting its heritage while embracing progress and innovation.



Themes & Guiding Principles

This section is organized according to six core Themes that further exemplify the vision statement. These are Destination, Nature, Design, Economy, Neighborhoods, and Mobility. Each Theme is explained by one simple “Big Idea” statement and includes three Guiding Principles that give shape to the Themes. Finally, Strategies are listed under each Theme that provide recommended actions the City can take to implement the Downtown Vision Plan. The full text of each Strategy is presented on page 86-90. This section is meant to serve as a roadmap for achieving the community’s vision for Downtown Tracy. The Themes, Guiding Principles, and Strategies have built-in flexibility that allows the City to pursue what’s working, and make adjustments to what’s not.



ECONOMY

A prosperous, fiscally sound, thriving economy that is well positioned for the future.

GUIDING PRINCIPLES

- » **Active revitalization.** Support redevelopment and new development that helps revitalize the Downtown.
- » **Diverse economy.** Foster a favorable environment for business attraction and retention, private investment, economic diversification, and entrepreneurship.
- » **High quality employment.** Attract high-quality, well-paying employment opportunities.



NEIGHBORHOODS

A wide range of high-quality housing choices complement existing neighborhoods.

GUIDING PRINCIPLES

- » **Symbiotic development.** Catalyze development of new, well-planned residential units to meet community demand and support Downtown businesses and activity.
- » **Range of housing.** Offer access to a wide range of housing selections that appeal to different types of households.
- » **Transit-Oriented Design.** New neighborhoods support Transit-Oriented Design (TOD) principles to accommodate the possibility of a future transit facility while complementing the character of existing neighborhoods.

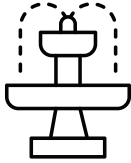


MOBILITY

Convenient, safe, and affordable travel options for getting to and around Downtown.

GUIDING PRINCIPLES

- » **Convenient access.** Provide convenient access to destinations within and beyond Downtown for all modes of travel, including walking, bicycling, riding transit, and driving.
- » **Expanded walkability.** Walking is a viable and enjoyable travel choice within Downtown.
- » **Improved connectivity.** The transportation network connects residents, employees, and visitors to jobs, services, entertainment, and recreation opportunities.

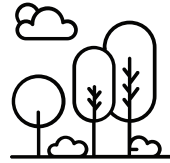


DESTINATION

Downtown Tracy is a vibrant, pedestrian-oriented, mixed-use destination for residents and visitors.

GUIDING PRINCIPLES

- » **Celebrate history.** Downtown Tracy is celebrated and reinforced as the historic heart of the city.
- » **Create memorable experiences.** Promote retail, dining, entertainment, arts, and cultural experiences to transform Downtown Tracy into a regional destination.
- » **Support commercial uses.** Support and strengthen existing businesses while also attracting new, high-quality commercial uses.
- » **Enhance local art scene.** Support promote local artists in Downtown Tracy.



NATURE

A grand central park provides a cherished gathering space in the heart of Downtown Tracy and opportunities for all to connect with nature, relax, and recreate.

GUIDING PRINCIPLES

- » **Design with nature.** Utilize design principles that foster human-nature connection by providing chances for restoration, reflection, and multisensory interaction with natural elements.
- » **Integration with surrounding neighborhoods.** The park is integrated into the fabric of Downtown with suitable pedestrian, bicycle, and vehicular connections that enable safe and convenient access to the park from surrounding neighborhoods.
- » **Spaces for learning and recreation.** Provide inspiring spaces for programmed activities that are aligned with community interests such as educational classes and fitness stations.



DESIGN

Quality design creates a distinctive identity and unique sense of place.

GUIDING PRINCIPLES

- » **Small town feel.** Maintain Downtown Tracy's small town feel and character by preserving its historic and iconic buildings.
- » **Distinctive architecture.** New development contributes to the distinctive identity of the Downtown and is responsive to its existing architecture.
- » **Streetscape beautification.** Enhance the public realm, including storefronts and the overall perception of the street.

Strategies

- A. Distinct Identity.** Develop a distinct identity / brand for Downtown Tracy to increase community awareness and appeal. Create a wayfinding program that addresses branding and signage for the Bowtie, CBD, and Downtown neighborhoods.
- » Applicable Theme(s): Destination, Neighborhoods, Mobility
- B. Regional and Local Destination.** Facilitate development and improvements that help realize the community’s vision for Downtown Tracy.
- » Accelerate investment in a wide range of unique retail, restaurant and entertainment offerings that serve the needs of the people who live and work Downtown, and that continue to attract a growing number of people from the larger city and region into the Downtown.
 - » Instigate the development of civic, art, and cultural facilities.
 - » Accommodate the development of new commercial centers that meet the convenience shopping needs of people who live and/or work in the adjacent areas.
 - » Be proactive in maintaining a safe and clean downtown environment.
 - » Applicable Theme(s): Destination, Design, Economy, Neighborhoods
- C. Symbiotic Development.** Continue to maintain and support the CBD as the commercial core of Downtown Tracy, while encouraging new housing development and infrastructure.
- » Attract new housing development by sustaining a cluster of businesses and activities that attract visitors.
 - » Explore development of Bowtie East for additional housing opportunities.
 - » Applicable Theme(s): Destination, Economy, Neighborhoods
- D. Arts District.** Establish a locally recognized Arts District between 6th and 8th Streets on Central Avenue. This designation will be a collaboration between the City of Tracy (i.e., Cultural Arts Division) and other agencies such as the Chamber of Commerce and Tracy City Center Association. The Arts District will include branding, marketing, and development of the area in support of the arts, culture and entertainment, targeted around the Grand Theatre Center for the Arts. Components could include:
- » Unique, designed streetscape elements including banners, benches, bike racks, planters, trash receptacles, and lighting.
 - » Gathering spaces in an urban park environment combining streetscape elements, public art, sculpture garden, event spaces, vendors, and food trucks/carts.
 - » Closure of Jackson Alley from the WSM building empty lot to the sidewalk at Central Ave for streetscape congregation/small events.

- » Arts-related businesses and organizations such as record, book, music or art supply stores, non-profit offices, galleries, concert clubs, and cafes.
- » Multi-tenant/co-op, scalable retail spaces that cater to makers, start-ups, and entrepreneurs in repurposed and/or new buildings.
- » Commercial/retail businesses with a mission/tradition to support the arts in Tracy.
- » Artist live/work spaces in affordable housing projects, repurposed, and/or new buildings.
- » Public art projects integrated into the amenities throughout the Great Valley Park, East Bowtie, and CBD.
- » Community garden(s)/urban farm in support of and supported by downtown residents and businesses.
- » Community kitchen with indoor/outdoor dining for pop-up restaurants and special events.
- » Neighborhood market that supports the community gardens and kitchen.
- » New museum with hands-on exhibits highlighting the area's railroad history, red light district history, and ethnic/cultural history.
- » Amphitheatre or outdoor sound stage with pavilion and supporting buildings.
- » Applicable Theme(s): Destination, Nature, Design, Economy

E. Park Partnerships. Explore new and harness existing partnerships and utilize volunteers to sustain the implementation, maintenance, and stewardship of the park.

- » Applicable Theme(s): Nature

F. Education. Establish and integrate education components such as a community center with educational classes for all ages and an interpretive program to educate visitors about the sustainable features of the park, the area's rail history, and site regeneration.

- » Applicable Theme(s): Destination, Nature

G. Recreation. Establish and integrate recreation components such as a recreation center with fitness classes for all ages and a fitness circuit integrated into natural areas of the park.

- » Applicable Theme(s): Destination, Nature

H. Sustainable Design. Utilize sustainable design techniques to promote ecological balance, support local biodiversity, and contribute to the City's overall resilience, such as:

- » Native and drought tolerant plants.
- » Durable and recycled materials.
- » Recycling and compost bins.
- » Organic mulch, fertilizers, and compost.
- » Energy-efficient buildings.
- » Storm water capturing.

» Applicable Theme(s): Nature, Design

- I. World Class Public Art Exhibition.** Create opportunities for local artists and art to be a part of park spaces. These opportunities may include music, performance, and temporary exhibits.

» Applicable Theme(s): Destination, Nature

- J. Development Friendly Policies.** Continue to be supportive of new development and consider development friendly policies, such as:

- » Continue extension of zero in-lieu parking fees beyond 2025 when next reviewed.
- » Maintain flexibility of land use policies for downtown development; to the extent more residential development starts to occur, consider a future increase in the 50 unit per acre density limit.
- » Establish a new Zone District for the Bowtie.
- » Applicable Theme(s): Destination, Nature, Design, Economy, Neighborhoods, Mobility

- K. Employment-Generating Development.** Accommodate additional employment-generating development, including professional office. Promote the integration of employment opportunities into the fabric of the Downtown, with convenient access to community services, transit, shops, and a wide range of housing choices.

» Applicable Theme(s): Destination, Economy, Neighborhoods, Mobility

- L. Economic Activity.** Increase economic activity through business development, signage and marketing, and creating incentives for property / business owners to renovate their buildings and/or properties.

» Applicable Theme(s): Destination, Design, Economy

- M. Landscaping and Street Improvements.** Continue to invest in landscaping and street improvements to boost general awareness, enhance walkability and vitality, and attract visitors.

» Applicable Theme(s): Destination, Nature, Design, Economy, Neighborhoods, Mobility

- N. Design Guidelines.** Develop design guidelines that unify the overall vision for Downtown Tracy and:

- » Require new development to complement the existing Downtown character.
- » Set standards of quality for the design of new and renovated buildings and site improvements.
- » Ensure that, when mixing uses within a building or along a block, each building contributes to a cohesive pattern of streets, blocks, and sub-districts within the larger Downtown.

- » Encourage greater walkability through pedestrian friendly streets, site and building design.
- » Applicable Theme(s): Destination, Design, Neighborhoods, Mobility

O. Outdoor Public Spaces. Strengthen connections to nature and create a robust network of outdoor public spaces for recreation and social interaction.

- » Applicable Theme(s): Nature, Mobility

P. Ownership Transfer. Engage in ownership transfer discussions regarding the Bowtie with Union Pacific Railroad.

- » Applicable Theme(s): Destination, Nature, Economy, Neighborhoods, Mobility

Q. Partnership with the Rail Authority. Maximize investment benefits from a potential partnership with the Rail Authority if a new Valley Link Station is built in Tracy. The City could work closely with the Rail Authority to seek to benefit from the substantial investment in the transit station area and look for opportunities to benefit from and build on these investments. For example, transit area development might start the process of further Bowtie clean-up and land transfer, result in investment in new pedestrian/ bike connectivity, and open up new areas for public/ private development partnerships.

- » Applicable Theme(s): Destination, Nature, Economy, Neighborhoods, Mobility

R. Public/Private Partnerships. Seek public/private partnership opportunities that can catalyze new development. For example:

- » Consider entering into public/private partnerships with interested private developers where the City provides land and the developer becomes the owner-operator of the housing.
- » Continue conversations with local developers and landowners concerning opportunities for Downtown development. As part of these conversations, the City could consider whether any additional supportive policy actions for development are appropriate, such as temporary impact fee reductions.
- » Analyze and assess possibilities for merger/consolidation of parcels to create greater development potential.
- » Applicable Theme(s): Economy, Neighborhoods

S. Collaborate with Tracy City Center Association. Continue to collaborate and coordinate with the Tracy City Center Association (TCCA) in promoting Downtown Tracy, expanding Downtown's customer base, and maintaining low commercial vacancy rates.

- » Applicable Theme(s): Destination, Economy

T. Bowtie Remediation. Consider City investment in and/or pursuing grants for remediation and site clean-up of the Bowtie.

- » Applicable Theme(s): Destination, Nature, Economy, Neighborhoods

- U. Grant Funding.** Research and pursue possible grant funding sources to help fund the preparation of the planning tools, catalyze development, and pay for infrastructure improvements.
 - » Applicable Theme(s): Destination, Nature, Design, Economy, Neighborhoods, Mobility
- V. Community Facilities District.** Consider forming a Community Facilities District (CFD), which is a special tax district that could fund public improvements and on-going services within the Downtown. Parks, streets, sewer improvements, and public safety services are some of the public improvements and services that may be financed by a CFD.
 - » Applicable Theme(s): Destination, Nature, Design, Economy, Neighborhoods, Mobility
- W. Lighting District.** Consider forming a Lighting District (LD), which is a special tax district that could fund street lighting within the Downtown.
 - » Applicable Theme(s): Destination, Design, Economy, Neighborhoods, Mobility
- X. Circulation For All Modes of Travel.** Enhance the visibility, accessibility, and convenience of the Downtown to motorists, bicyclists, transit riders, and pedestrians.
 - » Provide the necessary circulation facilities to support all users' convenient access to uses throughout the Downtown.
 - » Continue to enhance connectivity to and from adjacent districts, corridors, and other parts of the city and region.
 - » Improve the pedestrian and bicyclist experience and connectivity to the greater city through identification of paths and/or trails.
 - » Integrate improvements to circulation, wayfinding, parking facilities, and the pedestrian environment to make Downtown a "park-once and walk" district.
 - » Improve the frequency and efficiency of transit options.
 - » Applicable Theme(s): Destination, Nature, Design, Neighborhoods, Mobility



July 2024

Downtown Tracy

Vision Plan

July 2024



Parks and
Community Services
Commission

August 14, 2024

De Novo Planning Group

A Land Use Planning, Design, and Environmental Firm



Agenda

Background

Valley Link and Refinements to
Project Approach

Community Outreach

Market Study and Development
Feasibility Analysis

Downtown Vision Plan

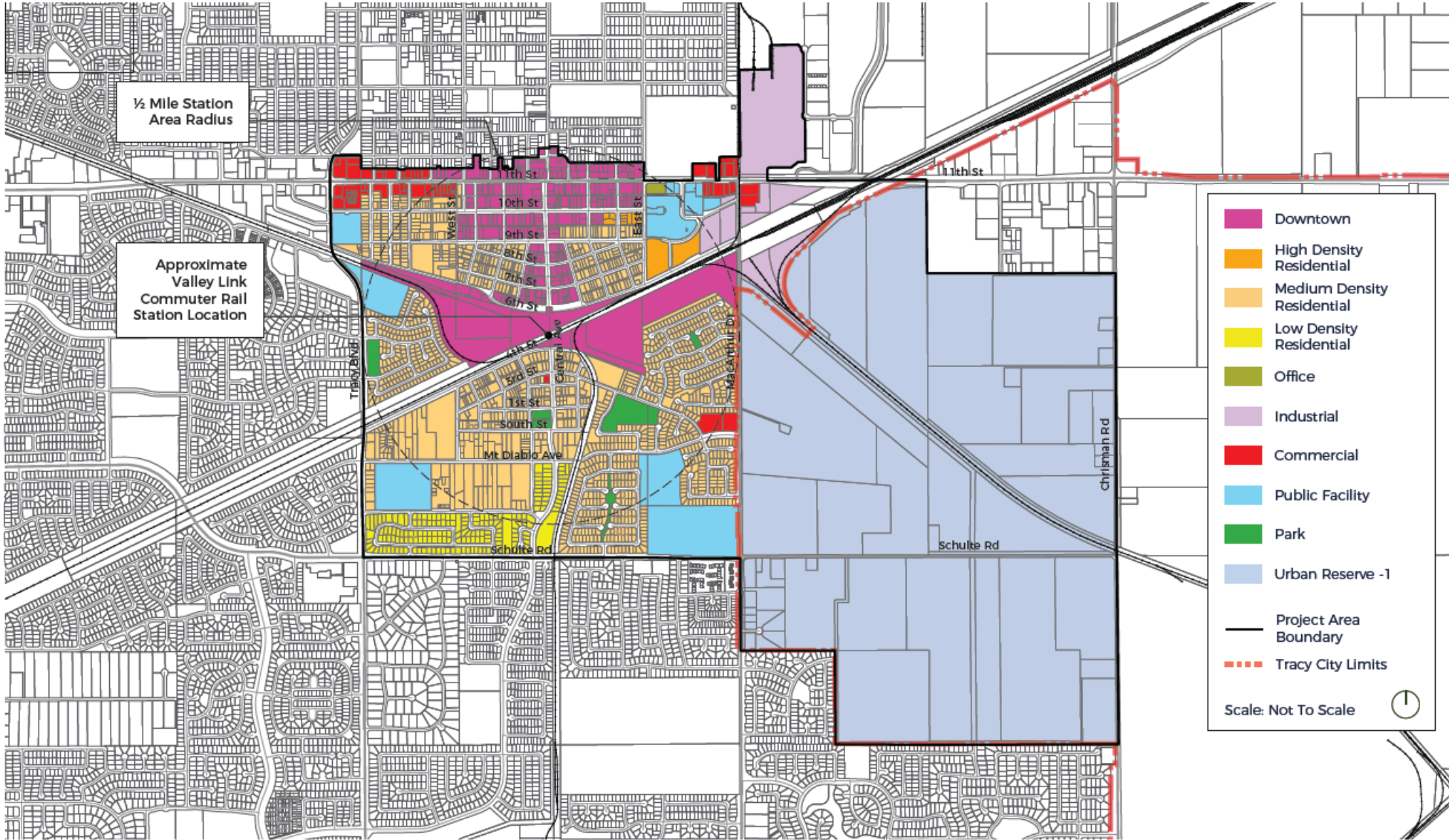
Next Steps

Discussion and Feedback

Background: Downtown TOD Study, 2019-2020

- Downtown planning in Tracy has been a continuous and evolving focus for the City for many many years.
- In 2019, in anticipation of Tri Valley/San Joaquin Valley Regional Rail Authority's Plan to potentially locate a Valley Link Rail Station in Downtown Tracy, the City hired De Novo Planning Group to conduct a Downtown Transit-Oriented Development (TOD) study.
- The purpose of this study was to evaluate how commuter rail service, and a Downtown station, may impact economic and development opportunities in and around Downtown Tracy, and to develop recommendations for the City to be proactive.
- Extensive community outreach was conducted, including workshops, stakeholder interviews and meetings, online survey, and study sessions with the PC and CC.
- The Downtown TOD Study was presented to the PC in February 2020 and the CC in July 2020.

Background: Downtown TOD Study, 2019-2020

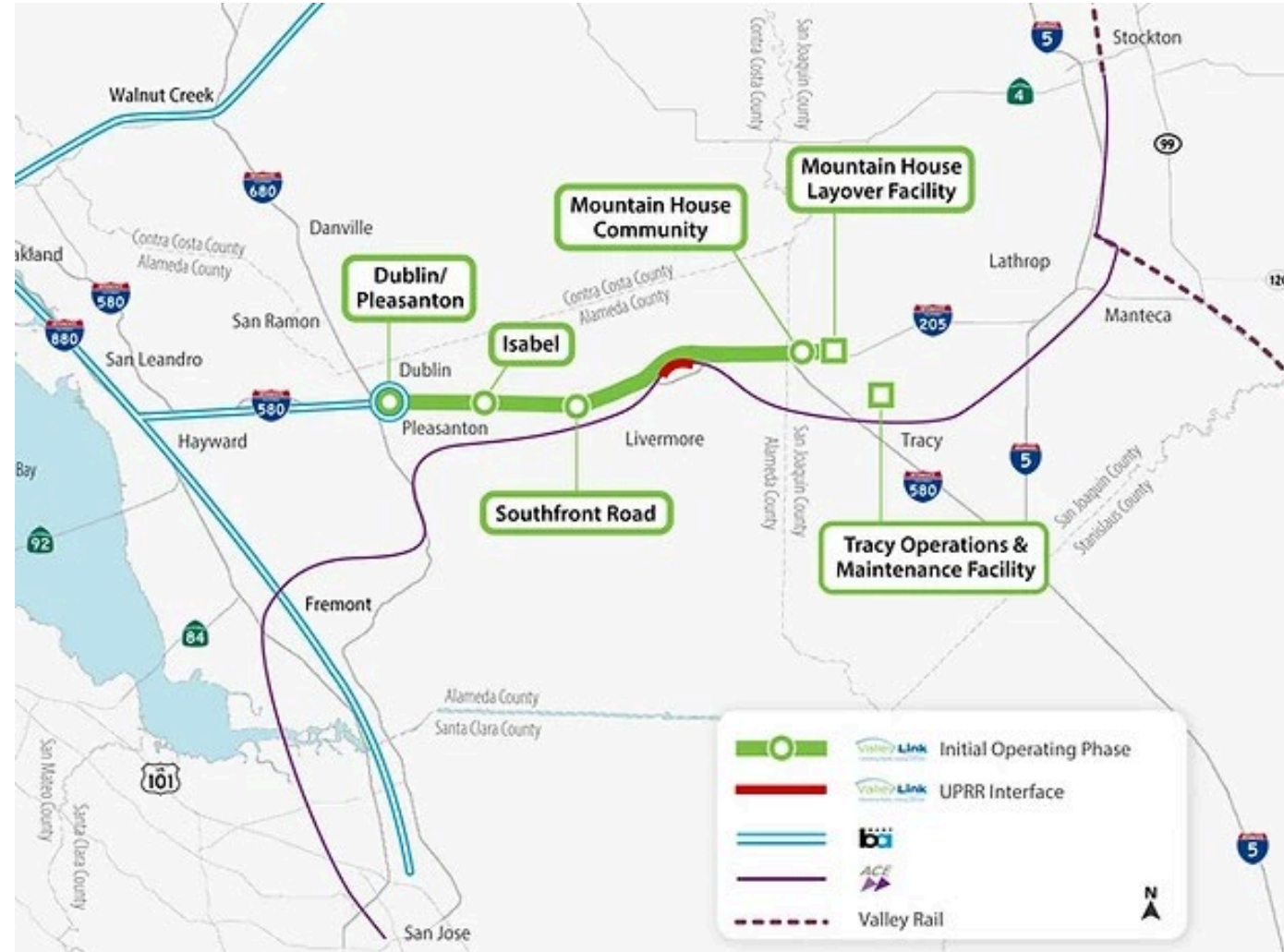


Background: Downtown TOD Specific Plan and EIR, 2021-2023

- In March 2021, the City Council approved a contract with De Novo Planning Group to prepare a Downtown TOD Specific Plan and EIR.
- Shortly after work on the Specific Plan began, several factors arose which led to changes and refinements to the project approach, in order to best meet the needs of the City and the community.

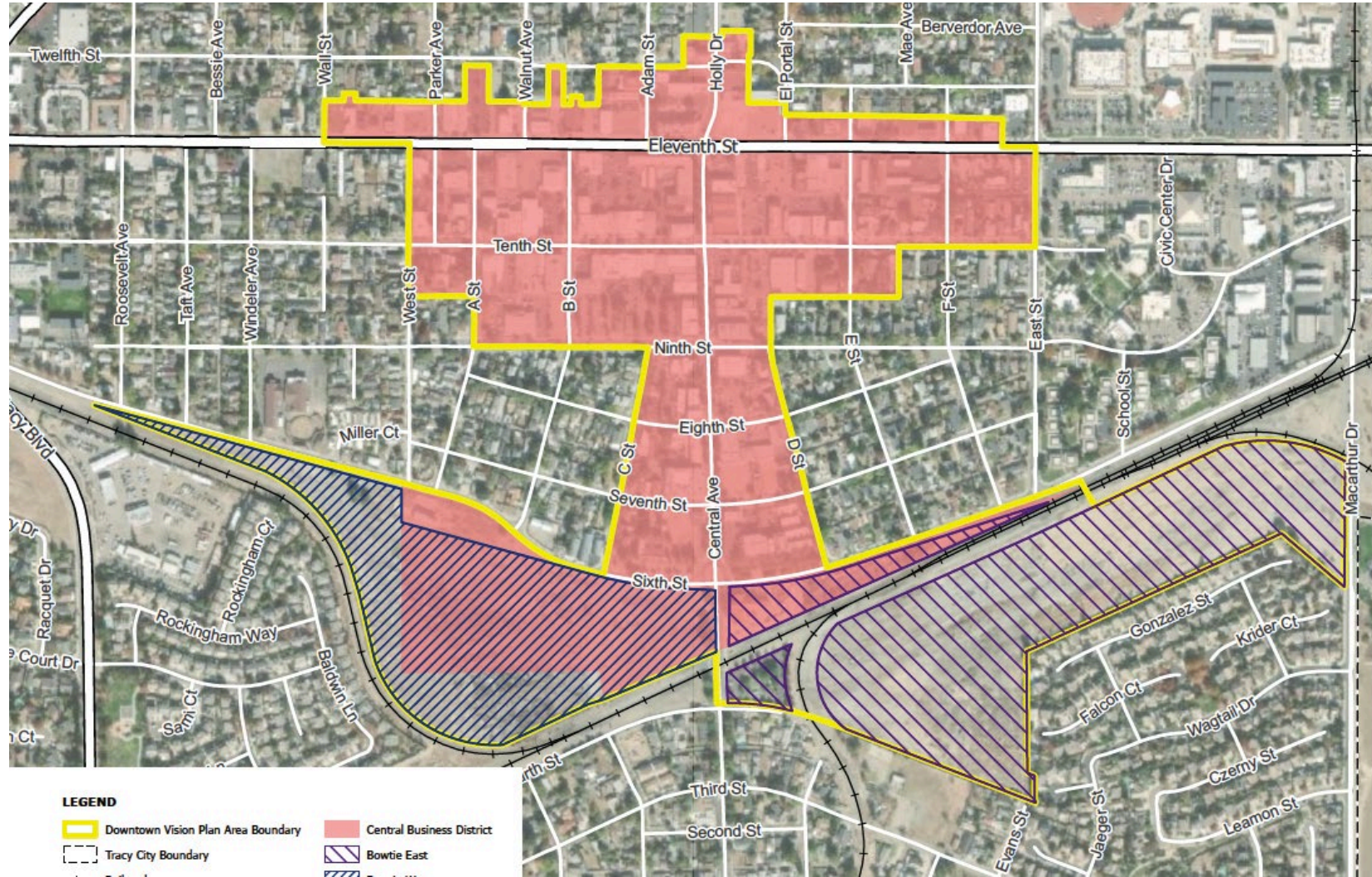
Background: Downtown TOD Specific Plan and EIR, 2021-2023

- In November 2021, the City Council received an update from the Rail Authority on the Valley Link project. They are considering a new alignment that would connect Valley Link with the I-205 Managed Lanes Project, and potentially shift the Tracy station from Downtown to the I-205 area.
- The Rail Authority also reported that the first phase of Valley Link is only planned to extend from the Dublin BART Station to Mountain House.



Background: Downtown TOD Specific Plan and EIR, 2021-2023

- During community and stakeholder outreach efforts in 2021/2022, the community expressed concern over the inclusion of UR-1 in the project planning area.
- The sentiment was that UR-1 posed a very different set of planning issues and challenges, and that this effort should focus on and prioritize strengthening and improving the Downtown core and Bowtie area.



Background: Downtown TOD Specific Plan and EIR, 2021-2023

- In late 2022/early 2023 a Downtown Tracy Market Review and Development Feasibility Analysis was completed.
- Extensive interviews with TCCA and Downtown business owners were conducted.
- Additional community outreach and online surveys were conducted, informational videos were prepared, and online and social media feedback was received.
- Based on the analysis results and the extensive business and community feedback, it became apparent that a Specific Plan was no longer the most effective tool available to the City to meet the objectives of the project.

Revised Project Approach

- More focused and effective response to key issues identified by the PC, CC, TCCA, and the community at-large.
- Responds to findings of Market Study:
 - Wholesale land use and infrastructure changes are not needed. Rather, focused changes to development standards, parking, permitted uses, design standards, etc.
 - Identify targeted and strategic changes that will have near-term positive impacts and more directly respond to input from the business community.
- Eliminates costly and redundant planning and environmental documents and requirements.
 - Specific Plans can be effective tools in areas that need wholesale land use changes and notable infrastructure planning, but they have detailed and costly regulatory requirements, and would trigger the need for an EIR that wouldn't otherwise be required or provide a direct benefit to Tracy.
- Creates a grand vision for the Bowtie to assist with securing future funding sources.
- Continues to maintain and support the CBD as the commercial core of Downtown Tracy.
- Carriers forward the core principles of TOD planning while providing the most direct benefits to Downtown Tracy, regardless of what happens with Valley Link in the future.

Revised Project Approach

We are recommending a 3-pronged approach to this planning effort to most effectively meet the City's and the community's desired results and objectives for Downtown Tracy and the Bowtie area:

1. Downtown Tracy Vision Plan

- Document the rich history of Downtown, identify aspirations for notable transformations and opportunities for the Bowtie, and identify policies and actions to achieve commercial, housing, and economic development goals.

2. Downtown Design Guidelines

- Establish design standards that are uniquely and specifically developed for Downtown Tracy. Blend historic preservation with modern best practices to achieve desired results.

3. Update Central Business District (CBD) Zoning Standards

- The most direct and effective response to priorities expressed by community and business leaders, including streamlining development review, consistent guidance on parking standards, update list of allowed uses, how to effectively integrate housing, and establish updated development standards (heights, setbacks, etc.).

Downtown Vision Plan



Vision Statement

The vision statement is an aspirational description of how the Downtown Vision Plan Area should look and feel when the Downtown Vision Plan is implemented through future phases of development.

- » Downtown Tracy is the historic heart of the city where the past is celebrated, and the future is embraced.
- » This vibrant, pedestrian-oriented DESTINATION is distinctive from other areas of the city and attracts both residents and visitors.
- » It reflects the best of Tracy's small-town charm while showcasing one-of-a-kind shopping, dining, and entertainment experiences.
- » A Grand Central Park creates NATURE-filled spaces for moments of connection, reflection, and respite.
- » Downtown's historic character is preserved through DESIGN guidelines which harmoniously blend existing and new residential, commercial, and public spaces.
- » The area has a recognizable identity which signals to people they are in a special place where they can explore one-of-a-kind amenities.
- » Local and independent establishments are favored over large chains, promoting a thriving ECONOMY with a diverse mixture of job opportunities.
- » Downtown Tracy offers something for everyone, including a variety of housing options in quality NEIGHBORHOODS that foster a sense of community pride.
- » Multiple MOBILITY options create a pleasurable environment for all, where residents and visitors can easily access a diverse mix of businesses, restaurants, open spaces, and cultural attractions.
- » Whether attending a concert or simply enjoying each other's company, Downtown Tracy is a place where people can make memories to last a lifetime.

Downtown Vision Plan: Contents

- Local history and context
- Existing Conditions
- Community Outreach and the Process to develop the Plan
- Economic Analysis: Opportunities, Challenges, and Market Study Findings
- Downtown Vision Plan:
 - Vision Statement
 - Great Valley Park
 - Bowtie East Transit Village
 - Central Business District
 - Themes and Guiding Principals
 - Strategies and Implementation



Downtown Vision Plan | City of Tracy

Introduction Executive Summary 3	Context Regional Context 8 Local Context 10 Downtown Vision Plan Area Context 13 Brief History 14	Process Timeline 37 Community Outreach 37	Economic Analysis Key Opportunities and Challenges Summary 43 Market Study Summary 48	Downtown Vision Plan Vision Statement 51 Great Valley Park 55 Bowtie East Transit Village 77 Central Business District 78 Themes & Guiding Principles 79 Strategies 81
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Contents

3

Downtown Vision Plan: Objectives

- Respond to input and priorities from the city, businesses, and local community
- Craft a BOLD vision for a transformative plan for the Bowtie that compliments and bolsters the CBD, surrounding residential neighborhoods, and the entire City of Tracy
- Position the City in a leadership role to seeks grants, initiate site acquisition discussions with UPRR, pursue remediation efforts, and kickstart catalyst projects
- Create a regional destination that integrates nature, recreation, housing, transit, and diversified economic development

Downtown Vision Plan: Themes and Guiding Principles



ECONOMY

A prosperous, fiscally sound, thriving economy that is well positioned for the future.

GUIDING PRINCIPLES

- » **Active revitalization.** Support redevelopment and new development that helps revitalize the Downtown.
- » **Diverse economy.** Foster a favorable environment for business attraction and retention, private investment, economic diversification, and entrepreneurship.
- » **High quality employment.** Attract high-quality, well-paying employment opportunities.



NEIGHBORHOODS

A wide range of high-quality housing choices complement existing neighborhoods.

GUIDING PRINCIPLES

- » **Symbiotic development.** Catalyze development of new, well-planned residential units to meet community demand and support Downtown businesses and activity.
- » **Range of housing.** Offer access to a wide range of housing selections that appeal to different types of households.
- » **Transit-Oriented Design.** New neighborhoods support Transit-Oriented Design (TOD) principles to accommodate the possibility of a future transit facility while complementing the character of existing neighborhoods.



MOBILITY

Convenient, safe, and affordable travel options for getting to and around Downtown.

GUIDING PRINCIPLES

- » **Convenient access.** Provide convenient access to destinations within and beyond Downtown for all modes of travel, including walking, bicycling, riding transit, and driving.
- » **Expanded walkability.** Walking is a viable and enjoyable travel choice within Downtown.
- » **Improved connectivity.** The transportation network connects residents, employees, and visitors to jobs, services, entertainment, and recreation opportunities.

Downtown Vision Plan: Themes and Guiding Principles



DESTINATION

Downtown Tracy is a vibrant, pedestrian-oriented, mixed-use destination for residents and visitors.

GUIDING PRINCIPLES

- » **Celebrate history.** Downtown Tracy is celebrated and reinforced as the historic heart of the city.
- » **Create memorable experiences.** Promote retail, dining, entertainment, arts, and cultural experiences to transform Downtown Tracy into a regional destination.
- » **Support commercial uses.** Support and strengthen existing businesses while also attracting new, high-quality commercial uses.
- » **Enhance local art scene.** Support promote local artists in Downtown Tracy.



NATURE

A grand central park provides a cherished gathering space in the heart of Downtown Tracy and opportunities for all to connect with nature, relax, and recreate.

GUIDING PRINCIPLES

- » **Design with nature.** Utilize design principles that foster human-nature connection by providing chances for restoration, reflection, and multisensory interaction with natural elements.
- » **Integration with surrounding neighborhoods.** The park is integrated into the fabric of Downtown with suitable pedestrian, bicycle, and vehicular connections that enable safe and convenient access to the park from surrounding neighborhoods.
- » **Spaces for learning and recreation.** Provide inspiring spaces for programmed activities that are aligned with community interests such as educational classes and fitness stations.



DESIGN

Quality design creates a distinctive identity and unique sense of place.

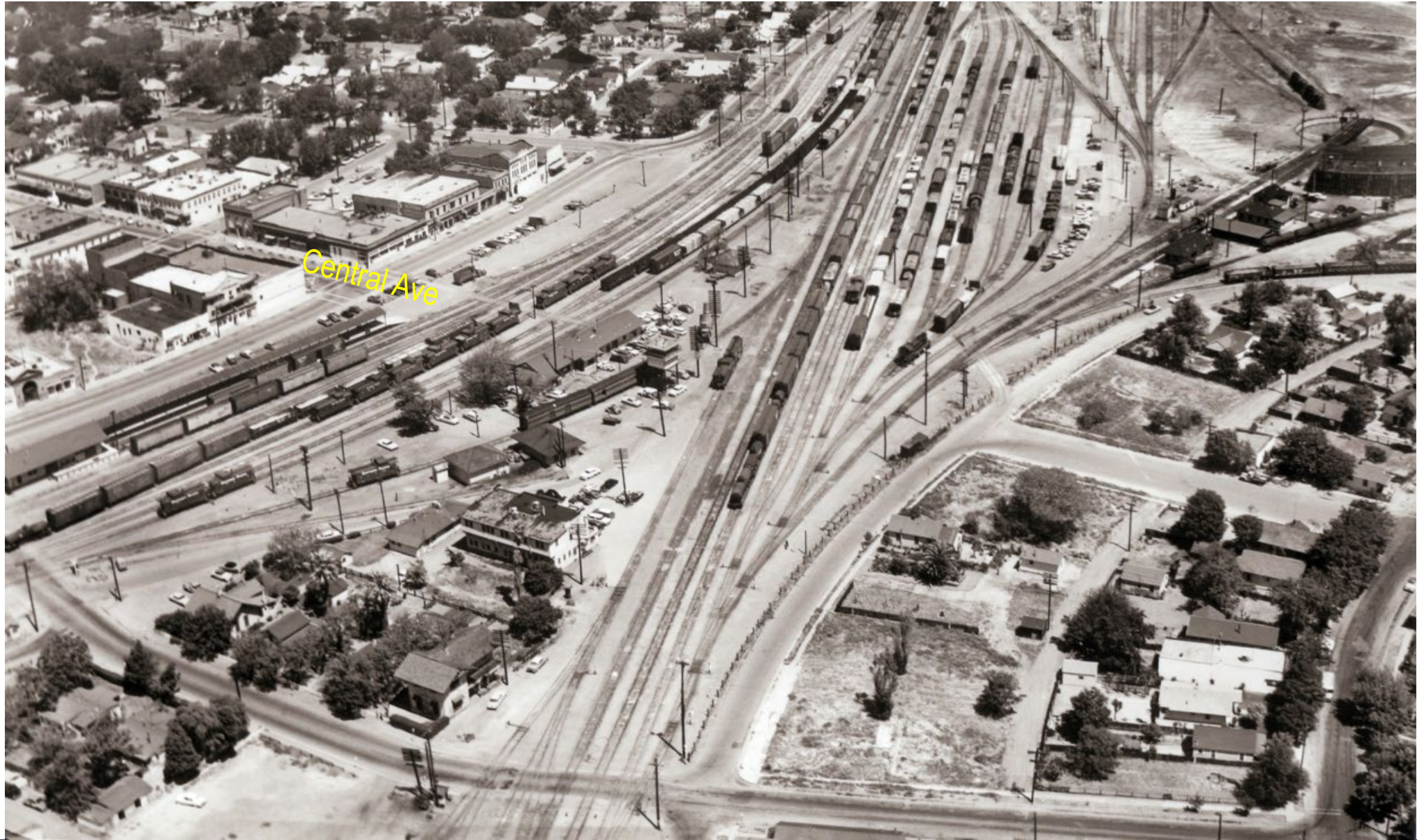
GUIDING PRINCIPLES

- » **Small town feel.** Maintain Downtown Tracy's small town feel and character by preserving its historic and iconic buildings.
- » **Distinctive architecture.** New development contributes to the distinctive identity of the Downtown and is responsive to its existing architecture.
- » **Streetscape beautification.** Enhance the public realm, including storefronts and the overall perception of the street.



Tracy Great Valley Park

Tracy Bowtie Area 1960



West Bowtie Area



Suggested Uses and Features from Work Sessions

- Railroad theme: history and future
- Bold space/ Central Park
- Grand scheme, excitement
- Contemporary public art (Seattle Sculpture Park example)
- Amphitheater
- Rail spur (NYC Highline example)
- Climbing wall, pickleball, water (Crown Fountain and Bean in Millennium Park Chicago example)
- Ice rink in winter (Downtown Folsom example)
- Playground and shade
- Stretched -out greenbelt
- Private and public interface
- Commercial uses south of 6th St; residential to south
- Co-working spaces
- Farmworker Housing
- Low Barrier Navigation Center
- Emergency Shelter Parking Standards
- Traditional and Supportive Housing

CITY OF TRACY

CITYWIDE PARKS, RECREATION & TRAILS MASTER PLAN UPDATE

ADOPTED
OCTOBER 4, 2022
RESOLUTION 2022-150



CITY OF
TRACY CALIFORNIA
Think Inside the Triangle™

TO REALIZE OUR VISION WE WILL NEED...



16
BASEBALL/
SOFTBALL FIELDS



6
SOCCER
FIELDS



212,000
SF OF INDOOR
REC SPACE



8
DOG
PARKS



3
COMMUNITY
GARDENS



1
ENVIRONMENTAL
CENTER



12
TENNIS
COURTS (&
14 PICKLEBALL
COURTS!)



6
LARGE GROUP
PICNIC SHELTERS



3
DISC
GOLF COURSES



3
BMX/PUMP
TRACKS

**&
MORE**

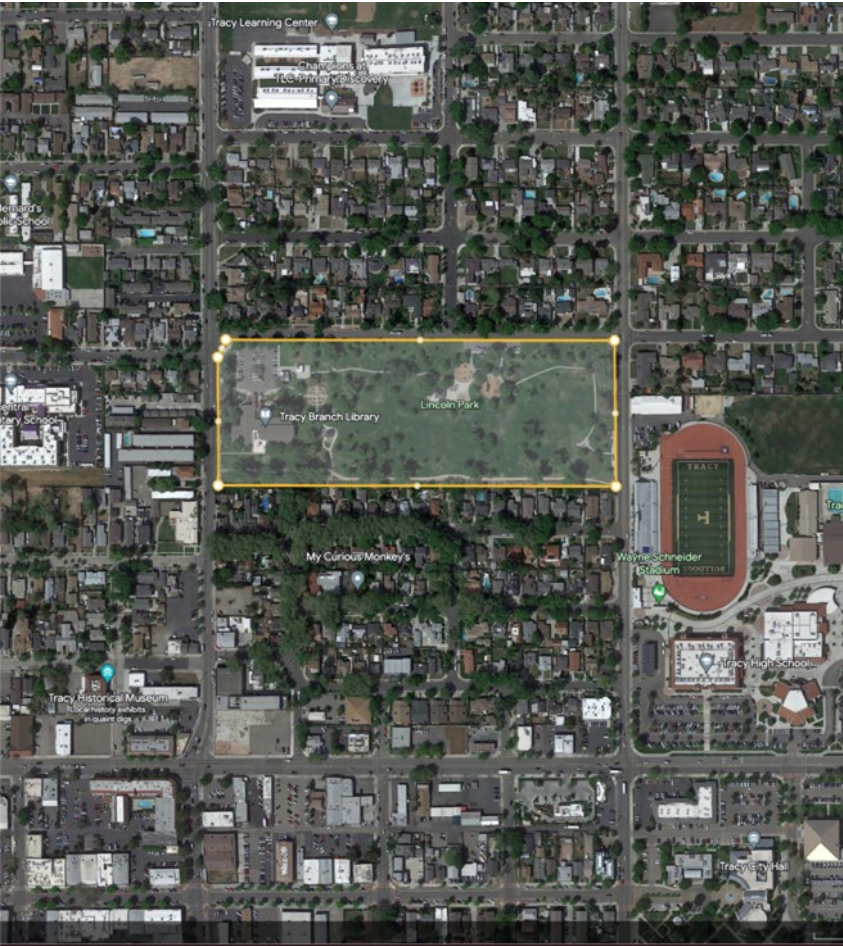
Following the updated recreation facility standards, the City would need 16 new baseball/softball fields; 6 new soccer fields; a variety of new sports courts and other recreation facilities, including some 212,000 square feet of indoor recreation space. When facilities that are already being planned are accounted for, a more limited need for additional facilities can be seen, including dog parks, community gardens, tennis and pickleball courts, large group picnic shelters, disc golf, and an environmental education center. See Table 4-2.

Master Plan Community Park Elements

- Park size: 10-30 acres
- Well-connected to transportation network, community-oriented uses, and larger park system
- Amenities:
 - Site furnishings
 - Play equipment for ages 2-5 and 6-10
 - Water play area
 - Turf area for unstructured play
 - At least one lighted sport field for softball, baseball, football, and/or soccer, at least three sports courts
 - Special recreation area such as community garden, climbing wall, skate park or dog park
 - Large shaded group picnic area
 - Rest rooms
 - Pathway system and jogging path,
 - Plantings and trees for shade,
 - Bike parking
 - On-site parking,
 - Additional amenities such as recreation center, topographic elements, destination playground, mini –golf, outdoor amphitheater, public art, nature kiosk, maintenance buildings
 - Natural areas and open space 15-25% of site

Scale Comparisons

Lincoln Park 13.8 acres



El Pescadero Park 10.5 acres



Gretchen Talley Park 11.3 acres



Veteran's Park 16.3 acres



Scale Comparisons

Dolores Park San Francisco 14.8 acres



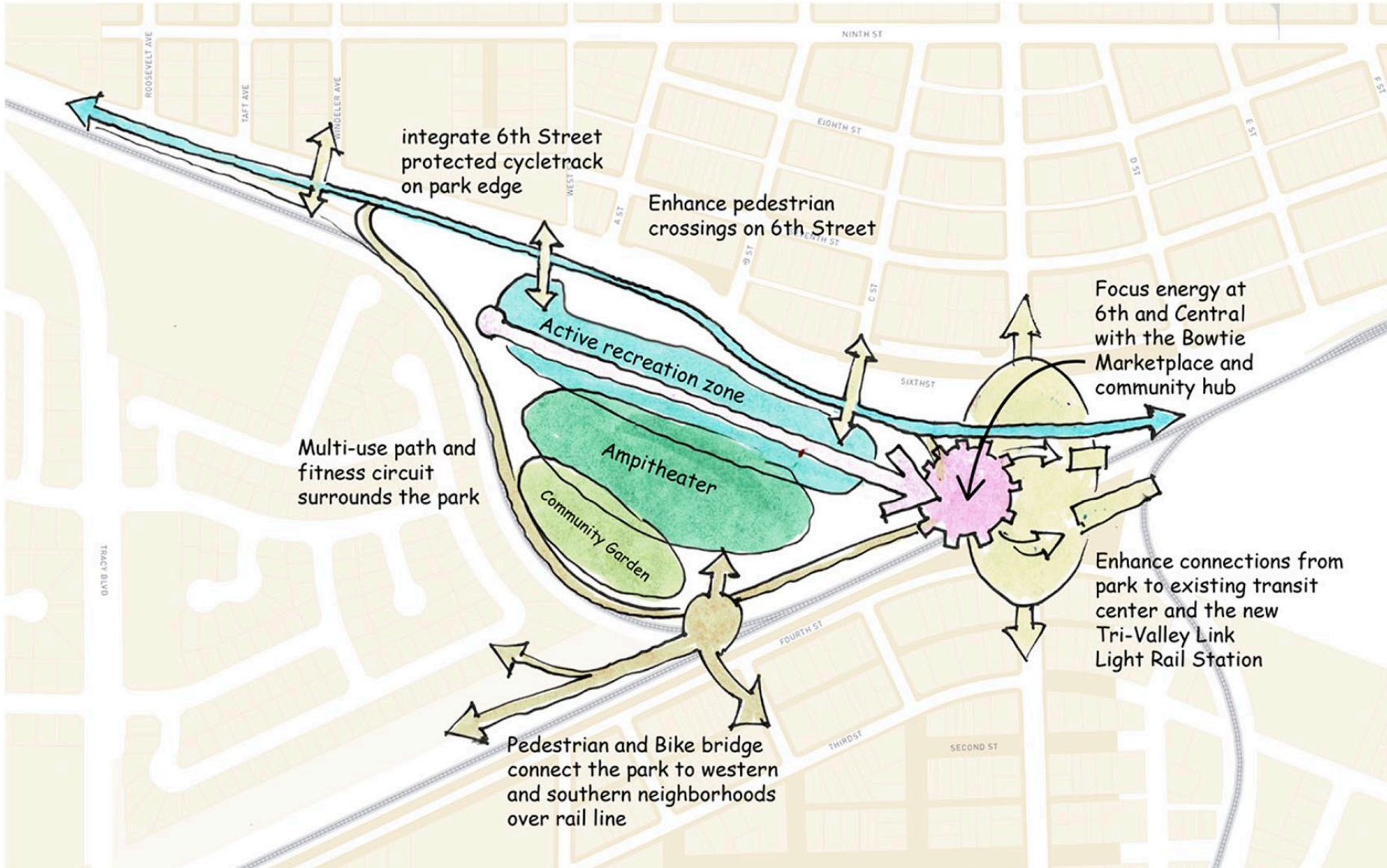
Overall Bowtie Concept Plan



Main Design Objectives

- Transform a vacant, brownfield site into a **vibrant social and ecological oasis**
- Create a major **new central gathering place** that is unique
- Build on the **legacy of the site** as a major rail logistics hub and introduce new uses to **energize the downtown economy**
- Provide a **mix of active and passive uses**, natural areas, plenty of shade, space for outdoor events and local food offerings
- **Integrate with the surroundings:** Transit center, the Downtown Plaza on 6th Street, and the future Valley Link light rail station
- Create an **attractive and walkable edge** along Central Avenue and 6th Street
- **Connect** to Downtown, the neighborhoods to the south and west, and the future transit village on the East Bowtie site
- Connect to the **future multi-use trail** along the main railroad track that runs from north-east to southwest.
- Introduce a major **new natural and recreational area** with an extensive tree canopy and biodiverse urban forest
- Consider strategies for **remediation**
- Include strategies for **sustainability** with regards to water and energy consumption, stormwater retention, shade, native plants, maintenance, and reduced parking
- Provide a **phasing strategy** and recommendations for **interim uses** to build up the site over time.

Great Valley Park Design Concept



Main Park Features and Uses

- Promenade that links the vista to Tuyshtak (Mount Diablo) to the Transit Center
- An Observatory tower that becomes a wayfinding beacon for the downtown and surrounding neighborhoods
- Active recreation spine with connections across 6th St with sports fields and courts for tennis, pickleball, basketball, and soccer
- Playground, skatepark, and water play area
- An outdoor amphitheater with stage
- Picnic areas
- Community gardens
- Dog park
- Fitness circuit
- Flexible lawn area
- Buildings for local food, artisan products, and makers
- Natural areas with shade trees and native plants
- Rest Rooms
- Limited vehicle parking along the park edge
- Bicycle parking
- Pedestrian bridge connecting to trail along the tracks
- Signage and references to the Bowtie's history

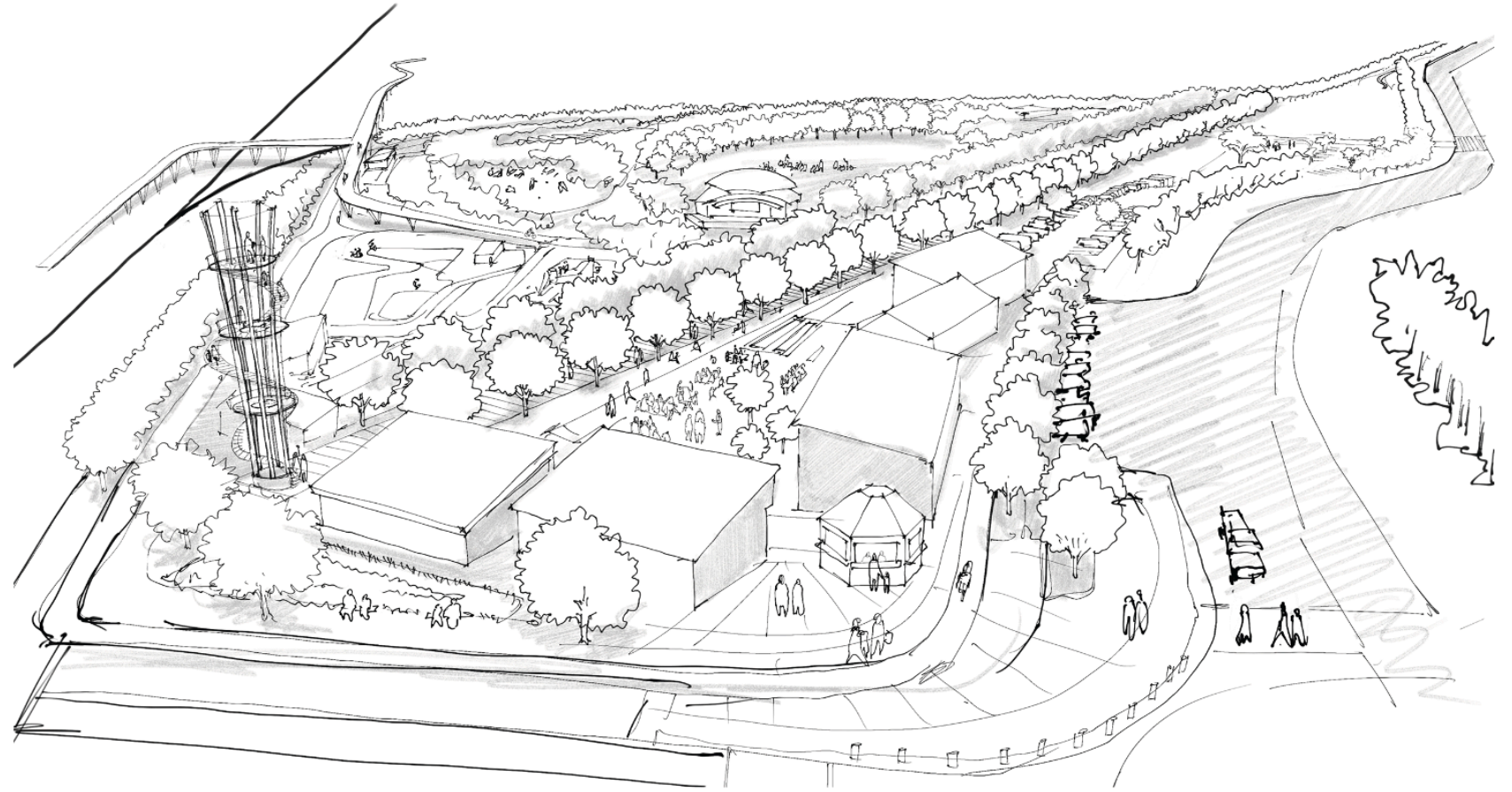
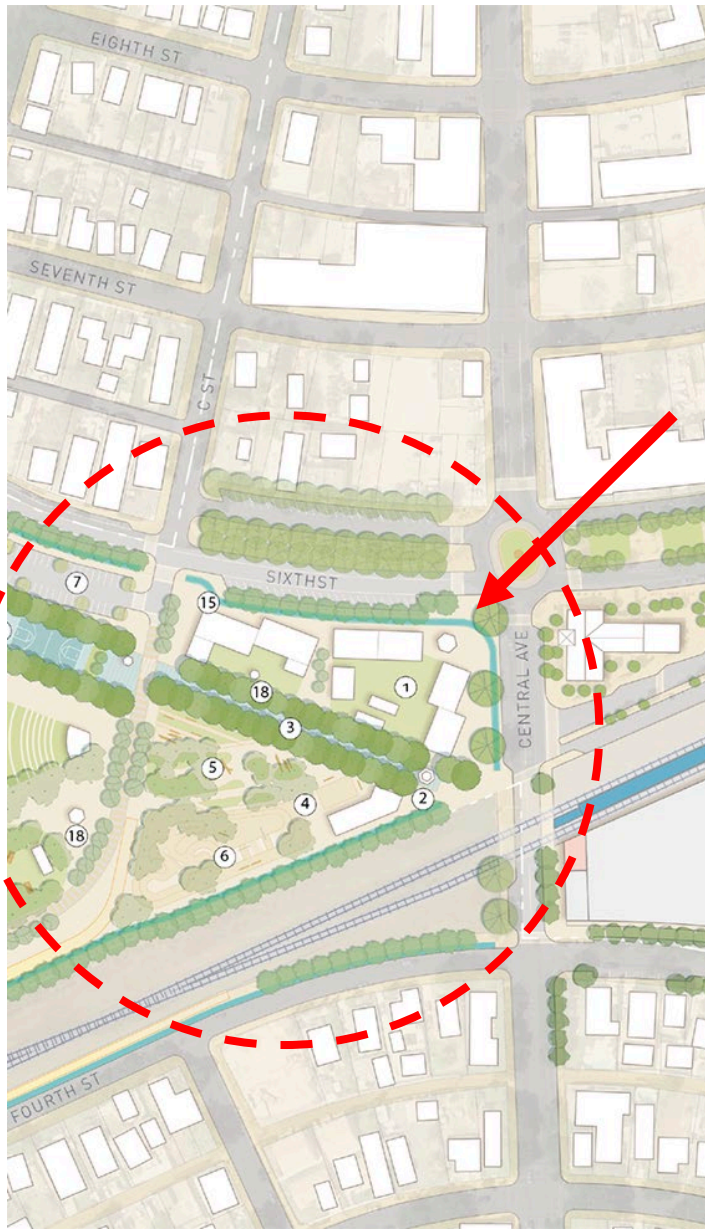
Great Valley Park Concept Plan



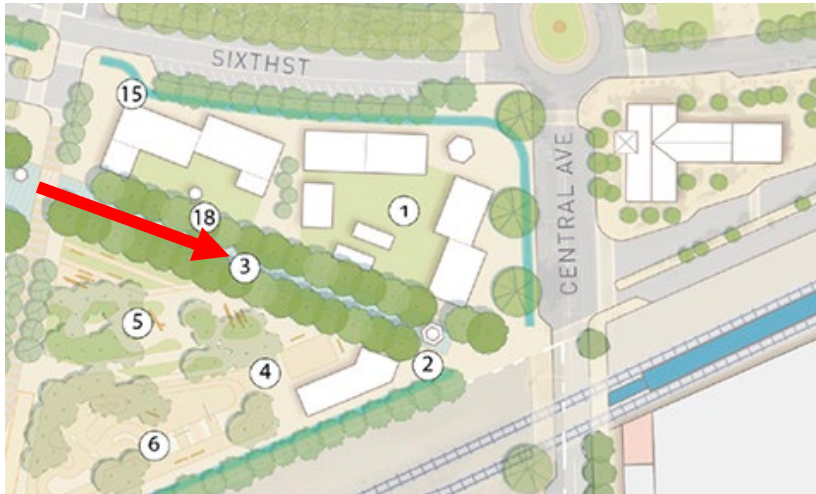
Great Valley Park Tree Canopy Plan



Bowtie Marketplace and Promenade



Promenade and Observation Tower





Sport Fields and Courts



Landscaped Promenade



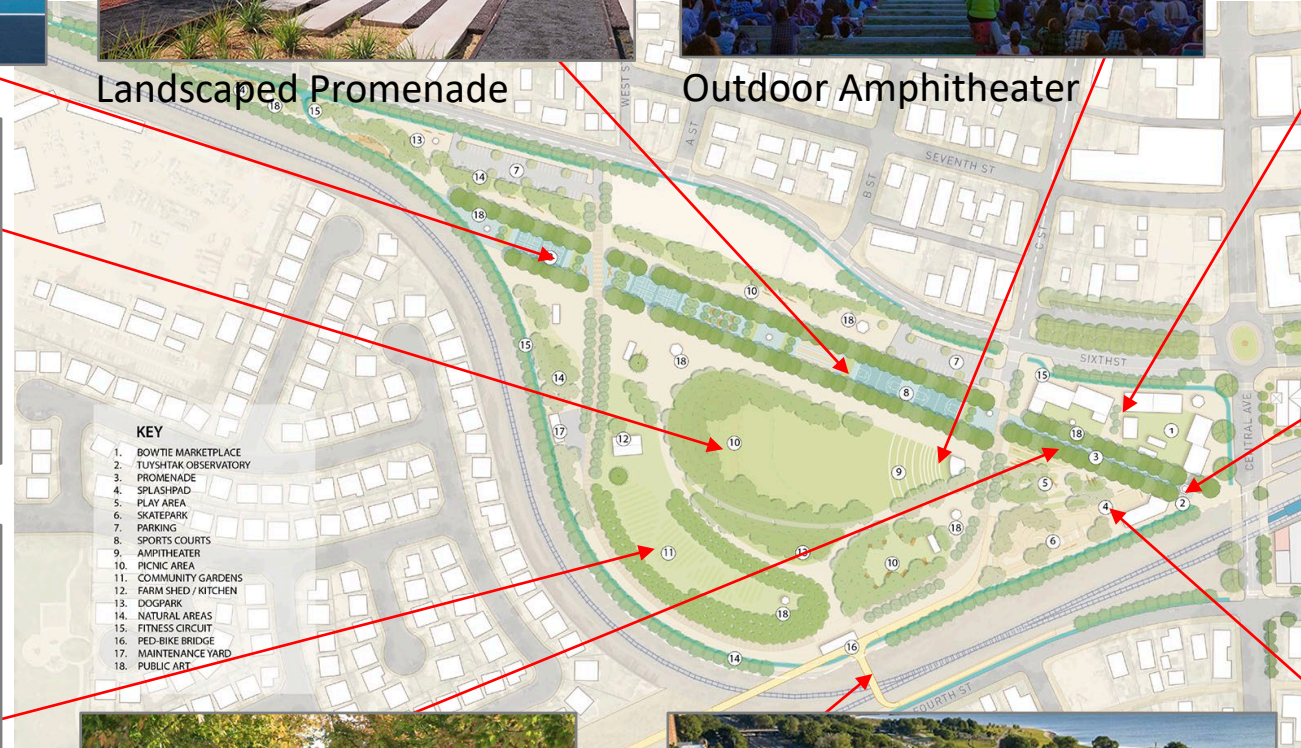
Outdoor Amphitheater



Bowtie Marketplace



Picnic Area



Observation Tower



Community Garden



Promenade

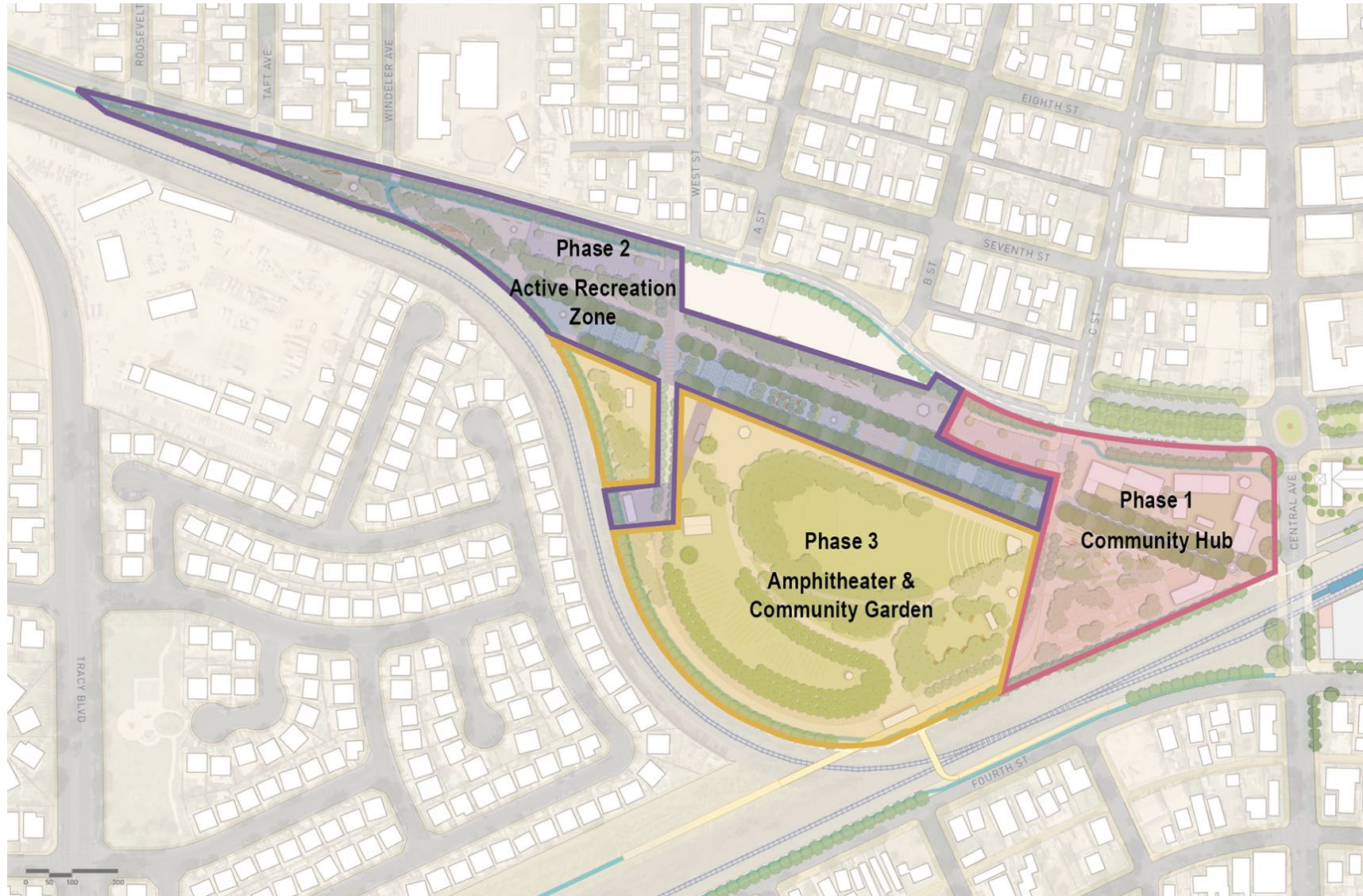


Pedestrian Bridge



Splashpad

Proposed Phasing



Phases and Temporary Uses

PHASE	KEY PARK COMPONENTS	PHASE 0/ TEMPORARY USE
1	<ul style="list-style-type: none"> • Bowtie Marketplace • The Promenade • Observatory Tower • Children's Play Area, Skate Park, and small Outdoor Stage • Parking and Site Access • 6th Street and Central Avenue Sidewalk and Intersections Improvements 	<ul style="list-style-type: none"> • Food trucks and temporary buildings in Bowtie Marketplace • Trees in planters along Promenade • Temporary public art instead of observatory tower • Asphalt area with temporary play elements and misters • Tree nursery (trees in planter boxes) throughout the site
2	<ul style="list-style-type: none"> • Sports Fields and Promenade • Picnic Area and Dog Park • Natural Area • Fitness Circuit • Maintenance Yard • Parking and Site Access • 6th Street and Sidewalk and Intersections Improvements 	<ul style="list-style-type: none"> • Asphalt area for Sports Fields • Partial construction of Sports Fields • Trees in planters along Sports Fields • Use temporary fence and seating elements for dog park and picnic area; minimal ground preparation.
3	<ul style="list-style-type: none"> • Amphitheater • Community Garden • Picnic Area • Fitness Circuit • Pedestrian and Bike Bridge 	<ul style="list-style-type: none"> • Temporary stage/ modular stage per event



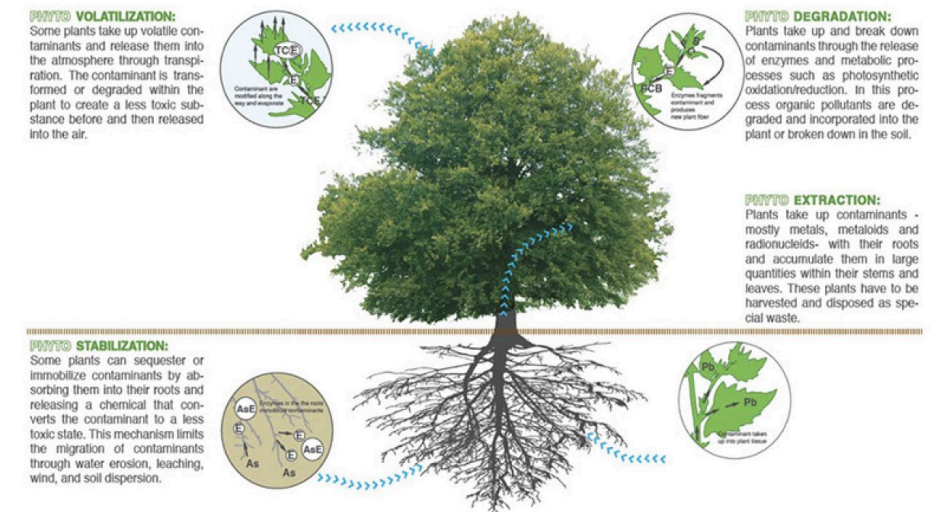
Temporary Bandshell/ Stage



Pop-Up Beer Garden

Sustainability and Remediation

- Sustainability is a guiding principle
- Use of native and drought-tolerant plants, porous and recycled materials, large shade trees, low water use irrigation, stormwater retention, dark sky approved lighting, low maintenance furniture, bike parking throughout the park
- Remediation in contaminated areas (further study is needed):
 - removing impacted soils
 - capping the affected area, or
 - on-site treatment of the soil



East Bowtie Transit Village Design Concept

- Multi-family housing designed to be compatible with surrounding neighborhoods.
- Principles of TOD in terms of density, design, walkability, etc.
- Connections to CBD and transit station parking.
- Consistency with Housing Element.
- Inject vitality and energy to support Downtown businesses.



Next Steps

- Receive input and feedback on Downtown Vision Plan
- City Council consideration and adoption of the Downtown Vision Plan
- Staff returns to PC and CC with Draft Downtown Design Guidelines and Draft revisions to the Central Business District (CBD) zoning district

Staff recommendation:

- Adopt a resolution approving the Downtown Vision Plan; and
- Adopt a resolution determining that the Downtown Vision Plan is exempt from CEQA

Agenda Item 8.a.

**Parks & Community Services Commission
Sports Field Quarterly Report
June 1, 2024 – August 31, 2024**

Organization	Sport	Date(s) of Violation	Location	Violation Type	Violation Issued	Comments
Tracy Little League – Ward	Softball	6/3/24	Tracy Sports Complex	No Show	Second Violation: Written Warning by Staff	Tracy Little League – Ward was charged for the reservation and the No Show Penalty Fee.
Tracy Little League	Softball	6/6/24	Legacy Fields	No Show	Second Violation: Written Warning by Staff	Tracy Little League was charged for the reservation and the No Show Penalty Fee.
Tracy Little League - Ayala	Softball	6/6/24	Legacy Fields	No Show	First Violation: Verbal Warning by Facility Attendant	Tracy Little League – Ayala was charged for the reservation.
Linden Legends	Softball	6/13/24	Legacy Fields	No Show	Third Violation: Written Warning by Staff	Linden Legends was charged for the reservation and the No Show Penalty Fee.
Hot Rods Softball	Softball	7/25/24	Legacy Fields	No Show	First Violation: Verbal Warning by Facility Attendant	Hot Rods Softball was charged for the reservation.
Tracy Youth Soccer League (TYSL)	Soccer	7/27/24	Legacy Fields	Permit Violation	First Violation: Verbal Warning by Facility Attendant	TYSL arrived at 8:00am, 1 hour prior to their permitted time. TYSL was charged for the additional usage.
AASA – Perez	Softball	8/6/24	Legacy Fields	No Show	First Violation: Verbal Warning by Facility Attendant	AASA – Perez was charged for the reservation.

Agenda Item 8.b.

Recreation Division Report

Comments from Senior Center Comment Box			
Date	Concern/Comment	Status	How often do you visit?
2/23/2024	Need middle weights. We would like 3 sets of 4lbs, 5lbs, 6lbs- David Vigil	Completed: Staff purchased new weights.	4 days a week
3/1/2024	No Concerns/Comments		
3/8/2024	No Concerns/Comments		
3/15/2024	No Concerns/Comments		
3/22/2024	No Concerns/Comments		
3/29/2024	No Concerns/Comments		
4/5/2024	Bus Trip to County Fair - Amy Crawford	Completed: Staff will add the county fair to their list of consideration for future trips.	Weekly
4/12/2024	Since predators are trying to hack & scam seniors, could we have a class on what to look for and what to do if this happens. Already spoke to Tracy PD and they are willing to do this. - Victoria Payan	Completed: PD will be giving a presentation on 5/13/2024 on this very topic.	Weekly
4/19/2024	Staff are very kind, patient, and helpful. Couldn't get a better Service- Cozette Jordan	Completed: Staff will continue to help and serve the best they can.	4 days a week
4/26/2024	Resistance Bands - Would like 2 more of each color.	Completed: Staff purchased new fitness bands.	
5/3/2024	The staff is so wonderful!!! - Mary Cease	Completed: Staff will continue to help and serve the best they can.	5 days a week
5/3/2024	I love this place.	Completed: Staff will continue to help and serve the best they can.	First time
5/3/2024	For the 5th of mayo the only entertainment was " loteria" (Bingo in English?) it was hard to understand. We had no music at all. The food was cold. For \$10.00. Thank the manager who ever she is?	Anonymous submission: Staff will research other types of entertainment to incorporate for future events. Staff will also explore other food vendors and alternative food options.	
5/10/2024	The chips & cheese at the disco fever was a joke. We paid \$10.00 for chips. People were still hungry. 4pm-7pm dinner some of us did not eat dinner so we were hungry furthermore several people said other ask if they could get second helping and they had to wait.	Anonymous submission: The menu for this event included a nacho bar with an array of over seven (7) different topping choices for participants to choose from. For future events, staff will explore other menu choices and food options.	
5/17/2024	No Concerns/Comments		
5/24/2024	Bike Racks- Katie M	Completed: Staff followed up with this individual to inform them that the bike rack for the Senior Center is located on the south side of the building.	Everyday
5/31/2024	No Concerns/Comments		
6/7/2024	Event should be a least 4 hours - Miriam Espartero	Completed: Staff will evaluate the event times when planning future events to ensure event times are inclusive for all participants to attend.	
6/8/2024	Please open one more day Karaoke. Maybe Friday?- Lisa	Completed: Staff will review the current senior center weekly schedule for opportunities to add an additional day for Karaoke.	
6/14/2024	No Concerns/Comments		
6/21/2024	Can you please have the person cutting the grass around the center edge and blow grass off sidewalks. I have to walk on grass cutting on sidewalks.	Anonymous submission: Staff followed up with the Parks Maintenance Division.	3 or times per week
6/28/2024	No Concerns/Comments		
7/5/2024	No Concerns/Comments		
7/12/2024	No Concerns/Comments		
7/19/2024	No Concerns/Comments		
7/26/2024	No Concerns/Comments		
8/2/2024	No Concerns/Comments		
8/9/2024	No Concerns/Comments		
8/16/2024	Every Fridays 3:30-5:30 PM Pickleball -Miriam Espartero	Completed: Staff will review the current senior center weekly schedule for opportunities to increase pickleball offerings. Additionally, the pickleball court at Hoyt Park is reserved on Tuesdays, Thursdays and Saturdays from 8:30am-10:30am for seniors.	

**Comment boxes are checked every Friday

Parks Commission Updates: March, June, September & December

Beginning February 23, 2014, the Lolly Hansen Senior Center began documenting comments/concerns that participants submitted. Over the past eight-four months, 222 seniors have submitted their

**Please note comments have been summarized and the original comment cards are available at the Senior Center.