City of Tracy General Plan

City of Tracy | February 1, 2011

DESIGN, COMMUNITY & ENVIRONMENT

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I INTRODUCTION

The General Plan provides a vision for the future and establishes a framework for how Tracy should grow and change over the next two decades. While embracing change, this General Plan establishes goals, objectives, policies and actions that empower the City and community to guide this change in a desired direction.

A. Vision Statement

Through the year 2025, the City of Tracy will continue to enhance its place as a great community in which to live, work and play. Drawing on its small town character, the City will grow in a manner that provides a high quality of life for all current and future residents and employees. In the coming years, Tracy will:

1. Balance the development of new retail and job creating commercial, office and industrial development with the development of new housing so that residents have the opportunity to work in Tracy.
2. Continue to provide a healthy setting for existing businesses while actively facilitating the establishment of new businesses, particularly those that reflect community aspirations.
3. Preserve its "hometown feel" by creating residential neighborhoods with a sense of place and that are diverse, attractive, safe, walkable and affordable and by preserving significant historic and cultural resources.
4. Meet the transportation challenges of the future, so that people can travel safely and conveniently on foot or by car, air, bicycle, and transit.

5. Ensure that development and redevelopment adhere to basic principles of high quality urban design.
6. Strengthen its Downtown and develop the cultural, retail and civic amenities of a vibrant city, without losing the spirit of a small town.
7. Protect its unique identity through the preservation of agricultural lands and the creation of new park and open space lands.
8. Protect public health, safety and the environment by taking steps to reduce noise and air pollution, conserve water and energy, and prepare for natural and man-made disasters.
9. Provide beautiful parks, exciting cultural and recreational amenities, and civic institutions that inspire community pride.
10. Encourage high quality schools.
11. Enhance the cultural environment in the City by promoting the arts and cultural activities.
12. Welcome people from all backgrounds, ages, income levels and physical capabilities and invite them to put down roots and stay awhile.

The City will achieve its vision through bold civic leadership, citizen participation and assistance, and responsive, accountable government.

B. Purpose of this 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 through 2025. 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.

California Government Code Section 65300 requires that the General Plan must be comprehensive, internally consistent and long-term. Although required to address the issues specified in State law, the General Plan may be organized in a way that best suits the City. The plan must be clearly written, available to all those concerned with the community's development and easy to administer.

The City of Tracy General Plan meets these requirements. The Plan articulates a vision for the city's long-term physical form and development. It also brings a deliberate overall direction to the day-to-day decisions of the City Council, its commissions and City staff. In particular, the General Plan serves six related purposes:

1. **Policy Determination**. The General Plan enables the City Council to define a set of policies that govern the future physical development of the community and determine a general physical design showing how the policies will be implemented.
2. **Policy Effectuation**. The General Plan provides a framework for the City Council to compare and evaluate specific projects.
3. **Communication**. The General Plan provides a forum for the City Council to communicate its vision for the future of the City to citizens and key stakeholders.
4. **Conveyance of Advice**. The General Plan provides a coherent, unified structure for the Planning Commission to advise the City Council on development issues, and to allow the City to provide advice and recommendations to County and State government.

5. **Education.** The document, and the process of creating and revising it, provides a forum for the City Council to educate themselves and others on the problems and opportunities of the City.

6. **Action Plan.** The General Plan includes specific actions that the City will take in order to meet its planning goals. These actions constitute a work program for the Planning Commission and City staff over the life of the General Plan.

In order to be used in the ways described above, the General Plan must contain the following characteristics and information:

- Define a realistic vision of what the City intends to be in the long-term.
- Express the policy direction of the City in regard to the physical, social, economic, cultural and environmental character of the City.
- Serve as a comprehensive guide for making decisions about land use, community character, economic development, circulation, open space, the environment, and public health and safety.
- Contain a general level of information to allow for flexibility of future conditions and ideas. As such, the General Plan should be designed to allow amendment in the future.
- Chart the course of coordinated development and conservation that will preserve the character and heritage of Tracy.
- Serve as the City's "constitution" for land use and community development. That is, it is to provide the legal foundation for all zoning, subdivision and public facilities ordinances, decisions and projects—all of which must be consistent with the General Plan.
- Be in a clear and easy to understand form that encourages public debate and understanding.

C. Tracy Today

Tracy began as an agricultural community centered on several rail lines, and eventually became the San Joaquin Valley headquarters for the Central Pacific Railroad. The City was incorporated in 1910 and grew rapidly after the first irrigation district was established in 1915. Towards the latter part of the twentieth century, the City transitioned into a primarily residential community, as more people arrived from the Bay Area seeking affordable housing, a small-town feel, and a respite from the highly-urbanized San Francisco region.

Between 1990 and 2004, the population of Tracy increased from 33,500 to 74,070 residents. This growth has brought proportionally more families to Tracy, increased diversity and increased percentages of home ownership and household size. From 1990 to 2000, Tracy became more racially and ethnically diverse, as the percentage of Caucasians dropped from 68 to 56 percent and that of African Americans, Asian or Pacific Islanders and Hispanics each increased by 3 to 5 percent.

During this period of growth, the percentage of owner-occupied housing increased from 60 percent to 72 percent and the average household size increased from 3.0 to 3.29 people. This trend has been attributed in part to the swell of families with children and the shift in racial and ethnic composition, since Asian and Hispanic households are typically 30 percent larger than white households. Between 1990 and 2000, the median household income also increased in real terms from $52,993 to $62,794 and the City became proportionally more educated as the percentage of the population with college and graduate degrees increased from 20 percent to 27 percent.

As the population has grown and diversified so too has the economy, aided in part by numerous companies that have established distribution facilities in Tracy to take advantage of inexpensive land and proximity to three major freeways. Between 1990 and 2003, the number of jobs in Tracy increased from 11,112 to 29,078. There is also a greater diversity of job types in the City, with over 8,000 jobs in each of the professional services and retail sectors and over 4,000 jobs in the manufacturing sector.

Over the next 20 years, from 2005 until 2025, similar trends are likely to continue. Tracy's residential population will continue to grow, albeit not as rapidly as in the past, due to the City's Growth Management Ordinance. It is also likely that the City will continue to diversify and expand its economic base due to its proximity to the San Francisco Bay area and Sacramento and major north-south interstate highways as well as the availability of land. This General Plan is designed to guide this growth in a way that benefits both existing and future residents and businesses.

D. The City and Its Planning Area

Tracy is located in San Joaquin County, east of the Coastal Range that separates California's Central Valley from the San Francisco Bay Area. The City lies 68 miles south of Sacramento and 60 miles east of San Francisco. Interstate 205 (I-205) runs through the northern-most part of the City and connects I-580 to I-5, a major north-south interstate corridor east of Tracy. Figure 1-1 shows Tracy's regional location.

The existing incorporated area of the City of Tracy is approximately 22 square miles.

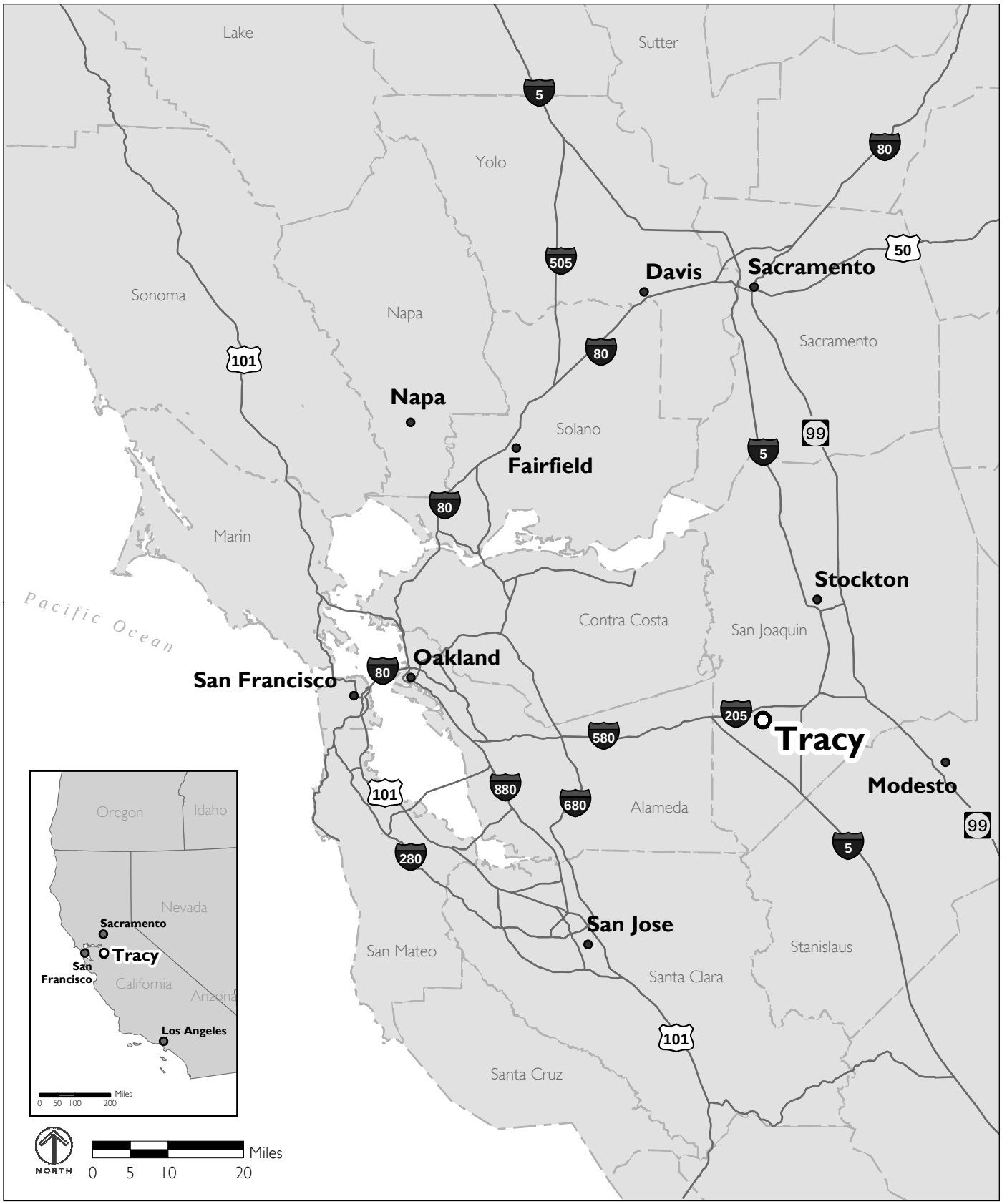


FIGURE 1-1

REGIONAL LOCATION

CITY OF TRACY

GENERAL PLAN
INTRODUCTION

The State of California encourages cities to look beyond their borders when preparing a General Plan. For this reason, the General Plan assesses two delineated areas known as the Sphere of Influence (SOI) and the Planning Area, both of which are larger than the City limits. Figure 1-2 depicts the boundaries for each area.

The SOI is the area outside of the City limits that the City expects to annex and urbanize in the future. It is the expected physical limit of the City based on the most current information. During the General Plan update process and in response to Local Agency Formation Commission (LAFCo) policies established in 2007, revisions to the SOI were made to more accurately reflect locations where the City may grow in the future and locations where no urban growth is expected. The SOI is approximately 42 square miles and is 20 square miles larger than the City limits, which is approximately 22 square miles as of 2005; it is approximately 7 square miles smaller than the LAFCo approved 1994 SOI. As in many communities, the SOI can accommodate more growth than is expected during the planning horizon of the General Plan. The modifications to the SOI are described below.

- **Holly Sugar**. In 2003, the City purchased the Holly Sugar property, consisting of approximately 1,200 acres, surrounding the former sugar beet processing plant. Whereas only a portion of this property was previously in the SOI, the entirety is now included in the SOI. Approximately 300 acres are designated as Park. The other approximately 900 acres are designated as Agriculture with provisions to allow for the land application of treated effluent, effluent cooling, and public facilities uses. The portion of the Holly Sugar property being added to the SOI in this General Plan consists of approximately 400 acres.

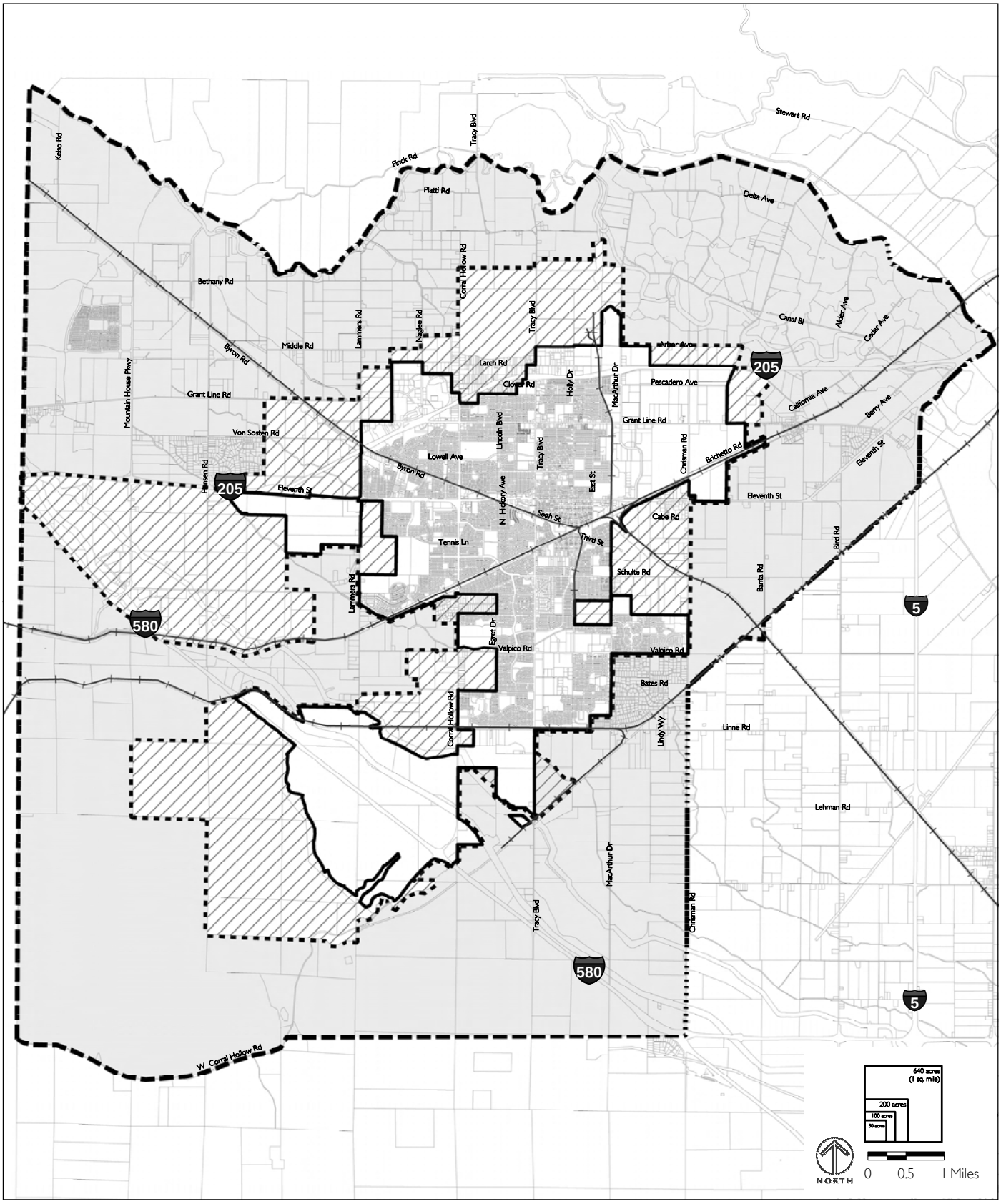


FIGURE 1-2

TRACY CITY LIMITS, SPHERE OF INFLUENCE AND PLANNING AREA

City Limits

Sphere of Influence

Planning Area

- **Cordes Ranch**. This area, which has been added to the SOI, largely comprises the area referred to as Urban Reserve 6 and is approximately 1,730 acres in size.

- **Northeast Expansion**. The General Plan includes an expansion of the SOI in the northeast corner of the SOI, east of MacArthur Drive and north of I-205. This area is designated as Industrial and represents an increase of approximately 140 acres.

- **North of Larch Clover**. An expansion of approximately 50 acres is included to rectify the SOI line which did not follow property boundaries in the previous SOI. The area added to the SOI is designated as Residential Very Low and will help to create a transition between the urbanized area of Tracy and rural county land.

- **Tracy Hills Open Space.** A small expansion of approximately 43 acres is proposed in an area south of the Tracy Hills Specific Plan that is designated as Open Space.

- **Area to the West of City Limits.** A contraction area of approximately 2,350 acres of land is located west of Corral Hollow Road, between Eleventh Street and Linne Road. These lands were previously designated in the 1993 General Plan as Residential Very Low, Residential Low, Residential Medium, Urban Center/Mixed Use, Public, Industrial and Park.

  This area to the west of city limits includes a 575-acre area south of the Patterson Pass Business Park, which was removed because of its location between I-580, the Delta Mendota Canal and the California Aqueduct. As a result, it is an isolated area that would likely be difficult and expensive to provide with urban services.

- **Area to the Northwest of City Limits.** A contraction of approximately 270 acres is located south of Middle Road, between San Jose Road and Naglee Road. The area is located to the west of the

I-205 Regional Commercial area and was designated in the 1993 General Plan as Residential Low.

- **Area to the Northeast of City Limits**. A contraction of approximately 1,650 acres of land is located south of I-205 and to the east of Chrisman Road, which was designated in the 1993 General Plan as Agriculture, Residential Very Low, Residential Low, Residential Medium, Commercial and Industrial. This area includes the area commonly known as "Banta" that is situated around an existing agricultural town at the intersection of Grant Line Road and the Union Pacific Railroad. In addition, this contraction area includes approximately 3.5 acres of land to the east of Chrisman Road and south of Brichetto Road that was designated in the 1993 General Plan as Commercial.
- **Area to the Southeast of City Limits.** This contraction area of approximately 2,500 acres was designated in the 1993 General Plan as Aggregate, Residential Very Low, Commercial, Public Industrial and Open Space. These lands are located to the south of Schulte Road and to the north of I-580, between Corral Hollow Road and Banta Road. This area includes land south of the Tracy Hills Specific Plan area and west of I-580 that contains a 44-acre former landfill; the remaining area consists of land that is vacant or in agricultural use.

Any changes to the SOI are subject to approval by LAFCo.

State law also allows cities to identify a Planning Area. This is an area outside of city boundaries and generally outside the SOI that bears a relation to the City's planning and policy direction. While Tracy does not have any regulatory authority within the Planning Area outside of the SOI, the Planning Area is included in the General Plan as a signal

to San Joaquin County and to other nearby local and regional authorities that Tracy recognizes that planning and development within this area has an impact on the future of the City. The community of Mountain House lies just within the City's Planning Area to the northwest. Immediately north and east of the City's Planning Area are the City of Lathrop and the Primary Zone of the Sacramento-San Joaquin Delta.

Under State law, the City is invited to comment on development within the Planning Area that is subject to review by the County. The portion of the Tracy Planning Area outside of the SOI will remain under the jurisdiction of San Joaquin County. The Planning Area contains approximately 114 square miles and is 92 square miles larger than the City limits and 72 square miles larger than the proposed SOI.

E. The General Plan Update Process

Prior to the initiation of the General Plan update, the Tracy Tomorrow 2000 project was initiated by the Tracy City Council to establish citizen task forces to evaluate, make recommendations and propose solutions to the challenges presented by growth. The first step in the process was a community-wide survey that resulted in the identification of topics of significant interest. These topics were: a) land use/agriculture/open space, b) economic development, c) transportation, d) education, and e) community enrichment/public safety. Five task forces were formed in September of 2000 that included approximately 100 citizens. Initial work included an educational process, community forums, and information gathering. A second, more specific community survey provided a more detailed picture of the issues.

Preliminary solutions to the issues were presented to the public in a series of five forums in April of 2001. Public input and feedback were obtained and the final report was completed in late May of 2001. The final report was titled *Tracy Tomorrow 2000: Citizens Shaping the Future*. A high percentage of the recommendations were for specific modifications to the 1993 General Plan. As a result of the hard work of many dedicated citizens during the Tracy 2000 process and the many insightful recommendations that ensued, the City Council decided to move forward with a comprehensive update of the City's General Plan.

One recommendation arising from the Tracy Tomorrow 2000 Program was the desire to have an ongoing process. The intent was to create a process managed by a citizen group that will advocate consensus building in the community. The Tracy Tomorrow and Beyond Steering Committee was established to manage the processes by which the City Council, community and City staff come together to resolve issues facing Tracy.

The Tracy Tomorrow and Beyond Committee played a significant role in the General Plan update process. The Committee attended the General Plan workshops, has provided input based on the work to the Tracy Tomorrow Committees and acted as a "sounding board" for various concepts, policies, and directions. Several issues were discussed in detail at the regularly scheduled Tracy Tomorrow and Beyond meetings.

The General Plan Update process began in 2002. At that time the consultant team conducted an assessment of existing conditions in the City of Tracy and its environs on five major topic areas to help identify key issues:

- Land Use, Population and Housing
- Environmental Conditions
- Transportation and Circulation
- Infrastructure and Services
- Assessment of the 1993 General Plan, which was the City's General Plan prior to adoption of this document.

To complete these assessments, the consultant team conducted field observations, interviews, and database and archival research. Planning documents, government laws and regulations, and City codes and ordinances were also reviewed.

Concurrently, City staff and the consultant team worked closely with the City Council and Planning Commission to determine the scope and direction on policy issues to be addressed in the General Plan. Twenty City Council/Planning Commission workshops were held on the topics listed below. Members of the public were invited to comment at the end of each of the workshops.

- General Plan Update Process, Urban Design Principles, Vision Development (April 22, 2003)
- Urban Design and Transportation (May 12, 2003)
- Housing Element (May 20, May 25 and October 6, 2003 and May 10, 2004)
- Community Character (June 30 and November 3, 2003)
- Land Use Element (December 1, 2003)
- Land Use Designations (February 2 and March 1, 2004)
- Transportation and Circulation (April 5 and May 3, 2004)

- Open Space (April 12, 2004)
- Vision Statement and Open Space and Conservation Element (July 12, 2004)
- Presentation of City Council/Planning Commission Review Draft General Plan (November 15, 2004)
- Major Policies Discussion (December 16, 2004)
- Residential Growth Priorities (January 11, 2005)
- Affordable Housing (January 27, 2005)
- Jobs and Open Space (January 31, 2005)
- Final Comments to City Council/Planning Commission Review Draft General Plan (May 16, 2006)

In addition, three community workshops were held on the following topics:

- Introduction to the General Plan Update Planning Process (September 17, 2003)
- Land Use Designations within the City limits (January 13, 2004)
- Land Use Designations within the SOI (February 18, 2004)

The General Plan was adopted by the City Council on July 20, 2006. Following the adoption of the General Plan, the City began the application process for an updated SOI and Municipal Services Review with LAFCo in November 2006. In early 2007 LAFCo changed its policy regarding SOIs which necessitated that Tracy's proposed SOI be reduced to show a 30-year development horizon and a 10-year development horizon.

On December 12, 2007, City staff conducted a community meeting to discuss the new LAFCo polices and to receive feedback. City staff presented the revised draft SOI at the City Council meetings held on January 15, February 5, April 1 and June 3, 2008. In addition, a workshop was held with the City Council on July 15, 2008. The City Council approved the recommended draft SOI revision with minor modifications. The General Plan was updated to reflect the new planning boundary. At this time, the City took the opportunity to incorporate new State legislation regarding flooding as well as to enhance goals, objectives, policies and actions regarding sustainability and the reduction of greenhouse gas emissions. In addition, the City prepared a separate Sustainability Action Plan at this time, and updated the General Plan to account for and be consistent with the Sustainability Action Plan.

F. Plan Contents

1. General Plan Elements

The City of Tracy General Plan is guided by the vision statement at the beginning of this introduction. The remainder of the General Plan is comprised of nine separate "elements" that set goals, objectives, policies and actions for a given subject. Five of these elements cover six topics required by State law, while the remaining four elements have been prepared by the City to meet local needs and concerns. The elements that form the *General Plan Update* are briefly described below:

- *Land Use Element.* The required Land Use Element designates all lands within the City for a specific use such as residential, office, commercial, industry, open space, recreation or public uses. The Land Use Element provides policy direction for each land use category, and also provides overall land use policies for the City.

- *Community Character Element.* The Community Character Element is not required by State law. However, due to the importance of maintaining and enhancing Tracy's hometown feel and the related importance of urban design for the City, this optional element has been included.
- *Economic Development Element.* This optional element contains goals, objectives, policies and actions to encourage the development of desired economic activities throughout the City. The information in this element is derived from the City's Economic Development Strategy prepared in 2002.
- *Circulation Element.* This required element specifies the general location and extent of existing major streets, level of service, transit facilities, and bicycle and pedestrian network. As required by law, all facilities in the Circulation Element are correlated with the land uses foreseen in the Land Use Element.
- *Open Space and Conservation Element.* The Open Space Element and the Conservation Element are required under State law and are combined in this General Plan. Issues addressed include the preservation of open space and agricultural land, the conservation, development and utilization of natural resources, and the provision of parks and recreational facilities. Open space goals for public health and safety are covered in the Safety Element.
- *Public Facilities and Services Element.* This optional element covers a wide range of topics related to the provision of public services and infrastructure in the City. Topics covered include law enforcement, fire protection, schools, public buildings, solid waste and the provision of water, wastewater and stormwater infrastructure.

- *Safety Element.* State law requires the development of a Safety Element to protect the community from risks associated with the effects of flooding, seismic and other geologic hazards, and wildland fires.
- *Noise Element.* This required element addresses noise in the community and analyzes and quantifies current and projected noise levels from a variety of sources, such as traffic, industry, rail and the airport. The Noise Element includes goals, objectives, policies and actions to address current and foreseeable noise issues.
- *Air Quality Element.* This element, which is required for all jurisdictions in the San Joaquin Air Pollution Control District, outlines goals, objectives, policies and actions to mitigate the air pollution impacts of land use, the transportation system and other activities that occur in the City of Tracy.

In addition, the City has prepared a Housing Element under a separate cover. Each city and county has an obligation to contribute its part by including a Housing Element as one of the seven mandatory elements of the General Plan. The Housing Element provides a long-term, comprehensive plan to address the housing needs for all economic segments of the community. The Housing Element addresses existing and projected housing demand and establishes goals, objectives, policies and actions to assist the City in implementing the plan in accordance with other General Plan policies. It is not included with the remainder of the General Plan because it was prepared under a separate timeline and under detailed State criteria.

2. Organization of the Elements

Each element of this General Plan contains background information and goals, objectives, policies and actions. Some elements also have additional sections that are specific to them. For example, the Land

Use Element contains a series of land use designations that guide overall development in the City and the Circulation Element contains information on the network and hierarchy of streets in the City.

The background information section of each element describes current conditions in the City of Tracy relative to the subject of the element. The goals, objectives, policies and actions provide guidance to the City on how to accommodate growth and manage its resources over the next 20 years. The goals, objectives, policies and actions in each element are derived from a number of sources including: the 1993 General Plan, the background information collected for this update, discussions with the City Council and Planning Commission, public workshops and meetings with property owners. In addition, many of the recommendations from the Tracy Tomorrow 2000 final report are brought forward into this General Plan.

Goals, objectives, policies and actions are described as follows and the relationship between each is represented in Figure 1-3:

- A *goal* is a description of the general desired outcome that the City seeks to create through the implementation of its General Plan.
- An *objective* is a specific condition or end that serves as a concrete step toward attaining a goal. Objectives are intended to be clearly achievable and, when possible, measurable.
- A *policy* is a specific statement that guides decision-making in working to achieve an objective. Such policies, once adopted, represent statements of City regulation and require no further implementation. The General Plan's policies set out the standards that will be used by City staff, the Planning Commission and City Council in their review of land development projects and in decision-making about City actions.

- An *action* is a program, implementation measure, procedure or technique intended to help to achieve a specified objective.

As noted in Figure 1-3, policies and actions are at the same level; both policies and actions are intended to implement objectives. In most cases, objectives have both implementing policies and actions. However, it is also possible for an objective to be implemented exclusively through either policies or actions.

FIGURE I-3 **GENERAL PLAN COMPONENTS**

- **"Shall"** means that conformance is mandatory.
- **"Should"** means that conformance will be strongly encouraged by the City and that the particular policy or action is intended to be a recommendation about how to meet the goals and objectives of the General Plan.

- **"May"** indicates that a policy is permissive, and that the City has latitude regarding whether the subject action will occur.

A land development project or City action is considered to be consistent with this General Plan if it furthers the Plan's objectives and policies and does not obstruct from their attainment. Because objectives and policies in this General Plan reflect a range of competing interests, they must be balanced when applied to a specific land development project or City action.

Additionally, goals, objectives and policies that address the reduction of greenhouse gas emissions or encourage sustainable practices are denoted with an earth symbol (). In part, the City of Tracy is responding to the Global Warming Solutions Act (California Assembly Bill 32), passed in August 2006, which establishes a statewide emissions cap of greenhouse gases to 1990 levels by 2020. In general, these goals, objectives and policies focus on ways to offset greenhouse gas emissions as the city grows through urban form, growth patterns, alternative transportation modes and sustainable energy options.

2 LAND USE ELEMENT

The purpose of the Land Use Element is to shape the future physical development of the City of Tracy and to preserve, protect and enhance Tracy's current quality of life.

As required by California Government Code Section 65302(a) and Public Resources Code Section 2762(a), the Land Use Element of the General Plan addresses the following:

- Distribution, location and extent of the uses of land for housing, business, industry, open space, natural resources, recreation and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities and other categories of public and private uses of land.
- Standards of population density and building intensity for the land use designations.

The Land Use Element sets forth specific goals, objectives, policies and actions to guide land use for the City of Tracy. The General Plan Land Use Map, which is also part of this element, graphically represents the City's vision for the future development of the City and the Sphere of Influence (SOI), the area that the City expects to grow into in the future. The Land Use Element also includes goals, objectives, policies and actions for the Planning Area, the areas outside of the City's boundaries that bear a relation to the City's planning but are under the jurisdictional control of San Joaquin County.

The Element is divided into five sections.

- **Background**. Provides background information on existing land uses, approved plans and Planned Unit Developments (PUDs), and other related City policies and plans.

- **General Plan Land Use Designations**. Describes the characteristics and intensity of each land use designation and a map of the application of these designations in the City of Tracy.
- **Goals, Objectives, Policies and Actions**. Provides guidance to the City related to land use decisions.
- **Areas of Special Consideration**. Provides policy guidance for areas of the City that are expected to change over the General Plan timeframe.
- **Urban Reserves**. Describes policy guidance for the areas outside the City limits with the Urban Reserve land use designation.

A. Background

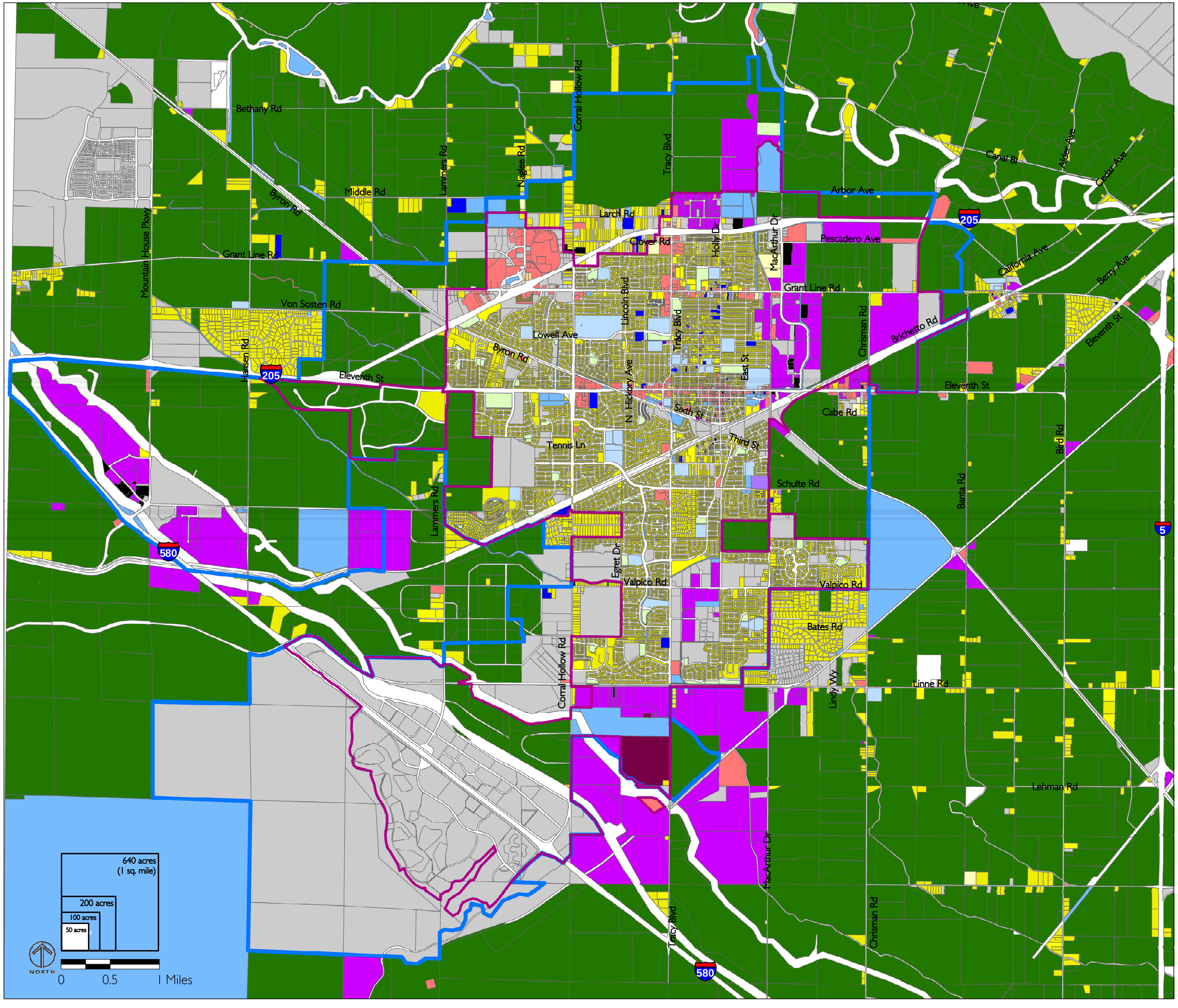
1. Existing Land Uses

This section provides qualitative and quantitative descriptions of existing land use in the City of Tracy. Data on existing land use is based on information collected by the San Joaquin County Assessor and verified by the City of Tracy. Figure 2-1 shows a map of the existing land uses in the City as of the end of 2003 and Table 2-1 lists the acreage in each category.

- **Residential — Single-Family Dwelling unit**. This classification describes parcels that contain one residential unit with possible related structures such as secondary residential units, a garage or shed. Ninety-one percent of residential units within Tracy's City limits and the SOI are single-family dwellings. There are a total of approximately 3,588 acres in this category, 3,218 in the City limits and 371 in the rest of the SOI.

FIGURE 2-1

EXISTING LAND USES IN TRACY'S SPHERE OF INFLUENCE (AS OF 2003)



- City Limits
- Sphere of Influence
- Residential - Single Dwelling Unit
- Residential - Two or More Dwelling Units
- Residential - Mobile Home Park
- Motel or Hotel
- Commercial
- Industrial
- Mixed Use
- Medical
- Public Facilities
- Park
- Vacant Building
- Vacant Land
- Agriculture
- School
- Airport
- Church
- Cemetery

CITY OF TRACY

GENERAL PLAN
LAND USE ELEMENT

TABLE 2-1 **EXISTING LAND USE ACREAGE IN TRACY'S SPHERE OF INFLUENCE**[a]

Land Use Category	City Limits	% of Total in City Limits	SOI	% of Total in SOI	Total Acres
Residential – single unit	3,218	30%	371	3%	3,588
Residential – two+ units	279	3%	68	1%	347
Residential – mobile home	45	Less than 1%	13	Less than 1%	58
Motel/Hotel	13	Less than 1%	-	-	13
Commercial	482	4%	34	Less than 1%	516
Industrial	849	8%	934	8%	1,783
Mixed-Use	7	Less than 1%	-	-	7
Medical	21	Less than 1%	-	-	21
Park	221	2%	20	Less than 1%	241
Public Facility	442	4%	289	2%	731
Vacant Building	42	Less than 1%	35	Less than 1%	77
Vacant Land	3,114	29%	4,445	37%	7,558
Agriculture	1,618	15%	5,839	48%	7,458
School	305	3%	-	-	305
Airport	148	1%	-	-	148
Place of Worship	52	Less than 1%	22	Less than 1%	73
Cemetery	16	Less than 1%	1	Less than 1%	17
Total	10,872		12,070		22,942

Note: Table has been updated under Amendment.

[a] Information current as of December 31, 2003. Acreages have been rounded. Acreages do not include rights-of-way, canals or other waterways.

- **Residential — Two or More Dwelling Units**. Sites containing more than one residence, such as a duplex, apartment building or townhouses are included in this category. In Tracy, approximately one percent of residential parcels contain more than one dwelling unit. There are a total of approximately 347 acres in this category, 279 in the City limits and 68 in the SOI.

- **Residential — Mobile Home Park**. Lands included in this category contain mobile homes or recreational vehicles that are for long-term residences. There are a total of approximately 58 acres of mobile home parks, 45 within the City limits and 13 in the SOI.

- **Motel/Hotel**. This use contains commercial lodging facilities of varying sizes. It includes bed and breakfast inns, motels and hotels. There are a total of approximately 13 acres within this category, 13 within the City limits and none in the SOI. A few hotels and motels are located along Eleventh Street close to the downtown area, with the remainder clustered in the northwest close to the I-205 Regional Commercial Area.

- **Commercial**. Sites with one or more types of retail and office facilities are included in this category. Typical parcels contain restaurants, grocery stores, shopping centers and office parks. There are approximately 516 total acres in this category, 482 in the City limits and 34 in the SOI. Major concentrations are along the Eleventh Street corridor and in association with the I-205 Regional Commercial Area in the northwest corner of the City.

- **Industrial**. These sites contain uses such as warehouses and distribution facilities, light manufacturing, self-storage facilities, aggregate deposits and extraction operations, and automobile ga-

rages. There are approximately 1,783 acres containing industrial uses, 849 in the City limits and 934 in the SOI. Several concentrations of these uses are in and around Tracy, including the Northeast Industrial Area, near Tracy Boulevard, West Tracy around Mountain House Parkway, and around the Airport.

- **Mixed-Use**. The mixed-use category includes parcels containing both commercial and residential uses, such as apartment units above retail stores. Currently there are approximately 7 acres of mixed-use in Tracy, all of which is within the City limits.

- **Medical**. This classification refers to parcels containing doctor, dentist and health care provider offices, as well as hospitals. There are a total of approximately 21 acres of medical land uses, all of which are within the City limits. Sutter Tracy General Hospital, the City's single hospital, is located on Tracy Blvd. approximately ¼ mile north of the Eleventh Street intersection. In addition, a new medical facility for Kaiser Permanente is under construction near the intersection of Grant Line Road and Tracy Boulevard.

- **Park**. This category refers to established public and private open spaces and recreational facilities, such as playing fields, mini-parks, neighborhood and community parks. Currently there are approximately 241 acres of park land, 221 within the City limits and 20 in the SOI. Parks are typically moderately sized and distributed throughout the City, often in the context of playing fields associated with schools. There is one large public sports complex on the west side of town, south of Eleventh Street.

- **Public Facility**. Public facilities are government-owned parcels, and include civic uses such as libraries, police and fire stations, municipal offices and the court house, and utilities. There are a total of approximately 731 acres in this category, 442 within the

City limits and 289 in the SOI. Large concentrations of this land use include the wastewater treatment facility on the north side of town, the Defense Depot on the eastern edge of the City and the Civic Center.

- **Vacant Building**. Parcels containing unoccupied structures are classified as vacant. There are approximately 76 total acres of this existing use, 42 in the City limits and 35 in the SOI. Several smaller vacant buildings are located within the downtown area and a few larger parcels are located on the northern edge of the City limits.

- **Vacant Land**. This category refers to parcels without any structure or building, or that are used for agriculture. Currently there are approximately 7,558 total acres of vacant land, 3,114 acres in the City limits and 4,445 in the SOI. There are both large single parcels and groupings of smaller parcels within the City limits.

- **Agriculture**. Working and non-working agricultural lands, for crops, grazing, dairy farms and related production are included in this category. A total of approximately 7,458 acres of agricultural lands exist on all four sides of Tracy, 1,618 within the City limits and 5,839 in the SOI, adjacent to the urbanized boundary.

- **School**. This use includes public elementary, middle and high schools in school districts that serve the City. There are 305 total acres for schools, 305 acres interspersed throughout the City limits and none in the SOI.

- **Airport**. Tracy has one regional airport within its City limits, located on property totaling 148 acres.

- **Place of Worship.** This use includes churches, synagogues, mosques, religious residences and spiritual retreat locations, but does not include private homes used for individual or small-

group study. There are 73 total acres of land for places of worship, 52 within the City limits and 22 in the SOI.

- **Cemetery**. There is a 16-acre cemetery located within the City limits and there is one cemetery within the SOI on a 1.3-acre site.

2. Growth Management Ordinance

The City of Tracy adopted a residential Growth Management Ordinance (GMO) in 1987, which was amended in 2000 by the voter-initiated Measure A. In general terms, the goal of the GMO is to achieve a steady and orderly growth rate that allows for the adequate provision of services and community facilities, and includes a balance of housing opportunities. Under the GMO, builders must obtain a Residential Growth Allotment (RGA) in order to secure a residential building permit. The GMO limits the number of RGAs and building permits to an average of 600 housing units per year for market rate housing, with a maximum of 750 units in any single year. There are exceptions for affordable housing.[1]

Implementation of the GMO to meet the goals and policies of the General Plan, including concentrated growth, infill development, and

[1] Through implementation of this General Plan and the GMO, Tracy is projected to have a population of approximately 109,000 people in the year 2025. This number is based on an estimate of the number of residential units allowed per year multiplied by the number of years multiplied by the number of people per residential unit (units x years x people per unit), and adding that to the population of Tracy in 2000, which was approximately 57,000 people, according to the US Census.

Between the years 2000 and 2025, the number of residential units allowed under the City's Growth Management Ordinance is 15,000 units (600 per year times 25 years). Exceptions to allow for additional affordable housing is included. The General Plan Housing Element has a target of 1,200 affordable units during this same time period, bringing the total number of units to 16,200, resulting in an additional 52,000 people (using a multiplier of 3.21 persons per household), or a total population of 109,000 in the year 2025.

affordable housing as high priorities, is through the Growth Management Ordinance Guidelines, which are adopted by resolution of the City Council. The GMO Guidelines include a map that establishes an "RGA Eligibility Area" showing the area where property owners are eligible to apply for RGAs. The Guidelines also include specific qualitative and quantitative criteria for the allocation of RGAs with said criteria periodically updated as provided by the resolution.

3. Specific Plans and Large Planned Unit Developments

Numerous Specific Plans and large-scale PUDs have been adopted within the Tracy City limits and SOI. Descriptions of each plan, its geographic area and adopted uses are outlined below:

- **Tracy Residential Areas Specific Plan**. Created in 1987, the Plan guides the development of 1,480 acres within the City limit. The land is grouped into three planning areas or neighborhoods, two on the southern side of the City and one in the northwest, and is largely built out.
- **Plan C.** Formed in 1998, Plan C represents an infrastructure financing area comprised of approximately 1,417 acres of land. Plan C includes areas located in the west, south and southeast portions of the City. Plan C is comprised of many separate PUDs which are predominantly in place to guide the development of single-family homes with accompanying parks and schools. Plan C is largely built out, but still has several vacant parcels which are zoned for multifamily housing and commercial development.
- **I-205 Corridor Specific Plan**. The I-205 Specific Plan includes approximately 714 acres of land on the northwest and northeast sides of Tracy, adjacent to I-205. The site is split into two plan-

ning areas and currently contains working and dormant agricultural uses, with commercial uses close to the intersection of Grant Line Road and I-205. The Specific Plan has designated 835,000 square feet of shopping centers and auto plazas, 1,057,000 square feet of general commercial/retail, 834,000 square feet of service commercial, 165,000 square feet of freeway commercial and 1,688,000 square feet of light industrial uses. There are also approximately 200 acres of residential development, including 216 high density units and 733 medium and low density units.

- **Northeast Industrial PUD**. This PUD addresses 870 acres in the northeast corner of the City. Anticipated land uses include a mixture of manufacturing, warehousing, and distribution uses including rail-dependent industries and "flex-tech" light industrial.
- **Industrial Areas Specific Plan (ISP)**. The Industrial Areas Specific Plan covers approximately 685 acres of total land, mostly in two locations: the northeast quadrant of the South Tracy Boulevard – Linne Road intersection, and the northeast quadrant of the MacArthur Drive – Eleventh Street intersection. The area is designated for general, light industrial, office and "flex-tech" uses. The Edgewood Corporate Center and South Tracy Business Park, which cater to small to medium sized companies, have already been developed in this Specific Plan area.
- **Tracy Gateway PUD**. The 538-acre Tracy Gateway project is located at the western edge of the incorporated City boundary, and south of I-205 at the Eleventh Street off-ramp. The proposed development consists of 5.8 million square feet of office uses, commercial uses and retail uses that support the Tracy community and an anticipated 20,000-person business population. The proposed project also includes a multi-story hotel and a golf course.

- **Tracy Hills Specific Plan.** The Tracy Hills Specific Plan area, located on the southwest side of the City, covers 6,175 acres, approximately 2,700 acres of which falls within the City limits and is planned with residential, commercial, office, industrial and recreational land uses, and approximately 3,550 acres located outside the City limits and within the Sphere of Influence planned as permanent open space for habitat conservation and managed grazing. Of the 2,700 acres within the City limits, proposed land uses include approximately 1,300 acres at a mixture of densities with a maximum of 5,499 residential units. Approximately 600 acres with up to 6 million square feet of space are planned for commercial, office and industrial uses. Roughly half of the remaining 800 acres of the Specific Plan area within the City limits is designated to accommodate neighborhood parks, schools, recreational uses and other open space, while the other half is devoted to roads and canals.
- **Ellis Specific Plan.** The Ellis Specific Plan, located at the northwest corner of Corral Hollow and Linne Roads, consists of 321 acres of Traditional Residential and Commercial land uses, allowing for up to 2,250 residential units and a Village Center commercial site. The proposed project also includes parks and a family-oriented swim center.

4. Sustainability Action Plan

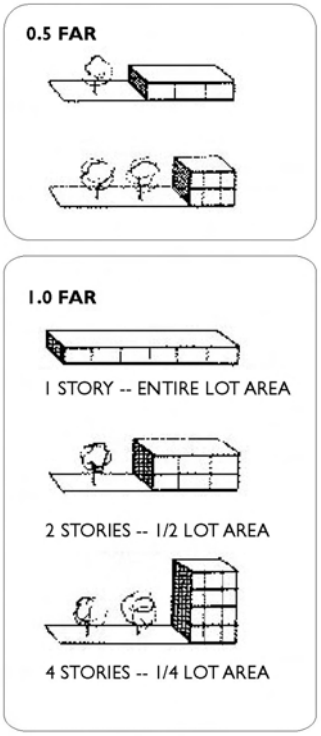
The City of Tracy adopted a Sustainability Action Plan in 2011 as part of the City's on-going efforts to transform Tracy into a leader for environmental, economic, and social sustainability. The Sustainability Action Plan is a detailed, long-range strategy to achieve sustainability in the sectors of greenhouse gas (GHG) emissions, energy, transportation and land use, solid waste, water, agriculture and open space, biological resources, air quality, public health, and economic

development. The Sustainability Action Plan establishes targets related to a variety of sustainability topics, and sets forth measures that will assist the City of Tracy in reaching those goals.

B. General Plan Land Use Designations

The General Plan Land Use Designation Map, shown in Figure 2-2, illustrates the allowed types of land uses throughout the City of Tracy. Acreages of each land use designation are presented in Table 2-2. Land use designations represent the intended future use of each parcel of land within the City limits and the SOI. Land use designations are developed to provide both a vision of the organization of uses within the City in the future and a flexible structure to allow for changes in economic conditions, community visions and environmental conditions. In other words, designations should generally state what the future use should be but are not intended to be so rigid as to prohibit changes in the future.

For each land use designation, the uses allowed and the standards of density and intensity are specified. Densities and intensities in all cases are based on gross acres. Development density for residential land use is reflected as the average number of dwelling units per acre over the entire site and may include a mix of residential densities to achieve that average. Densities permitted on individual sites will depend on many factors, including but not limited to architectural design, the method of addressing parking needs, landscaping, street layout and neighborhood compatibility. For non-residential uses, including commercial, office and industrial uses, intensity is expressed as an average Floor Area Ratio (FAR). FAR is calculated based on



Floor Area Ratio (FAR) is calculated based on the proportion of total building floor area to the size of the building's lot. Examples 0.5 FAR and 1.0 FAR are illustrated above.

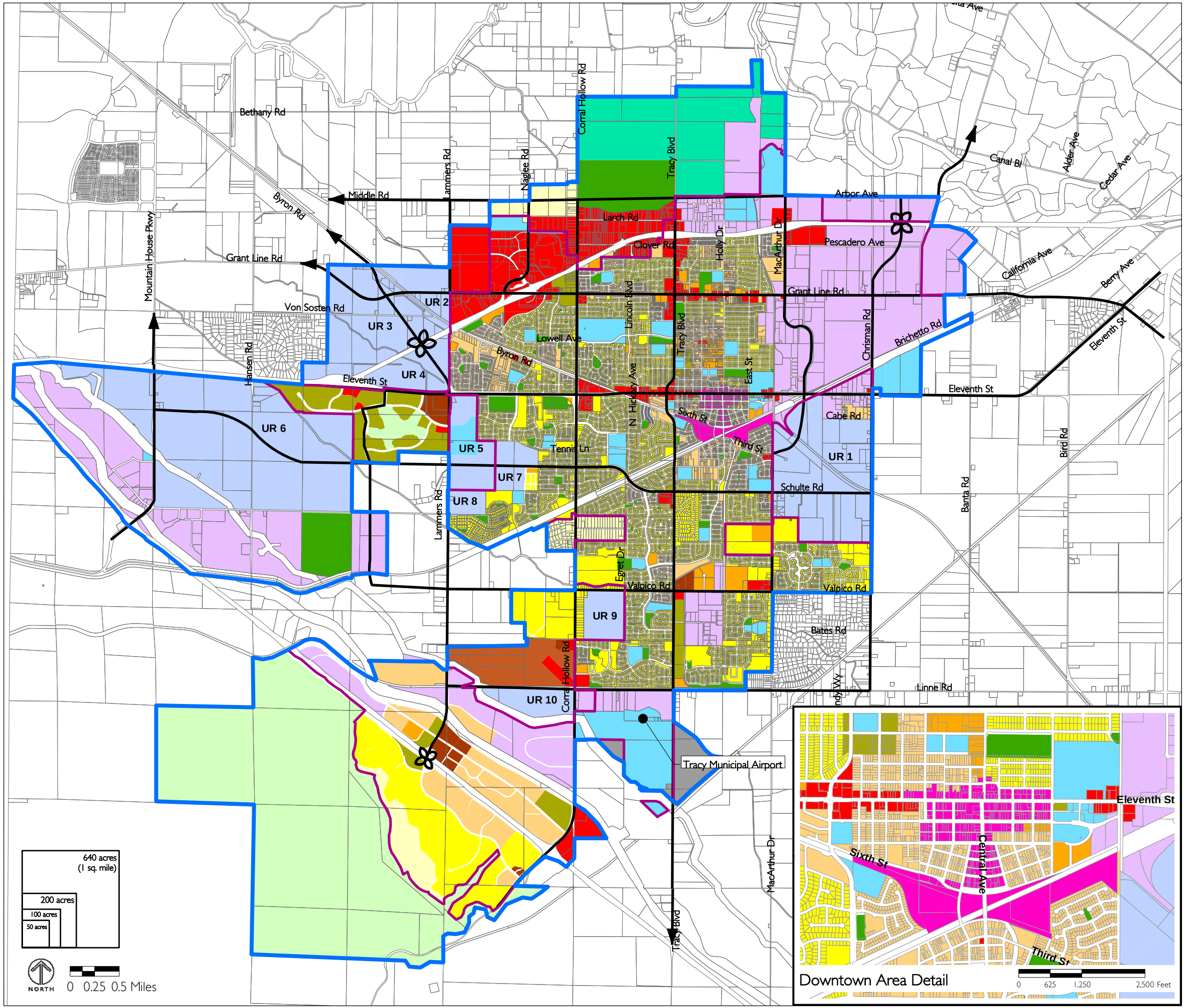
TABLE 2-2 **GENERAL PLAN LAND USE DESIGNATIONS (CITY LIMITS AND SOI)**

Land Use Designation	City Limits (Acres)	SOI (Acres)	Total
Residential Very Low	193	266	459
Residential Low	3,583	296	3,879
Residential Medium	1,503	29	1,532
Residential High	217	31	248
TR – Ellis	-	287	287
Commercial	766	498	1,263
Office	544	--	544
Downtown	116	--	116
Village Center	123	8	131
Industrial	2,282	1,733	4,015
Urban Reserve	172	3,872	4,044
Public Facilities	990	66	1,057
Park	251	516	767
Open Space	81	3,469	3,551
Aggregate	10	163	172
Agriculture	-	916	916

Notes:
1. Acreages have been rounded.
2. Information about the land use mix envisioned for areas with Urban Reserve designations are provided in the descriptions and statistical profiles on pp. 54-87.
3. Table has been updated under Amendment.

FIGURE 2-2

GENERAL PLAN
LAND USE DESIGNATIONS



- Sphere of Influence
- City Limits
- Residential Very Low
- Residential Low
- Residential Medium
- Residential High
- Traditional Residential - Ellis
- Commercial
- Office
- Industrial
- Downtown
- Village Center
- Public Facilities
- Park
- Open Space
- Agriculture
- Aggregate
- UR — Urban Reserve

Major Arterial/Expressway/Boulevard

CITY OF TRACY

GENERAL PLAN
LAND USE ELEMENT

total building floor area in proportion to the size of the building's lot. Specific land use designations are described below. Zoning regulations are implementing tools of the General Plan Land Use Designations, and set further guidelines for the development of land, including but not limited to permitted uses, minimum yard areas, lot area and coverage, parking, building height, and open space.

1. Residential (VL, L, RM, RH and TR)

The five residential land use categories allow for residential uses ranging from very low-density single-family homes to multi-family buildings of several stories. Residential land should be developed with well-designed mix of single- and multi-family uses forming neighborhoods that are oriented around a focal point, which is a public space such as a park or school. Neighborhoods should be physically connected to one another via a series of roadways, bikeways and pedestrian paths, and all residents should be within a short walk, bike ride or drive of retail and other services. Commercial uses and Village Centers, as described later in this Element, may be located at the periphery of neighborhoods and should be integrated with, rather than separated from, residential uses. When developing residential neighborhoods, emphasis should be placed on high quality construction and innovative architecture that reinforces the City's small-town feel. All neighborhoods should be designed to provide a "sense of place" and preserve the City's hometown feel while offering a choice of densities and costs. Many of the goals, objectives, policies and actions necessary to achieve this sense of place are found in the Community Character Element.

Residential land use designations may also allow for other land use types that serve residents of the community. Examples of uses that may be allowed include places of worship, schools, parks and recrea-

tion facilities, fire stations, libraries, day care facilities and community centers. The precise location of such facilities will be determined upon the submittal of detailed plans for individual properties.

Residential land uses are divided into five designations to provide for development of a full range of housing types.

- **Residential Very Low (RVL) and Residential Low (RL).** Single-family dwelling units are the principal type of housing stock allowed in these areas. Attached units, zero lot line and clustered housing are also permissible and are encouraged within the overall framework of each community. These housing types can help to meet the City's desire to create unique neighborhoods and enhance the character of the community. Allowable densities are from 0.1 to 2.0 dwelling units per gross acre in the Residential Very Low designation and 2.1 to 5.8 units per gross acre in the Residential Low designation.
- **Residential Medium (RM)** The characteristic housing for the Residential Medium designation includes small lot single-family detached homes, duplexes, triplexes, fourplexes, townhouses, apartments and includes condominiums as an ownership type. Densities in the Residential Medium designation are from 5.9 to 12 dwelling units per gross acre.
- **Residential High (RH).** The characteristic housing for the Residential High designation includes triplexes, fourplexes, townhouses, apartments, and includes condominiums as an ownership type. Densities in the Residential High designation are from 12.1 to 25 units per gross acre.
- **Traditional Residential (TR).** TR areas consist of a mix of residential densities and housing types reminiscent of traditional neighborhoods (often seen in older urban and suburban settings),

ranging from single-family detached housing to attached medium and high density housing types, sometimes adjacent to (or above) retail, commercial or other compatible uses. TR allows a mix of a wider range of housing types, lot sizes, and density ranges compared with typical Residential Very Low (RVL), Residential Low (RL), Residential Medium (RM), and Residential High (RH). TR also allows the establishment of building and design criteria that allows for a more traditional look, including items such as moderate building setbacks, picket fences and sitting porches, an interconnected street network, pedestrian accessibility and trail systems, and the organization of residential units around a series of centrally-located active and passive "themed" neighborhood parks and/or recreation uses. TR areas are intended to be used primarily for residential Urban Reserves, though not exclusively, and are encouraged to be located adjacent to Village Centers. At least four (4) important residential criteria shall be established at the time a property is designated to "TR" through a General Plan Amendment so that dwelling unit and population density, design, and neighborhood compatibility standards can be established: (1) The maximum and minimum number of residential units allowed in the TR area and the average number of people per unit; (2) The density ranges allowed in terms of dwelling units per acre, and the maximum and minimum numbers of each such residential housing type allowed in the TR area; (3) A "Design Book" to ensure design quality, interesting and diverse architectural treatments, and an attractive streetscape; and (4) The criteria that will be used to establish the location/mix of residential design and housing types in the TR area to encourage an interesting and compatible neighborhood and to discourage the domination of a sub-area with only one or a few residential housing types and designs. Park and recreation uses shall be established as part of the TR

planning process. The re-designation of a property to the TR designation shall be implemented only in combination with the particular project's development-level planning process (e.g., Specific Plan process, or if no Specific Plan is required, through the City's zoning process) that addresses the residential criteria set forth above. In other words, a property shall not be re-designated to the TR designation unless and until a particular project's residential criteria as set forth above are known and determined. Once a property secures a TR designation, the designation shall be known as "TR-[the name of the project]."

- **Traditional Residential – Ellis (TR-Ellis).** The Traditional Residential – Ellis (TR-Ellis) designation applies to the majority of, but not all of, former Urban Reserve 10. As set forth above, the TR designation requires that the specific TR-Ellis designation establish at least four residential criteria. In order for development of the TR-Ellis property to proceed, it is a mandatory obligation of this TR-Ellis designation that the City first adopt a Specific Plan that implements the following criteria. The first criterion requires a determination of the minimum and maximum number of residential units. The TR-Ellis designation shall include between 1200 and 2250 total residential units, for an overall site density of between 4 and 7 units per gross acre. (The General Plan establishes an average of 3.21 persons per household, as set forth in the Land Use and Housing Elements.) The second criterion requires a determination of the density ranges allowed, measured in terms of dwelling units per acre, and the maximum and minimum number of units of each such residential density type allowed. The TR-Ellis designation shall include three residential sub-designations (Zoning Districts): "Residential Mixed Low," "Residential Mixed Medium," and "Residential Mixed High." Between 256 and 976 residential units and approximately

122 acres shall be allowed for the Residential Mixed Low designation (2.1 – 8 units per gross acre), between 372 and 1488 residential units and approximately 93 acres shall be allowed for the Residential Mixed Medium designation (4 – 16 units per gross acre), and between 250 and 780 residential units and approximately 31 acres shall be allowed for the Residential Mixed High designation (8 – 25 units per gross acre). The foregoing densities overlap by design in order to allow for flexibility of housing types, and to ensure a wider mix of residential types within close proximity of each other throughout the Ellis site. Additionally, up to 50 of the 2250 residential units shall be allowed in the adjacent Village Center (4 to 16 units per gross acre for approximately 7 acres). Finally, the TR-Ellis area shall include approximately 18 acres of parks. Also, there is a possibility of an additional 16 acres (approximately) of Community Park. The Community Park can informally accommodate active recreational programming needs such as, but not limited to, ballfields and a multi-use soccer field, as well as tennis, volleyball, basketball courts, and a family-oriented swim center ("Swim Center"). The third criterion requires the adoption of a "Design Book" to ensure design quality, interesting and diverse architectural treatments, and an attractive streetscape. The "Ellis Pattern Book," which sets forth the architectural and site design guidelines for the TR-Ellis area consistent with the requirements set forth herein, shall be adopted by the City Council in connection with the Council's adoption of the TR-Ellis designation. The fourth criterion requires that the TR-Ellis designation establish the location/mix of residential design and housing types in the Traditional Residential area to encourage an interesting and compatible neighborhood and to discourage the domination of a sub-area with only one or a few residential housing types and designs. TR-Ellis shall consist of three

residential neighborhoods, each with its own distinct sense of place, reinforcing the traditional, hometown feel. Blocks shall be sized to support a mix of housing types – modest to compact single-family homes, townhouses, secondary residential units, apartments, and condominiums, all designed to accommodate a wide range of incomes and family needs. The TR-Ellis area will be constructed using traditional neighborhood design principles, creating a pedestrian-friendly network of streets and parks. In most cases, garages will be located off the street and will be accessed by way of rear alleys. Other land uses adjacent to, and compatible with, the TR-Ellis area shall include, but not be limited to, an approximately 7-acre Village Center (with up to 50 of the 2250 residential units and up to 60,000 square feet of commercial uses), and up to 120,000 additional square feet of commercial uses (the General Plan establishes a maximum FAR for commercial uses of 1.0). The Tracy Airport "outer approach zone" shall be limited in uses to those authorized in the San Joaquin County Airport Land Use Plan as amended in 1998.

The owner of the Ellis property is willing to provide the City a substantial financial contribution towards the design, construction, operation and maintenance of the Swim Center (that far exceeds the owner's fair share responsibility and therefore what the City could otherwise legally require the owner to contribute towards the Swim Center) in return for certain City commitments that the City is not otherwise legally required to provide. For example, the City's Growth Management Ordinance and Guidelines recognize that a process can be established through a freely-entered statutory development agreement whereby the City could provide commitments to the owner to potentially issue up to a set maximum amount of residential growth allocations (RGAs) to a project that absent that development agreement the

City might not have to issue. The Ellis property owner and the City have negotiated a proposed statutory development agreement that would set forth the Ellis property owner's Swim Center contribution as well as the City's commitments in exchange for that Swim Center contribution. It shall be in the parties' sole and exclusive discretion as to whether to execute such an agreement.

Residential Medium and Residential High designations are most often located near commercial uses and high activity areas or near or within Village Center and the Downtown designations. These locations provide the best access to goods and services. These designations are also often located near transit amenities such as the ACE station and the future multi-modal terminal in the Downtown. Issues of pedestrian orientation of buildings, direct and safe connections with nearby uses, access to transit facilities and integration with residential neighborhoods of different densities are critical with Residential Medium and Residential High designations.

2. Commercial (C)

The Commercial designation allows for a relatively wide range of uses but focuses primarily on retail and consumer service activities that meet the needs of Tracy residents and employees as well as pass-through travelers. Office uses are allowed in commercially designated areas. Mixed-use development is also permitted in the Commercial designation. Appropriately scaled and designed residential development in the density ranges permitted in Residential High (RH) may be allowed, and other residential densities may be allowed in Commercial districts in Areas of Special Consideration. In addition, parks are allowed in the Commercial designation. Regardless of configuration, there should be an attempt in both locational criteria and design

criteria to be as accessible and appealing to the pedestrian as possible to encourage walking and biking. Commercially designated land may have a maximum FAR of 1.0.

Specific categories of commercial activity within this designation include general commercial, regional commercial and highway commercial. The specific location of each type of commercial use will be provided in the zoning code.

General commercial uses include grocery and convenience stores, salons, professional offices, restaurant, fast-food establishments, auto service stations, drug stores, dry cleaners, day care centers, and banks. Adequate access, compatibility with other surrounding uses, and consistent design with the community are all necessary for these uses. They should be located in centralized areas capable of serving the greatest number of households with the least travel distance and best access to alternate modes of transportation and freeways.

Regional commercial uses (such as the I-205 Regional Commercial Area), include factory outlets, discount stores, regional shopping malls, automobile sales, office uses, medical facilities and home improvement centers. These uses should be located in areas with the highest level of automobile access but should also contain a safe pedestrian environment.

Highway commercial uses serve the needs of the traveling motorist and should be located in close proximity to freeway ramps. Appropriate uses include hotels and motels, restaurants, and motor vehicle and gasoline service stations that provide services to the traveling public and allow for convenient freeway access. Since these areas are

visible from the interstate and function as gateways to the community, it is important to ensure that they are well designed.

Existing suburban commercial strip development is typically designated as Commercial. As these uses redevelop, they should take on the characteristics of Village Centers and Corridors described in the Community Character Element, including a mix of uses and supporting a vibrant pedestrian environment.

3. Office (O)

The purpose of this designation is to provide for the maintenance and expansion of the job and economic base of the City of Tracy and to provide more Tracy residents with the potential to work in the City. Office parcels may have a maximum FAR of 1.0. The Office designation provides sites for office and research and development uses that accommodate high-tech, medical/hospital, legal, insurance, government and similar users. Commercial uses such as restaurants, excluding restaurants with drive-thrus, retail stores, dry-cleaners, daycare centers, public assembly and banks may be allowed within individual buildings or projects as supports for the allowed uses. In addition, parks are allowed in the Office designation.

Generally, development in areas with Office designations is relatively large in scale, but can accommodate smaller offices in older parts of the City where parcel sizes and businesses tend to be smaller. Land designated as Office should be located along major transportation corridors. While these areas will be primarily accessible by automobile, efforts should be made to integrate transit facilities into the design of the project, create a safe pedestrian environment and provide connections to other uses such as nearby neighborhoods, commercial uses and Village Centers.

4. Downtown (D)

Tracy's existing Downtown is the cultural and historical heart of the city. 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 FAR of 1.0.

More information on the Downtown can be found in the Community Character Element.

5. Village Center (VC)

Village Centers are relatively small retail or mixed-use areas. This is a new concept and designation; there are currently no Village Centers in the City as of 2004. Areas designated for Village Centers generally range in size from 10 to 20 acres, and are to be designed as "Main Streets" serving one or more neighborhoods. Connectivity to adjacent neighborhoods or business/industrial development projects and a mix of uses are defining features of Village Centers. Residential de-

velopment is strongly encouraged in Village Centers and allowed at a density of 12.1 to 25 units per acre. Non-residential (e.g., retail, service commercial and office) may have a maximum FAR of 1.0. Residential and non-residential uses may be combined on individual parcels. A higher FAR may be permitted where upper-story housing, off-site or structured parking, and/or pedestrian amenities are provided.

Allowable uses in Village Centers include, but are not limited to, grocery stores, drug stores, banks, restaurants, retail stores for durable goods, small-scale professional offices or services such as travel agencies, beauty salons, daycare facilities, gyms, parks, and high density residential development, along with other neighborhood-serving uses.

More information on Village Centers can be found in the Community Character Element.

6. Industrial (I)

Specific uses allowed in the industrial category range from flex/office space to manufacturing to warehousing and distribution. Industrial parcels should have a maximum FAR of 0.5. Ancillary uses, such as restaurants, consumer services and parks, may be allowed to serve the daily needs of the workers.

Industrial uses are located to provide proper truck access, buffering from incompatible uses and proximity with rail corridors and transit links.

7. Urban Reserve (UR)

The Urban Reserve designation is applied to relatively large, contiguous, geographic areas where comprehensive planning must occur

prior to urbanization. The purpose of assigning the Urban Reserve designation to these large, undeveloped areas rather than specific land use designations to various parcels is to provide guidance regarding the vision and types of land uses allowed while still allowing flexibility in location of these uses.

Each area with an Urban Reserve designation will require comprehensive planning and the preparation of a Zoning District, Specific Plan or PUD. In conjunction with a Zoning District, Specific Plan or PUD, a General Plan amendment will be necessary to establish specific General Plan land use designations for each parcel of land. The Zoning District, Specific Plan and/or PUD shall include a vision, goals, objectives and images that describe the most important qualities that the built development should have when completed. In addition, a concept plan must be included in order to show the location and intensity of the land uses.

A brief discussion of the vision for each Urban Reserve and specific principles for its development are provided below in Section E. A statistical profile of the expected land uses and allowed density and intensity of development for the Urban Reserves is also provided. While not included in the statistical profiles, all Urban Reserves are likely to include schools, community facilities such as places of worship, public facilities and/or parks and open spaces. The statistical profiles are guidelines for the approximate mix of land uses. Detailed land uses will be analyzed and considered at the time of approval of a Zoning District, Specific Plan or PUD.

8. Public Facilities (Pub)

The purpose of this designation is to provide locations for uses that support government, civic, cultural, recreational, health, and infra-

structure aspects of the community. Uses that are recognized to be consistent with this land use designation include public educational institutions (including colleges and schools, and their administrative offices), community and group meeting centers, fire stations, parks, cemeteries and libraries. Private schools are not included in this designation; rather, private schools, when not associated with places of worship, are designated as commercial uses.

This designation also includes large-scale public facilities such as the Tracy Municipal Airport, stormwater detention/retention facilities, water treatment plants, solid waste transfer stations, recycling facilities, multi-modal facilities, transit station, corporation yards, cemeteries, landfill sites, which need to be in satellite locations to take advantage of natural environmental characteristics such as topography or winds and to avoid conflict with other land uses.

Public facilities may also be located in other land use designations. The central location of the Downtown is the most appropriate location for many public uses, such as City Hall, museums, an art center, administrative offices, court house, police and fire headquarters, main post office and transit offices. Other appropriate locations for these public uses are Village Centers.

9. Parks (P)

This designation provides for current and future locations for public parks of all sizes in the City. Examples of specific land uses that are appropriate within this designation include active playing fields, parks and recreation facilities, urban parks and plazas, bicycle and walking trails, fountains, landscaped areas and corridors, natural open space and wildlife areas, water recharge and detention facilities (that are also used as public parks when they are not flooded) and renew-

able energy and/or alternative energy uses. Park facilities and open space are also allowed in areas with Public Facilities and Residential designations.

The location of park uses within these other designations occurs only after specific site design when additional entitlements are required to support the larger project aims and to begin development. However, it is expected that all residential neighborhoods will be located within ¼- to ½-mile walking distance to one or more parks.

10. Open Space (OS)

The Open Space designation provides for areas that have minimal or no development and serve as visual buffers, natural open space and wildlife corridors, water recharge and detention/retention facilities, recreational facilities such as hiking and biking trails and other landscaped areas. Some open space uses are integrated into recreation corridors along major arterials to serve for buffering and aesthetic purposes. These "recreation corridors" also serve to link the Village Centers, the Downtown and residential areas and offer access to schools, parks and recreation areas and other public facilities. Subject to conditional review by the City, golf courses may be allowed in areas with the Open Space designation; golf courses can provide managed open space and create environmental entities such as habitats for endangered wildlife, if properly designed. Renewable energy and alternative energy facilities, such as solar farms and wind turbines, are also allowed within the Open Space designation.

Open Space areas are generally associated with large scale projects that have the financial capability to develop, maintain and otherwise be responsible for the management of open space areas. Open space areas are either owned by a public agency or a private or non-profit

entity dedicated to open space preservation, or have been dedicated by their private owners for open space use, generally as part of a larger land development project.

11. Agriculture (Ag)
These lands are not anticipated for any use other than agriculture during the life of this Plan.

Allowable land uses within this general agricultural designation include livestock ranges, animal husbandry, field crops, tree crops, nurseries, greenhouses, agricultural related residences and structures, public parks and recreational areas, farm employee residences and agricultural offices. Application of treated effluent is also allowed on land with this designation.

12. Aggregate (Agt)
Aggregate designated lands lie directly south of the existing urbanized City of Tracy generally south of Linne Road. The geographic location is dictated by the alluvial fan that formed at the bottom of the Corral Hollow Canyon depositing the sands and gravels of market quality. Under the State Mining and Reclamation Act (SMARA), local jurisdictions must identify reserves and take necessary steps to preserve aggregate resources for future use. The Tracy General Plan designates those lands with production quality reserves with the designation of Aggregate. Once aggregate mines are no longer in use, the land may be reused for industrial or recreational purposes.

C. Goals, Objectives, Policies and Actions

Goal LU-1 A balanced and orderly pattern of growth in the City.

Objective LU-1.1 Establish a clearly defined urban form and city structure.

Policies

P1. New development and redevelopment in existing areas shall be organized as a series of residential Neighborhoods, Employment Areas, Corridors, Village Centers, the Downtown and the I-205 Regional Commercial Area. Each is defined as follows:

- Neighborhoods are residential areas of the city that are approximately ½ mile in diameter and centered on a focal point such as a park, school or public open space.
- Employment Areas are the job-centers of the city and include office districts, retail centers and industrial areas.
- The Downtown provides a focal point of community life in the City and contains a mix of uses including commercial, residential, public facilities and community services.
- Village Centers are retail areas that may contain a mix of uses, such as housing and office uses. These

areas serve several neighborhoods and are designed to be walkable, main-streets.

- Corridors refer to several arterial streets, each with a mix of uses.
- The I-205 Regional Commercial Area is a special district north of I-205 that contains big-box retail, automobile sales establishments and a large, regional shopping mall.

P2. The City shall maintain a Sphere of Influence that is consistent with the long-term land use vision in this General Plan.

P3. The proposed general distribution and general location and extent of land uses throughout the City and Sphere of Influence is shown on Figure 2-2.

Actions

A1. Amend the zoning code and map for overall consistency with the General Plan.

A2. Initiate process to adjust Sphere of Influence proposed in this General Plan with the Local Agency Formation Commission (LAFCo) and with the community members in the affected areas.

A3. Conduct a formal review the General Plan every five years, or more frequently if necessary. In particular, the Land Use Designation Map should be reviewed to ensure that the amount and location of land designated in various categories meets community goals.

A4. Take actions necessary to ensure that Specific Plans are in conformance with the General Plan.

Objective LU-1.2 Comprehensively plan for new development in the City's Sphere of Influence.

Policies

P1. The Urban Reserve designation shall be applied to relatively large, contiguous geographic areas where comprehensive planning is expected to occur.

P2. The City shall periodically review and modify Urban Reserve areas as needed to ensure an adequate, long-term supply of developable land and balance of land uses.

P3. The first application for development in each Urban Reserve shall be responsible for preparing a General Plan amendment to establish specific land use designations for each parcel of land within the Urban Reserve and a Zoning District, Specific Plan or PUD for the entire Urban Reserve area. When the development intended for areas within an Urban Reserve is initiated solely to accommodate schools, parks, and public facilities, then the requirement to prepare comprehensive Zoning Districts, Specific Plans or PUDs for the entire area does not apply until development of commercial, industrial, office or residential development is proposed.

Objective LU-1.3 Ensure that public facilities such as schools, parks and other community facilities are accessible and distributed evenly and efficiently throughout the City.

Policies

P1. Schools and parks should be located and designed to serve as focal points of neighborhood and community life and should be distributed in response to user populations.

P2. Schools and parks should be accessible by automobile and bicycle and within walking distance from residential areas.

P3. Schools and parks should have full frontage on at least two streets.

P4. Where possible, schools should locate and be planned together with other public facilities, such as parks and community centers, to increase the availability and decrease the costs of public facilities.

P5. Projects that provide lands for private open spaces, parks, community service facilities, such as places of worship and daycare facilities, and public facilities shall be allowed to transfer density to other portions of the site.

Objective LU-1.4 Promote efficient residential development patterns and orderly expansion of residential areas to maximize the use of existing public services and infrastructure.

Policies

P1. The City shall use guidelines for residential growth detailed in the Growth Management Ordinance.

P2. On a regular basis, the City shall prioritize the allocation of Residential Growth Allotments (RGAs) and Building Permits for new residential development to meet the goals of the General Plan including, but not limited to, growth concentrated around existing urban development and services, infill development, affordable housing, senior housing, and development with a mix of residential densities and housing types, as a high priority.

P3. The City shall encourage residential growth that follows an orderly pattern with initial expansion targeted for areas shown in Figure 2-3. Applications for residential development shall only be considered in the following instances:

- In areas designated within Figure 2-3 or on a property with a recorded Development Agreement that allows for the allocation of RGAs and building permits.
- In areas and Urban Reserves that primarily contain land uses focused on the generation of jobs with ancillary residential development. However, the residential portions of such areas or Urban Reserves shall not be considered eligible to apply for RGAs and building permits until RGAs and building permits necessary to develop all areas within Figure 2-3

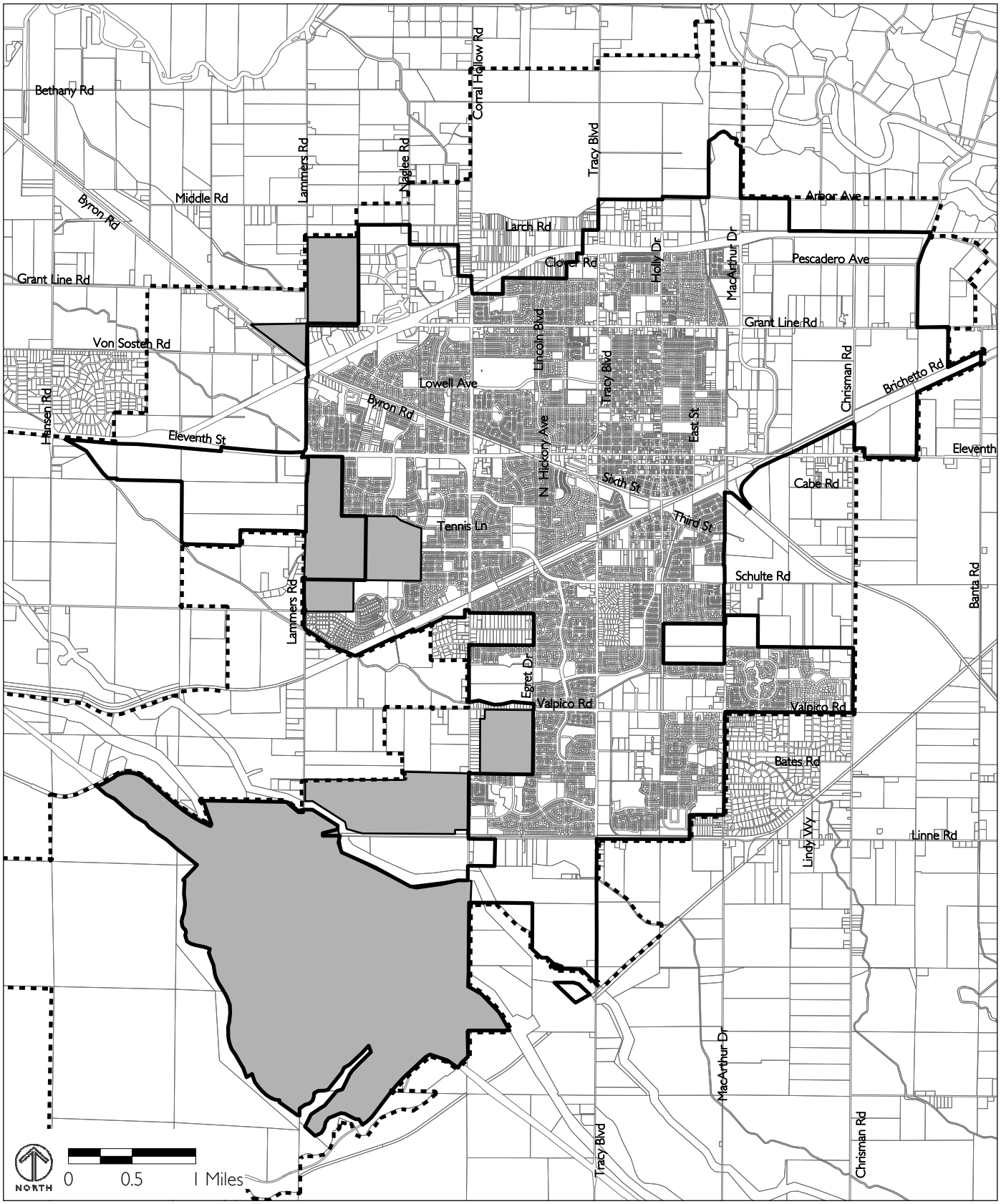


FIGURE 2-3

City Limits

Sphere of Influence

Secondary Residential Growth Areas

SECONDARY RESIDENTIAL GROWTH AREAS

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have been awarded, unless those RGAs and building permits sought for projects in such areas are for affordable housing as defined by the Tracy Municipal Code, in which cases RGAs and building permits for affordable housing may be awarded.

P4. The City shall continue to make available RGAs and building permits for downtown and infill development as a high priority.

P5. New development shall not be approved unless there is infrastructure in place or planned to support the growth.

P6. Zoning Districts, Specific Plans or PUDs should be created to plan for the development of Urban Reserves 5, 7, 8 and 9 for residential development, that will further the City's goal to promote the efficient and orderly expansion of the City's housing base within the Secondary Residential Growth Areas.

P7. The City shall encourage infill development by examining the City's impact fee structure with the intent of reducing development fees on infill projects where feasible.

Action

A1. Develop criteria or amended criteria for inclusion in the GMO Guidelines or other implementation tools, to guide the issuance of RGAs. Such criteria may include assigning new or modified priorities to development

projects or areas based on location, mix of housing types, use of "green" building features and practices, and other factors.

Objective LU-1.5 Encourage development near transit stations including the multi-modal station in Downtown, and the Altamont Commuter Express (ACE) station or stations.

Transit-Oriented Development (TOD) consists of moderate- to higher-density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment and shopping opportunities designed for pedestrians without excluding the automobile.

Policies

P1. Development with a vertical mix of uses, such as residential or office above retail is encouraged within ¼ mile of existing and proposed transit stations.

P2. The Bowtie shall include high density residential development in close proximity to the multi-modal station.

P3. A new, mixed-use, high-density Village Center should be developed in Urban Reserves 10 and 11 along the Union Pacific Railroad.

Goal LU-2 Expanded economic opportunities in Tracy.

Objective LU-2.1 Balance residential development with jobs, retail growth and the ability to provide services.

Policy

P1. The City's priorities for future growth, in order of priority, are: job-generating development to match the

skills of Tracy residents; diversification of housing types suitable for Tracy's workforce, including those types suitable for Tracy's workforce; and continued growth of the retail base.

Objective LU-2.2 Expand the City's retail base.

Policies

P1. Regional-scale retail development, such as shopping malls, big-box retail and auto sales, shall be primarily located in the I-205 Regional Commercial Area.

P2. New neighborhood-serving retail and service commercial uses, such as supermarkets, dry cleaners, coffee shops, banks and drug stores, shall be located in Village Centers and the Downtown and be designed to meet the principles presented in the Community Character Element.

P3. New restaurants and specialty retail shall be encouraged to locate in the Downtown.

Objective LU-2.3 Expand the City's industrial base.

Policies

P1. The Northeast Industrial Area should contain a mix of heavy industrial, light industrial, warehouse, and distribution users to maximize rail and highway access on large parcels of land. The Northeast Industrial Area should also contain commercial uses and services to meet the daily needs of workers.

P2. The Industrial Areas Specific Plan south of Valpico Road and east of Tracy Boulevard should focus on flex office uses since the area is in close proximity to existing residential areas. Examples of office/flex uses include research and development centers, office, institutional, day care facilities, places of worship and minimal impact industrial uses.

P3. Consistent with goals in the Economic Development Element, office-flex uses or higher-quality space should be located in areas at entryways to the city such as in Tracy Gateway, Cordes Ranch, and the Tracy Hills Specific Plan area along I-205 and I-580. The Cordes Ranch area should also contain commercial uses and services to meet the daily needs of workers and high-density housing suitable for the workforces in these areas.

Objective LU-2.4 Ensure adequate land for office development.

Policies

P1. Large scale office buildings shall be encouraged to locate in the Tracy Gateway area.

P2. Small-scale office uses should be located in the following areas:

- Tracy Boulevard south of Valpico Road.
- The Downtown, with the exception of the ground floor of buildings on Tenth Street between B Street

and D Street and on Central Avenue between Sixth Street and Eleventh Street.

- ♦ Identified mixed-use corridors, such as Eleventh Street, Tracy Boulevard and Grant Line Road.
- ♦ Village Centers.

P3. Medical offices should be located in Gateway, near the intersection of Grant Line Road and Corral Hollow Road, in the vicinity of the Sutter Tracy Hospital and in Tracy Hills.

Goal LU-3 Expanded cultural opportunities to enrich quality of life of residents and visitors.

Objective LU-3.1 Expand the City's cultural and arts facilities.

Policies

P1. The City should support the development of a range of cultural and arts facilities throughout the City, such as museums, performing arts centers and art exhibition spaces.

P2. The City shall support the efforts of non-profit organizations and the private sector that are working to increase cultural arts facilities and events in Tracy.

Goal LU-4 Neighborhoods that support Tracy's small-town character.

Objective LU-4.1 Create a mix of housing types in neighborhoods.

Policies

P1. Residential neighborhoods should contain a mix of housing types including single family homes on a range of lot sizes; townhomes; duplexes, triplexes and fourplexes; and apartments.

P2. Second units on individual parcels shall be allowed and encouraged in existing and new neighborhoods.

P3. Within the range of allowable residential densities, intensities and uses, the City shall determine the most appropriate density, intensity, or use for any individual site. Consideration may include, but is not limited to: quality of design; implementation of the General Plan Housing Element; mitigation of potential adverse impacts such as noise and traffic; compatibility with the character, circulation system, and general improvements of adjacent neighborhoods; and the shape, configuration and natural character of the site; and whether densities are supportive of transit.

Objective LU-4.2 Locate services and amenities within walking distance of neighborhoods.

Policies

P1. Commercial uses that provide goods and services to support daily life should be located within walking distance to as many neighborhoods as possible.

P2. Direct, pedestrian connections shall be created between residential areas and nearby commercial areas.

P3. New neighborhoods shall be designed to incorporate neighborhood parks and other gathering spaces into developments.

P4. Home occupations shall be restricted to those with negligible impacts on the surrounding residential uses.

Goal LU-5 A physically, socially, and economically vibrant Downtown.

Objective LU-5.1 Target new uses for the Downtown to reinforce its role as the heart of the City.

Policies

P1. The City shall pursue additional "anchors" that generate significant new visitations to the downtown.

P2. Cultural uses should be concentrated in the Downtown, including museums, theaters, art galleries, and regional festivals such as the Dry Bean Festival.

P3. New residential development or redevelopment of existing residential shall be allowed and encouraged in or around the Downtown.

P4. Specialty retail and restaurants shall be encouraged to locate in the Downtown.

P5. Downtown parking shall be expanded and remain convenient.

Actions

A1. Prepare a Downtown Urban Design and Specific Plan.

A2. Continue the Central Business District (CBD) Downtown in-lieu parking fee and the Downtown Incentive Area.

A3. Develop short- and long-term parking strategies to address parking issues, including the evaluation of a parking garage to serve the Downtown.

Objective LU-5.2 Establish the Downtown as the governmental and cultural focus for the city and the region.

Policy

P1. City government and quasi-public uses are encouraged to establish or retain locations in the Downtown or in close proximity to the Downtown.

P2. The Downtown Urban Design and Specific Plan shall include an analysis of grouping of uses and key locations for desirable uses so as to continue to foster the Downtown "walk, shop, eat" atmosphere as the heart of the City. Such an analysis should include provisions on where office uses are most desirable, and where they should be considered for land use limitations.

Goal LU-6 Land development that mitigates its environmental, design and infrastructure impacts.

Objective LU-6.1 Minimize the impact of industrial development or aggregate mining on adjacent uses.

Policies

P1. New industrial or mining uses shall be designed to not adversely impact adjacent uses, particularly residential neighborhoods, with respect to, but not limited to, noise, dust and vibration, water quality, air quality, agricultural resources and biological resources.

P2. All proposed development shall comply with existing applicable County and State waste management plans and standards.

P3. Use of berms, landscaped buffer zones, soundwalls, and other similar measures between quarrying operations and noise-sensitive adjacent uses is encouraged to ensure consistency with standards established in City's Noise Element of the General Plan.

Objective LU-6.2 Ensure land use patterns that minimize conflicts between transportation corridors and neighboring uses.

Policies

P1. Uses that are compatible with the noise, air quality and traffic impacts associated with freeways, such as auto-oriented commercial and industrial uses, should be lo-

cated near and along freeway corridors whenever possible.

P2. Adequate environmental protection and mitigation shall be provided for uses that are less compatible with development near and along freeway corridors.

Objective LU-6.3 Ensure that development near the Tracy Municipal Airport is compatible with airport uses and conforms to safety requirements.

Policies

P1. New development and expansion of existing development shall conform to the requirements of the zoning ordinance (as related to the Airport Overlay area) and the requirements of the San Joaquin County Airport Land Use Plan.

P2. All development near the Tracy Municipal Airport shall file deed notices for real estate disclosure, or record aviation easements on properties with new development in compliance with the 2009 San Joaquin County Airport Land Use Compatibility Plan.

P3. Uses that are compatible with the noise, air quality and traffic impacts associated with airports, such as aviation-oriented commercial and industrial uses, should be located near the airport whenever possible.

P4. Adequate environmental protection and mitigation shall be provided for uses that are less compatible with the development near Tracy Municipal Airport.

Objective LU-6.4 Ensure that development conforms to flood safety requirements.

Policies

P1. The City shall ensure that development permitting occurs in a manner to provide public safety in flood-prone areas.

Actions

A1. Conduct a review as necessary of areas that are subject to flooding, as identified in flood plain maps prepared by the Federal Emergency Management Agency (FEMA) (Figure 8-1 in the Safety Element) or the Department of Water Resources (DWR).

A2. Amend the Land Use Element as necessary to reflect any new flood plain maps when provided by FEMA or DWR.

Goal LU-7 A citizenry that is involved in the City's planning process.

Objective LU-7.1 Provide opportunities for participation in the City's planning processes.

Policies

P1. The City shall provide opportunities for individuals, organizations and neighborhood associations to participate in the planning process.

P2. Sponsors of new development projects should have early and frequent communication with affected citizens and stakeholders.

Goal LU-8 **No urbanization in unincorporated County areas as defined by this General Plan or the San Joaquin County General Plan, whichever is more restrictive, without annexation to the city, a pre-annexation agreement, or a letter of support from the City.**

Objective LU-8.1 Participate proactively in land use decision making within Tracy's Planning Area in pursuit of the above-stated goal.

Policies

P1. The City shall strongly oppose all development in the area defined by Goal LU-8 unless the property is annexed, unless there is a pre-annexation agreement, or unless San Joaquin County receives a letter of support from the City of Tracy.

P2. The City shall not make new commitments to provide water and wastewater services to areas outside the City limits unless such commitment is accomplished by a pre-annexation agreement and approved by LAFCO if required.

P3. The City shall support existing San Joaquin County agricultural land use designations in the Planning Area

and strongly oppose changes that result in increased urbanization.

P4. The City shall take all steps necessary to encourage the County to preserve significant agricultural lands outside of Tracy's Sphere of Influence.

Action

A1. Provide written comments to San Joaquin County on all proposed significant development projects in the Planning Area in accordance with the above-stated policies.

A2. Testify in opposition to development proposals that are not consistent with the policies stated herein at all San Joaquin County public hearings.

A3. Pursue an intergovernmental agreement with San Joaquin County to the extent legally permissible to implement the above-stated goals.

Goal LU-9 Leadership in environmental, economic and social sustainability.

Objective LU-9.1 Undertake measures to reduce greenhouse gas emissions and improve the sustainability of actions by City government, residents and businesses in Tracy.

Policies

P1. The City shall maintain, implement and monitor the Sustainability Action Plan, and adjust the Sustainability Action Plan as needed based on monitoring results and as funding becomes available.

Actions

A1. Implement the Sustainability Action Plan and monitor its effectiveness as funding allows, ideally every five years, by conducting a greenhouse gas emissions inventory. Adjust the Sustainability Action Plan as needed every five years and as funding allows based on these calculations to ensure that the City is on track to meet its greenhouse gas emissions reduction target.

D. Areas of Special Consideration

In addition to land use designations and goals, objectives, policies and actions, the General Plan identifies numerous Areas of Special Consideration. These are specific areas of the city where more detailed design and development guidance shall be applied. These Areas of Special Consideration are shown in Figure 2-4 and are discussed below.

1. The Bowtie

This vacant land, approximately 45 acres in size, is located at the intersection of two Union Pacific Railroad lines in the southern part of the Downtown. Development in the Bowtie area can help to revitalize the Downtown.

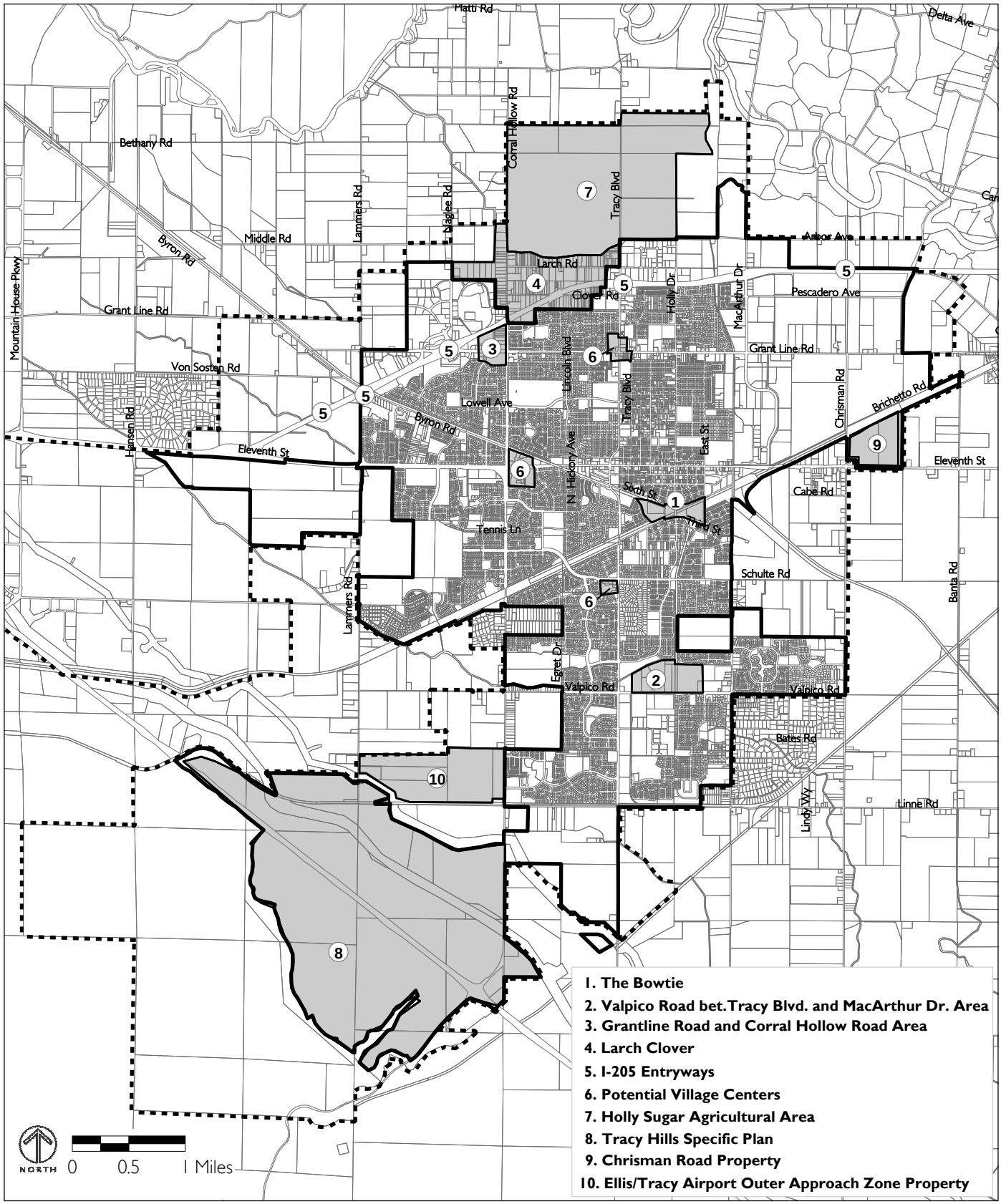

FIGURE 2-4

City Limits

Sphere of Influence

Areas of Special Consideration

AREAS OF SPECIAL CONSIDERATION

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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, multi-story 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.

2. Valpico Road between Tracy Boulevard and MacArthur Drive Area

The overall vision for this area is for a mix of commercial and multi-family land uses that builds upon the envisioned Village Center at the intersection of Tracy Boulevard and Valpico Road.

2a. Developments with a mix of uses, such as office and residential in close proximity to retail, are encouraged.

2b. A park should be built in this area to serve new residential uses.

2c. New residential development should have direct pedestrian access to the Village Center without accessing Valpico Road.

3. Grant Line Road and Corral Hollow Road Area

The vision for this area is for a medical office area that takes advantage of the proximity of the Kaiser Medical Center.

3a. Commercial uses that support the medical industry may be allowed in areas designated as Office.

3b. High density residential development, including projects for senior citizens, may be allowed on a case-by-case basis to take advantage of the close proximity to medical and retail services.

4. Larch Clover

This area of approximately 364 acres is divided into 189 assessor parcels. The majority of the area (approximately 85 percent) is developed with residential ranchettes, numerous scattered businesses and several places of worship. Due to the area's visibility and access from I-205 and its proximity to other existing commercial development, the long term vision for the Larch Clover area is that it will gradually transition to commercial uses. However, given the existing deficiencies in public infrastructure in the area, new commercial development is not expected to occur in this area for some time into the future.

When development does occur, the following additional General Plan policies apply:

4a. No commercial or more intense development or subdivision of property shall occur in this area without necessary infra-

structure studies and review of development proposals by the Planning Commission and City Council.

4b. Landscaping should be provided along I-205 to provide a visual amenity to the City.

5. I-205 Entryways

Areas around I-205 off-ramps, including areas on Eleventh Street, Grant Line Road, Tracy Boulevard and MacArthur Drive, serve as entryways to the City. Special attention should be given to the types of uses and design of these areas to ensure that development is visually attractive.

5a. Entryway locations include, but are not limited to: Paradise Road, Chrisman Road, Lammers Road, MacArthur Drive, Grant Line Road and Eleventh Street, where these streets intersect I-205.

5b. Follow the guidance for entryways in the City's Civic Art Plan.

6. Potential Village Centers

As described in Section B of this Element and in the Community Character Element, Village Centers are intended to be designed as "Main Streets" that consist of small pedestrian-oriented retail or mixed-use areas that serve surrounding neighborhoods. Three areas have been given the Village Center land use designation, as shown on the General Plan Land Use Designation map (Figure 2-2). Three other areas have been identified as potential future Village Centers and specific guidance on the futures uses of these areas is presented below. Three potential Village Center locations are listed below and shown in Figure 2-4.

- Tracy Boulevard and Schulte Road
- Eleventh Street and Corral Hollow Road
- Tracy Boulevard and Grant Line Road

The potential Village Centers areas have existing, viable commercial uses, however, they do not necessarily exhibit all of the qualities that define a Village Center. Over time, these areas can be redeveloped as Village Centers with a mix of uses including retail, office and high-density housing. The following policy guidance is provided for these areas:

6a. If any of the areas are substantially or completely redeveloped in the future, they should be designed in accordance with Village Center principles, as detailed in the Community Character Element, and contain a mix of uses to the extent possible.

6b. In the absence of large-scale redevelopment, all future retail and service commercial uses should be designed to create a pedestrian-oriented and walkable environment.

6c. Modifications to the existing commercial uses alone, without substantially redeveloping the potential Village Center area, including the adding new buildings or refurbishing existing buildings, shall not necessarily trigger the conversion of the parcel to the Village Center designation.

7. Holly Sugar Agricultural Area

The Holly Sugar site was purchased by the City in 2003 and consists of approximately 1,200 acres.

7a. Approximately 300 acres are designated as Park.

7b. The other approximately 900 acres are designated as Agriculture with provisions to allow for the land application of treated effluent, effluent cooling, and public facilities uses.

7c. The portion of the site with existing structures may be used for public facilities uses such as service yards.

7d. The City shall consider using part of this site as a publicly-accessible open space area, or as a City park, as long as public access does not negatively affect adjacent properties, such as levees that support farming operations.

7e. This site shall not be developed with commercial or residential uses.

8. Tracy Hills Specific Plan Area

As described in section A.3 above, the Tracy Hills Specific Plan area, located on the southwest side of the City, covers 6,175 acres with approximately 2,700 acres falling within the City limits, which are planned with residential, commercial, office, and industrial and recreational land uses. Approximately 3,550 acres located outside the City limits and within the Sphere of Influence planned as permanent open space for habitat conservation and managed grazing.

8a. Of the 2,700 acres falling within the City limits, the Tracy Hills development shall include approximately 185 acres of land for open space.

8b. The land use designations shown on Figure 2-2 represent the current land use designations within the Tracy Hills Specific Plan area. At the time of updating the Tracy Hills Specific Plan, the exact location of General Plan land use designations within the Specific Plan area shall be established in such a way as to achieve the goals, objectives, and policies of

the General Plan, especially those related to Community Character, Open Space, and Economic Development.

8c. Interim or phased infrastructure that is consistent with existing City approvals shall be allowed within the Tracy Hills Specific Plan Area.

9. Chrisman Road Property

The Chrisman Road property represents approximately 113 gross acres on the northeast corner of Chrisman Road and Eleventh Street. The property is envisioned to develop as a public-private educational focused project with mixed use commercial, public and private educational facilities, recreational, hospitality, and office elements enhancing and complementing the educational experience. The following policy guidance is provided for these areas:

9a. Public – Private partnerships with regard to funding and shared-use facilities are encouraged to maximize site utilization.

9b. Educational, recreational and commercial developments shall create pedestrian linkages enhancing site utilization.

9c. Educational institutions locating within the project site shall participate, to the extent possible, in efforts to connect course programming with local business needs.

9d. The City shall consider developing a portion of the site as a future multi-modal station for regional connections to ACE, BART, High Speed Rail or other future passenger rail opportunities.

10. Ellis/Tracy Airport Outer Approach Zone Property

The Ellis/Tracy Airport Outer Approach Zone property is a rectangular shaped property, as shown in the applicable San Joaquin

County Airport Land Use Plan. As the name suggests, the property is part of what is known as the "Ellis" property, which consists of approximately 321 acres generally bound by Lammers Road to the west, Corral Hollow Road to the east, and the Union Pacific Railroad to the south. The Ellis/Tracy Outer Approach Zone property is identified in the applicable San Joaquin County Airport Land Use Plan.

E. Urban Reserves

As discussed above, this General Plan assigns an "Urban Reserve" designation to undeveloped areas at the city's periphery instead of specific land use designations to various parcels. The Urban Reserve designation is intended to provide guidance regarding the vision and potential mix of land uses while allowing flexibility in the location of these uses.

Areas with the Urban Reserve designation will require comprehensive planning. A General Plan amendment with specific land use designations will be required as each of these Urban Reserves develops in order to reflect the appropriate land use designation. The preparation of a Zoning District, Specific Plan and/or PUD will also be required prior to development.

Ten Urban Reserves have been identified in Tracy, as shown in Figure 2-2, the land use designation map. A brief discussion of the vision for each Urban Reserve, principles for its development and a statistical profile of the expected land uses are provided below. The statistical profiles are guidelines for the approximate mix of land uses. The acreages assigned to land uses in the statistical profile for each Urban

Reserve are intended as guidelines; the overall distribution and mixture of residential densities and commercial/industrial intensities may change. Detailed land uses will be analyzed and considered at the time of approval of a Zoning District, Specific Plan or PUD. Modifications are expected in the Zoning District/Specific Plan/PUD process. Schools, community facilities, such as places of worship, and other public facilities and/or open spaces are likely to be included in the Urban Reserves but are not included in the statistical profiles. In addition, the statistical profiles include estimates of the assumed density or FAR and the approximate number of homes and non-residential square feet. These numbers are not intended to reflect the exact amount of development allowed in each Urban Reserve.

The adjusted gross acres of each land use type, as estimated in the Statistical Profiles show that approximately 15 percent of the land area may be used for infrastructure such as roads and utilities. This percentage is an estimate and is subject to change as development applications are reviewed for each Urban Reserve. The resulting developable acres in each Urban Reserve will be adjusted through the Specific Plans, Zoning Districts, or PUDs as necessary.

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1. Urban Reserve 1

This area, located on the eastern side of the City of Tracy, is approximately 780 acres. The vision for this area includes primarily residential uses, with a small amount of commercial uses, parks and public schools to support the residential neighborhoods. When development does occur, the following additional General Plan policies apply:

1a. Higher density residential uses should be located close to MacArthur Drive in order to take advantage of proximity to the Downtown.

1b. The density of residential development shall feather towards the eastern boundary of this Urban Reserve at Chrisman Road, where the designation should be Residential Very Low.

1c. The use of cluster development on the eastern side of this Urban Reserve is encouraged to create a soft edge to the City.

1d. Commercial uses should be located and designed in a way to serve new neighborhoods and should not compete with the Downtown.

1e. Siting and layout of uses at the interface of the eastern edge of Urban Reserve 1 and the Defense Depot (e.g., south of Schulte Road on Chrisman Road) should be designed with appropriate landscaped buffers and/or setbacks such that residential uses are not negatively impacted visually by their adjacency to the Defense Depot.

In the future, the City should explore using the area along the Union Pacific Railroad corridor as a neighborhood amenity such as a bicycle and pedestrian trail to Downtown.

TABLE 2-3 **STATISTICAL PROFILE: URBAN RESERVE I**

Land Use Designation[a]	Acres	Adjusted Gross Acres	% of Total Land	Assumed Density or FAR[b]	Approximate # of Homes/ Non-Residential Square Feet (sf)[c]
Residential Very Low	350	298	45%	1.5	450
Residential Low	300	255	38%	4.35	1,110
Residential Medium	65	55	8%	9	500
Residential High	25	21	3%	18.75	400
Commercial	10	9	1%	0.3	111,000
Park	30		4%		
Total Acres	780	663			2,460 d.u/ 111,000 sf

[a] Does not include land for Public Facility or Open Space designations. Distribution of land uses may change as a result. These uses will be determined at the time of a Zoning District, Specific Plan or PUD.

[b] Assumed density (du/acre) and development intensity (FAR) is less than maximum allowed in a particular land use designation. For purposes of analysis, assumed density, a factor of 0.75 has been applied to the maximum allowed density/intensity.

[c] Dwelling units (du) and square footage (sf) numbers have been rounded to the nearest 10 and 1,000, respectively.

2. Urban Reserve 2

This 40-acre, triangular area on the northwestern side of the city is bounded by Grant Line Road to the north, Lammers Road to the east and Byron Road and the Union Pacific Railroad to the southwest. Given its proximity to the I-205 Regional Commercial Area and frontage along major arterials, a majority of this area is envisioned as primarily commercial with some office uses. When development occurs, the following additional General Plan policies apply:

2a. Consideration should be given to the relationship between the location, intensity of land uses and site layout along the boundary shared by this Urban Reserve and adjacent areas, including Urban Reserve 4 and the surrounding parcels designated as Commercial.

2b. Development along Byron Road should incorporate urban design features that enhance this area as an entryway to the city.

TABLE 2-4 STATISTICAL PROFILE: URBAN RESERVE 2

Land Use Designation[a]	Acres	Adjusted Gross Acres	% of Total Land	Assumed FAR[b]	Approximate Non-Residential Square Footage (sf)[c]
Commercial	33	28	83%	0.3	367,000
Office	7	6	16%	0.3	78,000
Total Acres	40	34			445,000 sf

[a] Does not include land for Public Facility or Open Space designations. Distribution of land uses may change as a result. These uses will be determined at the time of a Zoning District, Specific Plan or PUD.

[b] Assumed development intensity (FAR) is less than maximum allowed in a particular land use designation.

[c] Square footage (sf) numbers have been rounded to the nearest 1,000.

3. Urban Reserve 3

This Urban Reserve, which is commonly referred to as the Catellus property, consists of approximately 700 acres. It is located to the north of I-205 and to the northwest of the developed portion of Tracy. The vision for this area is for industrial and office uses with the potential for some low-density residential uses. When development occurs, the following additional General Plan policies apply:

3a. Industrial, office and commercial uses shall be located closest to I-205.

3b. Office uses should be located closest to the I-205 Regional Commercial Area.

3c. Residential Very Low uses could be located in the north and west of the area, away from industrial and commercial areas and near the adjacent existing single family residential uses in San Joaquin County. An alternative is to create a significant landscape buffer on the west and north of at least 100 feet outside of the public right-of-way with low maintenance landscaping and equestrian trails. Structures on the western and northern edges of the areas should not be more than one story in height.

3d. Due to limited access from Urban Reserve 3 as a result of I-205, the Union Pacific Railroad line, a loop street network should be created southwest of Byron Road.

3e. Development along Byron Road should incorporate urban design features that enhance this area as an entryway to the city.

TABLE 2-5 STATISTICAL PROFILE: URBAN RESERVE 3

Land Use Designation[a]	Acres	Adjusted Gross Acres	% of Total Land	Assumed Density or FAR[b]	Approximate # of Homes/ Non-Residential Square Footage (sf)[c]
Residential Very Low	40	34	6%	1.5	50
Commercial	45	38	6%	0.3	497,000
Office	40	34	6%	0.3	444,000
Industrial	535	455	76%	0.4	7,928,000
Public	40	34	6%	0.3	444,000
Total Acres	700	595			50 du/ 9,313,000 sf

[a] Does not include land for Open Space designation. Distribution of land uses may change as a result. These uses will be determined at the time of a Zoning District, Specific Plan, or PUD.
[b] Assumed density (du/acre) and development intensity (FAR) is less than maximum allowed in a particular land use designation.
[c] Dwelling units (du) and square footage (sf) numbers have been rounded to the nearest 10 and 1,000, respectively.
Note: Table has been updated under Amendment.

4. Urban Reserve 4

Located just west of the current City limits, this 190-acre area is bounded by I-205, Eleventh Street and Lammers Road.

As shown in Figure 2-2, Urban Reserve 4 is approximately 190 acres and is located to the east of the future freeway interchange at Lammers Road. Future intended uses in the Urban Reserve includes high density residences and office supported by commercial uses. When development occurs, the following additional General Plan policies apply:

4a. Appropriate setbacks and landscaping along I-205 should be developed in order to provide an aesthetically pleasing entryway to the city and to protect residents and workers from the negative impacts of traffic.

4b. Appropriate setbacks and landscaping shall be provided along the Eleventh Street edge of this Urban Reserve to provide an attractive visual entryway to the city.

4c. Highway-oriented Commercial uses should be located near the I-205 interchange to serve the needs of travelers.

4d. Residential High uses should be located along Lammers Road.

4e. Office and Commercial uses should be located along Eleventh Street and I-205 to take advantage of visibility and access.

4f. The Lammers Road extension shall be located to ensure that parcels are large enough to create viable commercial areas and residential neighborhoods.

TABLE 2-6 **STATISTICAL PROFILE: URBAN RESERVE** 4

Land Use Designation[a]	Acres	Adjusted Gross Acres	% of Total Land	Assumed Density or FAR[b]	Approximate # of Homes/ Non-Residential Square Footage (sf)[c]
Residential High	40	34	21%	18.75	640
Commercial	95	81	50%	0.3	1,059,000
Office	50	43	26%	0.3	562,000
Park	5		2%		
Total Acres	190	162			640 du/ 1,621,000 sf

[a] Does not include land for Public Facility or Open Space designations. Distribution of land uses may change as a result. These uses will be determined at the time of a Zoning District, Specific Plan or PUD.

[b] Assumed density (du/acre) and development intensity (FAR) is less than maximum allowed in a particular land use designation.

[c] Dwelling units (du) and square footage (sf) numbers have been rounded to the nearest 10 and 1,000, respectively.

Note: Table has been updated under Amendment.

5. Urban Reserve 5

This area, located south of Eleventh Street and east of Lammers Road, is approximately 170 acres. The vision for this area is for residential uses at a mix of densities and some supporting retail. When development occurs, the following additional General Plan policies apply:

5a. Residential High and Residential Medium uses should be located along Eleventh Street and the portion of Lammers Road north of the school site to take advantage of proximity to Tracy Gateway.

5b. Direct vehicular, bicycle and pedestrian connections to existing and proposed development should be provided.

5c. The acreages assigned to land uses in the statistical profile for this Urban Reserve are intended as guidelines; the overall distribution and mixture of residential densities may change.

5d. Future development in this Urban Reserve should strive to create neighborhoods that have a well-integrated mixture of housing types with an average density of at least 6 dwelling units per acre in the residential areas.

5e. Development in this area should be coordinated with development in Urban Reserves 7 and 8, and the surrounding parcels designated as Residential Low to ensure adequate transitions between the location, site layout and intensity of land uses.

TABLE 2-7 STATISTICAL PROFILE: URBAN RESERVE 5

Land Use Designation[a]	Acres	Adjusted Gross Acres	% of Total Land	Assumed Density or FAR[b]	Approximate # of Homes/ Non-Residential Square footage (sf)[c]
Residential Low	45	38	26%	4.35	170
Residential Medium	60	51	35%	9	460
Residential High	40	34	24%	18.75	640
Retail	25	21	15%	0.3	274,000
Total Acres	170	144			1,270 du/ 274,000 sf

[a] Other than land intended for the Tracy Unified School District, this statistical profile does not include land for additional Public Facility nor Open Space designations. Distribution of land uses may change as a result. These uses will be determined at the time of a Zoning District, Specific Plan or PUD.

[b] Assumed density (du/acre) and development intensity (FAR) is less than maximum allowed in a particular land use designation.

[c] Dwelling units (du) and square footage (sf) numbers have been rounded to the nearest 10 and 1,000, respectively.

Note: Table has been updated under Amendment.

6. Urban Reserve 6

Urban Reserve 6, which encompasses approximately 1,730 acres, is commonly known as Cordes Ranch. The majority of the property is designated for industrial uses. The vision for the area is that the industrial uses would occupy the interior portions of the property, while the properties abutting Mountain House Parkway and I-205 would consist of higher identity businesses with an emphasis on commercial, low-rise office and office/flex uses. When development occurs, the following additional General Plan policies apply:

6a. Direct vehicular, bicycle and pedestrian connections to Tracy Gateway to the east should be provided.

6b. Direct connections to I-205 and I-580 via Mountain House Parkway should be provided.

6c. Parcel sizes should vary in size in order to accommodate a range of uses including high density housing, large-scale industrial uses such as regional warehouse and distribution facilities, as well as smaller-scale uses such as commercial, office, office-flex and industrial-flex businesses.

6d. Development proposals should include land for public facilities, parks and/or open spaces to ensure consistency with the standards established in the Community Character Element of this General Plan.

6e. Appropriate setbacks and landscaping along I-205 should be provided to create an aesthetically pleasing visual entryway to the city.

6f. Industrial uses on the eastern side of this Urban Reserve should be designed with adequate buffers from residential uses.

6g. Consistent with the goals, objectives, policies and actions in the Community Character and Economic Development Elements, areas along I-205 should be developed with office-flex or higher-quality space, rather than warehousing and distribution uses, to capitalize upon their proximity to entryways of the city.

TABLE 2-8 **STATISTICAL PROFILE: URBAN RESERVE 6**

Land Use Designation[a]	Acres	Adjusted Gross Acres	% of Total Land	Assumed FAR[b]	Approximate Non-Residential Square footage (sf)[c]
Commercial	92	78	5%	0.3	1,019,000
Office	150	128	9%	0.3	1,673,000
Industrial	1,488	1,265	86%	0.4	22,041,000
Total Acres	1,730	1,471			24,733,000 sf

[a] Does not include land for Public Facility or Open Space designations. Distribution of land uses may change as a result. These uses will be determined at the time of a Zoning District, Specific Plan or PUD.

[b] Assumed development intensity (FAR) is less than maximum allowed in a particular land use designation.

[c] Square footage (sf) numbers have been rounded to the nearest 1,000.

Note: Table has been updated under Amendment.

7. Urban Reserve 7

This area, located to the east of Urban Reserve 5, is approximately 112 acres. The vision for this area is primarily residential at a mixture of densities. When development occurs, the following additional General Plan policies apply:

7a. Future residential development in this Urban Reserve should have a well-integrated mix of housing types with an average density of six dwelling units per acre.

7b. Development in this area should be coordinated with development in Urban Reserves 5, and the existing residential development to ensure adequate transitions between the location, site layout and intensity of land uses.

7c. Direct vehicular, bicycle and pedestrian connections to surrounding development should be provided.

TABLE 2-9 **STATISTICAL PROFILE: URBAN RESERVE 7**

Land Use Designation[a]	Acres	Adjusted Gross Acres	% of Total Land	Assumed Density[b]	Approximate # of Homes[c]
Residential Low	32	27	28%	4.35	120
Residential Medium	68	58	61%	9	520
Park	12		11%		
Total Acres	112	95			640 du

[a] Does not include land for Public Facility or Open Space designations. Distribution of land uses may change as a result. These uses will be determined at the time of a Zoning District, Specific Plan or PUD.

[b] Assumed density (du/acre) is less than maximum allowed in a particular land use designation.

[c] Dwelling units (du) numbers have been rounded to the nearest 10.

Note: Table has been updated under Amendment.

8. Urban Reserve 8

This area is located east of Lammers Road and consists of approximately 60 acres. This area is envisioned for residential uses at a mixture of densities. When development occurs, the following additional General Plan policies apply:

8a. The acreages assigned to land uses in the statistical profile for this Urban Reserve are intended as guidelines; the overall distribution and mixture of residential densities may change.

8b. Future development in this Urban Reserve should have a well-integrated mix of housing types with an average density of six dwelling units per acre.

8c. Development in this area should be coordinated with development in Urban Reserves 5 and the surrounding development to ensure adequate transitions between the location, site layout and intensity of land uses.

TABLE 2-10 **STATISTICAL PROFILE: URBAN RESERVE 8**

Land Use Designation[a]	Acres	Adjusted Gross Acres	% of Total Land	Assumed Density[b]	Approximate # of Homes[c]
Residential Low	17	14	27%	4.35	60
Residential Medium	28	24	47%	9	220
Residential High	10	9	18%	18.75	170
Park	5		8%		
Total Acres	60	51			450 du

[a] Does not include land for Public Facility or Open Space designations. Distribution of land uses may change as a result. These uses will be determined at the time of a Zoning District, Specific Plan or PUD.
[b] Assumed density (du/acre) is less than maximum allowed in a particular land use designation.
[c] Dwelling units (du) numbers have been rounded to the nearest 10.
Note: Table has been updated under Amendment.

9. Urban Reserve 9

This area, located to the east of Corral Hollow Road is approximately 130 acres. The land use envisioned for this area is predominantly residential at a mixture of densities with some neighborhood park uses. When development occurs, the following additional General Plan policies apply:

9a. The acreages assigned to land uses in the statistical profile for this Urban Reserve are intended as guidelines; the overall distribution and mixture of residential densities may change.

9b. Future development in this Urban Reserve should strive for a goal of creating neighborhoods that have a well-integrated mixture of housing types with an average density of six dwelling units per acre.

9c. Consideration should be given to the relationship between the location, intensity of land uses and site layout along the boundary shared by this Urban Reserve and adjacent areas, including the surrounding residential uses.

TABLE 2-11 STATISTICAL PROFILE: URBAN RESERVE 9

Land Use Designation[a]	Acres	Adjusted Gross Acres	% of Total Land	Assumed Density[b]	Approximate # of Homes[c]
Residential Low	57	48	44%	4.35	210
Residential Medium	43	37	34%	9	330
Residential High	17	14	13%	18.75	260
Park	13		10%		
Total Acres	130	110			800 du

[a] Does not include land for Public Facility or Open Space designations. Distribution of land uses may change as a result. These uses will be determined at the time of a Zoning District, Specific Plan or PUD.
[b] Assumed density (du/acre) is less than maximum allowed in a particular land use designation.
[c] Dwelling units (du) numbers have been rounded to the nearest 10.
Note: Table has been updated under Amendment.

10. Urban Reserve 10

The vision for this 120-acre area, which is a portion of the previously-approved South Schulte Specific Plan area, is for industrial development to capitalize on the area's proximity to I-580 and the Union Pacific Railroad line. When development occurs, the following additional General Plan policies apply:

10a. Site planning and land use decisions in the eastern portion of the Urban Reserve shall conform to safety and development requirements in the San Joaquin County Airport Land use Plan.

10b. If a new commuter rail train station is located on the Union Pacific Railroad line in the TR Ellis area, the desired land uses in Urban Reserve 10 shall be modified to include residential, commercial and office uses designed to capitalize on the proximity of the commuter rail station.

TABLE 2-12 **STATISTICAL PROFILE: URBAN RESERVE 10**

Land Use Designation[a]	Acres	Adjusted Gross Acres	% of Total Land	Assumed FAR[b]	Approximate Non-Residential Square footage (sf) [c]
Industrial	129	110	100%	0.4	1,917,000
Total Acres	129	110			1,917,000 sf

[a] Does not include land for Public Facility or Open Space designations. Distribution of land uses may change as a result. These uses will be determined at the time of a Zoning District, Specific Plan or PUD.

[b] Assumed development intensity (FAR) is less than maximum allowed in a particular land use designation.

[c] Square footage (sf) numbers have been rounded to the nearest 1,000.

Note: Table has been updated under Amendment.

3 COMMUNITY CHARACTER ELEMENT

Located in the heart of the Central Valley and just east of the San Francisco Bay Area, the City of Tracy began as an agricultural community built at the confluence of several rail lines. Over the years, and especially during the past three decades, the City has evolved from an agricultural heritage to a more urban environment driven by growth in the Bay Area. Today, the City of Tracy is known throughout the Central Valley and the San Francisco Bay Area as a great place to live, raise a family and do business. Much of this reputation is due to the physical design of the City, which is best characterized as a small town with ample residential neighborhoods, job centers, and shopping districts. Tracy's urban form is a result of a strong planning and design vision by the City and its citizens.

In an effort to preserve and enhance Tracy's "hometown feel" and to incorporate that feel in new growth and development, the General Plan includes this Community Character Element. This Element translates the two-dimensional Land Use Element into the third dimension by specifying how new development should look, feel and function. The Community Character Element includes important concepts and guidelines that apply to the type, location and character of both private and public development projects for new and existing areas of the City. This Element includes principles, goals, objectives, policies, actions and concepts to maintain and enhance the City of Tracy's unique character, or "sense of place," as it relates to both the physical design of the city and quality of life.

This Element is organized into four sections as follows:

- A brief overview of Tracy's urban design characteristics.
- A discussion of urban design principles.
- Definitions of the basic "building blocks" of the city.

- Goals, objectives, policies and actions for the City as a whole and for the various "building blocks."

A. Background

The urban form of the City can be divided into several distinct segments:

- **Tracy's Downtown** has a compact, grid street system and serves as the historical heart of the City. There are numerous historical buildings that enhance the City's identity, walkable main streets with a diverse mix of uses, and a small town urban fabric.
- **The I-205 Regional Commercial Area** is generally north of the I-205/Grantline Road interchange and serves as the retail and automobile shopping area for South San Joaquin County, Alameda County and East Contra Costa County.
- **Traditional residential neighborhoods** built around the time of World War II surround the Downtown. These neighborhoods are generally built on a grid pattern with narrow, tree lined streets. The homes are of a variety of styles that include bungalows and ranch-style homes.
- **Contemporary residential subdivisions** are spread along arterials to the south and west of the Downtown. Older contemporary neighborhoods have modest ranch-style homes that are integrated with the traditional residential neighborhoods. The newer residential subdivisions have larger homes that are built on wider curvilinear streets, and utilize cul-de-sacs to a large extent.
- **Retail and commercial areas** outside the Downtown and the I-205 Regional Commercial Area are characterized by suburban scale shopping centers, typically with supermarkets as anchors, and

some strip commercial development along major arterial roadways. These areas are generally automobile-oriented, and are physically separated from nearby residential areas.

- The **industrial areas** on northeast and south sides of the city provide a strong and diversified economic base for Tracy. These areas have relatively low intensity warehouse, distribution and manufacturing facilities located on large parcels with some flex-office/flex-tech space developed along a few arterial roadways.
- **Agricultural and other undeveloped lands** surround the City and provide a source of identity for the City's residents. Some of these lands are targeted for future residential, commercial and industrial development, while others should be preserved.

Taken together, these urban form elements contribute to what Tracy residents call a "hometown feel." This is a general term used to define the quiet residential neighborhoods where children can play in the streets and people know their neighbors, a transportation system that provides easy access to goods, services and jobs in cities near and far, a downtown that is rich in history and tradition, and an abundance of parks and schools that serve as focal points of community life.

B. Urban Design Principles

Urban design addresses the image or character of the City's built environment. It considers the relationship between the location of uses, and the visual appearance and character of the built environment with the ultimate goal of attaining a strong sense of place.

Urban design principles that should be followed to attain a sense of place include human-scale design, community focal points, edges, landmarks, siting buildings to "hold corners," and pedestrian-orientation. To the extent possible, these principles should be applied at all scales of the city from individual buildings to larger development projects and should apply to new development, as well as the redevelopment of existing areas. However, it is frequently not possible to incorporate all principles into every development. Basic urban design principles are discussed in detail below.

1. Human-Scale Design

People feel most comfortable and secure in environments that are designed at the scale of the individual. At a neighborhood level, this translates into shorter block lengths that are walkable and provide more connections throughout a neighborhood. At a site or building design level, human-scale design involves the massing of buildings, articulation of building facade, organization of buildings on a site, landscaping of public and private areas, and use of color and materials. Generally, this means avoiding or minimizing the use of soundwalls and cul-de-sacs in future residential development and ensuring that future retail, office and commercial development presents an attractive "face" to the street.

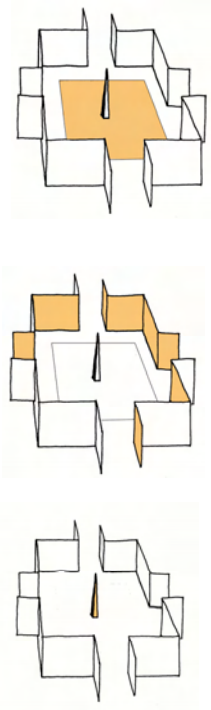
2. Focal Points

Focal points are locations that serve as meeting places where people gather. Examples of focal points include shopping areas, restaurants, plazas, parks or community centers. Lincoln Park or the Tracy Community Center would be considered focal points in the city. Focal points are important components of a community because they provide a common location for people to meet, talk, shop and play. They are locations to sit and relax, read or converse.

3. Edges

Edges help to define space and in built environments they can be created by buildings or rows of trees. Edges can have differing degrees of permeability. For example, an edge created by a wall would be considered "impermeable." A building can create a "semi-permeable" edge with a feature such as a columned arcade, which allows people visual and physical access between the sidewalk area and the private property. Ensuring that buildings, trees or other architectural features provide edges or definition to the street enhances the vitality and feeling of safety and security in urbanized areas. Edges are particularly important in areas with high pedestrian traffic, such as the Downtown. Cities, as a whole, are also defined by their edges. In general, edges can be "hard," where there is an abrupt or clearly defined transition between urban and rural or undeveloped uses or "soft," where the transition between urban and rural is more gradual or smooth.

From top to bottom: Conceptual diagrams illustrating urban design principles of Focal Points, Edges, Landmarks and Entryways, and Holding Corners.



4. Visual Landmarks and Entryways

A visual landmark or entryway is an element by which people orient themselves and can help create a unique identity for an area. Examples of visual landmarks include statues, major works of public art, historic buildings, water towers, significant landscaping or land forms, and other easily identifiable features. Entryway design treatments can include fountains, attractive signage or natural features such as rows of trees. Tracy is at the crossroads of three Interstate highways that carry many visitors, in addition to residents, through the city. Thus, aesthetically pleasing entryways and visual landmarks that signal a sense of arrival to Tracy are important components that contribute to the City's character.

5. Building Siting to Hold Corners

Building siting to "hold corners" refers to the practice of placing development on sites located at the corner lots of intersections built close

to or at the lot line. Strategically placing development on corner sites gives better definition to an intersection, which makes pedestrians feel less exposed to the adjacent traffic. Ensuring that buildings in Tracy are designed to hold the corners of key intersections will enhance the visual quality and the safety of the pedestrian environment as compared to development that provides "a sea of asphalt" to passersby.

6. Pedestrian Orientation

Designing places that are pedestrian-oriented rather than automobile-oriented often contributes to creating a sense of place because it encourages people to use public spaces. Pedestrian orientation involves providing good physical connections between destinations, a mix of uses where possible, as well as a safe walking environment. In terms of building design, pedestrian orientation can be achieved by orienting buildings to the street and providing pedestrian amenities such as awnings, benches and attractive street lighting.

Mixed-use typically refers to a vertical clustering of land uses within one building or development project, e.g. ground floor retail with residential or office uses above.

Mix of Uses refers to a clustering of land uses within close proximity, or reasonable walking distance, to one another.

Increasing pedestrian-orientation not only enhances the attractiveness and safety of an area, it also provides greater opportunities to some segments of the community that benefit from not having to depend on auto travel, such as senior citizens, people with disabilities and children. The challenge in increasing development that fosters pedestrian activity is to design places that are pedestrian-oriented while recognizing the automobile will continue to play an important part in transportation modes.

C. Building Blocks

In an effort to create an understandable and transparent urban form for Tracy, this Community Character Element defines a series of

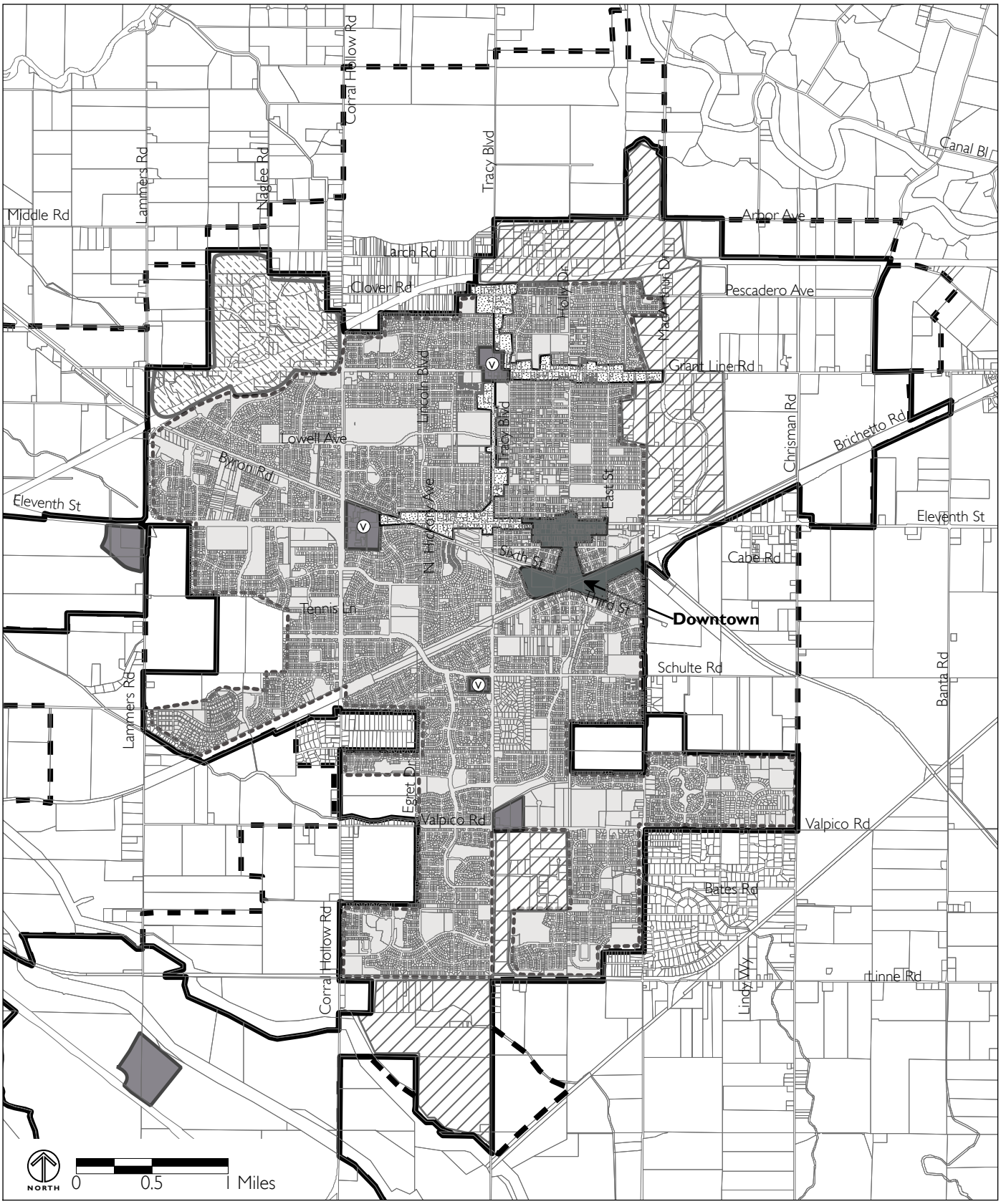
building blocks for the City. These building blocks— Neighborhoods, Village Centers, the Downtown, the I-205 Regional Commercial Area, Corridors and Employment Areas—are interrelated. Critical land use, transportation and urban design decisions must be made in each location in order to achieve the desired outcomes of hometown feel, community livability, quality of life and increased economic development.

The concept of building blocks is intended to augment the information provided by the Land Use Designation Map (Figure 2-2) by providing a broader overview of Tracy's physical form. Specific building block concepts relate to certain land use designations to further clarify that the policies developed for the building blocks apply citywide and not solely to new large scale development. The Building Blocks Map (Figure 3-1) offers a citywide perspective on how the various already developed parts of Tracy fit together to create a cohesive community.

Specific goals, objectives, policies and actions for each building block are included later in this Element. The characteristics of each building block are described below.

1. Neighborhoods

Neighborhoods are residential development areas that are located around a park, school or retail use that serves as a source of identity for local residents. Neighborhoods should generally be bounded by edges such as arterial roadways, railroad tracks and utility corridors. Neighborhoods are areas that have a residential General Plan land use designation (Residential Very Low, Low, Medium, High or Traditional Residential). They also allow for a variety of other designations including parks, public facilities and open space.



Source: Design, Community & Environment, 2008.

Neighborhoods

Downtown

Village Centers

Future Village Centers

Corridor

I-205 Regional Commercial Area

Employment Area

City Limits

Sphere of Influence

FIGURE 3-1

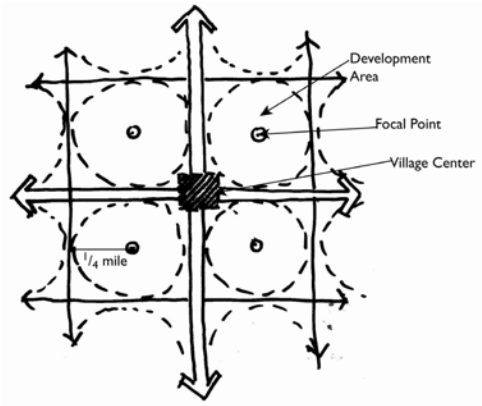
BUILDING BLOCKS IN THE URBANIZED AREA

CITY OF TRACY

GENERAL PLAN
COMMUNITY CHARACTER ELEMENT

Neighborhoods are comprised of two components:

- **Development Areas.** The majority of the physical area of a neighborhood should be devoted to residential development. These development areas should have direct, pedestrian connections with their focal points. Depending on size, a Neighborhood may be composed of one or more residential "subdivisions" that share a focal point.
- **Focal Points.** The focal point of a Neighborhood should be a park, school, plaza or open space or a combination thereof. Focal points should contain public spaces where people can meet their neighbors; they also serve as a nucleus for neighborhood life. The Focal Point for several Neighborhoods can be a Village Center.

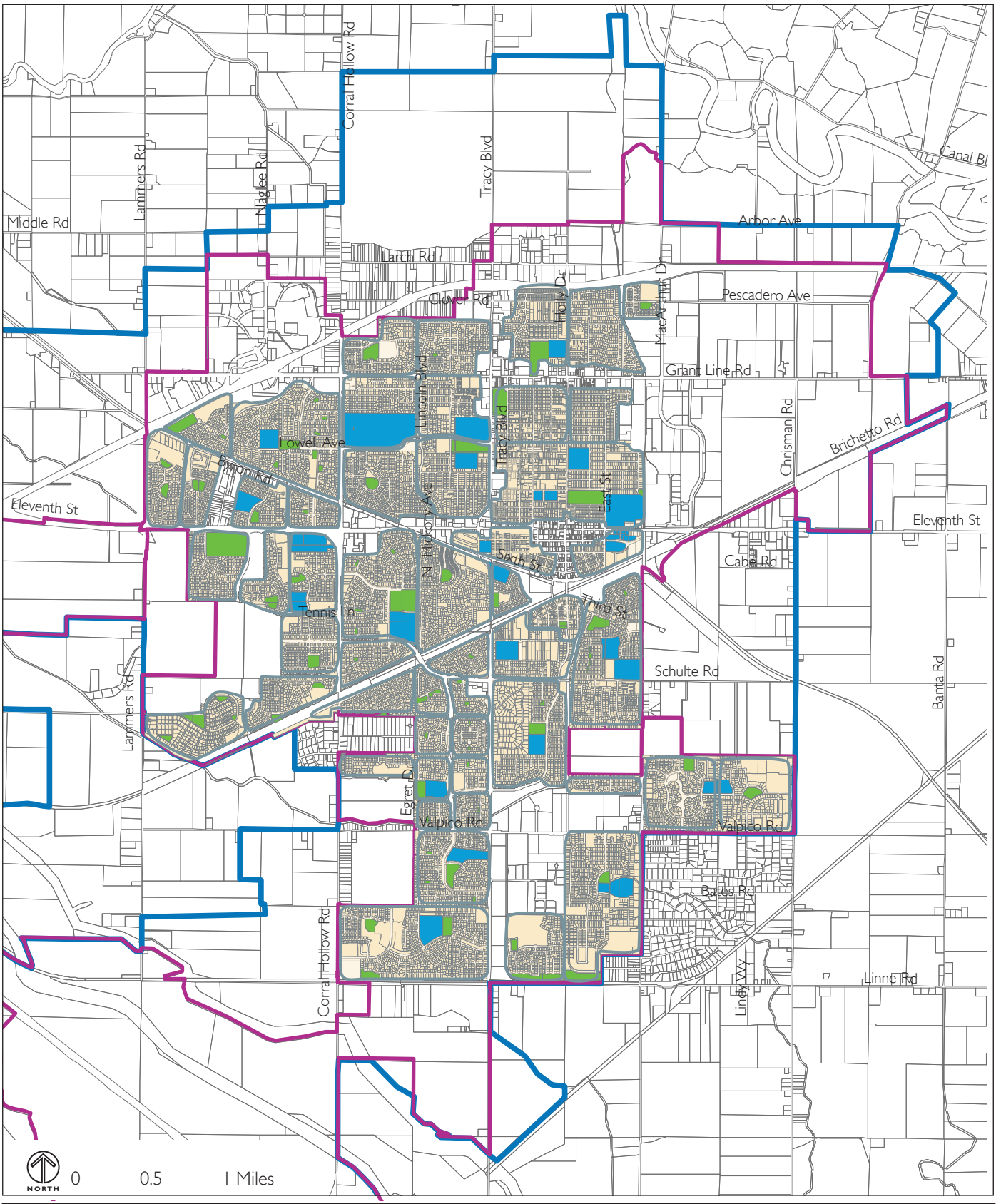


Neighborhoods should be developed around a Focal Point

Neighborhoods should be of a size where the majority of residents are within a reasonable walking or biking distance of a focal point, which generally means that Neighborhoods should be no more than a half-mile across in any direction. An illustrative map of the City's existing Neighborhoods is shown in Figure 3-2.

2. I-205 Regional Commercial Area

The I-205 Regional Commercial Area, located north of I-205, between Lammers Road and Corral Hollow Road, provides a unique setting in Tracy where the West Valley Mall, big-box retailers, large scale food stores, and hotels are concentrated in close proximity to create a retail center that serves the city and region. It has become the regional shopping destination for the growing communities in South San Joaquin County and areas in eastern Contra Costa and Alameda Counties, due to its easy freeway access for shoppers and the variety of retail opportunities it offers. The I-205 Regional Commercial Area is destination-oriented and serves as the City's primary retail environment



Source: Design, Community & Environment, 2008.

Park

School

Neighborhood Boundary

City Limits

Sphere of Influence

FIGURE 3-2

ILLUSTRATIVE MAP OF EXISTING NEIGHBORHOODS

CITY OF TRACY

GENERAL PLAN
COMMUNITY CHARACTER ELEMENT

outside of the Downtown. Parcels in this area are designated as Commercial.

This General Plan recognizes that it is difficult to emphasize "hometown feel" as the overarching design objective in the I-205 Regional Commercial Area due to the function of the center as a regional destination, the predominance of large scale buildings, and geographic separation from the largely residential areas to the south. However, future expansion should integrate physically to the existing uses. Development and expansion should also continue to emphasize high quality architecture, landscaping, and site planning.

3. The Downtown

As described in the Land Use Element, Tracy's Downtown is the cultural and historic heart of the City as a whole. The Downtown is both a General Plan land use designation and a key building block of the City. Within the Downtown land use designation, a variety of land use types are allowed, including commercial, residential and office uses, public facilities and parks. Characteristics of the Downtown include a pedestrian-oriented environment, mixed-use development with a backbone of retail use, streets on a grid or modified grid, multimodal street design, and direct pedestrian and bicycle connections to residential neighborhoods.

A view of Tracy's Downtown

4. Village Centers

Village Centers are both a General Plan land use designation and a building block of the city. As described in the Land Use Element, Village Centers should be relatively small retail or mixed-use areas. A variety of land use types are allowed in Village Centers, including high-density residential, commercial and office uses, public facilities and parks. They generally range in size from 5 to 20 acres, are de-

Vision of a Village Center as a "Main Street" with a mix of uses that serves one or more Neighborhoods

signed around a "Main Street" and serve one or more neighborhoods. Connectivity to adjacent neighborhoods or business/industrial development projects and a mix of uses are defining features of Village Centers.

The Village Center designation has been applied to four existing vacant areas within Tracy, as shown on the Land Use Designation Map (Figure 2-2). Three other areas with existing retail shopping centers have been identified as potential future Village Centers. These areas have existing, viable commercial uses, however, they do not necessarily exhibit all of the qualities that define a Village Center. Thus, these areas have not been given the Village Center land use designation. Instead, additional policy guidance is provided for these areas in Section D of the Land Use Element so that over time, these areas can be redeveloped as Village Centers. Future Village Centers may also be developed in Urban Reserve areas, which are described further in the Land Use Element.

5. Corridors

Corridors are linear areas located along arterial roads, typically one lot deep on either side of the road, that contain a mix of retail, office and other commercial uses. Thus, these areas have General Plan land use designations including Commercial, Residential Medium, Residential High and Office. Not every arterial roadway in the city is identified as a Corridor. Roadways with residential development that back onto arterials are not considered as Corridors.

Three Corridors have been identified in Tracy:

a. Eleventh Street (from Lincoln to MacArthur Drive)
b. Grant Line (from Tracy Boulevard to MacArthur Drive)
c. Tracy Boulevard (from Lowell Avenue to I-205)

In the future, all corridors should be multi-modal and balance the needs of automobiles, bicycles and pedestrians. Corridors also present significant opportunities in the future for transit and new transit-oriented housing and shopping, as well as potential focal points for nearby Neighborhoods.

6. Employment Areas

Employment Areas are primarily non-residential areas that serve as the City's primary economic development and job-producing locations. The bulk of land uses in these areas should be office, service, retail and industrial uses. This building block may have areas with General Plan land use designations including Office, Commercial, Industrial and Village Center. Employment Areas should provide safe, attractive and easily accessible environments for Tracy's working population. Although Employment Areas are primarily non-residential use areas, residential uses that are compatible with adjacent uses may be allowed.

To the extent possible, development within Employment Areas should be oriented around a Focal Point, which consists of a place where people gather. The Focal Point of an industrial, commercial and/or retail development project should be a small retail use or open space, such as a park or plaza. Appropriate transitions in scale, architectural design and land use between non-residential uses and residential uses is also important. While it is difficult to emphasize "hometown feel" as the overarching design objective in Employment Areas due to the scale of the buildings, it is possible to provide high quality architecture, landscaping and site planning.

D. Goals, Objectives, Policies and Actions

The goals, objectives, policies and actions in the sections below are organized to address city-wide community character issues, followed by policy direction pertaining more specifically to each type of building block that comprises city structure, including Neighborhoods, Village Centers, the Downtown, the I-205 Regional Commercial Area, Corridors and Employment Areas.

1. City-wide

The City-wide goals, objectives, policies and actions provide a framework for growth and redevelopment for the city and are designed to maintain and develop Tracy's character and identity. At their core is the concept that growth should occur in an orderly and efficient manner.

Goal CC-1 Superior design quality throughout Tracy.

Objective CC-1.1 Preserve and enhance Tracy's unique character and "hometown feel" through high-quality urban design.

Policies

P1. Preserving and enhancing hometown feel shall be the overriding design principle for the City of Tracy.

P2. The City shall promote the development of urban green space, including amenities such as community squares, parks and plazas.

P3. All new development and redevelopment shall adhere to the basic principles of high-quality urban design, architecture and landscape architecture including, but not

limited to, human-scaled design, pedestrian-orientation, interconnectivity of street layout, siting buildings to hold corners, entryways, focal points and landmarks.

P4. To the extent possible, site layout and building design should take into account Tracy's warm, dry climate, such as through the inclusion of trees and landscaping or other architectural elements to provide shade.

P5. Lighting on private and public property should be designed to provide safe and adequate lighting, while minimizing light spillage to adjacent properties.

Objective CC-1.2 Balance the need for growth with the preservation of Tracy's "hometown feel."

Policies

P1. New development projects shall be approved only if they meet the design principles set forth in the Community Character Element and in detailed design guidelines approved by the City Council.

P2. New public projects shall adhere to the design principles presented in the Community Character Element.

Public art and other design features such as fountains should be used to enliven the pedestrian environment

Objective CC-1.3 Enhance the unique quality of the city through the use of art and entryway treatments.

Policies

P1. Entryways should be designed for the access points into the city. Entryways shall incorporate landscaping, trees,

and/or architectural elements, to enhance a sense of arrival to the city.

P2. Public art and other design features such as fountains and monuments should be used to enliven the public realm.

Action

A1. Implement the entry monument recommendations of the City's Civic Art Plan.

Objective CC-1.4 Minimize the use of soundwalls in Tracy.

Policies

P1. New residential development shall be designed with street networks and housing types that allow buildings to face or side onto collector and local streets.

P2. New commercial development shall be designed to front or have a presence along all streets.

P3. Soundwalls or solid fences along streets other than arterials and expressways should be used only if no other design solutions exist for reducing the impact of roadway noise on residential areas.

P4. Where soundwalls are used, they shall be set back from the street, include design features that enhance visual interest and be landscaped in order to mitigate their impact on urban character and the pedestrian environment.

Objective CC-1.5 Provide underground utilities throughout Tracy.

Policy

P1. New development shall locate and construct utilities underground.

Action

A1. Use of funding available through the Public Utilities Commission to underground utilities in parts of the City that have above-ground utilities shall be continued.

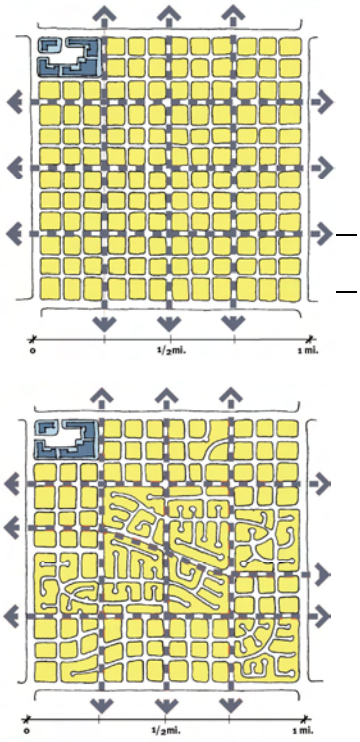
Goal CC-2 A high level of connectivity within the City of Tracy.

Objective CC-2.1 Maximize direct pedestrian, bicycle and vehicle connections in the city.

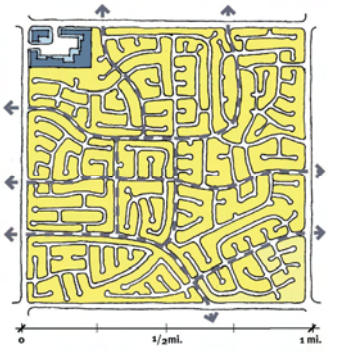
Policy

P1. New development projects shall be designed on a traditional, modified or curvilinear grid within the City's arterial street network. Cul-de-sacs may be used within the grid so long as the objective of pedestrian and bicycle connectivity is achieved.

Objective CC-2.2 Provide connections that reinforce the role and function of the Building Blocks within the City.



Curvilinear Grid - Encouraged



Cul-de-Sac Only - Discouraged

Policies

P1. The Downtown and Village Centers shall have direct pedestrian, bicycle and vehicular connections to all Neighborhoods or development projects within an Employment Area.

P2. Neighborhoods shall have direct pedestrian, bicycle and vehicular connections to their Focal Points and Village Center, compatible with the character, circulation network, and general configuration of the neighborhoods.

P3. As existing areas redevelop and change over time, new and increased connections to Focal Points and retail areas shall be developed.

P4. Neighborhoods shall be designed so that daily shopping errands and trips to their Focal Points can generally be completed within easy walking or biking distances or within a short car drive.

P5. Streets shall be continuous within and between Neighborhoods, including those that are built by different developers or builders.

P6. New development projects shall not be gated communities or constructed with walls surrounding individual projects (i.e., a single developer or builder). Gated communities and walls should only be allowed on a case by case basis and will generally be considered only for projects such as "estate" developments where the mini-

mum lot size is at least 1 acre or in housing with specialized clientele such as senior citizens.

P7. New and existing site features, such as parks, utility easements, and drainage ways, should be improved and used as physical connections within and between Neighborhoods.

Goal CC-3 Preserve and enhance historic resources.

Objective CC-3.1 Identify and preserve cultural and historic resources.

Policies

P1. The City shall encourage the preservation, enhancement and conservation of historic and older neighborhoods, such as Lincoln Park, through its direct actions.

P2. Identified cultural and historic landmarks and buildings shall be preserved.

P3. New development, redevelopment, alterations and remodeling projects should be sensitive to surrounding historic context.

P4. As part of the development review process, there shall be a standard condition of approval that if any resources are found during construction, all operations within the project area shall halt until an assessment can be made by appropriate professionals regarding the presence of ar-

chaeological and paleontological resources and the potential for adverse impacts on these resources.

P5. Any archaeological or paleontological resources on private property shall be either preserved on their sites or adequately documented and conserved as a condition of removal. If any resources are found unexpectedly during development, then construction must cease immediately until accurate study and conservation measures are implemented.

P6. If Native American artifacts are discovered on a site, the City shall consult representatives of the Native American community to ensure the respectful treatment of Native American sacred places.

Action

A1. Update, expand and maintain inventories of Tracy's historic resources, using criteria and methods that are consistent with State and federal guidelines.

Goal CC-4	**An enhanced identity through preservation of open space at the City's periphery and appropriate transitions between urban development and non-urban areas.**

Objective CC-4.1 Create appropriate edges to the urbanized area.

Policies

P1. Strongly oppose the urbanization within the City of Tracy's Planning Area as defined by this General Plan or the San Joaquin County General Plan, whichever is more restrictive, particularly between the City of Tracy and the adjacent communities of Mountain House and Lathrop.

P2. To the extent feasible, the City shall use land use designations and open space preservation techniques to create appropriate transitions. A variety of techniques can be used to create the soft or hard edges to the City including the following:

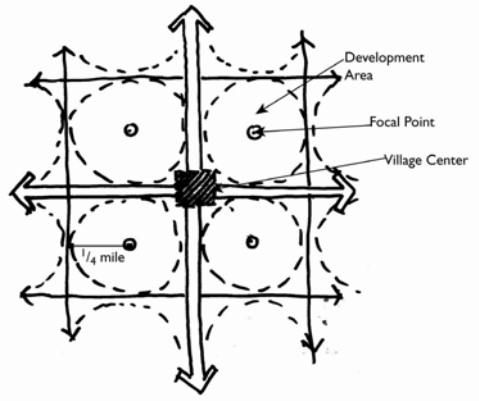
- Buffer Zone. Soft edges can be created with buffer zones such as natural open space, large setbacks and landscaped areas, as a means to separate urban from rural uses. Buffer areas shall be planted and maintained by the property owner, tenants or homeowners association and may include passive and active recreation areas such as picnic areas, bridle, and walking trails. Golf course development may also be an option in areas where a soft edge is desired.
- Cluster Development. Clustered development is a method of site planning in which structures are clustered on a given site in the interest of preserving open space or creating a buffer. Areas with clustered development typically have low gross residential densities and high minimum open space requirements to encourage the clustering of structures.

- ♦ Feathering of Density. A gradual reduction in residential density can be used to establish a smooth transition between urban and rural uses.

P3. The City shall encourage the location of new parks around the edge of the SOI to help create and support a soft edge to the city.

2. Neighborhoods

The goals, objectives, policies and actions below are designed to ensure that Neighborhoods are consistent with the ideas of "hometown feel" and that existing Neighborhoods are enhanced to increase physical and visual linkages with surrounding areas. In addition to new Neighborhoods, new residential development that occurs at a scale smaller than at the Neighborhood level, or that occurs on parcels of land not large enough to create an entire Neighborhood, shall also adhere to the following policies, as these smaller areas will eventually become part of Neighborhoods.



Neighborhoods should be designed around a Focal Point that is within a ¼ mile from any point in the Neighborhood.

Goal CC-5 Neighborhoods with a recognizable identity and structure.

Objective CC-5.1 Design Neighborhoods around a Focal Point.

Policies

P1. Every Neighborhood should have at least one Focal Point, which should be a park, school, plaza, clubhouse, recreation center, retail, open space or combination thereof.

P2. Focal Points shall have ample public spaces that are accessible to all citizens.

P3. Focal Points should be within ¼ mile from any point in the Neighborhood.

Objective CC-5.2 Size and design Neighborhoods to be walkable.

Policies

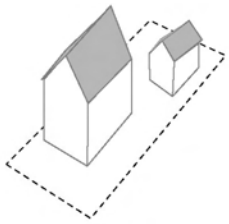
P1. Neighborhoods should generally be no more than ½ mile wide in any direction.

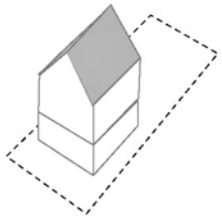
P2. Neighborhoods should not be bisected by a physical barrier, such as an arterial street, a railroad track or a major drainage way.

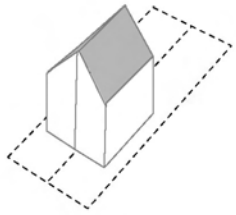
P3. Design streets in Neighborhoods to enhance the sense of place and create a safe and comfortable pedestrian environment.

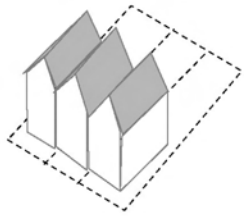
P4. In most instances, block lengths should be short, typically no more than 400 feet, to create an easily navigable street pattern that allows for multiple routes through a neighborhood and greater opportunities for pedestrian activity.

P5. Street patterns and block lengths in hillside areas may be designed to follow natural topography and open spaces as long as the objective of hometown feel and bicycle and pedestrian connectivity are achieved.









A Neighborhood should be designed to provide a well-integrated range of housing types that reflect the range of a community's household sizes and needs, such as those shown above, to create a diverse and inclusive community.

P6. Alleys are encouraged for access to garages, as well as to enhance Neighborhood appearance and to facilitate the inclusion of secondary units over garages. Alleys shall not be the maintenance responsibility of the City. Where developed, alleys should provide for garage access, utility hook-ups and trash collection.

P7. Common driveways serving multiple units may be allowed at the discretion of the City.

P8. Sidewalks should be provided on both sides of the street in all Neighborhoods, except areas designated as Residential Very Low, where it may be acceptable to have sidewalks on only one side of the street.

P9. Street trees shall be planted on all residential streets.

Action

A1. Conduct a study to modify and narrow residential street standards from the current width requirements. The goal will be to reduce vehicle speeds, improve visual character and increase pedestrian safety in neighborhoods while also maintaining traffic flow.

Goal CC-6 "Hometown feel" in Neighborhoods.

Objective CC-6.1 Enhance Neighborhoods through high quality design.

Policies

P1. There shall be a variety of architectural styles in each neighborhood and within each block of a Neighborhood.

P2. Neighborhoods shall be designed to provide a mix of housing types such as single-family, duplex, triplex, fourplex, townhomes and apartments.

P3. Land use and product types shall not be isolated. There shall be a discernible, inclusive neighborhood pattern as to how single-family, townhouse, and multifamily uses relate to each other.

P4. Blocks within neighborhoods should contain a mix of lot sizes and house sizes. Some lots may be designed to accommodate one-story houses, which generally require greater lot width to avoid front elevations of houses that are dominated by garages.

P5. In neighborhoods, secondary units shall be allowed behind the primary residential structure or above garages to the extent feasible.

P6. Multi-family housing design shall be in scale with or transition in scale from adjoining or adjacent single family areas through the use of similar setbacks, complimentary building arrangements and architecture, gradual changes to building heights, buffer yards and the avoidance of overwhelming building scale and visual obstructions.

P7. Multi-family housing shall generally front on a public street with varying setbacks to provide visual interest, opportunities for transitional landscaping and varying shadow patterns.

P8. The paving of front yards shall be discouraged.

Objective CC-6.2 Design neighborhoods to foster interactions among residents and to be responsive to the human scale.

Policies

P1. Houses, townhomes and multifamily units should be oriented to the street, parks, or a shared commons.

P2. Lot size and building placement on lots shall be designed to reduce the appearance of large homes close together on small lots.

P3. Residential building setbacks from the street should be minimized and varied, except in areas with a Residential Very Low designation, where setbacks from the street may be larger and more consistent.

P4. Garages for new single-family houses, duplexes, and townhouses should be subordinate in visual importance to the house itself, especially the entry. This shall be achieved by locating garages toward the back of properties, constructing alleys, limiting the width of the garage to two car spaces, building garages as separate structures from the house, requiring garages to be set back from the front facade of the house, and encouraging the orientation of garage doors at 90 degrees to the street.

P5. The exterior of residential buildings shall be varied and articulated to provide visual interest to the streetscape.

P6. The exterior of residential buildings shall be of the highest architectural design and construction quality, with attention to detail in both design and construction.

P7. Infill development, secondary residential units and multi-family housing shall be consistent in scale and character with existing Neighborhoods.

Action

A1. Develop design guidelines or pattern book(s) that ensure that overall neighborhood and housing design promotes the urban design principles set forth in the Community Character Element and enhances Tracy's "hometown feel."

Objective CC-6.3 Preserve and enhance the character of existing residential neighborhoods.

Policies

P1. The City shall encourage the on-going conservation, maintenance and upgrading of existing neighborhoods through enforcement of property maintenance codes, requirements of high quality infill development, programs for the rehabilitation of housing, and replacement of deteriorated infrastructure.

P2. Soundwalls shall only be permitted along arterial streets or freeways. Walls that are not intended for sound miti-

gation purposes, including block, brick and other masonry walls, may be permitted elsewhere as appropriate.

P3. Landscaped and bermed setbacks should be used as the preferred sound attenuation methods for residential developments.

P4. New development projects should not physically divide established neighborhoods.

P5. The impacts of large-family day care facilities and child care centers on residential neighborhoods shall be minimized.

Actions

A1. Continue proactive code enforcement and nuisance abatement programs to ensure that Tracy's neighborhoods remain attractive and free of public nuisances.

A2. Work collaboratively with homeowners associations and other community groups to address nuisances, eliminate blight and ensure that community aesthetic standards are maintained.

3. I-205 Regional Commercial Area

This section provides goals, objectives, policies and actions for the I-205 Regional Commercial Area to ensure that development and expansion of this regional shopping destination emphasizes high quality architecture, landscaping, and site planning.

Goal CC-7 High quality architecture, site planning and landscaping in the I-205 Regional Commercial Area.

Objective CC-7.1 Ensure that future development in the I-205 Regional Commercial Area enhances its attractiveness and provides multi-modal access.

Policies

P1. Future expansion of I-205 Regional Commercial Area shall integrate physically to the existing development by direct vehicular, pedestrian and bicycle access.

P2. The City shall encourage high-density residential development, mixed-use, and office and hotel uses to locate in the I-205 Regional Commercial Area by offering development incentives to these types of projects. Incentives may include, but not be limited to, less restrictive height limit, setback, and parking requirements. These areas shall have direct pedestrian and bicycle access to nearby commercial and retail uses.

P3. The City shall discourage new "strip" commercial development and require site design for new commercial projects that provide for pedestrian/bicycle access and building scale and proportion relative to the pedestrian realm.

P4. Building architecture in the I-205 Regional Commercial Area shall be of the highest quality.

P5. Public transit shall be provided to and around the I-205 Regional Commercial Area.

P6. Bicycle racks shall be provided in the parking areas or near building entrances to facilitate bicycle riding as a transportation mode.

P7. Public art should be located in the I-205 Regional Commercial Area.

P8. Building architecture in the I-205 Regional Commercial Area shall continue to promote pedestrian protection from the elements by including elements such as connected, covered walkways and building entrances.

P9. Street trees shall be planted in the I-205 Regional Commercial Area that, at maturity, will provide a tree canopy over sidewalks and minor streets.

P10. Parking lots in the I-205 Regional Commercial Area shall include features such as landscaping and shade trees to create an attractive environment and reduce the impact of heat islands.

4. The Downtown

This section provides goals, objectives, policies and actions to support and reinforce the Downtown's role as the cultural, historical and civic heart of the city as a whole.

Goal CC-8 A Downtown that is the heart of the City.

Objective CC-8.1 Encourage development in the Downtown that reinforces its role as the heart of Tracy.

Policies

P1. The City shall encourage a combination of retail, office, entertainment uses (e.g. movie and performing arts theaters) that serve the daily and occasional needs of residents.

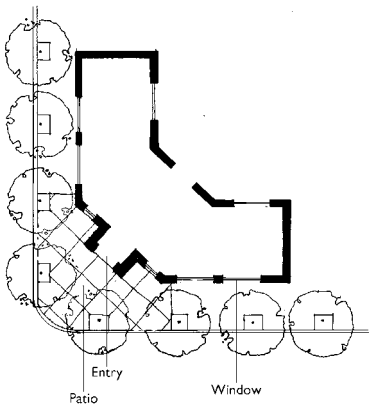
P2. The City shall encourage public and publicly-oriented uses, such as post offices, meeting halls, community centers, libraries and medical facilities.

P3. The City shall encourage high density residential uses in the Downtown.

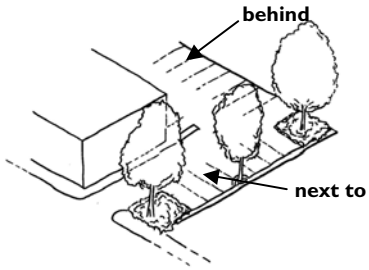
P4. A vertical mix of uses with residential and office above retail is encouraged.

P5. The following policies and guidance shall apply to development in the Downtown to enhance the pedestrian environment:

- Should include human-scale details in the design of buildings such as windows on the street, awnings, and architectural features that create a visually interesting pedestrian environment.
- Should include areas designed to create spaces where people can interact and socialize, such as parks, plazas or open air seating in cafes and restaurants, as well as



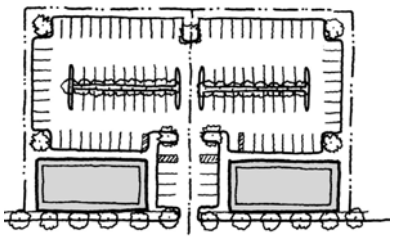
Buildings should be oriented to the pedestrian environment and include human-scale details



Parking lots should be located behind or at the side of buildings

pedestrian amenities such as awnings, pedestrian-scaled lighting, benches and trash cans.

- Shall have street trees that provide a tree canopy over the street.
- Should have loading facilities screened from public view and located away from residential uses.
- Should locate parking lots behind or on the side of buildings where possible to reduce their visual impact.
- Should provide screening for parking lots through the use of landscaping or low walls.
- Shall have landscaped parking lots to create an attractive pedestrian environment and reduce the impact of heat islands.
- May utilize shared parking where applicable to reduce the total number of parking spaces.



Shared parking should be encouraged to reduce the total number of parking spaces required

Objective CC-8.2 Preserve the historic character of the Downtown.

Policies

P1. The preservation, restoration, rehabilitation, reuse and maintenance of existing Downtown buildings is encouraged.

P2. The City shall require quality architecture that preserves the Downtown's historic integrity. "Franchise architecture" that detracts from the unique and distinctive setting of the Downtown shall not be allowed.

P3. Building renovations in the Downtown shall be complementary with the character of historic Downtown architecture.

Action

A1. Continue to implement streetscape improvements in the Downtown.

Objective CC-8.3 Revitalize the Downtown by strengthening its urban design character.

Policies

P1. Central Avenue and Tenth Street shall be reinforced as the City's main streets through policies and actions.

P2. Eleventh Street shall be designed as a gateway to the Downtown.

P3. New development in the Downtown shall be designed in a similar treatment and character as the existing urban pattern of development.

P4. All new development shall enhance and be oriented towards the pedestrian environment.

P5. Public art and other design features such as fountains and monuments should be used to enliven the public realm in the Downtown.

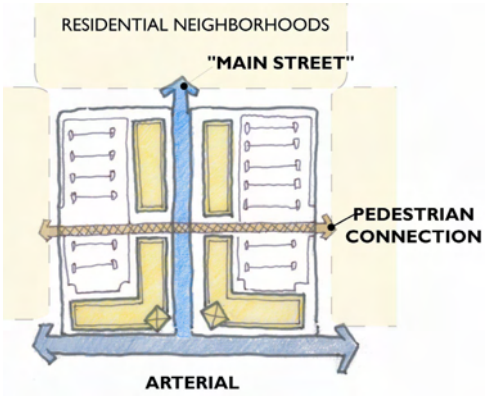
Actions

A1. Prepare a Downtown Urban Design and Specific Plan that incorporates the *Downtown Urban Design and Implementation Plan (August 2000)*.

A2. Continue to implement the *Downtown Urban Design and Implementation Plan*, Grand Theater project, Civic Center project, Downtown Infrastructure and Streetscape project and the Multi-Modal Station project.

5. Village Centers

The goals, objectives, policies and actions below are designed to ensure that Village Centers are consistent with the ideas of "hometown feel" in that they are pedestrian-oriented shopping and office centers that serve as the focus of daily life for Neighborhoods and Employment Areas.



Village Centers are intended to be well-designed, pedestrian-oriented shopping areas

Goal CC-9 New and redeveloped "Main Street" shopping areas that serve the needs of Tracy's residents.

Objective CC-9.1 Develop Village Centers that serve several Neighborhoods or Employment Areas.

Policies

P1. Village Centers shall serve Neighborhoods and/or Employment Areas, and shall be located near the intersection of arterial or collector roadways.

P2. Village Centers should include provisions for public transit.

P3. Village Centers should be between 5 and 20 acres in size.

P4. Areas designated as Village Centers shall be planned comprehensively.

Objective CC-9.2 Create walkable Village Centers.

Policies

P1. Village Centers should be designed around a main street that is designed to encourage and facilitate pedestrian activity.

P2. Over time, existing shopping centers identified in Figure 2-4 as potential future Village Centers should be redeveloped following the Village Center guidance in this Community Character Element.

Objective CC-9.3 Focus retail and a mix of uses in Village Centers.

Policies

P1. Uses such as supermarkets, drug stores, restaurants, coffee shops and other retail and service-oriented uses, offices and high density residential should be located in Village Centers.

P2. Mixed-use development, with residential and office above retail, is encouraged in Village Centers.

Objective CC-9.4 Design buildings and sites to enhance the pedestrian environment.

Policies

P1. Building setbacks in Village Centers along the main streets shall be minimized and reflect the desired character of the area.

P2. Buildings and building entrances in Village Centers shall be oriented to the pedestrian environment.

P3. Buildings in Village Centers shall include human-scale details such as windows facing the street, awnings, and architectural features that create a visually interesting pedestrian environment.

P4. Buildings in Village Centers shall feature outdoor use areas to provide a feeling of permanence and durability, such as plazas and open air seating in cafes and restaurants.

P5. Loading facilities in Village Centers for uses requiring delivery from large trucks shall be screened from public view and located away from residential uses.

Objective CC-9.5 Minimize the impact of parking on the pedestrian environment.

Policies

P1. Where possible, parking lots in Village Centers shall be located behind or on the side of buildings to reduce their visual impact.

P2. Parking lots in Village Centers shall be screened with landscaping or low walls.

P3. Parking lots in Village Centers shall be landscaped, including shade trees, to create an attractive pedestrian environment and reduce the impact of heat islands.

P4. Direct and safe pedestrian connections between parking lots and buildings in Village Centers shall be provided.

P5. Shared parking may be utilized in Village Centers where applicable to reduce the total number of parking spaces.

Objective CC-9.6 Design sidewalks in Village Centers to create spaces where people can interact and socialize.

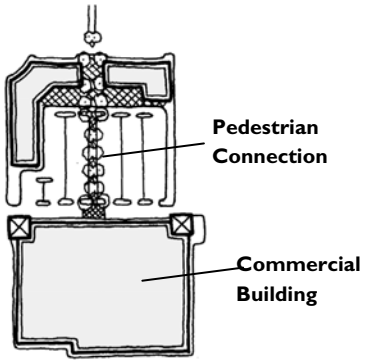
Policies

P1. Sidewalks in Village Centers shall be of an adequate width to comfortably accommodate high volumes of pedestrian traffic. In such areas, sidewalk widths of 12 feet are encouraged.

P2. Sidewalks in Village Centers may vary in width depending on the expected amount of pedestrian traffic.

P3. Sidewalks in Village Centers shall be located on both sides of the street.

P4. Pedestrian amenities such as shade trees with a broad canopy, pedestrian-scaled lighting, benches and trash cans should be included in all Village Centers.



Attractive and safe pedestrian connections should be provided between main entry and parking areas

6. Corridors

The following goals, objectives and policies are intended to ensure that Tracy's Corridors are vibrant, walkable areas with retail and commercial uses that serve nearby neighborhoods.

Goal CC-10 Vibrant Corridors.

Objective CC-10.1 Design landscaping, buildings, and sites to enhance the pedestrian environment.

Policies

P1. Building setbacks on Corridors shall be minimized to enhance the pedestrian environment and character of the area.

P2. Buildings and building entrances on Corridors shall be oriented to the pedestrian environment.

P3. Buildings on Corridors shall include human-scale details such as windows facing the street, awnings, and architectural features that create a visually interesting pedestrian environment.

P4. Individual development projects within Corridors shall include provisions for street trees to provide a tree canopy.

Objective CC-10.2 Minimize the impact of parking on the pedestrian environment.

Policies

P1. Where possible, parking lots on Corridors should be located behind or on the side of buildings to reduce their visual impact.

P2. When fronting on a sidewalk, parking lots on Corridors shall be screened with landscaping. Low walls may also be acceptable in some locations.

P3. Parking lots on Corridors shall be landscaped, including shade trees, to create an attractive pedestrian environment and reduce the impact of heat islands.

P4. Shared parking may be used where appropriate to reduce the total number of parking spaces and curb cuts.

7. Employment Areas

The following goals, objectives, policies and actions are aimed at ensuring that Employment Areas provide safe, well-designed and accessible areas that are positively integrated with other parts of Tracy.

Goal CC-11 Well-designed Employment Areas that are integrated with other parts of Tracy.

Objective CC-11.1 Ensure that Employment Areas are developed with a recognizable identity and structure.

Policies

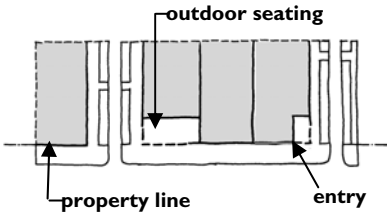
P1. Employment Areas should contain one or more Focal Points such as a retail use, park or plaza.

P2. Focal Points in Employment Areas may be located on private or public property and are encouraged to be publicly accessible.

P3. Development within an Employment Areas should occur such that a majority of business parks or office parks are within a reasonable walking or biking distance, generally ½ mile, of one or more Focal Points.

P4. Future Specific Plans for Employment Areas should identify Focal Points.

Objective CC-11.2 Encourage attractive design in Employment Areas.



Commercial/Retail buildings should be located at the front property line or immediately behind a semi-private space, such as an outdoor seating area, to help define the street edge

Policies

P1. Development in Employment Areas should adhere to high-quality design standards.

P2. New office and flex-office developments are encouraged to provide private open spaces as an amenity for their employees. Where possible, the location and design of these private open spaces should be coordinated with adjacent developments or parcels.

P3. Buildings in commercial and retail developments should be oriented to the street, not away from it.

P4. Building setbacks for office buildings or office portions of industrial buildings should be minimized to ensure that buildings define the edges of the street.

P5. Building facades in Employment Areas should provide visual interest.

P6. Loading facilities in Employment Areas should be screened from view from public streets to the extent possible.

Loading facilities should be screened from public view using landscaping and other attractive design treatments

P7. Individual projects in Employment Areas shall provide adequate buffers to adjacent residential areas.

P8. Fencing on industrial and commercial sites at the front property line shall be discouraged, except when necessary for security or noise attenuation.

P9. Fencing visible from the public right-of-way shall be visually appealing when used in industrial and commercial developments.

Objective CC-11.3 Minimize the impact of parking on the pedestrian environment in Employment Areas.

Policies

P1. The impact of parking in Employment Areas on the pedestrian environment should be minimized with attractive landscaping.

P2. Parking lots should be set back from the street with a landscaped buffer wherever possible.

P3. Parking for alternative modes of transportation, such as preferential parking for carpool/vanpool, motorcycles or alternative fuel vehicles and bicycles, should be incorporated into parking plans for development projects in Employment Areas.

4 ECONOMIC DEVELOPMENT ELEMENT

The purpose of the Economic Development Element is to provide a framework to guide Tracy's economic growth for the next 10 years. As such, it serves as a source of information and statement of public policy to aid residents, businesses, government agencies, and City officials in making recommendations or decisions on matters relating to economic development. The Economic Development Element is closely linked to other elements in the General Plan, including Land Use and Housing, among others.

The Economic Development Element, which provides a macro-level approach to goals and strategies to advance the City's economic aims, is derived from the City's *Economic Development Strategy*. Drafted in 2002 and adopted by the City Council in April 2003, (Resolution #2003-097), the Strategy's purpose is to provide a living, breathing document that can be updated over shorter periods of time to respond to Tracy's changing economy.

The Economic Development Element provides background information on the economic conditions in Tracy, followed by goals, objectives, policies and actions for economic development on a macro level. The goals, objectives, policies and actions are intended to encourage the development of the kinds of business and commercial activities deemed to be desirable for Tracy's quality of life and economic vitality, while also preserving Tracy's small-town character. Detailed actions and policies on economic development are provided in the Economic Development Strategy.

A. Background

Tracy has long been known as a pleasant residential community, with a diverse array of entry-level, move-up, and luxury housing types. The

City has an affordable lifestyle, a close-knit community, a pleasant "small town" center, a well-organized and business-friendly local government, and many other amenities. Yet, many of Tracy's residents commute to surrounding communities with stronger office and industrial economic bases and higher wage jobs. Some of Tracy's residents shop, dine, or seek entertainment opportunities away from the community. A more fully developed local economy, with expanded high wage job opportunities, a complete array of shopping and dining options, and a range of entertainment venues would enhance residents' overall quality of life. This enhanced level of economic development, particularly if it included substantial attraction of higher wage jobs, would also better balance the jobs and housing ratio in Tracy.

For purposes of analysis, data on employment and Tracy's real estate market has been compared to that of San Joaquin County as a whole, and a "commute region" defined as the combined Alameda, Contra Costa and Santa Clara Counties. The "Commute Region" has been included in the analysis in order to better understand trends in the larger region to which many of Tracy's current employed residents commute for higher wage and higher skill job opportunities. Economic trends and opportunities are provided in detail in the City of Tracy's Economic Development Strategy prepared in September 2002.

1. Demographics

The following discussion presents an overview of levels of employment, educational attainment and commute times for Tracy's working population.

a. Employment and Unemployment

Between 1990 and 2000, the labor force in Tracy grew by almost 50 percent, compared to approximately 6 percent in San Joaquin County and the Commute Region, as shown in Table 4-1.

Unemployment rates for Tracy have been historically more similar to San Joaquin County than to the Commute Region. In 1990, Tracy's unemployment rate was 8.1 percent, compared to 9.7 percent for the County and only 4.0 percent for the Commute Region. However, in 2000, Tracy's unemployment rate of 5.8 percent more closely mirrored the Commute Region (4.7 percent) than San Joaquin County (10.3 percent). Low unemployment rates in both Tracy and the Commute Region reflected an exceptionally strong economy and demand for labor.

Unemployment rates in all three geographies climbed again in 2002 to above their 1990 levels. Tracy and San Joaquin County had unemployment rates of 8.4 and 10.9 percent, while the Commute Region's unemployment rate increased to 5.1 percent. Thus, in the most recent economic cycle, Tracy's economy has moved from mirroring the Bay Area to more closely resembling the County.

b. Educational Attainment

According to the 2000 U.S. Census data, educational levels of Tracy residents are relatively less advanced than for the Commute Region. While 27 percent of Tracy residents had some form of college degree (including an Associates degree and higher), almost 45 percent of the Commute Region's residents attained this level. Moreover, only 4.3 percent of Tracy's residents had earned graduate or professional degrees in 2000, compared with more than 14 percent of the Commute Region's residents. These recent data underscore the importance of

TABLE 4-1 **EMPLOYMENT AND UNEMPLOYMENT IN TRACY, SAN JOAQUIN COUNTY AND THE REGION**

	1990	2000	% Change 1990-2000
Tracy			
Labor Force	18,390	27,073	47.2%
Unemployment Rate	8.1%	5.8%	-28.4%
San Joaquin County			
Labor Force	231,000	259,900	12.5%
Unemployment Rate	9.7%	10.3%	5.7%
Commute Region			
Labor Force	1,962,900	2,085,337	6.2%
Unemployment Rate	4.0%	4.7%	16.4%

Notes:
1. Commute region is defined as Alameda, Contra Costa and Santa Clara Counties.
2. Sources: California Employment Development Department, Bay Area Economics, 2002.

seeking expanded local higher educational opportunities for Tracy residents.

c. Resident Occupations

According to the 2000 U.S. Census, 41.8 percent of Tracy residents were employed in sales, administrative support and service occupations. These occupations accounted for 41.7 and 36.8 percent of employed residents in San Joaquin County and the Commute Region, respectively. Residents in the Commute Region were much more likely to be employed in executive/managerial and professional occupations (44.7 percent of all residents, compared to 30.7 percent in

Tracy and 27.1 percent in San Joaquin County). The proportion of residents employed in executive/managerial and professional occupations has increased in all three geographies, but most notably in Tracy, since 1990. At that time, only 18 percent of residents were employed in executive/managerial and professional occupations.

d. Commute Time

Tracy residents had significantly longer commute times to their workplaces in 1990 than residents in San Joaquin County or the Commute Region. Approximately 46 percent of Tracy commuters traveled 30 minutes or longer to work, compared to 37 percent of Commute Region residents and 25 percent of San Joaquin County residents.

For Tracy, median commute time (42 minutes) exceeded the Commute Region (30 minutes) and San Joaquin County (also 30-minute median commute time).

2. Economic Trends

Between 1990 and 2000, Tracy's employment base grew from an estimated 11,112 jobs to an estimated 20,972 jobs, an impressive increase of 9,860 jobs during the period. Within this overall job growth, there were significant changes in the composition of Tracy's employment base as the agriculture and transportation sectors declined in importance, while the services and retail sectors experienced strong growth.

Overall, Tracy's economy contains a mix of transportation, services, and retail trade employment. In all of these major sectors, there are industries that produce high value-added services and products, as well as those that pay relatively low wages and generate relatively little return to the local economy (e.g. fast food restaurants, convenience stores, low-end warehouse and distribution facilities). Perhaps most

promising for Tracy is the local economy's burgeoning finance, insurance, and real estate (FIRE) sector, as well as the emerging business services and the still strong transportation sectors.

3. Tracy's Real Estate Market

Underlying land values and current rent structures are relatively inexpensive in Tracy, compared to Livermore, the more developed parts of the Tri-Valley area, and Silicon Valley. For firms requiring large tracts of land for expansion at low costs, Tracy compares favorably to almost any Northern California sub-region.

Tracy is striving to develop new product types to attract different industries than those presently forming its economic base. As new business parks are built in Tracy, the City will be competing with developing properties in Livermore, as well as the broader Bay Area and Northern California markets. In recent years, the I-580/I-680 corridor has experienced this evolving process, first with more traditional "back office" space and then with the attraction of companies related to Silicon Valley. The Tri-Valley area is rapidly building out with new developments already attracting planned users and absorbing prior to completion of the development entitlement process. However, given other new business centers planned in the Bay Area, the City will need to be vigilant in following the goals, objectives, policies and actions in this General Plan, and in the City's *Economic Development Strategy*.

B. Goals, Objectives, Policies and Actions

Goal ED-1 A diversified and sustainable local economy.

Objective ED-1.1 Attract emerging growth industries in order to increase employment opportunities for a wide range of skill levels and salaries to meet the current and future employment needs of residents.

Policies

P1. The City shall target corporate headquarters, high-wage office uses and emerging, high-wage industries for attraction, including but not limited to industries within the North American Industry Standard Classification (NAISC) subcategories of manufacturing, health care, professional, scientific and technical, finance and insurance, and information technologies.

P2. The City shall augment and support attraction efforts of the San Joaquin Partnership in its Bay Area and national outreach programs.

P3. The City shall maintain a leadership role in the Inter-Regional Partnership among San Joaquin, Stanislaus, Alameda, Contra Costa and Santa Clara Counties.

Actions

A1. Create a marketing and communications program to promote Tracy to the region, the Bay Area, and nation, based upon the recommendations in the City's Economic Development Strategy.

A2. Evaluate the Strategic Plan, including "targets" on a periodic basis.

A3. The City shall explore ways to provide incentives to attract higher-wage jobs to the City.

Objective ED-1.2 Support and encourage a sustainable local economy.

Policies

P1. The City shall encourage businesses that use green practices.

P2. The City shall conduct public education and outreach to support employment opportunities that minimize the need for automobile trips, such as live/work, telecommuting, satellite work centers, and home occupations, in addition to mixed-use development strategies.

P3. The City shall purchase green products from local businesses whenever feasible.

Goal ED-2 Support for and promotion of existing businesses.

Objective ED-2.1 Assist and encourage existing businesses to expand within the City.

Policy

P1. The City shall assist existing businesses by facilitating the permitting process, helping to improve access to capital and investors, and broadening local sales capture rates, including business-to-business transactions.

Actions

A1. Continue to provide business assistance services, including visitation to existing businesses.

A2. Publicize local businesses success stories in the City Newsletter.

Goal ED-3 A supportive business environment.

Objective ED-3.1 Continue to foster a supportive business environment by providing clear and consistent development standards, procedures, and information on available City services for businesses.

Policies

P1. The City shall be proactive in disseminating information to local businesses about City government processes that might affect them, such as development standards, licensing procedures and fees.

P2. The City shall work to retain a competitive "cost of doing business" in Tracy relative to the Bay Area and Central Valley regions.

Actions

A1. Publish and distribute a document that effectively outlines permitting and licensing procedures and fees.

A2. Maintain a centralized economic development and land information system.

A3. Monitor "cost of doing business" in Tracy relative to the Bay Area and the Central Valley to keep apprised of Tracy's competitive position.

A4. Investigate the use of incentives to assist in attracting key higher-end office and industrial users.

Goal ED-4 An adequate and balanced land supply.

Objective ED-4.1 Ensure an adequate, balanced supply of all land uses for future economic development.

Action

A1. Monitor current and future land supply needs for industrial, office and retail growth.

Goal ED-5 Support for Tracy's key economic assets.

Objective ED-5.1 Support the City's Airport Master Plan.

Policy

P1. The City shall support the Airport Master Plan to establish long-term viability and increased business services.

Objective ED-5.2 Manage capital improvements to ensure sufficient infrastructure and services.

Policies

P1. The City shall manage its fiscal resources and capital improvements to promote economic sustainability.

P2. The City shall continue to work with developers to create comprehensive financing options.

Objective ED-5.3 Support I-205/I-580/I-5 infrastructure as key to economic growth in the area.

Policies

P1. The City shall support efforts of SJCOG and Caltrans to widen I-205.

P2. The City shall support regional efforts to expand business opportunities along I-205 and I-580 to the west and south of Tracy.

P3. The City shall support the regional Goods Movement Study between the Port of Oakland and San Joaquin County.

Objective ED-5.4 Support the continued maintenance of community facilities and programming.

Policies

P1. The City shall support the continued maintenance of community facilities.

P2. The City shall support established cultural events and festivals.

Goal ED-6 Healthy, key economic activity centers.

Objective ED-6.1 Support and expand Tracy's Downtown for a wide range of uses.

Policies

P1. The City shall support Tracy Arts Leadership Alliance, in an effort to bring together cultural and artistic programs and activities for all residents and workers.

P2. A balanced mix of retail, restaurants, cultural facilities and other services in the Downtown is encouraged.

P3. The City shall support marketing, promotions and events that bring people to the Downtown.

P4. Further revitalization of the Downtown area, including the surrounding residential neighborhoods, is encouraged.

P5. The City shall continue to support and implement programs to ensure a Downtown that is clean, attractive, safe, pedestrian-friendly, and well-maintained.

P6. The City shall continue to encourage retail tenants that attract customers in the evenings and on weekends such as restaurants, bakeries, and entertainment uses.

P7. The Downtown shall be linked to the local and regional public transportation system.

Actions

A1. Expand the Downtown Revitalization Task Force.

A2. Monitor and evaluate parking and pedestrian improvements.

A3. Develop benchmark statistics on the Downtown to identify opportunities for expansion. Examples of benchmark statistics include vacancy rates, rental rates, merchant mix and sales tax revenues.

Objective ED-6.2 Support infill development of commercial and industrial properties within the City limits.

Infill Development is the development of vacant land (usually individual lots or numerous lots) within areas that are largely developed.

Policies

P1. The City shall promote the development and redevelopment of City infill areas.

P2. A balanced mix of retail, restaurant, and other services should be encouraged throughout the city.

P3. The City shall continue to support and implement programs for facade improvement and building rehabilitation among others, to ensure that the city remains clean, attractive, safe and well maintained.

P4. The City shall encourage infill development on vacant and underutilized commercial and industrial areas, such as surface parking lots, by offering development incentives to these types of projects. Incentives may include,

but not be limited to, less restrictive height limit, setback and parking requirements.

P5. The City shall leverage city infrastructure projects with potential redevelopment projects or infill opportunities that may be applicable or planned for in the future.

P6. The City shall encourage the creative reuse of major obsolete structures.

Action

A1. Explore using redevelopment funding to stimulate reuse of obsolete facilities.

Objective ED-6.3 Promote expansion in the Northeast Industrial Area.

Policies

P1. The City shall encourage and facilitate the development and buildout of the entire 870-acre Northeast Industrial Area.

P2. The City shall direct business attraction efforts to manufacturing uses, rather than warehouse distribution facilities, due to their higher employment densities.

P3. Developers should consider flexible facility design and construction types that can accommodate future manufacturing uses with higher employment densities.

P4. The City should support efforts to attract private developers and equity investors to participate in the development of the area.

Objective ED-6.4 Facilitate the development and buildout of the Stonebridge Business Park – ISP North.

Policies

P1. The City shall direct business attraction efforts to manufacturing uses.

P2. Developers are encouraged to provide flexibility in site development relative to additional parking facilities and building construction to accommodate potential future manufacturing uses with higher employment densities or building needs.

Objective ED-6.5 Facilitate the development and buildout of the Industrial Specific Plan-South.

Policy

P1. The City shall direct business attraction efforts to light manufacturing and flex tech uses.

Objective ED-6.6 Support and expand the I-205 Specific Plan.

Policies

P1. The following types of businesses are encouraged in the I-205 Specific Plan area:

- ♦ Office or tech/flex office development to support the retail base with daytime customer clientele.
- ♦ Big box and regional destination/lifestyle retail development.
- ♦ Restaurants.

P2. The City shall support efforts to ensure that the I-205 Specific Plan area remains a regional retail destination.

Objective ED-6.7 Develop higher-end office and office-flex uses, particularly along entryways to the City along I-205 and I-580.

Policies

P1. Development of a high amenity campus style business park is encouraged.

P2. The City shall support attraction efforts for Class A Office and certain flex-tech development tenants seeking a high amenities workplace, particularly along entryways to the City along I-205 and I-580.

P3. High-speed telecommunications systems should be included in development to help create the premier office location in Tracy.

P4. The City shall support the efforts to enhance incentives for the Inter-Regional Partnership Jobs Opportunity Zone.

Action

A1. Work with developers to identify and implement various State incentives that may be available to qualified employers.

Objective ED-6.8 Facilitate the development of the Patterson Pass Business Park.

Policy

P1. The City shall support business attraction efforts by ProLogis to encourage manufacturing uses.

Objective ED-6.9 Support mixed-use development in the Tracy Hills Specific Plan area.

Policy

P1. Development of the portion of the Tracy Hills Specific Plan area designated for mixed-use, including commercial and light industrial development, is encouraged.

Goal ED-7 A competitive workforce.

Objective ED-7.1 Identify and improve workforce training to support business expansion and attraction.

Policies

P1. The City shall seek to attract expanded higher education opportunities.

P2. The City shall continue to collaborations with elected officials, school districts, and businesses to address workforce training.

Actions

A1. Survey businesses to identify additional workforce preparedness needs.

A2. Consult with institutions of higher learning, regional partnerships, and state agencies dedicated to workforce issues (e.g., California Employment Development Department).

Goal ED-8 Responsiveness to change and opportunities.

Objective ED-8.1 Create and implement an ongoing monitoring system to track economic vitality, identify changing conditions, and respond rapidly to new economic development opportunities.

Policy

P1. The City should track local, regional, state, and national economic trends to identify new opportunities.

Actions

A1. Create database of economic conditions and indicators such as job growth by sector (North American Industry Standard Classification), skill sets of employed residents (Labor Market Survey), employment by industry, lease rates, land costs, operating expenses and relevant legislation.

A2. Publish annual reports of recent economic trends (e.g., "State of the City").

A3. Conduct surveys on the economic climate and conditions in Tracy.

A4. Continue to expand network of research tools to assist with identifying industry trends to include site selectors, interviews with businesses in target industries, brokers, investors, developers, as well as industry associations.

Goal ED-9 A financially sound and viable City.

Objective ED-9.1 Maintain and enhance the financial viability of the City.

Policies

P1. The City shall support businesses that contribute to the City's financial viability so long as the business does not impact the quality of life in the community or cause negative impacts on human health and the environment.

P2. New development shall pay its fair share of the costs of providing public facilities and services for capital and ongoing operation and maintenance activities.

Action

A1. Maintain impact fees for new development to cover the costs of providing public facilities and services.

5 CIRCULATION ELEMENT

The purpose of the Circulation Element is to provide the general location and extent of existing and proposed roadways, bicycle and pedestrian facilities, public transit, and freight movement facilities. This element balances the need to provide efficient and reliable ways to move people and goods by multiple transportation modes and routes with the overall vision of Tracy as a safe, attractive community with walkable neighborhoods, vibrant retail districts and economically strong employment areas. The transportation system should accommodate the planned growth of Tracy, minimize environmental degradation, and complement regional transportation and land use plans.

The Circulation Element is correlated with the Land Use Element. As required by Government Code Section 65302(b), this Element contains information on the general location and extent of existing and proposed major thoroughfares, transportation routes and terminals. State law also requires that a Circulation Element contain data and policies related to the circulation of water, sewage and storm drainage, and other public utilities. These components are presented in the Public Facilities and Services Element.

This Element is divided into three sections. The first section provides background information on the existing transportation network in Tracy. The second section provides roadway classification standards. The third section presents goals, objectives, policies and actions to guide the development of the City's transportation system.

A. Background

The existing transportation system in the City of Tracy consists of the following major components.

- **Roadways**. There is an extensive network of roadways in Tracy, including major freeways (e.g., I-205), arterials (e.g., Eleventh Street), collectors and residential streets. These surface streets provide both regional and local travel needs.
- **Bicycle and Pedestrian Facilities**. The network of bicycle and pedestrian facilities includes on-street bicycle lanes and off-street facilities and multi-use paths. In addition, a high percentage of the City's streets include sidewalks.
- **Public Transit**. Tracy's public transit system includes local and regional buses and commuter rail access. The commuter bus and rail services provide a connection between the residential areas of the San Joaquin Valley and the employment areas to the west. Local bus service provides access and mobility around Tracy.
- **Freight Movement**. Tracy has a significant number of rail facilities, including several active freight rail lines. These rail lines are supplemented through designated truck facilities that route truck traffic through the City to the regional roadway network.

Each of these components is addressed below.

1. Roadways

In Tracy, as in most cities of similar size, most travel beyond a block or two occurs in motorized vehicles, primarily the automobile. This section discusses the key components of the vehicular circulation network.

The San Joaquin Council of Governments (SJCOG) is the designated Congestion Management Agency for San Joaquin County. Proposition 111 was a voter approved addition to an existing statewide gasoline tax. In order to receive funds from this tax, each county was re-

quired to designate a Congestion Management Agency and develop a Congestion Management Program (CMP). Subsequent legislation removed this requirement, allowing counties to discontinue the CMP by resolution of the majority of jurisdictions within the county. San Joaquin County has not elected to do so, and SJCOG remains the Congestion Management Agency for San Joaquin County. The CMP is also a requirement of the Measure K Renewal Ordinance approved by San Joaquin County voters in November 2006. Measure K is the 1/2-cent sales tax dedicated to transportation projects in San Joaquin County. The program is aimed at remedying the existing over $1.0 billion deficiency in transportation funding in San Joaquin County while promoting improved air quality and quality of life. With its passage in November 1990, Measure K began laying the groundwork for two decades of funding for a system of improved highways and local streets, new passenger rail service, regional and interregional bus routes, park-and-ride lots, new bicycle facilities, and railroad crossings. Federal planning regulations also require a congestion management process to receive some types of federal transportation funding. SJCOG also fulfills that requirement.

The purpose of the CMP is to monitor cumulative transportation impacts of growth on the regional roadway system, establish level of service (LOS) standards, indentify deficient regional roadways and develop plans to mitigate deficiencies, facilitate travel demand management (TDM) strategies and facilitate operational preservation strategies for existing and planned development. SJCOG has adopted a two-tiered LOS standard. The first tier is triggered when a roadway operates at LOS D; when this tier is triggered, SJCOG begins an effort to reduce trips or shift trips to alternative transportation modes. The second tier is triggered when a roadway operates as LOS E or F; when

this tier is triggered, a Deficiency Plan is required. Certain roadways are allowed to be "grandfathered" at their existing LOS.

Although roadway segments operating at LOS D are not considered "deficient," this standard triggers the preparation of a plan that analyzes specific strategies for operational preservation and TDM. These strategies include ensuring that new development projects include provisions to promote alternative transportation options. SJCOG has developed a Travel Demand Management Plan that provides further guidance to local jurisdictions and land developers.

One of the implementation actions of the CMP is that it is SJCOG's requirement to analyze and comment on future land uses that may impact roadways in the CMP network. Based on a Land Use Analysis Process adopted as part of the 2007 CMP, proposals resulting in a degradation of LOS conditions require the identification and implementation of mitigation measures to avoid or mitigate identified impacts.

a. Streets and Highways

The roadways in the City of Tracy range in size from highways down to local residential streets and alleyways. Each level serves a different function in the system of vehicular movement. Highways serve regional traffic, arterial and collector streets serve city-wide travel needs and local streets serve the needs of individual neighborhoods. The following is a list of the primary existing roadways in the City of Tracy.

- **Interstate 205**. I-205 extends from I-580 to I-5 and extends east-west through the northern portion of the City of Tracy. Interchanges are provided at West Eleventh Street, Grant Line Road, Tracy Boulevard and MacArthur Drive. I-205 has six lanes throughout Tracy. The posted speed limit on I-205 is 70 miles per

hour to the east of Tracy and 65 miles per hour through Tracy and to the west.

- **Interstate 580**. I-580 extends from the San Francisco Bay Area, through the Altamont Pass, and connects to I-5 south of Tracy. This facility currently has four lanes in the segments adjacent to the City of Tracy with a posted speed limit of 70 miles per hour.

- **Interstate 5**. I-5 is a major roadway that extends north-south throughout the State of California. In San Joaquin County, I-5 connects Stockton to Tracy and passes through Lathrop and Manteca. Those sections adjacent to the City of Tracy have four travel lanes with a posted speed limit of 70 miles per hour.

- **Grant Line Road**. Grant Line Road is a parallel road to I-205 that extends through the northern areas of Tracy. The road width varies from two lanes to six lanes with a majority of the roadway having four travel lanes and a raised median. The six-lane section extends from I-205 to Corral Hollow Road. The road is predominantly four lanes between Corral Hollow Road and MacArthur Drive. Several sections have medians and bike lanes. In other segments, such as those found between Holly Drive and Lincoln Boulevard, the raised median is replaced with a striped two-way left turn lane. In the 1994 Roadway Master Plan, Grant Line Road has portions which are designated as both an arterial and an expressway. The expressway portion of this roadway extends east from Chrisman Road to I-5.

- **Eleventh Street**. Eleventh Street, which also parallels I-205, is one of the major east-west roadways in the City of Tracy. The roadway width varies from four to six lanes with most segments containing a median and bicycle lanes. The posted speed limit varies from 35 miles per hour in the urban areas of the city to 55 miles per hour east of Chrisman Road. The 1994 Roadway Master Plan

designates this roadway as both an expressway and a major arterial. The segment from Corral Hollow Road to MacArthur Drive is classified as a major arterial while the remaining segments of the road are classified as an expressway.

- **Schulte Road**. Schulte Road is an east-west roadway south of Eleventh Street. This roadway varies between two lanes and four lanes with bicycle lanes and sidewalks on certain sections. The roadway is four lanes west of MacArthur Drive and two lanes east of MacArthur. The section that extends from Central to Corral Hollow Road has on-street bicycle lanes. Schulte Road is classified as a major arterial in the 1994 Roadway Master Plan.

- **Valpico Road**. Valpico Road, which lies to the south of Schulte Road, extends from Chrisman Road to Lammers Road. The majority of the roadway has four lanes with some two-lane segments at the eastern and western boundary of the city. When the road has four travel lanes, there is a median present. The posted speed limit varies from 35 to 45 miles per hour. The 1994 Roadway Master Plan classifies this roadway as a major arterial.

- **Linne Road**. Linne Road is the southernmost major road in the City of Tracy and extends from Lammers Road to east of I-5. The road has two lanes throughout the study area with a speed limit that varies from 35 to 55 miles per hour. The posted speed limit for a majority of the roadway within the City limits is 45 miles per hour. Linne Road is classified as a future expressway in the 1994 Roadway Master Plan west of MacArthur Drive.

- **Lammers Road**. Lammers Road is a major north-south roadway that serves as the western boundary of the existing developed area of the City of Tracy. There are two travel lanes on the existing sections of Lammers Road. There is no median on these two lane segments. There is an on-street bicycle lane on the eastern side of

the roadway in the segment north of Eleventh Street. The posted speed limit within the City is 45 miles per hour. Lammers Road is classified as a future expressway in the 1994 Roadway Master Plan.

- **Corral Hollow Road**. Corral Hollow Road serves as one of the major north-south roadways in the City of Tracy. This roadway extends from the San Joaquin/Alameda County border south of I-580 to north of I-205. South of Grant Line Road, this roadway has four lanes with a posted speed limit varying between 40 and 45 miles per hour. The segment from Schulte Road to Grant Line Road has a raised median of sufficient width to add an additional lane in each the northbound and southbound directions. North of Grant Line Road, the roadway has two lanes with no median. Corral Hollow Road is classified as a major arterial in the 1994 Roadway Master Plan.

- **Tracy Boulevard**. Tracy Boulevard, which runs north-south, is east of Corral Hollow Road and extends from near I-580 in the southern portion of the city past I-205 in the north to State Route 4. There are four travel lanes in the segments of the roadway within the City limits. Median treatments include raised medians and two way left turn lanes. The posted speed limit varies from 30 miles per hour (south of Grant Line Road) to 45 miles per hour (south of Valpico Road). Like Corral Hollow Road, Tracy Boulevard is also classified as a major arterial in the 1994 Roadway Master Plan.

- **MacArthur Drive**. MacArthur Drive is located to the east of Tracy Boulevard. The southern section of the roadway has two lanes, but the segment between Eleventh Street and I-205 has four travel lanes. Several portions of the four-lane section have a raised median and in-street bicycle lanes. The posted speed limit on MacAr-

thur Drive varies from 40 to 45 miles per hour. This roadway is classified as a major arterial in the 1994 Roadway Master Plan.

- **Chrisman Road**. Chrisman Road is a two-lane road on the eastern side of the City of Tracy. The posted speed limit varies from 35 to 45 miles per hour. Presently a rural road, Chrisman Road is classified as a future expressway in the 1994 Roadway Master Plan.

b. Freeway Interchanges

There are nine freeway interchanges within the City of Tracy Planning Area. Five of these interchanges are found on I-205. The remaining interchanges are found on I-580 and I-5. The interchange locations are listed below:

- I-205/Mountain House Parkway
- I-205/Eleventh Street
- I-205/Naglee Road/Grant Line Road
- I-205/Tracy Boulevard
- I-205/MacArthur Drive
- I-580/Mountain House Parkway
- I-580/Corral Hollow Road
- I-5/Eleventh Street
- I-5/Kasson Road

The I-205/Eleventh Street and I-5/Eleventh Street are high-speed controlled interchanges while I-205/Naglee Road/Grant Line Road, I-205/Tracy Boulevard, and I-205/MacArthur Drive are signalized interchanges. The remaining three interchanges: I-580/Mountain House Parkway, I-580/Corral Hollow Road, and I-5/Kasson Road handle low volumes of traffic and are considered low capacity rural interchanges. Major new interchanges with I-205 are planned at Lammers Road and Chrisman Road. An interchange is also planned for I-580 and Lammers Road.

c. Major Intersections

Of the city's 43 major intersections, 26 currently operate under signal control. The remaining 17 major intersections operate under stop sign control. A majority of these unsignalized intersections are found along Schulte Road, Valpico Road and Linne Road. These stop sign controlled intersections include side-street stop sign controlled (major street operates freely) or all-way stop sign controlled intersections (all approaches must stop for stop signs).

The operation of the intersections was analyzed as a part of the existing conditions analysis. Operations are evaluated using an LOS system. LOS is a letter grade system with LOS A indicating a facility with little congestion and LOS F indicating a highly congested facility. The LOS criteria for signalized intersections are provided in Table 5-1. Criteria for unsignalized intersections use a similar methodology except the average control delay is shorter compared to signalized intersections.

The majority of the signalized and unsignalized intersections in the city operate at LOS C or better. In addition, there are some unsignalized intersections that operate at LOS F. They are Grant Line/Byron Road, Eleventh Street/MacArthur Drive, and Schulte Road/Lammers Road.

2. Bicycle System

Bicycle facilities are classified according to a typology established by Caltrans as documented in "Chapter 1000: Bikeway Planning and Design" of the Highway Design Manual (5th Edition, California Department of Transportation, January 2001) and further specified in the City of Tracy Bikeway Master Plan. The Caltrans standards provide

TABLE 5-1 **SIGNALIZED INTERSECTION LOS CRITERIA**

LOS	Description	Average Control Delay (in seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	$\leq$ 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	> 10.0 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20.0 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	> 35.0 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	> 55.0 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	> 80.0

Source: *Highway Capacity Manual*, Transportation Research Board, 2000.

for three distinct types of bikeway facilities, as generally described below:

- **Class I Bikeway (Bike Path).** Provides a completely separate right-of-way and is designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian cross-flow minimized.
- **Class II Bikeway (Bike Lane).** Provides a restricted right-of-way and is designated for the use of bicycles with a striped lane on a street or highway. Vehicle parking and vehicle/pedestrian cross-flow are permitted.

- **Class III Bikeway (Bike Route).** Provides for a right-of-way designated by signs or pavement markings for shared use with pedestrians or motor vehicles.

There are approximately 9.46 miles of existing Class I bikeway facilities in the city. The longest continuous facility extends from West Eleventh Street to south of Valpico Road, primarily along Sycamore Parkway. A second Class I facility runs parallel to North MacArthur Drive and extends from East Eleventh Street to I-205.

The Class II facilities are generally found along the western portion of the existing urbanized area. These facilities are found along roadways such as Corral Hollow Road and Tracy Boulevard. There are Class II facilities on Grant Line Road and West Eleventh Street to the west of Tracy Boulevard.

The Class III Bike Route network is most prevalent in the Central Tracy area. Portions of roadways such as Hickory Avenue, Holly Drive, and Schulte Road carry these facilities.

While there is an extensive network of bicycle facilities throughout the city, there are gaps in the bicycle network. For example, Tracy Boulevard has segments with Class II and Class III designations, with other segments containing no designated bicycle facilities. Because of these gaps, it is not possible to fully traverse the city traveling north to south or east to west using the designated bicycle network.

3. Public Transit System

The public transit system includes both a bus and rail passenger component. The bus and rail system provide local and regional connectivity for residents of Tracy.

a. Passenger Bus System

The passenger bus system operating within the City of Tracy includes the following services:

- Local fixed-route bus service operated by the City of Tracy (Tracer)
- Paratransit bus and taxi service to qualifying individuals operated by the City of Tracy.
- Regional intercity fixed-route bus service operated by the San Joaquin Regional Transit District (SJRTD).
- Flexible fixed-route service operated by SJRTD.
- Commuter express bus service operated by SJRTD.

Fixed-route services are those that adhere to a strict route and timetable with scheduled stop locations. Flexible-route service is demand responsive whereby a driver may deviate from the route to pick up and drop off passengers. Some transit agencies, such as SJRTD, also operate flexible fixed-route service whereby fixed-route services may temporarily deviate from the designated route for elderly and disable passengers.

b. Local Fixed-Route Bus Service

The City of Tracy operates a fixed-route bus system within the city. This service is called Tracer and follows two opposing routes that run in loop fashion in the city using roadways, including Grant Line Road, Tracy Boulevard, West Eleventh Street and Schulte Road. The endpoints for the route include City Hall and the West Valley Mall. Service is currently provided on 60-minute headways with operations beginning at 6:58 a.m. on weekdays and 8:58 a.m. on Saturday. Service

ends at 6:58 p.m. on weekdays and 4:58 p.m. on Saturdays. There is no service on Sundays.

c. Regional Intercity Fixed-Route Bus Service

The SJRTD operates one fixed-route bus line (Route 20) that serves the City of Tracy. Route 20 connects the City of Tracy to Stockton and Lathrop along Interstate 5. Within the City of Tracy, Route 20 extends along Grant Line Road and East Eleventh Street. This route operates Monday through Friday from 5:45 a.m. to 10:22 p.m. Route 20 does not operate on weekends.

d. SJRTD Flexible Fixed-Route Service

SJRTD also operates Route 90, which is a flexible fixed-route line. Within the City of Tracy, this route extends along Grant Line Road with stops at major locations such Wal-Mart, West Valley Mall, the Naglee Park & Ride Facility, and the Prime Outlets on Pescadero Avenue. Route 90 operates on 1-hour, 45-minute headways in the evenings with 2-hour headways on weekends and holidays.

e. SJRTD Commuter Bus Service

The SJRTD operates a number of commuter bus lines that connect cities in San Joaquin County with major employment locations in the San Francisco Bay Area including Pleasanton, Dublin, Livermore, Mountain View, Palo Alto and Sunnyvale. These various routes pick up and drop off passengers at the Tracy Park-And-Ride facility. The pick up times vary from 4:00 a.m. to 6:00 a.m. with drop offs ranging from 4:00 p.m. to 6:00 p.m.

f. Passenger Rail System

Altamonte Commuter Express (ACE) is a passenger rail service connecting Stockton to San Jose. The ACE station for Tracy is located on

Tracy Boulevard at Linne Road. There are currently three ACE trains per day which arrive in Tracy between 4:00 a.m. and 7:00 a.m. These trains then return to Tracy between 5:00 p.m. and 7:00 p.m.

4. Freight Movement

Given its relative location to the San Francisco Bay Area and other areas of San Joaquin County, the City of Tracy is ideally positioned to facilitate the movement of regional freight. The City functions both as a conduit for freight traffic and also as an origin point, particularly for regional truck traffic. The goods or freight movement system in the City of Tracy consists of both an extensive rail system and designated truck routes.

a. Rail System

There are three major rail lines that enter the City of Tracy from the east, two of which merge and subsequently exit to the west. There are several minor spur lines along the main lines. One of these spur lines is south of Linne Road and is used for industrial shipping. The second extends north from West Eleventh Street to I-205 and was mainly used by the Holly Sugar factory. This plant is no longer in use and the parcel is now owned by the City. These lines are currently owned by Union Pacific Corporation, which operates freight rail service through its Union Pacific Railroad (UPRR) subsidiary.

The main rail line runs through south Tracy along Linne Road. This line is used for both an industrial and commuter rail. Approximately ten freight trains and six commuter rail trains operate daily on the tracks. The remaining lines run through the center of Tracy. The northwesterly main alignment travels along Byron Road, is used minimally, and ties into Martinez. The line to the northeast is used for local freight and ties into Stockton. To the southeast, UPPR leases the

line to California Northern Railroad. The line to the southwest, whose tracks stop at the county line, is no longer in service and is used only for storage.

Due to the prevalence of railroad lines, there are 23 existing at-grade roadway/railroad crossings. These crossings are distributed throughout the city with two crossings each on Corral Hollow Road, Tracy Boulevard and MacArthur Drive.

b. Truck Routes

The City of Tracy has a specific ordinance relating to truck routes. This ordinance defines weight restrictions, specifies the ability of trucks to enter areas not designated as truck routes, and defines the truck routes within the city.

The weight restrictions that apply to trucks are specified in Section 3.08.300 of the Tracy Municipal Code. This section of the code states that trucks larger than three tons must stay on designated truck routes. Passenger buses under the jurisdiction of the Public Utilities Commission are exempt from this restriction.

Section 3.08.300 also provides that trucks are allowed to temporarily deviate from the designated truck routes for purposes of loading and unloading. Otherwise, trucks are supposed to remain on the designated routes specified in Section 3.08.310 of the Tracy Municipal Code.

B. Roadway Classifications and Standards

Each of the roadways in Tracy can be categorized according to a typology known as functional classification. Functional classification is

a method to classify a roadway based on its function. Since the two major functions of a roadway are to serve through traffic and provide access to adjacent property, different roadways prioritize these two functions differently. For instance, freeways prioritize the movement of traffic at the expense of access to adjacent properties. The City's ultimate roadway plan, with general functional classifications, is shown in Figure 5-1.

The current functional classification for roadways in the City of Tracy, as well as a brief description of boulevards, is detailed below.

1. Freeways

These facilities are intended to carry traffic efficiently from one end of the city to the other, serve inter-regional travel, and provide connections from the City of Tracy to other cities and counties. These roadways provide no direct property access. The existing freeways are I-205, I-580, and I-5.

2. Expressways

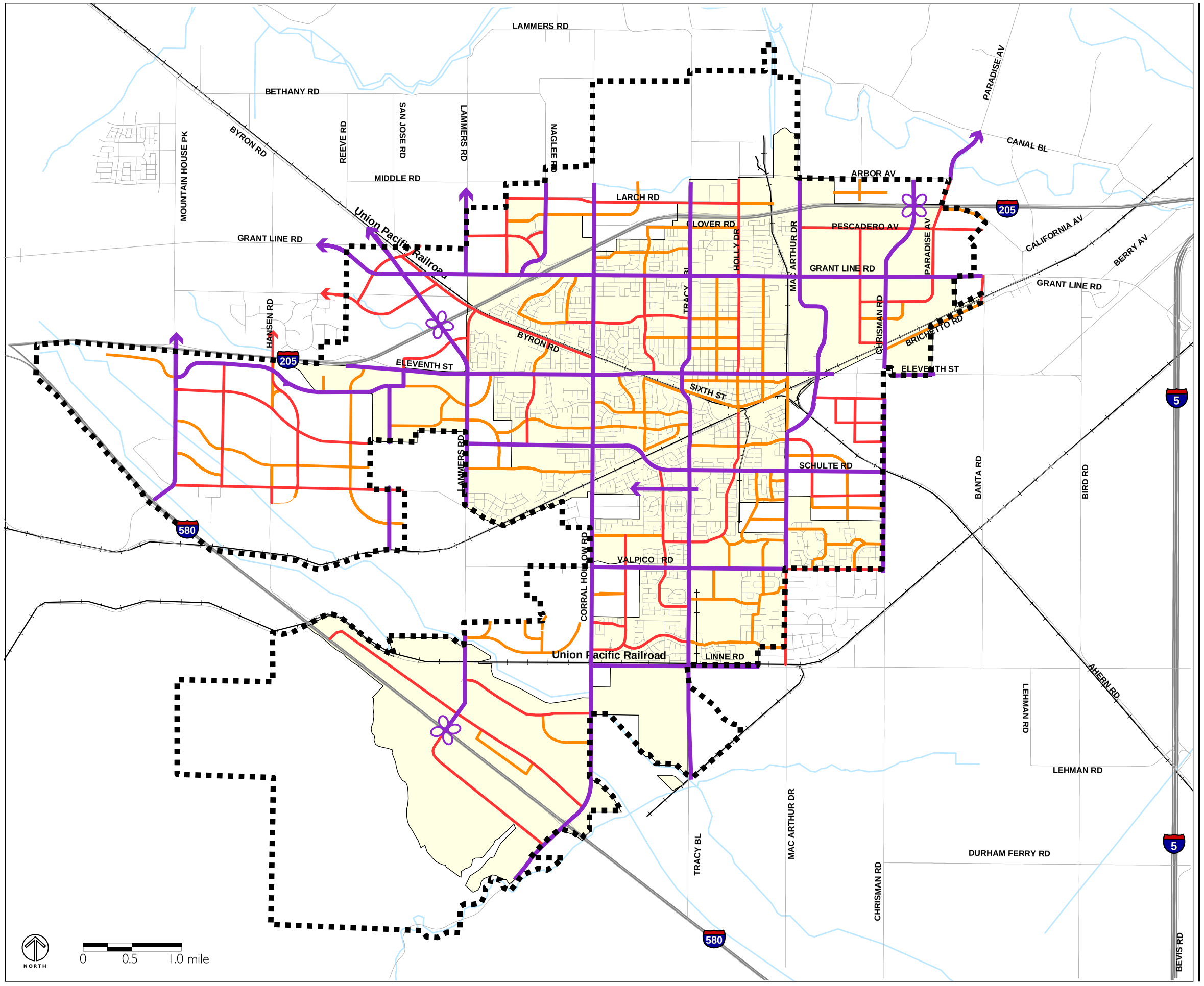
Expressways generally border the City of Tracy and provide connectivity to adjacent freeway facilities. Expressways are designed to prioritize traffic movement with very limited access. Roadways designated as future expressways include Lammers Road, Linne Road, Eleventh Street (adjacent to I-205), Grant Line Road (east of Chrisman), and Chrisman Road. These facilities have significant access restrictions with ¼-mile minimum spacing of access points and traffic control at major intersections provided by grade separated facilities.

3. Boulevards

Boulevards are multi-functional major streets that combine central lanes for efficient through-traffic movement with local access lanes for

FIGURE 5-1

ROADWAY CLASSIFICATION AND CONCEPTUAL ALIGNMENTS



- Major Arterial / Expressway / Boulevard
- Minor Arterial / Major Collector
- Other Collector
- City Limits
- Sphere of Influence

Data Source: Fehr & Peers, 2005

Notes:

1. Conceptual layout only

2. Revisions/additions to minor arterials and other collectors will occur during development process.

3. The location of the Chrisman/Paradise interchange shown on this map represents one option for the interchange location, but a final location has not yet been selected. Another option for this area is to use Paradise Road rather than construct a new overcrossing.

property access. The central lanes and access lanes are physically separated by raised landscaped islands, except at intersections and occasional mid-block access and egress points. Right-of-way requirements are similar to those for an Expressway or Major Arterial. No existing roadways in Tracy are designated as Boulevards, however, the City should consider using this classification in corridors where there is substantial need for both through-movement and access to abutting parcels.

4. Rural Highways

Rural highways are two-lane roadways serving thinly settled areas. They provide property access at widely spaced locations while serving through traffic at moderate-to-high speeds.

5. Major Arterials

These roadways are intended to serve as the major routes of travel within the city. Arterials are designed to link facilities such as freeways and expressways (which prioritize traffic capacity) with lower hierarchy roadways, which provide direct access to parcels. Major arterials should be located about one mile from each other.

Arterials can provide some direct but limited access to adjacent parcels. These limitations can include restrictions on spacing and turn movements into and out of driveway locations. Major arterials can also serve as bicycle and pedestrian routes. Major arterials can carry up to about 50,000 vehicles per day. Tracy's arterial system includes Tracy Boulevard, Grant Line Road and Corral Hollow Road.

6. Minor Arterials

These facilities should be spaced at half-mile intervals to supplement the major arterial system. Minor arterials can provide direct access to major traffic generators, such as shopping centers, industrial complexes

and large residential subdivisions. These types of arterials can carry traffic volumes ranging from 10,000 to 30,000 vehicles per day.

7. Collectors

These roadways serve as intermediaries between arterials and local roads. Traffic is collected from local roads and distributed onto the arterial system. They should be spaced at quarter-mile intervals. Collector roadways also provide direct access to parcels in both residential and non-residential areas. The maximum volumes for collector roadways generally range from 2,000 to 10,000 vehicles per day. Collector roadways can be classified as major collectors and minor collectors. Major collectors carry volumes at the higher end of the collector scale and provide a high level of connectivity to adjacent areas. Minor collectors carry lower volumes of traffic than major collectors and provide relatively more access to abutting parcels.

8. Local Streets and Roads

Local roads provide direct access to properties and connect to collectors and minor arterials. Traffic volumes on these roads are very low. There should be an average of three residential streets between collectors (approximately 1/12-mile spacing).

C. Changes to the Transportation Network

Under the General Plan, the City will implement a significant number of new roadways and other changes to its roadway network. These new roadways primarily consist of arterials and new interchanges to serve future development in the western portion of Tracy, including connections from I-205 to Byron, Lammers and Grant Line Roads; and a westward extension of Schulte and Linne Roads. There is a also a major arterial which connects Chrisman Road to I-205 and Arbor

Avenue to the north, and several minor arterial and collector roadways which are proposed for the eastern edge of Tracy. In addition, as development occurs throughout the more localized improvements to existing roadways will be necessary. These improvements include the addition of travel lanes, new signals, widening of intersection and reclassifications of roadways.

In addition, while General Plan policies below call for regular updates to plans for the Bicycle, Transit, Freight and other modes, no specific changes are to these transportation systems are identified in the General Plan.

D. Goals, Objectives, Policies and Actions

Goal CIR-1	**A roadway system that provides access and mobility for all of Tracy's residents and businesses while maintaining the quality of life in the community.**

Objective CIR-1.1 Implement a hierarchical street system in which each street serves a specific, primary function and is sensitive to the context of the land uses served.

Policies

P1. The City should develop context-based street designs that allow for variations based on the expected function and location of the facility, and the surrounding land use context. These context-sensitive designs should have the following aims:

- ♦ Create aesthetically attractive streetscapes.
- ♦ Enhance multi-modal transportation by increasing mobility and improving safety for autos, trucks, transit, pedestrians and bicyclists.

P2. The City shall preserve rights-of-way needed for future roadway and freeway interchange improvements through dedication or acquisition as adjacent properties develop or redevelop.

P3. The City shall continue to apply traffic mitigation fee programs to fund transportation infrastructure, based on a fair share of facility use.

P4. The City should continue to pursue regional, County and State funding to fund roadway projects. These potential funding sources may include Measure K sales tax revenues, a regional or countywide transportation impact fee, and other existing and future revenue sources.

P5. The City shall continue to participate in regional transportation funding decisions, including Measure K reauthorization, regional or countywide transportation fees, and prioritization of State funded projects.

P6. The Roadway Master Plan update shall identify necessary improvements to various intersections on I-205 and I-580 based on land use designations and with particular attention to Terminal Access Routes in accordance with Surface Transportation Assistance Act of 1982 (STAA).

Actions

A1. Update the Roadway Master Plan upon adoption of the General Plan. The Roadway Master Plan should contain the following information:

- Improvement needs and ultimate right-of-way for 50 years, based on development anticipated by the General Plan and foreseeable development based on proposed projects, current absorption rates for non-residential properties and historical population growth rates.
- Appropriate street classifications for arterial and collector roadways as well as innovative concepts such as boulevards and other roadway types not currently employed in the City of Tracy. These roadway designs should reflect context-based design principles.
- Detailed connectivity standards for arterials, collectors, and local streets. These connectivity standards should further refine minimum and maximum spacing of facilities and traffic control devices identified in the Roadway Classification Standards in Section B of this Element.

A2. Prepare Precise Plan Line studies for major new roads and widenings, and consult with Caltrans for new interchanges identified in the Roadway Master Plan in order to define the rights-of-way needed to construct future facilities.

A3. Consult with San Joaquin County and the City of Lathrop to ensure that adequate rights-of-way are preserved in the City's Sphere of Influence.

Objective CIR-1.2 Provide a high level of street connectivity.

Policies

P1. The City shall ensure that the street system results in a high level of connectivity, especially between residences and common local destinations, such as schools, Village Centers, retail areas and parks. The standard for roadway (vehicular) connectivity is defined as appropriate spacing of arterials and collectors and local roads as detailed above in Section B of this Element "Roadway Classifications and Standards."

P2. The City shall implement a connected street pattern with multiple route options for vehicles, bikes and pedestrians.

P3. New development shall be designed to provide vehicular, bicycle and pedestrian connections with adjacent developments.

P4. The City should develop residential street alignments and designs that provide connectivity while discouraging high-speed cut-through traffic.

P5. New development shall be designed with a grid or modified grid pattern to facilitate traffic flows and to provide multiple connections to arterial streets.

P6. Street patterns in hillside areas may reflect existing topography and minimize grading impacts.

Objective CIR-1.3 Adopt and enforce LOS standards that provide a high level of mobility and accessibility, for all modes, for residents and workers.

Policies

P1. To the extent feasible, the City shall strive for LOS D on all streets and intersections, with the LOS standard for each facility to be defined in the Transportation Master Plan in accordance with the opportunities and constraints identified through the traffic projections and analysis performed for that Plan. The following exceptions to the LOS D standard may be allowed:

- ♦ LOS E or lower shall be allowed on streets and at intersections within one-quarter (1/4) mile of any freeway. This lower standard is intended to discourage inter-regional traffic from using Tracy streets.
- ♦ LOS E or lower shall be allowed in the Downtown and Bowtie area of Tracy, in order to create a pedestrian-friendly urban design character and densities necessary to support transit, bicycling and walking.

P2. The City may allow individual locations to fall below the City's LOS standards in instances where the construction of physical improvements would be infeasible, prohibitively expensive, significantly impact adjacent properties or the environment, or have a significant adverse effect on the character of the community, including pedestrian mobility, crossing times, and comfort/convenience.

P3. Intersections may be permitted to fall below their adopted LOS standard on a temporary basis when the improvements necessary to preserve the LOS standard are in the

process of construction or have been designed and funded but not yet constructed.

P4. Roadways and freeways that are subject to State and regional agency oversight and/or are candidates for State-funded or federally-funded improvements should conform to the operational service requirements of the applicable agency.

P5. For long-range planning purposes, the LOS of major streets shall be determined based on an estimation of peak hour conditions using future average daily traffic forecasts and standard Tracy relationships between daily traffic and peak PM hour traffic.

P6. For project-specific development approvals, the LOS at major street intersections shall be determined based on the direct estimation of peak hour conditions and should reflect the average condition prevailing throughout the peak hour of a typical weekday for all traffic using the intersection.

P7. Traffic studies for new developments within the City may be prepared if necessary and appropriate to determine the impacts of the project's traffic on the transportation system.

P8. Access control and minimization of median openings shall be a key consideration in the design of expressways, boulevards, arterials and major collectors.

P9. The City shall encourage the use of right-turn-in/right-turn-out only turning movements where local and collec-

tor streets intersect arterial streets with medians. The purpose is to increase the safety of the roadway and to avoid traffic signals that are spaced too close together.

P10. Exclusive right turn lanes in and out of major residential, commercial, industrial and office developments shall not reduce the width of public or private landscaping requirements.

Actions

A1. Evaluate the performance of the roadway system or portion of the roadway system on an as-needed basis based on existing traffic volumes, LOS and other traffic operational issues, and accident locations.

A2. Maintain an up-to-date record of intersections exempted from the City's LOS standards.

Objective CIR-1.4 Protect residential areas from commercial truck traffic.

Policies

P1. Significant new truck traffic generating uses shall be limited to locations along designated truck routes, in industrial areas or within ¼-mile of freeways.

P2. The City shall enforce designated truck routes based on the existing City ordinance.

Actions

A1. Update the truck route designations periodically as needed.

A2. Maintain a map of truck routes in the City.

Objective CIR-1.5 Protect residential areas from through traffic and high travel speeds by facilitating free flow of traffic on major streets.

Policies

P1. Use of local residential streets by non-local and commercial traffic shall be discouraged. The City may consider techniques such as route signs and route maps. This policy should not restrict the ability of local vehicle and non-motorized transportation to utilize residential collectors as an effort to encourage higher levels of roadway connectivity.

P2. The City shall coordinate the timing of traffic signals on arterials to facilitate traffic movement.

Objective CIR-1.6 Maximize traffic safety for automobile, transit, bicycle users, and pedestrians.

Policies

P1. The City shall design streets using context-sensitive design principles that enhance safety for all modes of travel.

P2. New development shall implement traffic calming measures where necessary so long as connectivity is not diminished.

Actions

A1. Monitor and record accident locations and prepare a regular summary of accident locations.

A2. Explore traffic calming techniques for existing areas of the city.

Objective CIR-1.7 Minimize traffic-related impacts such as noise and emissions on adjacent land uses.

Policies

P1. Appropriate buffering and screening mechanisms shall be incorporated in development projects to limit the impacts associated with traffic. These buffering and screening mechanisms may include setbacks, landscaping, berms, soundwalls or other methods as appropriate.

P2. Soundwalls shall only be used next to major arterials, and other high-speed, high-volume facilities in accordance with the policies in the Community Character Element.

Objective CIR-1.8 Minimize transportation-related energy use and impacts on the environment. 

Policies

P1. Transportation projects shall avoid disrupting sensitive environmental resources. 

P2. When possible, road construction and repair projects shall use sustainable materials. 

P3. The City shall encourage the use of non-motorized transportation and low-emission vehicles.

Goal CIR-2 Adequate interregional access.

Objective CIR-2.1 Support regional planning and implementation efforts to improve interregional highways and interregional travel efficiency.

Policies

P1. The City shall continue to cooperate with regional and State agencies, including Caltrans and San Joaquin Council of Governments (SJCOG) to study, plan and fund improvements to the regional transportation system. These regional transportation improvements may include freeway widening, the construction of regional roadways, regional passenger rail expansions, additions to the existing commuter bus system and provision of park-and-ride lots near facilities heavily used by commuters.

P2. The City should ensure that land needed for park-and-ride facilities is conserved in new development areas.

P3. The City shall work with other local jurisdictions, SJCOG, and Caltrans to identify and develop alternative routes to allow locally-generated traffic to bypass congestion on I-205 and I-580 without impacting city streets.

P4. The City shall work with the City of Lathrop and San Joaquin County to preserve a right-of-way along the existing alignment of Middle Road/Arbor Avenue north of

I-205 (a.k.a., Golden Valley Parkway) for the future construction of a regional roadway parallel to I-205. This process should determine appropriate funding mechanisms and the design of an interchange with I-205 at Chrisman Road.

Action

A1. Prepare a plan line study that identifies and preserves necessary right-of-way north of I-205 within the City of Tracy that allows the future construction of a route parallel to I-205.

Objective CIR-2.2 Discourage interregional travel from diverting from freeways onto Tracy streets.

Policy

P1. The City shall consider techniques, such as freeway ramp metering or traffic signal timing changes, to discourage the diversion of inter-regional travel from the freeways onto Tracy streets.

Action

A1. Conduct a study to quantify the level of traffic diverting from I-205 onto Tracy roadways.

Goal CIR-3 Safe and convenient bicycle and pedestrian travel as alternative modes of transportation in and around the city.

Objective CIR-3.1 Achieve a comprehensive system of city-wide bikeways and pedestrian facilities.

Policies

P1. The City shall incorporate appropriate bicycle and pedestrian facilities on all roadways constructed by the City, Class I to the extent feasible.

P2. To the extent possible, the City shall separate vehicular from bicycle and pedestrian traffic on higher-speed and higher-volume roadways through the use of off-street bicycle and pedestrian facilities.

P3. The City may separate bicycle from pedestrian users on high usage bicycle and pedestrian paths.

P4. The City's bicycle and pedestrian system shall have a high level of connectivity, especially between residences and common local destinations, such as schools, shopping and parks. A higher level of bicycle and pedestrian connectivity is defined as a shorter or similar distance to common destinations for bicycles and pedestrians compared to distances for vehicles.

P5. The City shall establish a ½-mile walkability standard for residents to access goods, services and recreational facilities.

P6. New development shall include pedestrian and bicycle facilities internal to the development and that connect to city-wide facilities, such as parks, schools and recreational

corridors, as well as adjacent development and other services.

P7. New development sites for commercial, employment, educational, recreational and park-and-ride land uses shall provide bicycle parking and/or storage facilities.

Actions

A1. Update the City of Tracy Bikeways Master Plan on an as-needed basis.

A2. Update the City of Tracy Roadway Master Plan to include bicycle routes.

A3. Maintain a map of existing bicycle facilities in the city.

A4. Incorporate bicycle and pedestrian facilities into the roadway design standards of the Roadway Master Plan.

A5. Seek local, State and federal funding for bicycle improvements identified in updates to the Bikeways Master Plan.

A6. Improve city-wide pedestrian access as funding becomes available.

Goal CIR-4 A balanced transportation system that encourages the use of public transit and high occupancy vehicles.

Objective CIR-4.1 Promote public transit as an alternative to the automobile.

Policies

P1. The City shall promote efficient and affordable public transportation that serves all users.

P2. The City shall continue to partner with SJCOG, SJRTD and Caltrans in efforts to locate park-and-ride lots and other transit-related facilities in the City of Tracy.

P3. The City shall continue to operate the Tracer fixed-route and paratransit transit service and expand service to new residential and non-residential areas if funding for additional service is available and is warranted by ridership demand.

P4. The City shall seek funding from regional and State and federal agencies to fund additional transit service expansions and improvements.

P5. The City shall require development to provide for transit and transit-related increased modal opportunities, such as adequate street widths and curb radii, bus turnouts, bus shelters, park-and-ride lots and multi-modal transit centers through the development and environmental review processes, if appropriate.

P6. The City shall encourage efforts for additional regional transit service, including expansion of the existing ACE service, expansion of the existing commuter bus service, and new commuter rail service from Tracy to other areas in the region.

Actions

A1. Maintain transit facility design guidelines that clearly specify expectations for all types of development.

A2. Maintain a map of existing transit facilities in the city.

Objective CIR-4.2 Work to achieve connectivity between all modes of transportation.

Policies

P1. The City shall complete the Multi Modal Transit Center at Central Avenue and 6th Street.

P2. The City shall preserve the necessary rights-of-way by continuing the implementation of current arterial street standards and ensuring the preservation of existing rail corridors to facilitate the development of an expanded transit program in the future.

P3. The City shall encourage the expansion of transit services through consultation and cooperation with the Bay Area Rapid Transit District (BART), San Joaquin Regional Rail Commission, San Joaquin Regional Transit District, the Altamont Commuter Express (ACE), on services that expand the mobility and accessibility of transporting people, goods and services in and through Tracy and the region.

P4. The City shall develop a fully integrated multi-modal transportation system that takes into account access to employment, education, shops, medical services and that

facilitates participation in social and recreational opportunities.

P5. The City shall provide an efficient, effective and coordinated transit system that maximizes use of regional, state and federal funds.

P6. The City shall pursue economical, long term solutions to transportation problems by encouraging community designs which encourage transit use, and walking, bicycling and other non-motorized forms of transportation.

Action

A1. Create a Multi-Modal Transportation Master Plan that addresses the movement of people, goods and services within the City and from the City to the surrounding region. Modes of travel that should be included in this Master Plan include: automobile, transit, freight, air, bicycle, and pedestrian transportation. The plan shall consider short-term and long-term actions to preserve rights-of-way for future transportation options, such as light-rail.

6 OPEN SPACE AND CONSERVATION ELEMENT

The purpose of the Open Space and Conservation Element is to ensure the comprehensive and long-range preservation and management of open space lands in and around the City for the protection of natural resources, for economic uses, for outdoor recreation and as a scenic resource. The Open Space and Conservation Element seeks to maintain the City of Tracy's character and economic stability by encouraging the preservation of viable agricultural lands, natural habitats for endangered and threatened species and mineral resources and improving the quality of life for residents by providing recreational opportunities throughout the City.

This element combines two State-mandated elements—Open Space and Conservation—and an optional recreation component into one comprehensive element. The state-mandated Open Space Element is concerned with the management of open space resources. Open space is defined as any parcel or area of public or private land or water that is essentially unimproved and undeveloped. Government Code Section 65560 describes four categories of open space: Open Space for the Preservation of Natural Resources, Open Space for the Managed Production of Resources, Open Space for Outdoor Recreation and Open Space for Public Health and Safety. The types of open space in each of these categories are identified in Table 6-1.

The state-mandated Conservation Element is concerned with the conservation of natural resources, including plants and animal wildlife, water bodies and watersheds, forests, soils, minerals and energy conservation. Since most natural resources are located in open space land, the City of Tracy General Plan combines these two elements into one.

TABLE 6-1 **GOVERNMENT CODE OPEN SPACE CLASSIFICATIONS**

Category	Examples in Tracy
Open Space for the Preservation of Natural Resources • Plant and animal habitat areas • Rivers, streams, lakes and their banks • Watershed lands • Areas required for ecologic and other scientific purposes	• Special status plant and animal species habitats
Open Space Used for the Managed Production of Resources • Agricultural lands • Rangelands • Forest and timber lands • Mineral resource production areas	• Agricultural and grazing land outside of the SOI • Aggregate mining
Open Space for Outdoor Recreation • Areas of outstanding scenic, historic and cultural value* • Parks and other areas used for recreation • Scenic corridors and trails • Links between different open space areas	• City parks • Bike and pedestrian trails • Scenic roadways
Open Space for Public Health and Safety** • Areas requiring special management or regulation because of risks presented by natural hazards such as earthquakes or flooding	• Floodplains • Fault hazard zones

* Areas of historic and cultural value in Tracy are not discussed in this element, but are included in the Land Use Element.

**This category of open space is not discussed in this element; it is covered in the Public Safety Element.

This Element provides background information and goals, objectives, policies and actions on a variety of open space and conservation topics including: threatened and endangered habitat and species, agricultural lands, mineral resources, and parks and recreational opportunities and energy conservation.

A. Background Information

This section of the Open Space and Conservation Element provides background information on a variety of topics related to the preservation and conservation of open space land.

1. Biological Resources

The Tracy Planning Area currently contains a range of vegetation and habitat types including urban, agricultural, riparian woodlands, seasonal wetlands, farmed wetlands and non-native grasslands. These vegetation areas and habitats, which are described below, host a wide range of wildlife and plant species that reflect the diversity in San Joaquin County and the Central Valley.

- **Agricultural.** Much of the Planning Area outside of the Tracy City limits is used for agricultural production. This area includes land that is currently in agricultural use and lands that have been used for agricultural uses in the past but remain un-urbanized.
- **Urban.** The Urban land use type applies to the built-up portions of Tracy. Much of the land in the City limits and parts of the land in the SOI are considered Urban.
- **Non-Native Grasslands.** The majority of non-native grasslands in the Planning Area occur within its southern portion.
- **Riparian Woodlands.** The Great Valley Riparian Woodland communities lie in the northern portion of the Planning Area, along the Old River and Tom Paine Slough riparian zones, and in the southern portion of the Planning Area long the Corral Hollow system, which flows northeast.
- **Seasonal Wetlands**. There are numerous seasonal wetlands throughout the Tracy Planning Area.

- **Farmed Wetlands**. Wetland areas that are currently in agricultural uses are defined as farmed wetlands. This type of area occurs in the northern portion of the Tracy Planning Area.

There are numerous special status plant and animal species known to be located in the Tracy Planning Area. Special-status species include plants and animals that are legally protected under state and federal Endangered Species Acts or other regulations, as well as species considered sufficiently rare by the scientific community to qualify for such listing. Special-status species include the following categories of plants and animals:

- Plants and animal species listed or proposed for listing as threatened or endangered under the federal Endangered Species Act (ESA).
- Plants and animal species that are candidates for possible future listing as threatened or endangered under the ESA.
- Plants listed under the California Native Plant Protection Act.
- Plants that meet the definition of rare or endangered under the California Environmental Quality Act (CEQA), including those considered by the California Native Plant Society (CNPS) to be "rare, threatened, or endangered in California."
- Animal species of special concern to the California Department of Fish and Game.
- Animals fully protected in California, as defined in the California Fish and Game Code, Sections 3511 [birds], 4700 [mammals] and 5050 [amphibians and reptiles].

As of 2004, there are six special-status mammals, 24 special-status birds, six special-status reptiles and amphibians, two special-status inverte-

brates, and twelve special-status plant species potentially occurring in the Planning Area. These include the San Joaquin kit fox, Swainson's hawk, San Joaquin pocket mouse and the giant garter snake.

In an effort to protect sensitive and threatened species throughout the county, the San Joaquin Council of Governments (SJCOG) has prepared the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). The purpose of the SJMSCP is to provide a county-wide strategy for preserving open space, provide for the long-term management of plant, fish and wildlife species, especially those that are currently listed or may be listed in the future under the ESA or the California Endangered Species Act, and provide and maintain multiple-use Open Spaces that contribute to the quality of life of the residents of San Joaquin County. The City of Tracy has adopted the SJMSCP.

2. Agricultural Lands

Agriculture is a major activity within the undeveloped portions of the Tracy Planning Area. Agriculture uses include: field crops, tree crops, nurseries, greenhouses, agricultural related residences and structures, oil and gas exploration, livestock ranges, animal husbandry, public parks and recreation areas, farm employee residences, agricultural offices, truck farming and roadside stands.

As shown in Table 6-2, there are a total of 41,087 acres of land identified as Prime Farmland, Unique Farmland, Farmland of Statewide Importance and Farmland of Local Importance in the Planning Area, Sphere of Influence (SOI) and City limits combined. Definitions of each type of farmland are presented in Table 6-3. Of this amount, 4,890 acres are located in the City limits, 7,072 acres are in the SOI outside of the City limits and 29,125 acres are located in the Planning

Area outside of the SOI. Farmland along the I-580 corridor and the south side of the City is designated as Farmland of Local Importance, which is land defined as land of importance to the local economy. In San Joaquin County, any farmland that does not meet the criteria of Prime Farmland, Farmland of Statewide Importance or Unique Farmland is designated as Farmland of Local Importance. It could include land that is currently being used, or has been used in the past, as irrigated pasture, dry land farming, confined livestock or dairy facilities, and dry grazing.

In addition, the Tracy Planning Area includes lands protected under Williamson Act contracts.[1] These contracts preserve land in agricultural use for ten years and are adopted by land owners on a voluntary basis in exchange for tax benefits. According to the California Department of Conservation, as of January 2003, there are approximately 15,289 acres of agricultural lands under Williamson Act contracts within the Tracy Planning Area, 3,781 acres within the SOI and 1,489 acres within the City limits, for a total of 20,558 acres holding active Williamson Act contracts within the entire Planning Area. These numbers include both lands currently held in active contracts and those that have filed for non-renewal.

3. Mineral Resources

Within the Tracy Planning Area, sand and gravel deposits represent important mineral resources, which are used primarily for construction materials such as asphalt and concrete. Sand and gravel deposits

[1] Williamson Act contracts provide tax incentives for property owners to hold their lands in agricultural use for ten years instead of selling it for development. Placing an agricultural easement on land reduces its market value and therefore lowers the owner's property taxes. The contracts also provide financial assistance to municipalities who have reduced property tax revenues due to Williamson Act contracts.

TABLE 6-2 **FARMLAND IN THE PLANNING AREA (IN ACRES)**

Type	City Limits	Sphere of Influence	Planning Area*	Total
Farmland Type				
Prime Farmland	2,577	4,830	22,702	30,109
Farmland of Statewide Importance	0	0	87	87
Unique Farmland	4	703	1,696	2,402
Farmland of Local Importance	2,309	1,540	4,640	8,489
Total	**4,890**	**7,072**	**29,125**	**41,087**
Williamson Act Lands				
Prime	0	384	8,937	9,321
Non-Prime	0	3,025	4,804	7,829
Prime Non-Renewal	959	185	1,281	2,424
Non-Prime Non-Renewal	530	188	54	772
Prime Farmland Security Zone	0	0	213	213
Non-Prime Farmland Security Zone	0	0	0	0
Total	**1,489**	**3,781**	**15,289**	**20,558**

* Planning Area acreages refer to area within the Tracy Planning Area that is outside of the SOI.

Source: State of California, Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Important Farmland Type, 2002 and Williamson Act Land, 2004.

of regional significance have been designated by the California Geological Survey. In San Joaquin County, the most significant sand and gravel deposits are located in the southern portion of the Tracy Planning Area, along the Corral Hollow alluvial fan.

TABLE 6-3 **DEFINITIONS OF FARMLAND QUALITY TERMS**

Name	Description
Prime Farmland	Land which has the best combination of physical and chemical characteristics for the production of crops. It has the soil quality, growing season, and moisture supply needed to produce sustained high yields of crops when treated and managed, including water management, according to current farming methods. Prime Farmland must have been used for the production of irrigated crops within the last three years
Farmland of Statewide Importance	Land other than Prime Farmland which has a good combination of physical and chemical characteristics for the production of crops. It must have been used for the production of irrigated crops within the last three years.
Unique Farmland	Land which does not meet the criteria for Prime Farmland or Farmland of Statewide Importance that is currently used for the production of specific high economic value crops. It has the special combination of soil quality, location, growing season, and moisture supply needed to produce sustained high quality or high yields of a specific crop when treated and managed according to current farming methods. Examples of such crops may include oranges, olives, avocados, rice, grapes, and cut flowers.
Farmland of Local Importance	Land other than Prime Farmland, Farmland of Statewide Importance, or Unique Farmland that is either currently producing crops or that has the capability of production. This land may be important to the local economy due to its productivity.

4. Parks and Recreational Facilities

In 2002, the City of Tracy adopted the Parks Master Plan. The plan identifies existing park facilities, analyzes the demand for future parks, provides standards for new park facilities and identifies goals, policies and actions for the provision of park and recreation facilities and services. The majority of the goals, objectives, policies and actions in this Element are derived from the Parks Master Plan and refined based on the 2011 Parks and Recreation Master Plan update that is currently underway.

In addition, the City's park dedication ordinance currently requires a dedication of 4 acres per 1,000 people for all new development projects. This is intended to ensure that new development provides an adequate amount of park space to keep pace with demand.

a. Parks

Tracy's park system is four-tiered as follows:

- **Mini-Parks.** Small-sized parks, typically 1 to 3 acres, that provide basic recreation amenities for nearby residents in a specific neighborhood or subdivision.
- **Neighborhood Parks.** Medium-sized parks, typically 4 to 12 acres, that provide recreation opportunities within walking or biking distance for residents in one or more neighborhoods.
- **Community Parks.** Large parks, typically 12 to 50 acres, that include a mix of passive and active recreation amenities for the entire city or a substantial portion of the city. Community parks include, but are not limited to, recreation amenities and facilities typically found in mini and neighborhood parks, as well as specialized facilities that provide additional recreation opportunities. Community parks may also include natural open space.
- **Linear Parks.** Elongated park corridors that tie park components together, provide people with trail-related recreation opportunities, allow for uninterrupted and safe pedestrian and bicycle movement throughout the community, and/or protect natural open space corridors. Linear parks may be of various lengths and widths, and these corridors typically support facilities such as soft or hard-surfaced trails, viewing areas, picnic tables, and trailheads.

As of July 2010, the park inventory is comprised of 48 mini-parks, 15 neighborhood parks and eight community parks, providing approxi-

mately 256 acres at 71 sites. The parks inventory is detailed in Table 6-4 and includes the types of amenities located at each park.

In addition, there are two planned parks totaling approximately 314 acres of parkland. These are listed in Table 6-5. Planned parks are parks that are in the planning or design phase, but have not been developed or formally dedicated to the City.

b. Recreational Facilities

The City of Tracy operates several recreational facilities as shown in Table 6-6. As identified below, several of these facilities are located within the parks listed in Table 6-4. City-operated recreational facilities (which are leased, not owned) include a gymnastics center and a multi-purpose activity center.

c. Recreational Corridors

The City also operates a number of recreational corridors as linear parks, which mainly consist of Class I bikeways. These linear parks provide recreational and transportation amenities to city residents. In 2004, approximately 14 acres of such facilities exist in the City of Tracy. This inventory will be updated and included in the revised 2011 Parks and Recreation Master Plan.

5. Energy Conservation

In 2000, California and much of the country experienced an electrical energy shortage that resulted in high utility rates and rolling blackouts. This led to a heightened awareness of the need for energy conservation techniques as a means of saving money and conserving energy.

TABLE 6-4 **ESTABLISHED PARKS IN TRACY (AS OF 2010)**

Name of Park	Acres	Amenities
Mini Parks		
Abbott (Clyde) Park	0.5	small shaded picnic area, wrap around 5' wide walkway for bikes, trikes skaters, drinking fountain, benches and trash receptacles, children's playground.
Allen (Dr. Ralph) Park	0.8	half basketball court, child playground, picnic tables, small solid shade structure, swings, drinking fountain
American Legion Park	1.75	water feature
Barboza Park	2.08	half basketball court, tennis courts, play structure, benches, picnic tables, grills, skate park element, shade structure, drinking fountain
Busch (Daniel) Park	2.85	basketball court, grills, benches, shade structure, picnic tables, 2 play areas, drinking fountain
Chadeayne (J. Kingsley) Park	1.78	horseshoe pits, shade structure with security light, picnic structure, play lot, benches, drinking fountain
Cose (Don) Park	3.4	full court basketball, shaded picnic area over concrete, tot lot and children's playground, unshaded picnic area in lawn area, wrap around 8' wide walkway for bikes, trikes skaters, drinking fountain, benches, trash receptacles
Costa Park	0.5	half basketball court, benches, picnic tables, gazebo, play structure, drinking fountain
Eagan Family Park	0.51	small shaded picnic area with 2 tables solid shade, children's playground, drinking fountain, benches, trash receptacles
Emhoff Park	0.5	half basketball court, benches, picnic tables, shade structure, drinking fountain
Erb (John) Park	1.9	full court basketball, children's playground, shaded picnic area and unshaded picnic tables, drinking fountain, benches, trash receptacles.
Evans (Dorothy) Park	0.5	half basketball court, shade structure, seatwalls, grills, gazebo, benches, picnic tables, play areas
Fabian Park	1.0	full basketball court, benches, picnic tables, play structures, seatwall
Fine Park	0.58	open space-city well

TABLE 6-4 **ESTABLISHED PARKS IN TRACY (AS OF 2010)** (CONTINUED)

Name of Park	Acres	Amenities
Mini Parks (continued)		
Fisher (Jack) Park	2	shade structure, benches, 4 picnic tables, drinking fountain, 2-12 age play area, half basketball court
Fitzpatrick Park	0.4	benches, picnic tables, shade structure, play structures, half basketball court, grills, drinking fountains
Glover Park	2.1	benches, picnic tables, play structures, half basketball court, seatwall, drinking fountain
Golden Spike Park	0.5	benches, drinking fountain, picnic tables, play structures, half basketball court
Hanson (Verner) Park	3.5	large covered area with 8' x 8' platform benches, timber form play area with swings, picnic tables, drinking fountain, grills
Harvest (Landing) Park	0.5	benches, picnic tables, play structure, half basketball court, grills, drinking fountain
Hastie (Richard) Park	5.5	half basketball court, small solid shade structure, soccer-size lawn area, picnic tables
Hennan (Bailor) Park	0.5	benches, picnic tables, shade structure, half basketball court, grills, fitness path, play areas, drinking fountain
Huck Park	0.5	benches, picnic tables, play structure shade structure, grills, drinking fountain
Icardi Park	0.5	benches, picnic tables, play structures, shade structure, seatwalls
Kelly Park	0.5	benches, picnic tables, shade structure, play structure
Kimball Park	0.5	half basketball court, shade structure, benches, picnic tables, grills, play structure, drinking fountain
Kit Fox Park	0.5	grills, benches, picnic tables, seatwall, shade structure, play structure
Lowes (William Kendall) Park	2	shade structure with picnic area, children's playground, drinking fountain, benches, trash receptacles.
Marlow Bros. Park	3.5	full-size basketball court, sand volleyball court, group picnic area, large (24'x24') solid shade structure, tot playground with swings, child playground with swings

TABLE 6-4 **ESTABLISHED PARKS IN TRACY (AS OF 2010)** (CONTINUED)

Name of Park	Acres	Amenities
Mini Parks (continued)		
McCray Family Park	0.8	shade structure with 2 picnic tables, small children's playground (5-12), half basketball court, open and flat lawn area (no swings), drinking fountain, benches, trash receptacles
McDonald Park	1.71	restroom, basketball, shade structure, grills, hand ball court, benches, picnic table, play structure
Mt. Diablo Park	0.25	benches, picnic tables, play structure
Mt. Oso Park	0.33	benches, picnic area, wood structure
New Harmon Park	0.5	benches, picnic tables, shade structure, 2 play areas, half basketball court, drinking fountain
Patzer Park	0.5	benches, picnic table, play structure, seatwall, drinking fountain
Pombo Family Park	0.5	child playground, picnic tables, group picnic area, large shade structure
Raymond (Jim) Park	1.6	play area, basketball court, shade structure and walking path
Rippin Park	0.5	benches, picnic tables, play structure, drinking fountain
Sister Cities Park	0.5	benches, picnic tables, shade structure, play structures, seatwall, drinking fountain
Slayter Park	0.5	benches, picnic tables, play structure, seatwall, planters
Sparks (Joan) Park	1.78	child playground with swings, 3 small solid shade structures, four square, hopscotch-marked pavement, sundial feature, open turf area
Stevens Park	0.2	benches, picnic table, play structures, half basketball court
Sullivan Park	0.5	benches, picnic tables, play structures, seatwalls, drinking fountain
Thrasher (Dorlane) Park	1.2	shade structure, picnic area, children's play area with swing, benches, drinking fountain
Tracy Press Park	0.5	covered picnic area, picnic table, tot swings, benches
Valley Oak Park	0.5	benches, picnic tables, play structure, drinking fountain, half basketball court
Westside Pioneer Park	0.5	bench, picnic tables, shade structure, play structures, drinking fountain

TABLE 6-4 **ESTABLISHED PARKS IN TRACY (AS OF 2010)** (CONTINUED)

Name of Park	Acres	Amenities
Mini Parks (continued)		
Yasui (Ken) Park	3.09	benches, picnic tables, play structures, drinking fountain
Neighborhood Parks		
Adams (William) Park	4.7	benches, picnic tables, drinking fountain, tennis court, tot playground, child playground, group picnic area, large shade structure, shuffleboard, grills
Alden Park	6.88	picnic tables, grill, play structures
Bland (Clyde) Park	8.5	half basketball court, benches, picnic tables, softball field, Lammersville School, restroom, drinking fountain, parking lot, shade structures, play structures
Ceciliani Park	10.0	restroom, tennis courts, shade structure, grills, sand volleyball, parking lot, picnic tables, benches
Galli Family Park	5.0	parking lot, bocci ball court, climbing wall, baseball/soccer field
Hoyt Park	5.52	benches, picnic tables, shade structures, restroom, tennis courts, grills, horseshoe pits, sand volley-ball, parking lot, children's play area, flower gar-den, water mister
Kellogg (Robert) Park	4	large water feature/pond, mounds and boulders, children's and tot playground, tennis court, half basketball court, shaded picnic area, unshaded picnic tables.
Kenner Park	6.02	tennis courts, restrooms, sand volleyball, shade structure, benches, picnic tables, full basketball court, drinking fountain, spray pole
Larsen Park	5.09	restroom, tennis courts, fitness station, benches, picnic tables, seatwall, drinking fountains, play structure
Schwartz (Bill) Park	4.69	shaded picnic area, wrap-around 8'-wide walkway for bikes, trikes and skaters, drinking fountain, benches, trash receptacles, roller hockey court with dasher boards and players benches, skate board arena, tot lot, children's playground
Souza Family Park	4.2	half basketball court, skateboard park element, soccer-size lawn area, group picnic area with 4 tables

TABLE 6-4 **ESTABLISHED PARKS IN TRACY (AS OF 2010)** (CONTINUED)

Name of Park	Acres	Amenities
Neighborhood Parks (continued)		
Tally (Gretchen) Park	5.0	benches, picnic tables, seatwalls, shade structures, play structures, drinking fountain, roller hockey court, spray poles
Gretchen Talley (Phase 2 and 3) Master Plan complete. To start in Fall 2004.	5.1	restroom, baseball field, full basketball court, 2 soccer fields, children and tot play area, swings, two large climbing boulders, large group picnic area with shade structure, drinking fountain, benches, trash receptacles
Thoming Park	5.31	benches, picnic tables, shade structures, play structures, restroom, gazebo, full basketball court, sand volleyball, tennis courts, fitness path
Tiago (Joseph) Park	4.5	2 informal baseball fields, full basketball court, parking lot (off street) for 18 cars, shaded picnic area, tot and older children play structures with swings
Zanussi Park	5.0	picnic tables, benches, shade structure, play areas, restroom, gazebo, drinking fountain, grills
Community Parks		
Civic Center Plaza	0.25	Senior Center, Community Center, open lawns, pathways
Dr. Powers Park	10.59	restroom, lighted tennis courts, shade structure, grills, swim center, group picnic area, parking lot, benches, historical train engine
El Pescadero Park	14.28	K-9 park, parking, play areas, skate park, drinking fountain
Lincoln Park	14.31	restroom, softball, shade structures, play structures, grills, gazebo, parking lot, public library. benches, picnic tables, rose garden
Plasencia Fields	20.93	soccer fields, parking, city retention basin
Tracy Ball Park	11.46	Albano Field, hardball/softball, restrooms, parking lot, concession building, soccer field (all lighted)
Tracy Sports Complex	27.0	4 lighted softball fields, 4 lighted soccer fields community building concession facility, playground, picnic area, parking
Veterans Park	15.0	lighted softball field, restrooms, tennis courts, basketball court, play areas, open space, veterans memorial

TABLE 6-4 **ESTABLISHED PARKS IN TRACY (AS OF 2010)** (CONTINUED)

Name of Park	Acres	Amenities
Total Park Area	**256**	

Note: Table has been updated under Amendment.
Sources: City of Tracy Parks and Community Service, *Park and Facility Development Design and Historical Matrix*, January 30, 2004; City of Tracy, *Parks Master Plan*, August 2002; Personal communication July 13, 2004 with Parks and Community Services staff; MIG, 2010.

TABLE 6-5 **PLANNED PARKS IN TRACY**

Parks	Area (Acres)	Construction Status	Key Amenities
Aquatic Center Site	16	Planned	outdoor aquatic facilities and water play opportunities
Holly Sugar Regional Park	298	Planned	sports fields, trails, and other recreation amenities

Note: Table has been updated under Amendment.
Source: MIG, 2010.

Energy conservation has numerous benefits besides economic and financial savings for individual consumers. The combustion of fossil fuels to produce heat or electricity, or to power internal combustion engines, has been linked to poor air quality in the San Joaquin Valley, global warming and negative impacts on crops. In Tracy, energy conservation can be achieved via a reduction in electricity usage and private automobile use, encouraging efficient siting and exposure for buildings, and implementing land use and transportation policies that encourage fewer and shorter vehicle trips.

TABLE 6-6 **ESTABLISHED CITY RECREATIONAL AND COMMUNITY SERVICE FACILITIES IN TRACY**

Facility	Location	Area	Amenities
Tracy Community Center	Civic Center	8,500 sf	main room, kitchen, two conference rooms, custodial and storage, stage, dance floor
Cora K-9 Dog Park	El Pescadero Park	0.5 acres; 21,780 sf	running area, drinking area, entryway area, benches, fountain, disposal bags
El Pescadero Skate Park	El Pescadero Park	13,000 sf	bowl, halfpipe, spine ramp, bank, transition hip, roll in platform, slide, two platforms, pyramid, curbs, quarter bowl
Historical Lammersville School House	Clyde Bland Park	1,500 sf	revitalization of historical school house and City Gateway marker
Lolly Hansen Senior Center	Civic Center	7,000 sf	lounge, reception area, arts and craft room, multipurpose room, kitchen, storage
Joe Wilson Community Pool	Dr. Powers Park	n/a	"L"-shaped 25-yard pool with diving, pool office and restrooms
Teen Center	Bessie and 23rd St.	1,000 sf	main hall, office areas, stage area, ADA ramp, kitchen, restrooms, basement, storage
Tracy Historical Museum	Old City Post Office	3,000 sf	new historical museum occupied by the Westside Pioneers Association and TAGS
Tracy Sports Complex Meeting Room	Tracy Sports Complex	900 sf	meeting room

Source: City of Tracy Parks and Community Service, *Park and Facility Development Design and Historical Matrix*, January 30, 2004.

B. Goals, Objectives, Policies and Actions

Goal OSC-1 The protection of rare, endangered and threatened plant and animal species.

Objective OSC-1.1 Preserve habitats that may support rare, endangered or threatened plant and animal species.

Policies

P1. New development shall meet all federal, State and regional regulations for habitat and species protection.

P2. The City shall continue to participate with the San Joaquin Council of Governments and other agencies to implement and enforce the San Joaquin Multi Species Habitat Conservation and Open Space Plan.

P3. New development should incorporate native, drought-tolerant vegetation into landscape plans and reduce the use of invasive, non-native plant species.

Goal OSC-2 Identification, preservation and protection of significant agricultural resources.

Objective OSC-2.1 Support San Joaquin County efforts to preserve existing agricultural lands in the Planning Area and outside of the Sphere of Influence.

Policies

P1. The City shall support San Joaquin County's efforts to preserve agricultural uses in the Tracy Planning Area.

P2. The City shall support San Joaquin County policies and zoning actions that maintain agricultural lands in viable farming units for those areas not currently designated for urban uses.

P3. The City shall support the preservation of Williamson Act lands and Farmland Security Zone lands within the Tracy Planning Area.

P4. The City shall encourage the continued agricultural use of land within the Planning Area and outside the Sphere of Influence that is currently being farmed.

P5. The City shall work cooperatively with non-profit organizations, such as land trusts, to preserve agricultural land in the Planning Area.

Objective OSC-2.2 Minimize conflicts between agricultural and urban uses.

Policies

P1. Development projects shall have buffer zones, such as roads, setbacks and other physical boundaries, between agricultural uses and urban development. These buffer zones shall be of sufficient size to protect the agriculture operations from the impacts of incompatible develop-

ment and shall be established based on the proposed land use, site conditions and anticipated agricultural practices. Buffers shall be located on the land where the use is being changed, and shall not become the maintenance responsibility of the City.

P2. Land uses allowed near agricultural operations should be limited to those not negatively impacted by dust, noise and odors.

P3. The City shall review, maintain and update, as necessary, its Right-to-Farm Ordinance.

Goal OSC-3 Reduction of the negative environmental and land use impacts of mining and resource extraction activities.

Objective OSC-3.1 Consider the location of mineral resources when reviewing development review process.

Policy

P1. When reviewing land use proposals, the City shall take into account potentially available mineral resources on the property or in the vicinity of the project site.

Objective OSC-3.2 Minimize negative environmental effects of existing and new mining operations.

Policies

P1. Prior to approval of any new or expanded mining operation, the City shall ensure that the operation will not create significant nuisances, hazards or adverse environmental effects.

P2. Mining operations shall comply with all applicable City policies and standards in the Municipal Code and noise standards in the Noise Element of the General Plan.

P3. New or substantially expanded mining operations in the Planning Area shall adhere to the following standards:

- Demonstrate no significant adverse impacts from the mining operation on adjoining areas and uses including, but not limited to noise, dust and vibration.
- Demonstrate no substantial increase in hazards to neighboring uses, water quality, air quality, agricultural resources or biological resources.
- Demonstrate that the proposed plan complies with existing applicable County and State waste management plans and standards.
- Create a landscaped buffer zone between quarrying operations and all adjacent uses other than quarries.
- Use berms, barriers, sound walls, and other similar measures to assure that noise from quarrying does not exceed ambient noise level standards relevant to noise-sensitive adjacent uses.
- Demonstrate that the operation can be serviced by existing truck routes.

Objective OSC-3.3 Reuse mined property in a manner consistent with General Plan goals.

Policies

P1. Mined property shall be left in a condition suitable for reuse in conformance with the General Plan land use designations and in accordance with the California Surface Mining and Reclamation Act (SMARA).

P2. Once mining operations are phased out, lands designated as Aggregate may be redeveloped.

Goal OSC-4 Provision of parks, open space, and recreation facilities and services that maintain and improve the quality of life for Tracy residents.

Objective OSC-4.1 Provide and maintain a diversity of parks and recreational facilities in the City of Tracy.

Policies

P1. To the extent feasible, the City's park system shall include the following types of parks which shall be developed in conformance with the Parks Master Plan:

- ♦ Mini-Parks
  - Definition – Small-sized parks that provide basic recreation amenities for nearby residents in a specific neighborhood or subdivision.
  - Service Area – ¼- to ½-mile radius
  - Size – Typically 1 to 3 acres (no smaller than 1 acre)

♦ Neighborhood Parks
  - Definition – Medium-sized parks that provide recreation opportunities within walking or biking distance for residents in one or more neighborhoods.
  - Service Area – ½- to ¾-mile radius
  - Size – Typically 4 to 12 acres

♦ Community Parks
  - Definition – Large parks that include a mix of passive and active recreation areas that serve the entire city or a large portion of the City. A community park should include, but not be limited to, the facilities that are typically found at neighborhood and mini parks as well as specialized facilities such as amphitheaters, swimming pools, and skate parks that provide additional recreation opportunities. Community parks may also include natural open space.
  - Service Area – Minimum 2-mile radius
  - Size – Generally 13 to 50 acres

♦ Regional Parks
  - Definition – A large park that serves the open space and recreation needs for all users of the City and the Planning Area. Regional parks contain active and passive recreation areas and may also include natural open space.
  - Service Area – Entire city and beyond
  - Size – Greater than 50 acres

♦ Linear Parks
  - Definition – Elongated park corridors that tie park components together, provide people with trail-related recreation opportunities, allow for uninterrupted and safe pedestrian and bicycle movement throughout the community, and/or protect natural open space corridors. May support facilities such as soft or hard-surfaced trails, viewing areas, picnic tables and trailheads.
  - Service Area – Depends on size and connectivity of park (from ½-mile radius to entire city)
  - Size – Varies

♦ Special Use Parks
  - Definition – Stand-alone recreation areas not located within larger parks. These include single-purpose sites, such as urban plazas, community centers, aquatic centers, sports complexes, outdoor theaters, community gardens and pocket parks in industrial areas.
  - Service Area – Depends on purpose and size of park (from ½-mile radius to entire city)
  - Size – Varies

P2. The City shall provide a diversity of passive and active recreational amenities that are geographically distributed throughout the City.

P3. The City of Tracy shall continue to expand recreational facilities such as athletic fields and build new recreational facilities, such as swimming pools, skate parks and recreation centers.

P4. The City should provide non-traditional features in parks to address specialized needs and interests. Non-traditional features, which include activities that appeal to a smaller segment of the community, should be determined on a neighborhood- or community-wide basis. Examples of non-traditional features include bocce ball courts and cricket fields, whereas traditional features include baseball fields and picnic tables.

P5. The City should use existing natural and man-made elements, such as hillsides, creeks, channels, and railroad corridors where appropriate to enhance public open space and park facilities.

P6. Golf courses shall be designed to minimize water, energy and chemical (e.g. pesticides and fertilizer) usage, preserve wildlife habitat, and incorporate native plants and drought-resistant turf.

P7. Additional or expanded parks in already developed areas shall be encouraged.

P8. The City shall create a system of recreational corridors, such as linear parks and bike and pedestrian trails, that link key destinations in the City including parks and recreational facilities, the Downtown, the multimodal transit station, Village Centers and the ACE train station.

P9. The City shall seek opportunities to expand existing parks or build new parks in already developed areas of the City.

P10. The City of Tracy shall pursue joint planning, design and operation of parks with other public facilities, such as schools.

Actions

A1. Update the Parks Master Plan on a regular basis.

A2. Expand partnerships with the school districts that operate within the Planning Area to enhance and create new joint use facilities.

A3. Explore the development and funding of a regional park, possibly 60 to 100 acres in size, that includes both passive and active recreational amenities.

Objective OSC-4.2 Ensure that new development is responsible for providing parks and recreation facilities throughout the City of Tracy.

Policies

P1. The City shall consider increasing the parks level of service from 4 acres per 1000 population to 5 acres per 1000 population, and require that new developments provide new park acreage or in-lieu fees at this ratio.

P2. All land dedicated for parks shall be of a shape and size suitable for parks. Land containing underground or overhead utilities, unsuitable topography, contamination or other factors that restrict the usability of the land shall not be credited against dedication requirements.

P3. Golf courses shall not be counted towards any park acreage that new development is required to provide.

P4. New neighborhoods should be designed so that parks ideally are located no more than ½ mile from any home, or within walking or biking distance from most residents. Parks should be located in approximately the geographic center of the neighborhood, unless new parks can be co-located next to schools or existing parks or park sites in adjacent neighborhoods.

P5. New projects should be designed so that residents have direct pedestrian and bike access between homes and parks.

P6. The City shall ensure that parks and recreational facilities serving new development are available concurrently with need.

Action

A1. Conduct the required studies to implement the increased parks standard.

Objective OSC-4.3 Establish a regional linear parkway system that meets recreational, open space and transportation needs.

Policies

P1. The City shall pursue the conversion of underutilized rail corridors into multi-use trails.

P2. All development projects shall provide linkages to the regional bike and trail system and circulation within the development project site, wherever feasible.

P3. The City shall pursue the completion of all trail systems designated in the Bikeways Master Plan.

P4. The City shall partner with San Joaquin County to coordinate regional trail linkages.

Action

A1. Work with San Joaquin County to explore creating a large recreational area between the City and Mountain House which can serve as a community separator as well as provide valuable needed recreational facilities to both communities.

Objective OSC-4.4 To the extent possible, prevent undeveloped lands within the Planning Area but outside of the Sphere of Influence from developing.

Policies

P1. The City of Tracy shall oppose urbanization in lands outside of the Sphere of Influence, with particular emphasis on the preservation of undeveloped lands between the City of Tracy and the adjacent communities of Mountain House and Lathrop.

P2. The City shall encourage the San Joaquin Council of Governments to preserve and protect undeveloped lands outside of the City's SOI and within the Planning Area

through the implementation and management of the San Joaquin Multi-Species Habitat Conservation and Open Space Plan and any future Habitat Conservation Plans.

P3. The City shall be assertive in forming partnerships with San Joaquin County to preserve open space.

Actions

A1. Prepare a comprehensive plan for areas outside of the City that identifies important areas for non-urban uses, analyzes appropriate methods of preserving agricultural and non-urbanized lands, develops funding mechanisms for the purchase of land or agricultural easements and identifies methods of administration. This study should include, but is not limited to, the following:

- An analysis of the impact that open space programs would have on the cost of housing.
- The feasibility and advisability of the Holly Sugar property forming the base for an open space program and/or be part of such a program.
- The identification of alternate funding tools for open space.
- An evaluation of alternate methods of preserving open space, such as the purchase of property or development rights, buying the first rights of refusal in the event of a potential sale or developer dedication.
- Development of specific policies guiding the purchase of undeveloped lands including only purchasing land from willing land owners, respecting the rights of property owners when seeking to purchase

open spaces for the public good and paying fair market value based on third-party appraisals of land.

- A survey to determine the public's interest in open space programs and preferred methods for paying for the purchase and maintenance of open space. Specific information on the public's desire to increase sales, property and parcel taxes or issue General Obligation bonds to pay for the acquisition and maintenance of open space lands should be included in the study.
- An analysis of an open space dedication requirement for all new residential development projects.

A2. Partner with non-profit organizations, such as the Central Valley Farmland Trust, to identify and purchase land and easements within the Planning Area.

A3. Pursue a cooperative effort with the City of Lathrop and San Joaquin County to implement an open space community separator program.

Goal OSC-5 Efficient use of resources throughout the City of Tracy.

Objective OSC-5.1 Promote resource conservation.

Policies

P1. The City shall promote development patterns and construction standards that conserve resources through ap-

propriate planning, housing types and design, and energy conservation practices.

P2. The City shall encourage the establishment and maintenance of trees on public and private property to create an urban forest.

P3. The City shall encourage landscaping that is water- and energy- efficient.

P4. The City shall encourage buildings to incorporate energy- and water-efficient technologies.

Objective OSC-5.2 Ensure that development is designed for maximum energy efficiency.

Policies

P1. New development projects should be designed for solar access and orientation. Maximum efficiency is gained by siting homes on an east-west axis.

P2. New development projects should include measures to reduce energy consumption through site and building design, material selection and mechanical systems.

P3. Use of on-site alternative energy sources, such as photovoltaic (PV) cells for commercial, residential and industrial users shall be encouraged.

P4. The City shall encourage businesses to replace diesel vehicles with less polluting alternatives such as compressed

natural gas (CNG), bio-based fuels, hybrids and electric cars.

Actions

A1. Study programs that encourage "green" building, such as the LEED (Leadership in Energy & Environmental Design) program developed by the US Green Building Council, and consider code amendments that encourage "green" construction.

A2. Develop a program to educate the public about energy efficiency technologies and practices for homes and businesses, such as solar panels and low-energy appliances.

A3. Partner with public utilities to establish and promote a program for home weatherization and solar retrofit.

A4. Develop design guidelines for residential construction to address the placement solar panels.

Objective OSC-5.3 Promote sustainability and energy efficiency and conservation through the City's direct actions.

Policies

P1. The City shall use local renewable energy resources when feasible.

P2. New vehicles purchased and leased by the City should be alternatively fueled to the extent feasible. Common alternative fuel technologies include hybrid, electric bio-based fuels and compressed natural gas (CNG).

P3. The City shall consider including alternative energy systems such as solar thermal, photovoltaic and other clean energy systems in the design and construction of City facilities.

P4. The City shall proactively support long-term strategies, state and federal legislation and partnerships that assure affordable and reliable production and delivery of electrical power to the community.

P5. The City shall support public and private efforts to develop and operate alternative systems of wind, solar and other electrical production that take advantage of local renewable resources.

P6. Future development projects shall consider the following design features, during the Specific Plan, PUD, subdivision, and design/development review: solar access and orientation, natural ventilation, energy efficient landscaping and energy efficient and conserving building design and technologies.

P7. The City shall encourage and support voluntary retrofit energy programs for residential, commercial, and industrial buildings, and shall encourage new or major rehabilitations of large non-residential projects to incorporate renewable energy generation.

P8. The City shall implement energy efficiency improvements for existing and future City facilities as opportunities arise.

P9. City purchasing policies shall require purchase of energy-efficient products, products that contain recycled materials, and products that reduce waste generated when feasible.

P10. The City shall support land use patterns that maximize energy efficiency, both by minimizing transportation and by making use of existing capital improvements.

P11. The City shall use nontoxic materials whenever feasible.

Actions

A1. Develop emergency contingency energy plans, in cooperation with other local agencies and regional suppliers, to assure needed energy supplies and significant reduction in non-essential consumption during periods of abrupt energy shortage.

A2. Develop or otherwise make available information to developers and citizens on energy efficient and conserving building design and technologies, including enhanced wall and ceiling insulation, thermally efficient glazing, and efficient heating and cooling equipment and household appliances.

A3. Review, and revise if necessary, the zoning ordinance and building codes, to allow for a variety of energy efficiency technologies so long as the revisions do not adversely impact human health or safety or conflict with other goals in this General Plan.

A4. The City shall consider requiring green building standards, such as obtaining LEED or similar certification, as a requirement for new or substantial renovations to public buildings.

7 PUBLIC FACILITIES AND SERVICES ELEMENT

The Public Facilities and Services Element provides information and policy guidance to ensure provision of facilities and services that will support existing and new development in the City of Tracy. It addresses the changing public services and infrastructure needs of Tracy and provides for their logical and timely extension to keep pace with growth. Policies supporting quality schools and libraries, excellent police and fire services, and well-maintained infrastructure are essential to achieve broader development objectives and support the future envisioned by the residents of Tracy.

Although the Public Facilities and Services Element is not explicitly required by State law, the topics addressed here are an integral part of the City's overall planning strategy and a basic consideration in setting growth and development policy. In addition, State law does require the Land Use Element to include "the proposed general distribution and general location and extent of the uses of the land for...solid and liquid waste disposal facilities," and it requires the Circulation Element to include information on "the general location and extent of existing and proposed... public utilities and facilities." These components are included in this Element, which covers the following topics:

- Fire
- Police
- Schools
- Public Buildings
- Solid Waste and Recycling
- Water Service
- Wastewater
- Stormwater

The City of Tracy is served by public school districts and San Joaquin County. This General Plan aims to build partnerships between the

City and other public agencies that provide services to the City of Tracy.

The beginning of each section below contains brief background information on the major planning issues. The second part contains goals, objectives, policies and actions related to the specific public service or infrastructure category.

I. FIRE PROTECTION

A. Background Information

The Tracy Fire Department provides fire protection, life safety and emergency response services to 167 square miles in the southern part of San Joaquin County. In 1999, the South County Fire Authority was established to more effectively and efficiently serve the City of Tracy, the Tracy Rural Fire Protection District and the Mountain House Community Services District.

The Fire Department currently operates seven fire stations and an administrative office. Twenty-four hour a day staffing is provided with five paramedic engine companies, two basic life support engine companies and one ladder truck company. Three fire stations are within the incorporated area of the City of Tracy, three are in the surrounding rural Tracy area and one is located in the planned community of Mountain House. Table 7-1 shows the name, location and equipment housed at each of these stations.

Medical transport is provided by private ambulance. American Medical Response is the exclusive emergency ambulance service provider in San Joaquin County.

TABLE 7-1 **TRACY FIRE STATIONS, EQUIPMENT AND SERVICES**

Station	Location	Company Number/Equipment	
Within City Limits			
91	1701 West Eleventh Street	Truck 91	1998 Pierce Dash, 105 ft. /All-Wheel Steer aerial ladder with 2000 gpm pump
		Engine 91	1999 Peirce Saber 1500 gpm pumper
		USAR 9	2004 Utility Trailer – Type 2, Medium Rescue
96	301 West Grantline Road	Engine 96	2000 Pierce Dash 1500 gpm pumper
		Haz-Mat 9	1980 GMC Kurbmaster
97	595 West Central Avenue	Engine 97	2003 Pierce Dash 1500 gpm pumper
Outside of the City Limits			
92	22484 South 7th Street (Banta)	Engine 92	1995 Hi-Tech Spartan 1500 gpm pumper
		Water Tender 92	2005 Peirce Kenworth 1000 gpm
93	1400 West Durham Ferry Road (New Jerusalem)	Engine 93	2008 Peirce Contender 1500 gpm pumper
		R-Engine 90	1900 Westates 1500 gpm pumper
94	16502 West Schulte Road (Patterson Pass)	Engine 94	2000 Pierce Saber 1500 gpm pumper
		OES 349	2008 KME 1000 gpm (State of Calif)
98	911 Traditions Street (Mountain House)	Engine 98	2003 Peirce Dash 1500 gpm pumper
		R-Engine 95	1985 Van Pelt 1500 gpm pumper

Reserve Equipment noted with "R".
Note: Table updated under Amendment.
Source: City of Tracy Fire Department, 2008.

B. Goals, Objectives, Policies and Actions

Goal PF-1	**Minimal loss of life and property from fires, medical emergencies and other types of emergencies.**

Objective PF-1.1 Strive to continuously improve the performance and efficiency of fire protection services.

Policies

P1. The City shall provide fire and emergency response facilities and personnel necessary to meet residential and employment growth in the city.

P2. The City shall ensure that new development pays a fair and equitable amount to offset the costs for fire facilities by collecting a Public Buildings impact fee, or by requiring developers to build new facilities.

Objective PF-1.2 Promote coordination between land use planning and fire protection.

Policies

P1. Fire hazards shall be identified and mitigated during the project review and approval process.

P2. The City shall build and require roadways that are adequate in terms of width, radius and grade to facilitate access by City fire-fighting apparatus, while also maintain-

ing and improving Tracy's neighborhood character and hometown feel.

P3. The City shall plan fire station locations to maintain or enhance current response levels.

P4. Fire stations shall be constructed in new development areas in order to meet the Fire Department's adopted response time requirements.

P5. New developments shall satisfy fire flow and hydrant requirements and other design requirements as established by the Fire Department.

P6. The City shall use physical site planning as an effective means of preventing wildland fires by requiring the following:

- ♦ Drought-resistant native plants incorporated into public works projects.
- ♦ More than one ingress/egress road to any neighborhood in areas subject to wildland fires.
- ♦ Roadways with grades that accommodate emergency vehicles.
- ♦ Structures that are constructed of fire-resistant materials.

Action

A1. Maintain an on-going fire and life safety inspection program for all commercial and industrial buildings.

II. POLICE

A. Background Information

The Tracy Police Department provides police protection services in the City of Tracy. The Department operates out of its headquarters at 1000 Civic Center Drive. Currently there are no satellite offices. The headquarters is expected to remain at its current location.

The Tracy Police Department has 93 sworn officers budgeted in FY 2008/9 including one chief, one deputy chief, one captain, five lieutenants, 13 sergeants and 64 patrol officers. The 2008 ratio of police per thousand population was just over one per 1,000 population. The Department also has 53 professional staff members, which includes part-time employees. Professional staff members include administrators, communications dispatchers, community services personnel, animal control, a records supervisor and crime scene technicians.

The Department divides calls into three categories, Priority 1, 2, and 3 calls. Priority 1 calls are defined as life threatening situations. Priority 2 calls are not life threatening, but require immediate response. Priority 3 calls cover all other calls received by the police. Average response time for Priority 1 calls within city limits is approximately six to eight minutes. Response time for Priority 2 and 3 calls is, on average, 22 minutes.

The Tracy Police Department defines offences for statistical purposes using the Uniform Crime Reporting Code of California. Crimes are classified as Part 1 or Part 2 offences, depending on the priority of the crime. In 2007, 2,675 Part 1 offences, which include homicide, rape, burglary and larceny, were reported. Larceny, which includes car break-ins, auto accessory theft and shoplifting, is the most common

crime in Tracy, accounting for over 80 percent of offences in 2007. The second most common crime in Tracy is burglary, which accounted for 13 percent of crimes in 2007. Between 2006 and 2007, Part 1 offences in Tracy increased by about nine percent.

Police service within the Planning Area outside of Tracy's City limits is provided by the San Joaquin County Sheriff's Department, which is located in French Camp, about five miles south of Stockton. Police Patrol Service is provided 24 hours a day by 124 uniformed deputies as of 2004. The County is divided into eight geographical areas or "beats." These beats are staffed around the clock, providing emergency response capability to citizens in the unincorporated area.

The Tracy Police Department provides mutual aid to the San Joaquin County Sheriff's office when a situation exceeds the capabilities of either department. Mutual aid is coordinated by the San Joaquin County Sheriff's Office.

B. Goals, Objectives, Policies and Actions

Goal PF-2	**A safe environment in Tracy through the enforcement of law.**

Objective PF-2.1 Plan for on-going management and development of law enforcement services.

Policies

P1. Maintain adequate police staffing, performance levels and facilities to serve Tracy's existing population as well as any future growth.

P2. The City shall ensure that new development pays a fair and equitable amount to offset the capital costs for police service and expansion by collecting a public facilities impact fee.

P3. The City shall strive to continuously improve performance and efficiency in the Police Department.

P4. The City shall continue to provide mutual aid with the County Sheriff's Department when a situation exceeds the capabilities of either department.

Action

A1. Annually update the capital improvement plan to indicate the specific use of fee revenues for facilities to accommodate growth.

Objective PF-2.2 Promote coordination between land use planning and law enforcement.

Policies

P1. Law enforcement hazards shall be identified and mitigated during the project review and approval process.

P2. Physical site planning should be used as an effective means of preventing crime. This can be achieved by locating walkways, open spaces, landscaping, parking lots,

parks, play areas and other public spaces in areas that are visible from buildings and streets.

P3. Police sub-stations shall be constructed in new development areas in order to meet the City's response time requirements.

Objective PF-2.3 Maintain and improve law enforcement services to keep up with Tracy's changing population.

Actions

A1. Provide neighborhood security and crime prevention information and training to neighborhood groups and homeowners' associations.

A2. Establish Neighborhood Watch programs that promote mutual assistance and crime prevention techniques among residents.

A3. Monitor Tracy's crime rates and types of crime to determine the most appropriate methods to reduce crime in the city.

A4. Disseminate information on crime and crime prevention techniques to the community.

III. SCHOOLS

A. Background Information

This section provides background information about the school districts serving the City of Tracy. The City of Tracy and its Planning Area are served by the following public school districts:

- Tracy Unified School District
- Jefferson Elementary School District
- Lammersville Elementary School District
- Banta Elementary School District
- New Jerusalem School District

In addition, there are several private schools that serve Tracy and its Planning Area. The following is a brief discussion of the facilities and capacity of each school district.

1. Tracy Unified School District

The Tracy Unified School District (TUSD) operates three high schools, three middle schools and twelve elementary schools (as of 2004). Three of the elementary schools are K-8 schools, including two magnet schools. The remaining elementary schools in the TUSD are K-5 schools. Approximately half of the schools in the TUSD are operating near or above capacity. However, the system as a whole is operating below capacity. TUSD high schools provide education for students in the Jefferson, Lammersville, Banta and New Jerusalem School Districts.

2. Jefferson Elementary School District

The Jefferson Elementary School District (JESD) provides education for students in southern Tracy and south of Tracy. The JESD includes four school sites, including Monticello School (K-4), Jefferson School

(5-8), Hawkins School (K-7), and the Anthony C. Traina School (Phase I, K-3 [open]; Phase II, K-8).

As of August 19, 2004, JESD enrollment for the 2004-2005 school year was expected to be approximately 2,000 students and the capacity of the system was approximately 2,200 students.

3. Lammersville Elementary School District

Lammersville Elementary School District (LESD) is located in San Joaquin County to the northwest of Tracy. The District consists of Lammersville Elementary School (K-8), Lammersville Charter School (K-8 home schooling), and the future Wicklund Elementary School (K-8) planned for the Mountain House community on Legacy Drive.

4. Banta Elementary School District

The Banta Elementary School District (BESD) has one K-8 school, the Banta Elementary School, which is located on South El Rancho Road, east of Tracy. The student population of Banta Elementary in September 2003 was 286. The capacity of the school is approximately 300.

5. New Jerusalem School District

The New Jerusalem School District (NJSD) operates three schools. The New Jerusalem Elementary School is a K-8 public school located on South Koster Road, southeast of Tracy. The NJSD also operates the New Jerusalem Charter School, which is a K-8 school with offices stationed at the elementary school site. The charter school serves students from several neighboring counties and is a support institution for home instruction. The Delta Charter High School, which is located adjacent to the New Jerusalem Charter and Elementary Schools, is an independent study charter school open to students grades 9

through 12. The high school opened in 2001 with 18 students and grew to 165 students in 2003.

6. Private Schools

Private schools in Tracy include the following:

- Bella Vista Christian Academy (K-8)
- Montessori School of Tracy (2 years – grade 5)
- Saint Bernards (K-8)
- Tracy Seventh-Day Adventist School (K-8)
- West Valley Christian Academy (K-7).

B. Goals, Objectives, Policies and Actions

Goal PF-3	**Sufficient educational facilities to meet the demands of existing and new development.**

Objective PF-3.1 Assist the school districts serving the City of Tracy in developing new school facilities to serve Tracy's current and future population.

Policies

P1. The City shall consult with the school districts serving the City of Tracy to ensure the provision of educational facilities sufficient for the existing and anticipated kindergarten through twelfth grade population, and shall work to ensure that school facilities that serve new development are available concurrent with the need, to the extent allowed by State law.

P2. The City shall provide the school districts with the opportunity to review proposed residential developments and make recommendations about the need for additional facilities based on school-child projections, existing school capacity, access and traffic issues.

Objective PF-3.2 Assist the school districts in identifying appropriate areas for schools and design of school sites to prevent negative impacts on the health, safety and welfare of students and nearby residents.

Policies

P1. Where possible, school facilities should be co-located with community parks and recreation facilities to encourage the joint use of facilities.

P2. School facilities shall be located close to the center of the population served by the school.

P3. Elementary schools should be located away from major streets to avoid vehicular noise and traffic hazards.

P4. School sites should be designed with adequate on-site pick-up and drop-off areas to prevent school-related traffic congestion on the fronting and surrounding roadways.

P5. School sites should be located to have access to more than one street to avoid congestion on nearby streets.

P6. Direct, safe and convenient pedestrian and bicycle access should be provided between school sites and nearby

residential neighborhoods to provide safe passage for students and teachers.

P7. The City shall strive to expand joint use programs with the school districts to allow the use of school sites for recreational purposes.

Objective PF-3.3 Ensure that new development is responsible for its impacts on local schools.

Policy

P1. The City, in cooperation with school districts, shall reserve land for purchase by the districts for the construction of new schools or the collection of school impact fees in accordance with State law.

IV. PUBLIC BUILDINGS

A. Background Information

The City of Tracy owns and/or operates numerous public buildings in and around the City of Tracy, including City Hall, a public works corporation yard, community centers and a library. A summary of the buildings is provided below. Public safety facilities (i.e., police and fire stations) and schools are covered in separate sections of this Element.

The current City Hall is a 9,000-square foot facility located on almost two acres in central Tracy. The facility provides for governance and administrative functions such as the City Council, City Manager, City Attorney, Finance Department and the City Clerk.

The public works corporation yard and the City Hall Annex are located on the outskirts of central Tracy. These facilities include several buildings totaling 31,500 square feet on a parcel that is approximately 7.25 acres. The facilities provide for public works administration, planning and building, engineering and maintenance functions. The facility also includes a service garage for City vehicles.

The City's community center facilities are comprised of several buildings located throughout the city. These facilities include the community center, senior center, teen center, and parks and community services buildings located in the Civic Center area. Also included are the pool facilities in Dr. Powers Park, the Historical Museum, the Historic Lammersville School House and other miscellaneous recreational buildings.

There is one library located in Tracy. The 20,000 square foot building is located on 1.3 acres in central Tracy within Lincoln Park. The land, buildings and furnishings are owned and maintained by the City. The 130,000 library volumes and program costs are funded by San Joaquin County through a contractual arrangement with the City of Stockton.

B. Goals, Objectives, Policies and Actions

Goal PF-4 Public buildings that are a source of civic pride for all residents.

Objective PF-4.1 Support the needs of the community through the construction and maintenance of public buildings, such as

City Hall, community centers, libraries and the public works facility.

Policies

P1. Public administrative buildings should be centrally located in the Downtown or in Urban Centers and Village Centers.

P2. Public buildings should be architecturally distinctive and constructed with high-quality materials.

P3. Public works satellite facilities shall be constructed as necessary to effectively serve new developments.

P4. The City shall ensure that new development pays its fair share of the costs of public buildings by collecting the Public Buildings Impact Fee.

Objective PF-4.2 Provide sufficient library service to meet the informational, cultural and educational needs of the City of Tracy.

Policies

P1. The City shall look for opportunities to expand library services in Tracy to keep pace with new development. Consideration shall be given to expanding the existing facility and building another branch library to better serve residents located in other areas of the City.

P2. The City shall ensure that new residential development pays its fair share of the Public Buildings Impact Fee for the cost of library expansion.

P3. The City shall maintain or expand City funding of library operations as the City budget allows.

Actions

A1. Work cooperatively with San Joaquin County to continue to fund the City of Tracy Library.

A2. Study the feasibility of a Library Impact Fee.

A3. Identify locations for additional library branches in Tracy.

V. SOLID WASTE AND RECYCLING

A. Background Information

This section describes the existing solid waste and recycling services available to City of Tracy residents and businesses. These are under the supervision of the Parks and Community Services Department.

1. Solid Waste

The City of Tracy contracts with Tracy Disposal Service, a private company, for solid waste collection and disposal. Solid waste is taken to the Tracy Material Recovery Facility (MRF) and Transfer Station on South MacArthur Drive before being sent to the Foothill Sanitary Landfill on Shelton Road. The MRF, which is operated by Tracy Material Recovery and Solid Waste Transfer, Inc., has a daily intake capacity of 1,000 tons and on average takes in 354 tons per day. The MRF receives 304 tons per day from Tracy. The transfer station site is approximately 40 acres.

The total amount of municipal solid waste generated by the City of Tracy in 2001 was 70,777 tons. The Foothill Landfill receives a majority of Tracy's solid waste. In 2001, it accommodated 67,704 tons (95 percent) of Tracy's solid waste. Tracy's residential solid waste generation rate for 2001 was 4.32 pounds per person per day. This generation rate does not include self-hauled waste.

Presently, the permitted capacity of the Foothill Landfill is 102 million cubic yards. The remaining capacity of the facility is approximately 95 million cubic yards. Current permits indicate a closure in 2054. There are no plans to expand the Foothill Landfill or build a new one to accommodate Tracy's waste since the Foothill Landfill is expected to meet the City's needs for the foreseeable future.

2. Recycling

The City of Tracy, in coordination with Tracy Disposal Service, also provides recycling services to city residents and businesses. The City provides curbside residential collection of recyclable materials. Acceptable materials include glass containers, all plastics, tin and aluminum cans, plastic milk cartons, newsprint, boxboard, corrugated cardboard, bond paper and magazines. Residents may also recycle some materials at buy-back centers. Special recycling programs include an electronics waste program; a tire recycling program, which collects about 60 tons of tires per year; and a twice-per-year residential clean up program on large items and debris. There are also opportunities to recycle construction and demolition waste.

The City's stated diversion goal corresponds to the State's goal of diverting 50 percent of all solid waste from landfills by January 1, 2000 through source reduction, recycling and education. In 2001, the City of Tracy diverted 53,997 tons of recyclable material. The city's overall

diversion rate was 43 percent. The City is currently in the process of finalizing a request to the California Integrated Waste Management Board (CIWMB) to adjust this diversion rate from 43 percent to 69 percent based on a detailed study of waste generation and diversion authorized by the CIWMB.

3. Composting

Composting in Tracy is carried out through a bi-weekly leaf and yard waste collection program and through grass-cycling at city parks, where grass is cut and left as mulch. Backyard or apartment composting may occur on an individual household basis but there are no City backyard or apartment composting or composting education programs in Tracy. Total residential curbside composting in 2001 was reported at 10,292 tons, while grass-cycling at city parks, where grass is cut and left as mulch, is estimated at 2,578 tons per year.

B. Goals, Objectives, Policies and Actions

Goal PF-5 Reduction in the volume of solid waste.

Objective PF-5.1 Reduce volumes of solid waste generated in Tracy through recycling and resource conservation.

Policies

P1. Promote redesign, reuse, composting and shared producer responsibility of discarded materials.

P2. The City shall strive to meet or exceed the State's goal of diverting 50 percent of all solid waste from landfills.

P3. The City shall encourage local businesses to expand their recycling efforts and to reduce packaging of products manufactured in the city.

P4. Public buildings shall be designed or improved with on-site storage facilities for recycled materials.

P5. Salvage and reuse of construction and demolition materials and debris is encouraged at all construction projects in the city.

P6. City buildings shall be rehabilitated and reused when feasible.

P7. The City shall encourage the use of post-consumer recycled paper and other recycled materials in all City operations.

P8. Residential, industrial, commercial and retail buildings should be designed or improved to accommodate an increase in the amount and type of recycled materials.

Actions

A1. Continue the bi-weekly, city-wide collection program to compost leaf and yard waste.

A2. Continue "grass-cycling" at City parks, public facilities and open spaces.

A3. Continue residential single-stream curbside recycling.

A4. Continue the recycling program for electronics waste and tires.

A5. Develop and maintain a recycling and diversion plan.

A6. Continue to develop new specialized recycling programs for residential, commercial, office, educational and retail sectors.

Objective PF-5.2 Ensure adequate solid waste collection and disposal.

Actions

A1. Continue weekly curbside trash collection service.

A2. Continue operation of the Tracy Material Recovery Facility and Transfer Station.

A3. Partner with San Joaquin County to ensure that there is adequate landfill space to meet projected growth.

VI. WATER SERVICE

A. Background Information

1. Water Service Area

As of 2005, the City of Tracy provides water service to all of its residents, approximately 400 residents of the Larch-Clover County Services District, and to the unincorporated Patterson Business Park. Tracy has 22,740 metered service connections, 21,799 of which are single-family and multi-family residential users, 527 of which are commercial or industrial users, and 414 of which serve institutional or landscape irrigation purposes.

2. Water Supply

The City of Tracy obtains water from both surface and groundwater sources. The amount from either source as a percentage of the total water supply used by Tracy varies from year to year based on contractual agreements, annual precipitation and City policy about how to expend water resources. The supply of groundwater sources is dependent on the capacity of the Tracy Aquifer. Current water sources are presented in Table 7-2.

Surface water generally makes up between 50 and 60 percent of the total water supply for the City of Tracy. The City of Tracy receives the majority of its surface water supply from the United States Bureau of Reclamation (USBR). The USBR acts as a water wholesaler to the City and provides surface water to help fulfill City needs. Tracy's groundwater supply is pumped from groundwater resources beneath the city, which is a portion of the larger San Joaquin Valley groundwater basin. The groundwater supply comprised 41 percent of the city's total water supply in 2003. Since this is a heavily mineralized source of water, the City would like to reduce daily use and reserve its use for emergency situations and droughts.

The City is currently in the process of securing additional sources of surface water. These include the following:

- **West Side Irrigation District and the Banta-Carbona Irrigation District.** The City has negotiated for an additional assignment of up to 10,000 acre-feet per year (AFY) from the West Side Irrigation District and the Banta-Carbona Irrigation District.
- **South County Water Supply Project (SCWSP).** The City is also involved in a collaborative effort with the cities of Manteca, Escalon and Lathrop, and the South San Joaquin Irrigation District in the development of the SCWSP, a project to use water from the

TABLE 7-2 **TRACY'S CURRENT WATER SUPPLY SOURCES**

Water Supply	2005	2025 Projected Available
US Bureau of Reclamation	10,000 AF[a]	10,000 AF
WSID/BCID Assignment to US Bureau Contract	7,500 AF	7,500 AF
South County Surface Water Supply Contract	10,000 AF	10,000 AF
Groundwater	6,000 AF	2,500 AF
TOTAL	33,500 AF	30,000 AF

Note: Table has been updated under Amendment.

[a] AF stands for Acre Feet.

Source: City of Tracy Urban Water Management Plan 2005.

Stanislaus River. Tracy's future allocation from the project is up to 15 millions of gallons per day (mgd) of treatment capacity and a total annual allotment of 10,000 AF of water.

- **Byron-Bethany Irrigation District**. Since part of the Tracy Hills Specific Plan area was annexed into the Byron-Bethany Irrigation District, up to 4,500 AFY of water is anticipated from the District to serve development in the Tracy Hills area.

3. Water Facilities

The City of Tracy's existing water system facilities include a water treatment plant, pump stations, wells, water mains and storage reservoirs. The John Jones Water Treatment Plant (JJWTP), which is near the Tracy Municipal Airport, processes the water from the Delta Menota Canal (DMC) and distributes it to the city. The JJWTP has the capacity to treat 30 mgd.

The City of Tracy also operates nine groundwater wells that pump from the groundwater aquifer, with a total reliable capacity of 15 mgd. The City of Tracy water service is provided over an area with significant changes in elevation. Therefore, the City has established three pressure zones for its treated water distribution system. The three zones total over 390 miles of water mains. The pipes vary in diameter up to 36 inches. The age of the pipes also varies, dating from anywhere between 1910 to the present.

Finally, the City of Tracy has five storage reservoirs. Three of these are adjacent to the JJWTP, with a total storage capacity of approximately six million gallons (mg). An additional reservoir is located at the Northeast Industrial reservoir with a capacity of 2.2 mg. The fifth storage reservoir is currently under construction on Linne Road. It will have a capacity of 7.2 mg.

4. Water Recycling

Water recycling is the reuse of treated wastewater for non-potable (non-drinking) purposes, including industrial uses and landscaping irrigation, such as on medians, parks and golf courses. Using recycled water can increase the availability of potable water supplies.

The City of Tracy has developed a Water Exchange Program to convert several City parks and other large irrigated sites from the City's potable water system to a recycled/non-potable supply system. This will free up potable water for potable demand needs and allow recycled water to be used for non-potable needs. Several schools, parks and other areas have been identified as potential candidates for conversion. Since many of these sites are located in the developed portions of Tracy, new recycled/non-potable infrastructure will be needed for the conversion.

The conversion is expected to occur in phases as funding becomes available and as CEQA review occurs. It will involve the installation of distribution mains in several of the city's main streets, including Tracy Boulevard, Lammers Road, Corral Hollow Road, MacArthur Drive and Eleventh Street. Recycled water pump stations and storage reservoirs may also be required.

B. Goals, Objectives, Policies and Actions

Goal PF-6 Adequate supplies of water for all types of users.

Objective PF-6.1 Ensure that reliable water supply can be provided within the City's service area, even during drought conditions, while protecting the natural environment.

Policies

P1. The City shall promote water conservation by implementing the Best Management Practices contained in the Urban Water Management Plan.

P2. The City shall continue to acquire additional sources of water supplies to meet the City's future demands.

P3. To the extent feasible, the City shall use surface water supplies to meet daily water needs and reduce reliance on groundwater supplies.

P4. The City shall establish water demand reduction standards for new development and redevelopment to reduce per capita and total demand for water.

Actions

A1. Update the Water Master Plan upon adoption of the General Plan and on a regular basis.

A2. Revise the water use projections in the Urban Water Management Plan based on development projections contained in the General Plan and the Growth Management Ordinance (GMO).

A3. Implement an Aquifer Storage and Recovery Program to improve water quality for customers.

Objective PF-6.2 Provide adequate water infrastructure facilities to meet current and future populations.

Policies

P1. The City shall maintain water storage, conveyance and treatment infrastructure in good working condition in order to supply domestic water to all users with adequate quantities, flows and pressures.

P2. Storage reservoirs should be buried or partially buried depending on local groundwater conditions to allow for the joint use of the site with parks or recreational facilities, unless reservoirs are elevated to provide a gravity flow system, in which case the reservoirs shall be screened by landscaping and/or earthen berms.

Actions

A1. Review the current water system maintenance program and coordinate planned water main replacements with the Urban Water Management Plan.

A2. Update the existing System Control and Data Acquisition (SCADA) system to optimize operational efficiency and ensure coordination of existing and proposed water system facilities.

Objective PF-6.3 Promote coordination between land use planning and water facilities and service.

Policies

P1. Structures with plumbing that are located within the City limits shall connect to the City water supply system.

P2. New developments shall dedicate land for utility infrastructure such as treatment facilities, tanks, pump stations and wells as needed to support the development of their project.

P3. The City shall be responsible for constructing new transmission water lines, as needed to meet future needs. Individual development projects shall be responsible for the construction of all water transmission means.

P4. All new water facilities shall be designed to accommodate expected capacity for buildout of areas served by these facilities but may be constructed in phases to reduce initial and overall costs.

P5. The availability of sufficient, reliable water shall be taken into account when considering the approval of new development.

P6. Costs for water service expansion shall be distributed among new water users fairly and equitably.

Objective PF-6.4 Design and manage water system facilities for reliability during catastrophic events such as fires, power outages, droughts and earthquakes.

Policies

P1. Groundwater supplies should be reserved for emergency use during water treatment shutdowns, short-term shortages of surface water supplies or during droughts.

P2. Backup emergency power systems shall be provided at all essential water facilities that rely on electric power.

P3. Storage reservoir facilities should be located at naturally high topographic locations to capitalize on gravity flow, whenever possible.

P4. Future water systems and facilities shall be designed to minimize the likelihood of damage from vandalism or terrorist activity.

Objective PF-6.5 Use recycled water to reduce non-potable water demands whenever practicable and feasible.

Policies

P1. The City shall provide recycled water systems, including pipelines, pump stations and storage facilities, to serve primarily City-owned facilities, schools and parks as funding becomes available.

P2. Recycled water piping systems ("purple pipe") shall be constructed as appropriate in all new development projects to facilitate the distribution and use of recycled water. The specific location and size of the recycled water systems shall be determined during the development review process.

P3. Recycled water shall be used for all public properties and large private open spaces or common areas to the extent feasible.

P4. The City shall plan for recycled water infrastructure in the City's Infrastructure Master Plans and, to the extent feasible, recycled water should be utilized for non-potable uses, such as landscape irrigation, dust control, industrial uses, cooling water and irrigation of agricultural lands.

Actions

A1. Explore incentives for businesses and industries to use recycled water for irrigation.

A2. Develop a program to supply recycled water to all new parks and schools.

A3. Update the Water Master Plan to include a recycled water plan.

A4. Develop a plan to irrigate agricultural lands with recycled water, both inside and outside of the City's service area, where feasible.

VII. WASTEWATER

A. Background Information

1. Wastewater Collection

The City of Tracy's wastewater collection system consists of gravity sewer lines, pump stations, force mains and a Wastewater Treatment Plant (WWTP). Wastewater flows toward the northern part of the city where it is treated at the WWTP and then discharged into the Old River in the southern Sacramento-San Joaquin Delta.

2. Wastewater Treatment

The WWTP is located north of Interstate 205 and between MacArthur Drive and Holly Drive. The WWTP was constructed in 1930 and has undergone several major expansions. In 2004, the WWTP had a design capacity of 9.0 million gallons per day (mgd). The WWTP also includes an emergency storage pond that provides storage for treated wastewater that does not meet discharge standards.

Wastewater treatment capacity exceeds demand. In 2003, the average dry weather flows were 8.1 mgd and the wet weather flows were 8.6

mgd. In 2003, the influent of biochemical oxygen demand (BOD)[1] averaged 14,200 pounds per day and the effluent averaged 925 pounds per day. Thus, the WWTP removed an average of 13,275 pounds per day of BOD, or 93.5 percent. The influent of total suspended solids averaged 14,000 pounds per day in 2003 and the effluent averaged 665 pounds per day. Thus, 13,335 pounds per day of total suspended solids were removed on average, or 95.3 percent of the total.

3. Wastewater Disposal

The WWTP has a National Pollutant Discharge Elimination System (NPDES) permit that allows the City to discharge up to 9.0 mgd average dry weather flow (ADWF) of treated effluent to the Old River. The permit, which is administered by the Regional Water Quality Control Board (RWQCB), prescribes the maximum allowable discharge rate, effluent quality requirements, discharge prohibitions, receiving water limitations, pretreatment program requirements, biosolids disposal requirements and self-monitoring requirements.

The WWTP provides secondary-level treatment followed by disinfection. The WWTP has a system of primary clarifiers, bio-towers, and trickling filters, coupled with an activated sludge process, which treats the wastewater. The city's major industrial wastewater producer, the Leprino Cheese factory, conveys its wastewater through a separate force main to a pre-treatment pond that is operated by Leprino, but located on WWTP property.

After treatment, wastewater is disinfected and dechlorinated and then conveyed by a 3.5-mile 33-inch outfall pipeline to a submerged diffuser

[1] "Biochemical oxygen demand" is the amount of oxygen used for biochemical oxidation by a unit volume of water at a given temperature and for a given time. BOD is an index of the degree of organic pollution in water.

for discharge into the Old River. The outfall is designed to carry a peak flow of about 22.0 mgd.

4. Biosolid Disposal

Waste solids from the wastewater treatment processes are collected and conveyed to the solids handling facilities so that the biosolids can be conditioned for disposal. The treatment process for solids includes thickening, digestion and dewatering to remove organics and inactive pathogens and reduce the volume of solids to be disposed. Dried biosolids are hauled off-site and used for land application for disposal as alternative daily cover at landfills. This off-site hauling and disposal practice is expected to continue in the future.

5. Wastewater Treatment Plant Expansion

The existing WWTP is in the process of an expansion of capacity from 9.0 mgd to 16.0 mgd in order to meet expected future demand. The Final EIR for an expanded WWTP was published in September 2002. The City submitted all required documentation to the Regional Water Quality Control Board in 2003 and the revised permit was expected in 2005. This permit will allow the City to expand the existing plant to 16.0 mgd and also provide tertiary treatment meeting Title 22 Requirements. Title 22 is the standard promulgated by the State of California for water recycling.

The proposed expansion will be completed in four phases. Phase 1 is under construction with completion by Spring 2007. The remaining phases will be constructed to match growth in wastewater flows.

B. Goals, Objectives, Policies and Actions

Goal PF-7 Meet all wastewater treatment demands and federal and State regulations.

Objective PF-7.1 Collect, transmit, treat and dispose of wastewater in ways that are safe, sanitary and environmentally acceptable.

Policies

P1. The City shall maintain wastewater conveyance, treatment and disposal infrastructure in good working condition in order to supply municipal sewer service to the City's residents and businesses.

P2. The City shall expand the existing wastewater treatment plant to the extent possible or pursue a single new west side facility instead of building new facilities at multiple locations to meet future needs.

P3. New habitable structures located within the City limits shall connect to the public wastewater collection system.

Action

A1. Prepare a comprehensive update to the Wastewater Master Plan upon adoption of the General Plan and update on a regular basis. The Wastewater Master Plan shall identify the expected number of additional wastewater facilities, potential locations for those facilities and locations for the land application of treated effluent.

Objective PF-7.2 Pursue safe, environmentally-responsible and affordable methods of disposing of treated effluent.

Policy

P1. Areas used for the land application of treated effluent may also be used for agriculture.

Objective PF-7.3 Promote coordination between land use planning and wastewater conveyance, treatment and disposal.

Policies

P1. Wastewater collection and treatment facilities shall be designed to serve expected buildout of the areas served by these facilities but constructed in phases to reduce initial and overall costs.

P2. The City shall construct new wastewater trunk lines as needed. Individual development projects shall be responsible for construction of all collection lines other than trunk lines.

P3. The approval of new development shall be conditioned on the availability of sufficient capacity in the wastewater collection and treatment system to serve the project.

P4. "Package" treatment plants shall not be allowed in the City.

P5. New development shall fully fund the cost of new wastewater treatment and disposal facilities.

P6. Prior to any development approvals within an Urban Reserve, the City shall complete new wastewater master planning and wastewater treatment and disposal studies, particularly for the west side of the city. These studies are to be funded by proponents of new development and must show how adequate wastewater treatment will be provided to the Urban Reserve in question.

Objective PF-7.4 Pursue innovative solutions for wastewater treatment and disposal that are compatible with the environment. 

Policies

P1. New wastewater treatment plants should be located to allow for distribution of recycled water to application areas by gravity flow where feasible. 

P2. The City shall integrate public facilities and wastewater reclamation sites with agricultural and open space preservation programs where feasible. 

P3. Biosolid disposal shall be managed so as to minimize impacts to the environment and public health.

P4. The City shall establish wastewater treatment demand reduction standards for new development and redevelopment to reduce per capita and total demand for wastewater treatment. 

VIII. STORMWATER

A. Background Information

The main purposes of a storm drainage system are to control stormwater runoff in order to prevent flood damage, reduce inconvenience from excessive flows and to minimize pollution of surface and groundwater.

Tracy's storm drainage system is managed by the City's Public Works Department. Stormwater drains through open channels, storm drains, and closed conduits that are owned, operated and maintained by the City and the West Side Irrigation District (WSID). These systems drain into three outfalls, the WSID Main Drain, the Westside Channel Outfall System (that discharges into Old River via a force main) and the Sugar Cut Outfall. The Sugar Cut Outfall system serves two areas, Central Tracy and the eastside industrial area. Both areas have their own outfall systems. These three outfalls discharge storm runoff into Old River which is a part of the San Joaquin Delta. Pump stations are used to move water over grades; however, the majority of the system is gravity operated. The City utilizes detention basins at many locations to store and meter discharges before they are released into outfall facilities.

B. Goals, Objectives, Policies and Actions

Goal PF-8 Protect property from flooding.

Objective PF-8.1 Collect, convey, store and dispose of stormwater in ways that provide an appropriate level of protection against

flooding, account for future development and address applicable environmental concerns.

Policies

P1. Stormwater infrastructure shall be maintained in good condition.

P2. Stormwater infrastructure shall minimize local flooding by attaining capacity that conforms with the Storm Drainage Master Plan and City Design Standards.

P3. New permanent stormwater infrastructure shall be designed to serve dual purposes to the extent possible. This includes the following:

- Drainage facilities integrated into recreation corridors with bike paths, sidewalks and landscaping.
- Drainage channels integrated with transportation and environmental corridors.
- Storm water detention basins shall incorporate active and passive recreation areas where feasible. These areas shall not count towards parks dedication requirements.

P4. When temporary retention or detention facilities are no longer needed after an outfall system is constructed, the sites shall be backfilled and disconnected from the storm drainage system.

P5. The City shall ensure a fair and equitable distribution of costs for stormwater system upgrades, expansion and maintenance.

P6. Design of storm drainage facilities shall be consistent with State and federal requirements, including NPDES requirements.

P7. Planning for stormwater facilities should consider possible future retrofitting needs associated with changing regulations pertaining to storm water quality, including NPDES requirements.

Actions

A1. Prepare a comprehensive update to the Storm Drainage Master Plan upon adoption of the General Plan.

A2. Update the Storm Drainage Master Plan on a periodic basis and at least every five years.

Objective PF-8.2 Provide effective storm drainage facilities for development projects.

Policies

P1. To the extent feasible, new development projects shall incorporate methods of reducing storm runoff within the project to reduce the requirements for downstream storm drainage infrastructure and improve stormwater quality.

P2. New storm drainage facilities shall meet adopted City standards, including the standards and policies contained in the Storm Water Management Plan, the Storm Drainage Master Plan and the Parkways Design Manual.

P3. New development projects shall only be approved if necessary stormwater infrastructure is planned and is in compliance with environmental regulations.

P4. If sufficient downstream stormwater infrastructure has not yet been constructed, new development projects shall be required to implement temporary on-site retention facilities in conformance with City standards.

Action

A1. Revise the Tracy Municipal Code to limit the amount of impervious surfaces in private yards.

8 SAFETY ELEMENT

The Safety Element provides information about risks in the Tracy Planning Area due to natural and human-made hazards. It addresses the protection of the community from any unreasonable risks associated with the effects of:

- Geologic hazards, including earthquakes, ground failure and subsidence and slope instability.
- Flooding, dam failure, tsunami and seiche.
- Wildland fires.
- Hazardous materials and waste.
- Airport operations.

This element also contains information and policies regarding general emergency preparedness.

The Safety Element establishes mechanisms to reduce death, injuries, damage to property and to address the negative effects of public safety hazards like flooding, fires and seismic events. Hazards are an unavoidable aspect of life, and the Safety Element cannot eliminate risk completely. Instead, the Element contains policies to minimize the level of risk.

"Acceptable Risk" is defined as the level of risk that is deemed tolerable given expected consequences and benefits. Different levels of acceptable risk may be assigned to various hazards according to the nature of the proposed danger. Acceptable levels of risk may range from "near zero" for nuclear plants and natural gas transmission lines to "moderate" for farm structures and low-intensity warehouses.

I. GEOLOGIC HAZARDS

A. Background

There are four Seismic Zones in the United States, which are ranked according to their seismic hazard potential. Zone 1 has the least seismic potential and Zone 4 has the highest seismic potential. All of California is in Seismic Zones 3 or 4. Tracy lies primarily within

Seismic Zone 3 with parts of the Tracy Hills Specific Plan area in Zone 4. The California Building Code contains special standards and regulations for each zone to ensure that all new construction will withstand forces associated with a major earthquake.

There are numerous faults within and around the Tracy Planning Area. Major faults close to, but outside of, the Tracy Planning Area include the San Andreas, Calaveras, Hayward and Concord-Green Valley faults. These faults have historically been the source of earthquakes felt in Tracy. The Carnegie/Corral Hollow fault, considered as active, runs roughly northeast-southeast along the southern boundary of the Lawrence Livermore National Laboratory Site 300. The Black Butte and Midway faults, which are potentially active, lie within the Planning Area boundaries and may pose potential seismic hazards for the Planning Area. The Tracy-Stockton fault, which passes beneath the City of Tracy in the deep subsurface, is considered inactive. The Elk Ravine fault, which is considered inactive, lies between the Carnegie/Corral Hollow, Black Butte and Midway faults.

There are a series of specific hazards that are caused by earthquakes, including ground rupture, ground shaking, liquefaction and expansive soils. Due to its seismic and geologic conditions, the Tracy Planning Area is subject to several of these hazards including a moderate potential for liquefaction and a moderate to high potential for expansive soils depending on the specific soil conditions and location. The goals, objectives, policies and actions in this section are designed to reduce the risks of these hazards.

B. Goals, Objectives, Policies and Actions

Goal SA-1 **A reduction in risks to the community from earthquakes and other geologic hazards.**

Objective SA-1.1 Minimize the impacts of geologic hazards on land development.

Policies

P1. Underground utilities, particularly water and natural gas mains, shall be designed to withstand seismic forces.

P2. Geotechnical reports shall be required for development in areas where potentially serious geologic risks exist. These reports should address the degree of hazard, design parameters for the project based on the hazard, and appropriate mitigation measures.

Objective SA-1.2 Implement measures related to site preparation and building construction that protect life and property from seismic hazards.

Policy

P1. All construction in Tracy shall conform to the California Building Code and the Tracy Municipal Code including provisions addressing unreinforced masonry buildings.

II. FLOODING

A. Background

This section describes flood hazards in Tracy, development within flood hazard areas, flood protection legislation and agencies, and evacuation routes for flooding emergencies.

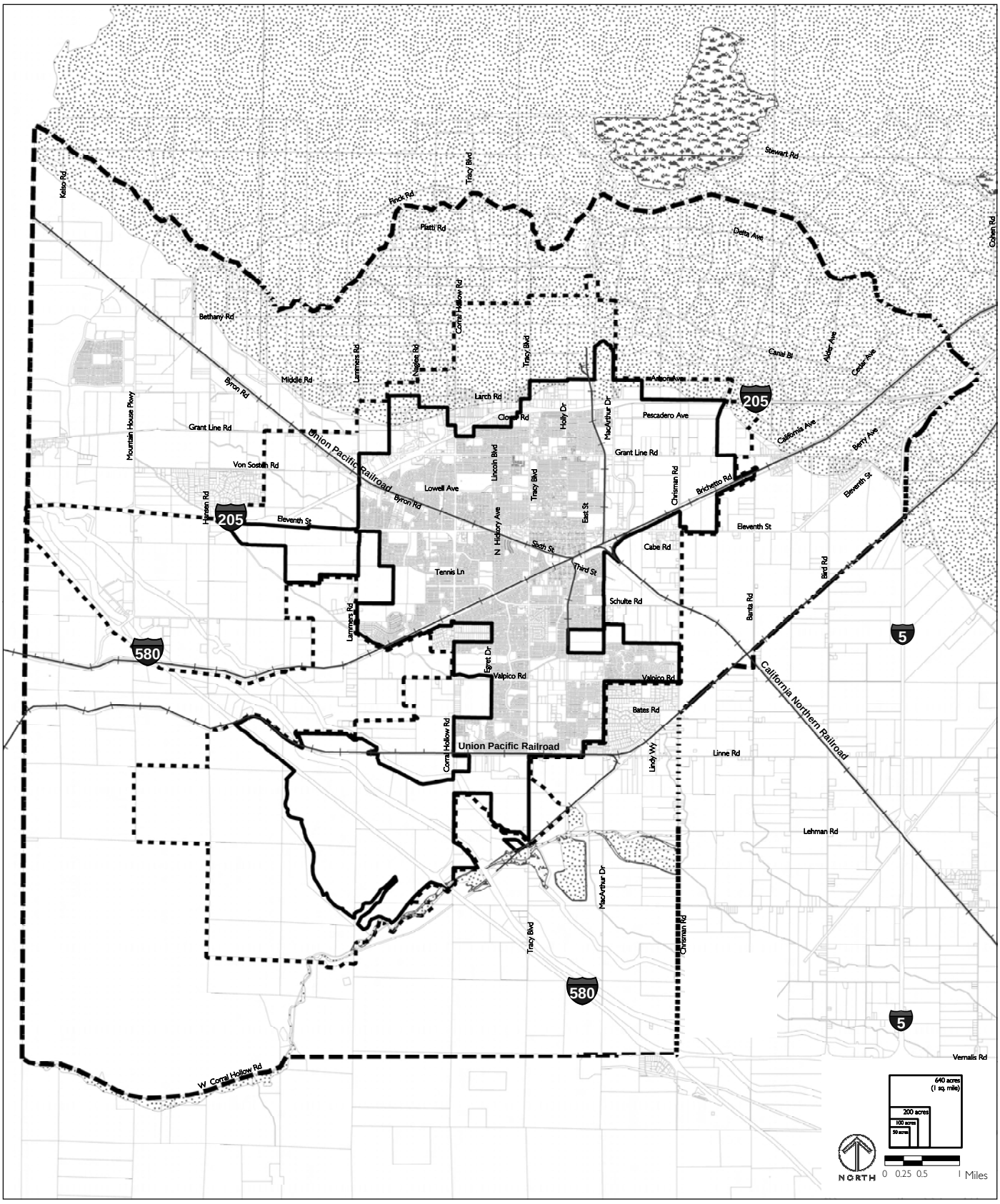
1. Flood Hazards

Floodplain zones are determined by the Federal Emergency Management Agency (FEMA) and used to create Flood Insurance Rate Maps (FIRMs) that designate these zones. These maps assist cities in mitigating flooding hazards through land use planning and building permit requirements. FEMA outlines specific regulations for any construction, whether residential, commercial or industrial within 100-year floodplains.

The floodplain is the relatively level land area on either side of the banks of a stream subject to flooding. The 100-year floodplain is the area subject to flooding based on a storm event that is expected to occur every 100 years on average, based on historical data.

The most recent FIRMs for the City of Tracy were updated December 16, 2005. As is shown in Figure 8-1, the majority of land within the City limit is included in Zone X, the designation for lands outside of the 100-year floodplain. Two areas along the northern portion of the City fall within FIRM Zone AE, which indicates the 100-year floodplain. The majority of the SOI north of the City also falls within the 100-year floodplain.

In addition, pursuant to the provisions of Senate Bill (SB) 5, SB 17, and Assembly Bill (AB) 162, which are discussed further in Section A.3, the California Department of Water Resources is currently developing 200-year floodplain maps that apply only to urban and urbanizing areas, also known as "best available maps." A 200-year flood is flooding that has a 1-in-200 chance of occurring in any given year. Government



Data Source: Q3 Flood Data derived from Flood Insurance Rate Maps published by the Federal Emergency Management Agency (FEMA); San Joaquin data set published in 1996.

FIGURE 8-1

100-year Floodplain

500-year Floodplain

City Limit

Sphere of Influence

Planning Area

FLOODPLAINS IN THE PLANNING AREA

CITY OF TRACY
GENERAL PLAN
SAFETY ELEMENT

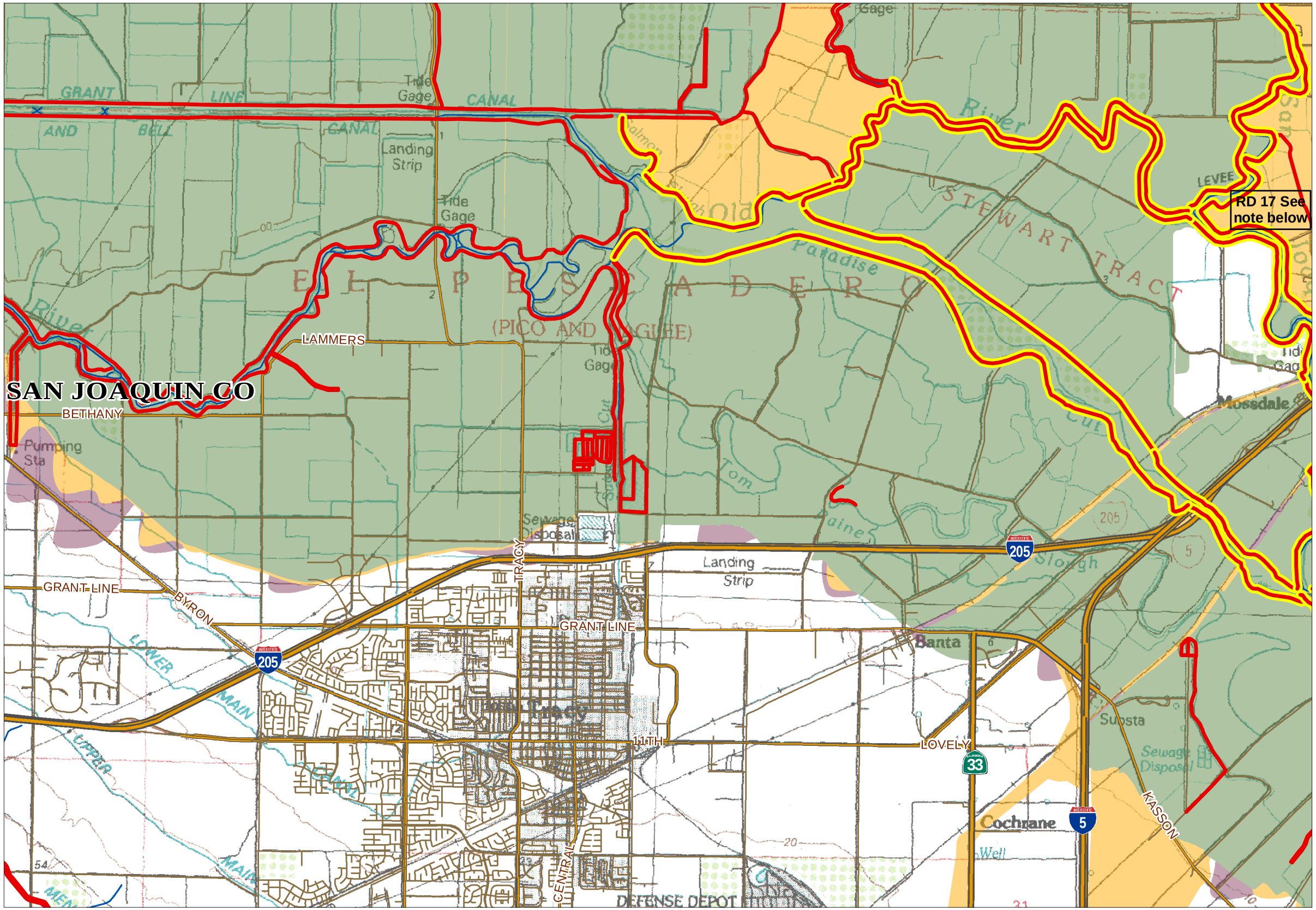
Code Section 65007 defines an "urban area" as a developed area in which there are 10,000 residents or more. An "urbanizing area" means a developed area or an area outside a developed area that is planned or anticipated to have 10,000 residents or more within the next ten years. The preliminary 200-year floodplain map for the Tracy area is provided in Figure 8-2. As shown in this map, the majority of land within the city limit and SOI is located outside of the 200-year floodplain, although there are small areas in the northern portions of the city limit and SOI that are within the preliminary 200-year floodplain boundary.

In addition, some areas in the northern portion of the city have the potential to be inundated in the event of a dam failure, such as from the San Luis Reservoir and New Melones Dam, as shown in Figure 8-3. Although portions of San Joaquin County could be subject to flooding due to levee failure, the City of Tracy is not in close proximity to the areas most likely to be affected.

2. Development in Flood Hazard Areas

Existing development within flood hazard areas in Tracy mainly includes portions of the West Valley Mall, some car dealerships, the City's wastewater treatment plant, a permanent detention basin, and some rural residential areas. Future development areas primarily include areas designated Urban Reserve in the General Plan Land Use map. As shown in Figure 8-4, there are no Urban Reserves located within the 100-year floodplain. However, new development and redevelopment may occur within the primarily commercial and industrial designated areas within the 100-year floodplain. These land use designations are described further in the Land Use Element.

PRELIMINARY 200-YEAR FLOODPLAIN



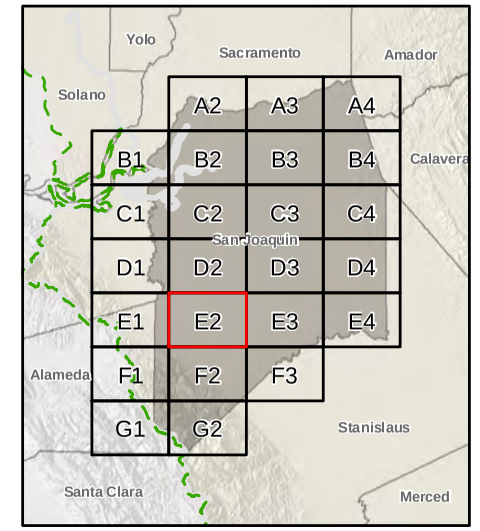
Source: California Department of Water Resources, 2008.

- Project Levee Centerline
- Non-Project Levee Centerline
- River / Stream Centerline
- Sacramento-San Joaquin Valley Boundary
- County Boundary

100-Year Composite Floodplains
- FEMA Effective Floodplains
- Other Available Floodplain Data

200-Year Composite Floodplains
- Available Floodplain Data

In every case, the 200-Year Composite Floodplains incorporate the areas of the 100-Year Composite Floodplains



State of California
Department of Water Resources

October 15, 2008

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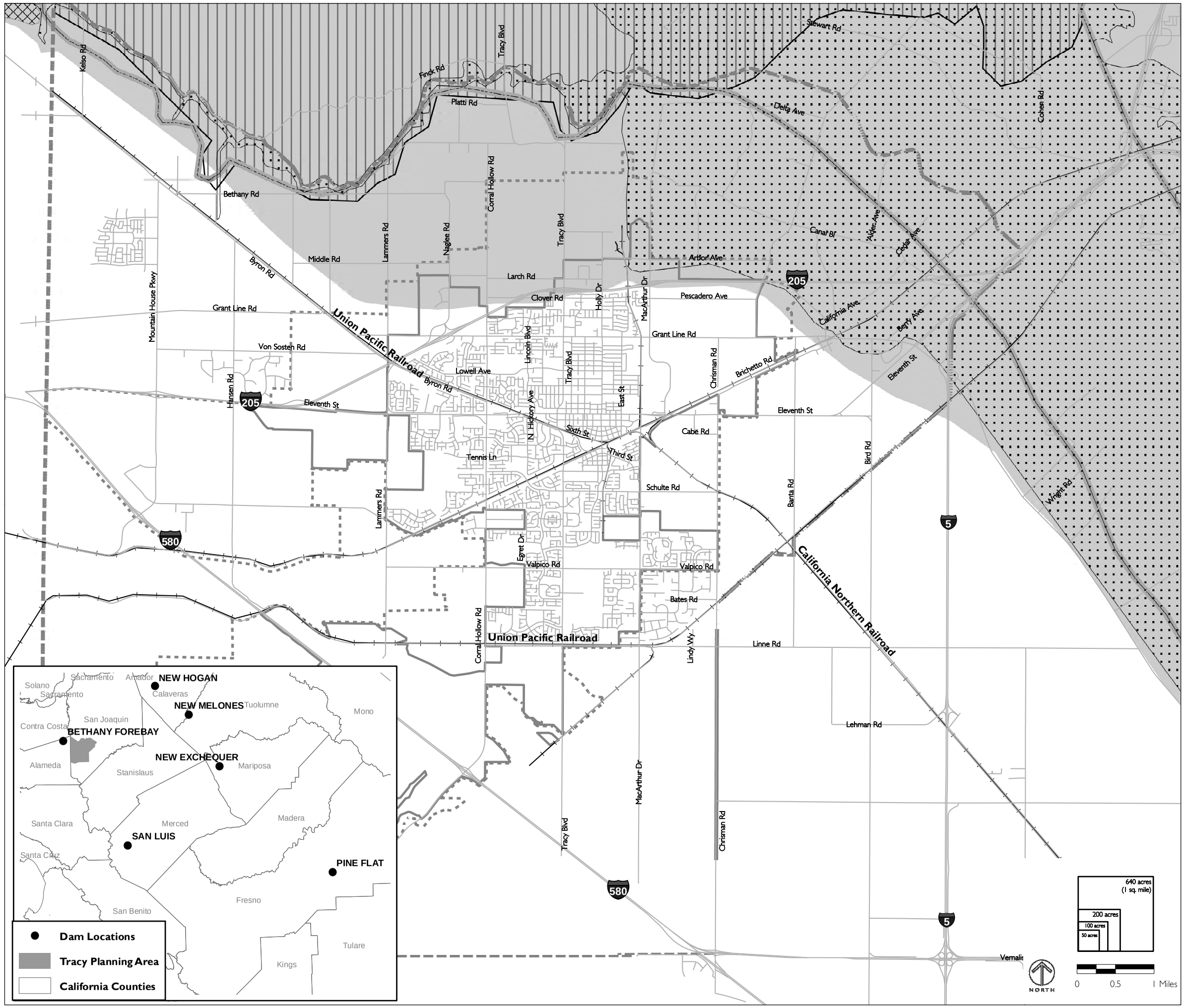
FIGURE 8-3

DAM INUNDATION RISK AREAS



City Limit

Sphere of Influence

Planning Area

Areas at risk for inundation from failure of San Luis Reservoir and New Melones Dam

Areas at risk for inundation from failure of Bethany Dam

Areas at risk for inundation from failure of Pine Flat Dam

Areas at risk for inundation from failure of New Hogan Dam

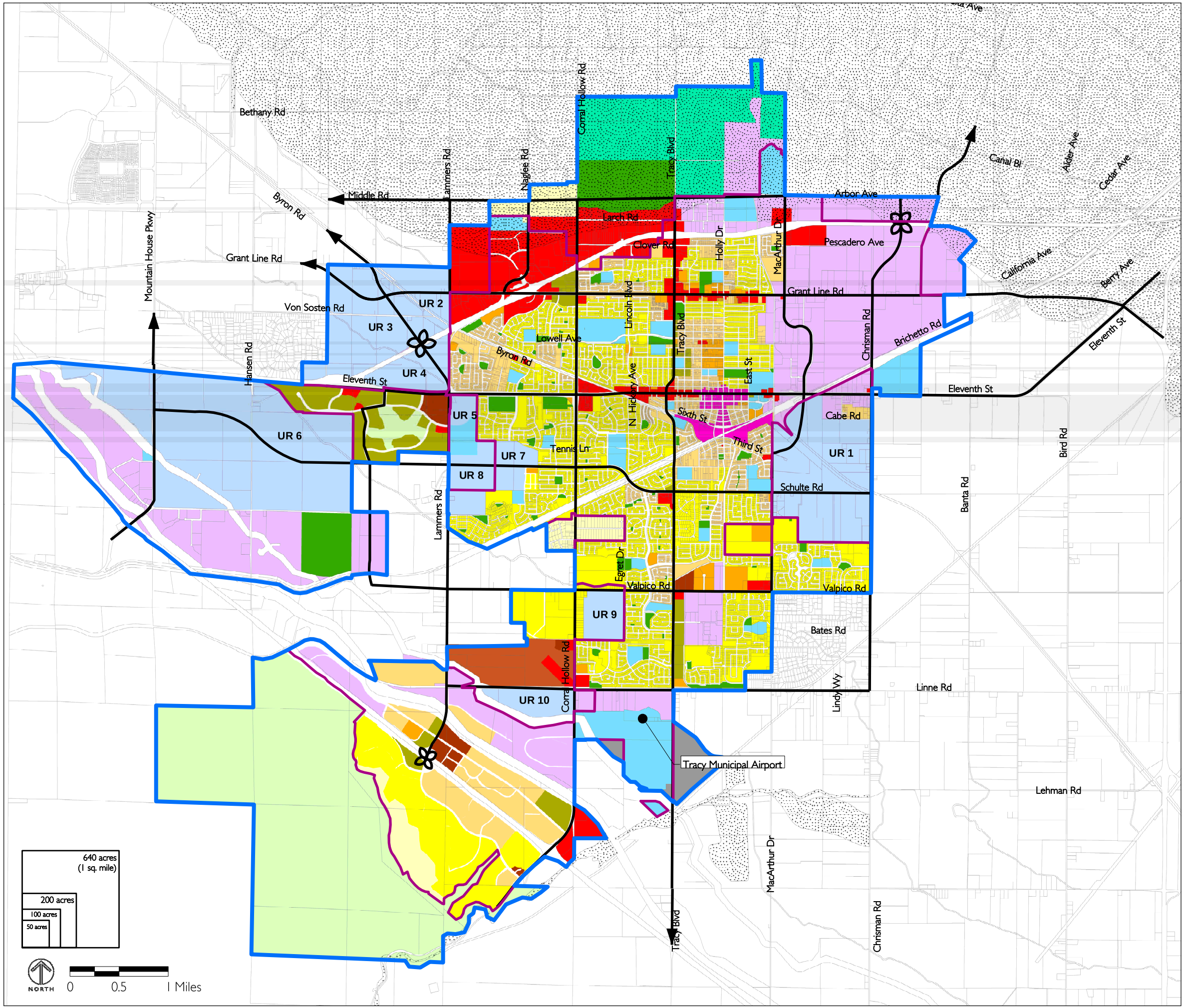
Areas at risk for inundation from failure of New Exchequer Dam

Note: This map depicts six overlapping areas that are at risk for inundation in the event of dam failures. To aid in legibility, the solid shaded area represents the most extensive extent of inundation (San Luis Reservoir and New Melones Dam). The hatched and dotted areas represent inundation areas for other dams.

Data Source: State of California, Governor's Office of Emergency Services, 2000.

FIGURE 8-4

FLOODPLAINS AND GENERAL PLAN LAND USE DESIGNATIONS



- Sphere of Influence
- City Limits
- 100-Year Floodplain
- Residential Very Low
- Residential Low
- Residential Medium
- Residential High
- Traditional Residential - Ellis
- Commercial
- Office
- Industrial
- Downtown
- Village Center
- Public Facilities
- Park
- Open Space
- Agriculture
- Aggregate
- UR — Urban Reserve

Major Arterial/Expressway/Boulevard

Flood Data Source: Q3 Flood Data derived from Flood Insurance Rate Maps published by the Federal Emergency Management Agency (FEMA); San Joaquin data set published in 1996.

New construction and substantial improvements to structures within the 100-year floodplain are required to "have the lowest floor (including the basement) elevated at least one foot above the base flood level" or be of flood-proof construction.

3. Flood Protection Legislation and Agencies

According to recent legislation as part of SB 5 (Machado and Walk), SB 17 (Florez) and AB 162 (Wolk), urban and urbanizing areas in the Sacramento Valley and San Joaquin Valley will be required to achieve, or make adequate progress toward achieving, 200-year protection by the year 2015 to continue to approve development in the floodplain. Specifically, AB 162 requires that each local jurisdiction's Safety Element include 200-year floodplain maps. Maps must be based on the best available data on flood protection, including areas protected by State and federal project levees, and areas outside of these areas.

The Central Valley Flood Protection Board (CVFPB) collaborates with the US Army Corps of Engineers to manage and control flooding in San Joaquin County from both the San Joaquin and Sacramento Rivers. The CVFPB works with local, federal, and State governments to plan, construct, operate, and maintain flood control projects. The CVFPB is also responsible for issuing permits for projects potentially located in areas designated as floodways.

According to California Government Code Sections 65302.9 and 65860.1, every jurisdiction located within the Sacramento-San Joaquin Valley is required to update its General Plan in a manner consistent with the Central Valley Flood Protection Plan (CVFPP) within 24 months after the CVFPP's adoption, which is currently anticipated by July 1, 2012. In addition, the locations of the State and local flood management facilities, locations of flood hazard zones, and the proper-

ties located in these areas must be mapped and consistent with the CVFPP.

The San Joaquin County Office of Emergency Services (OES) also manages flood protection by developing emergency preparedness plans for the county. These plans include the Dam Failure Emergency Plan and the Delta Flood Plan as well as the San Joaquin County Hazard Mitigation Plan.

4. Evacuation Routes for Flooding Emergencies

The City of Tracy has identified major arterials to serve as evacuation routes to Interstate 580 in the event of flooding or dam failure. The following north/south arterials will serve as evacuation routes: Mac-Arthur Drive, Tracy Boulevard, Corral Hollow Road, Lammers Road, and Chrisman Road. The following east/west arterials will serve as evacuation routes: 11th Street, Schulte Road and Linne Road.

B. Goals, Objectives, Policies and Actions

Goal SA-2	**A reduction of hazards related to flooding or inundation.**

Objective SA-2.1 Minimize flood risks to development.

Policies

P1. Development shall only be allowed on lands within the 100-year flood zone, if it will not:

- Create danger to life and property due to increased flood heights or velocities caused by excavation, fill, roads and intended use.
- Create difficult emergency vehicle access in times of flood.
- Create a safety hazard due to the unexpected heights, velocity, duration, rate of rise and sediment transport of the flood waters expected at the site.
- Create excessive costs in providing governmental services during and after flood conditions, including maintenance and repair of public facilities.
- Interfere with the existing waterflow capacity of the floodway.
- Substantially increase erosion and/or sedimentation.
- Contribute to the deterioration of any watercourse or the quality of water in any body of water.

P2. Public and private development in the 100-year flood zones shall have the lowest floor elevated at least 1 foot above the base flood level, or be of flood proof construction.

P3. The City shall prevent the construction of flood barriers within the 100-year flood zone that divert flood water or increase flooding in other areas.

P4. Property owners within the 100-year floodplain are encouraged to purchase National Flood Insurance, which reduces the financial risk from flooding and mudflows.

Actions

A1. Continue to participate in the National Flood Insurance Program.

A2. Continue to implement the City's existing Storm Drainage Master Plan which provides storm drainage conveyance capacity sufficient to contain 100-year flood flows in the rights-of-way of the major public streets and 10-year flood flows within the top of the street curbs.

A3. Continue to implement floodplain overlay zones provided by FEMA, control the types of structures and land uses permitted in areas deemed high risk and require these structures be built in a manner that minimizes flood losses.

A4. Maintain historical data on flooding.

Objective SA-2.2 Maintain a high level of preparedness in the event of flooding.

Policies

P1. The City shall maintain operational contingency plans for essential public facilities in the event of flooding.

P2. The City shall locate, when feasible, new essential public facilities outside of flood hazard zones, including hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities, or identify construction or other methods to minimize damage if these facilities are located in flood hazard zones.

P3. The City shall continue to work with other public agencies responsible for flood protection, including the Central Valley Flood Protection Board, the San Joaquin Office of Emergency Services, and the US Army Corps of Engineers.

Actions

A1. Update the General Plan within 24 months of the adoption of the Central Valley Flood Protection Plan (CVFPP) to appropriately reflect the CVFPP and to identify State and local flood management facilities and flood hazard zones.

III. WILDLAND FIRES

A. Background

This section addresses wildland fires. Additional information and policies regarding urban fires are contained in the Public Facilities and Services Element.

The risk of wildland fires is related to a combination of factors, including winds, temperatures, humidity levels and fuel moisture content. Of these four factors, wind is the most crucial. Steep slopes also contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Features in some parts of the Planning Area, including highly flammable vegetation, and warm and dry summers with temperatures often exceeding 100 degrees Fahrenheit, create a situation that results in potential wildland fires. Where there is easy human access to dry vegetation, fire hazards increase because of the

greater chance of human carelessness. High hazard areas include outlying residential parcels and open lands adjacent to residential areas.

To quantify this potential risk, the California Department of Forestry (CDF) has developed a Fire Hazard Severity Scale that utilizes three criteria in order to evaluate and designate potential fire hazards in wildland areas. The criteria are fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents) and topography (degree of slope).

B. Goals, Objectives, Policies and Actions

Goal SA-3	**Protection of lives and property from wildland fire hazards.**

Objective SA-3.1 Evaluate the potential for wildland fire hazards when considering new development.

Policies

P1. All development in areas of potential wildland fire hazards shall include the following:
- ♦ Clearance around structures.
- ♦ Fire-resistant ground cover.
- ♦ Fire-resistant roofing materials.

P2. Development in areas with steep terrain shall be restricted as necessary in order to ensure fire safety.

P3. New developments shall satisfy fire flow and hydrant requirements, street widths and design requirements as established by the City.

P4. The City shall incorporate drought-resistant and fire-resistant plants in public works projects in areas subject to wildland fires.

P5. The City of Tracy Fire Department shall train regularly for urban and wildland firefighting conditions.

Action

A1. Maintain a current map of areas subject to wildland fires.

IV. HAZARDOUS MATERIALS AND WASTE

A. Background

Products as diverse as gasoline, paint solvents, film processing chemicals, household cleaning products, refrigerants and radioactive substances are categorized as hazardous materials. What remains of a hazardous material after use or processing is considered to be a hazardous waste. The handling, transportation and disposal of such waste is of concern to all communities. Improper handling of hazardous materials or wastes may result in significant effects to human health and the environment.

Many businesses and residents in Tracy use hazardous materials and generate some amount of hazardous waste. The most common hazardous waste in Tracy are generated from gasoline service stations, dry cleaners, automotive mechanics, auto body repair shops, machine

shops, printers and photo processors, and agriculture. Most of these wastes are petroleum-based or hydrocarbon hazardous waste and include cleaning and paint solvents, lubricants and oils. However, medical wastes, defined as potential infectious waste from sources such as laboratories, clinics and hospitals, are also included among the hazardous wastes found in Tracy.

Hazardous materials and hazardous wastes in Tracy are heavily regulated by a range of federal, State and local agencies. One of the primary hazardous materials regulatory agencies is the California Environmental Protection Agency, Department of Toxic Substances Control (DTSC). DTSC is authorized by the U.S. Environmental Protection Agency (EPA) to enforce and implement federal hazardous materials laws and regulations.

San Joaquin County has prepared a Hazardous Material Area Plan, in accordance with the California Health and Safety Code (HSC) (Division 20, Chapter 6.95, §25500 et seq.) and California Code of Regulations (CCR) (Title 19, Article 3, §2270 et seq.). The Plan is designed to protect human health and the environment through hazardous materials emergency planning, response and agency coordination and community right-to-know programs. The Plan outlines the roles and responsibilities of federal, State, and local agencies in responding to hazardous material releases and incidents. The City of Tracy's Police and Fire Departments work with San Joaquin County to implement this plan.

The City of Tracy participates with San Joaquin County in a household hazardous waste program. Approximately 45,642 pounds of household hazardous waste was collected from the events hosted in

Tracy. Tracy residents can also access the permanent household hazardous waste consolidation facility located in Stockton.

The County Office of Emergency Services (OES) administers the Emergency Planning and Community Right-to-Know program for the Tracy Planning Area. Under Chapter 6.95 of the California Health and Safety Code and the Federal Resource Conservation and Recovery Act, any business storing quantities of hazardous materials greater than 55 gallons of liquid, 500 pounds of solid or 200 cubic feet of some compressed gasses must file a hazardous materials business plan annually that establishes incident prevention measures, hazardous material handing protocols and emergency response and evacuation procedures.

B. Goals, Objectives, Policies and Actions

Goal SA-4 Protection from the harmful effects of hazardous materials and waste.

Objective SA-4.1 Minimize exposure to harmful hazardous materials and waste by Tracy residents.

Policies

P1. Adequate separation shall be provided between areas where hazardous materials are present and sensitive uses such as schools, residences and public facilities.

P2. When reviewing applications for new development and redevelopment in areas historically used for commercial or industrial uses, developers shall conduct the necessary level

of environmental investigation to ensure that soils, groundwater and buildings affected by hazardous material releases from prior land uses and lead or asbestos potentially present in building materials, will not have a negative impact on the natural environment or health and safety of future property owners or users.

P3. The safe transport of hazardous materials through Tracy shall be promoted by implementing the following measures:

- ♦ Maintain formally-designated hazardous material carrier routes to direct hazardous materials away from populated and other sensitive areas.
- ♦ Prohibit the parking of vehicles transporting hazardous materials on City streets.
- ♦ Require that new pipelines and other channels carrying hazardous materials avoid residential areas and other immobile populations to the extent possible.

P4. Emergency response plans shall be submitted as part of use applications for all large generators of hazardous waste.

P5. The City shall continue to encourage the reduction of solid and hazardous wastes generated within the City, in accordance with countywide plans.

P6. The City shall partner with San Joaquin County to implement the Hazardous Materials Area Plan.

Actions

A1. Continue to implement processing procedures and local siting criteria in order to implement relevant and applicable provisions consistent with the hazardous materials and waste management plans for San Joaquin County.

A2. Consult with San Joaquin County Office of Emergency Services to maintain an inventory of businesses or facilities involved in the transportation, use and storage of hazardous materials.

A3. Hold at least one hazardous materials collection event per year.

A4. Continue public education programs on the safe disposal of household hazardous waste at designated locations in San Joaquin County.

V. AIRPORT SAFETY

A. Background

The Tracy Municipal Airport is a general aviation airport owned by the City and managed by the Parks and Community Services Department. The Federal Aviation Administration (FAA) establishes distances of ground clearance for take-off and landing safety based on such items as the type of aircraft using the airport. These areas identify land uses and dimensional standards for buildings within the approaches.

The Tracy Municipal Airport is subject to the FAA, the California Airport Land Use planning handbook, the Regional Aviation System Plan, the San Joaquin County Airport Land Use Plan, and the City of Tracy Airport Master Plan. These plans identify future improvements for the Airport to meet future aviation needs and address airport safety by identifying compatible land uses for adjacent areas. The San Joaquin County Airport Land Use Commission (ALUC) is an advisory body that assists local agencies with ensuring the compatibility of land uses in the vicinity of airports. The County ALUC reviews proposed development projects for consistency with airport land use compatibility.

Airport operators recognize that uses that encroach upon and conflict with airports can both reduce the ability of an airport to serve its function and can, over time, reduce the safety of airport operations and the people and structures surrounding the Airport.

B. Goals, Objectives, Policies and Actions

Goal SA-5	**Protection from the risks associated with aircraft operations at the Tracy Municipal Airport.**

Objective SA-5.1 Ensure that land uses within the vicinity of the Tracy Municipal Airport are compatible with airport restrictions and operations.

Policy

P1. Ensure that new development shall be consistent with setbacks, height and land use restrictions as determined by

the Federal Aviation Administration and the San Joaquin County Airport Land Use Commission, as well as the policies of the City's Airport Master Plan.

Action

A1. Develop an emergency plan to respond to aviation incidents in the City.

VI. EMERGENCY PREPAREDNESS

A. Background

As required by State law, Tracy has established emergency preparedness procedures to respond to a variety of natural and human-made disasters that could confront the community. The Emergency Plan establishes the Standardized Emergency Management System (SEMS) and includes information on mutual aid agreements, hierarchies of command and different levels of response in emergency situations.

B. Goals, Objectives, Policies and Actions

Goal SA-6 Preparation for emergencies.

Objective SA-6.1 Prepare and update City emergency procedures in the event of natural or man-made disasters.

Policy

P1. Emergency access routes shall be kept free of traffic impediments.

Actions

A1. Maintain, periodically update and test the effectiveness of an Emergency Preparedness Plan. As part of the update, the City shall review County and State emergency response plans and procedures to ensure coordination with the City's plan.

A2. Identify and regularly update emergency access routes.

A3. Identify alternative water sources for firefighting purposes, as recommended by the City's Water Master Plan.

A4. Conduct periodic drills using emergency response systems to test the effectiveness of City procedures.

A5. Provide community awareness and education programs for citizens that describe procedures and evacuation routes to be followed in the event of a disaster.

9 NOISE ELEMENT

The purpose of the Noise Element is to identify and appraise noise generation in the community in order to minimize problems from intrusive sound and to ensure that development does not expose people to unacceptable noise levels.

A. Background

This section provides background information about how noise is measured, the regulatory framework governing noise and existing noise sources in Tracy.

1. Understanding Noise

Noise can be defined as a sound or series of sounds that are intrusive, irritating, objectionable and/or disruptive to daily life. Noise varies widely in its scope, source, and volume, ranging from individual occurrences, such as a lawn mower, to the intermittent disturbances of train whistles, to the fairly constant noise generated by traffic on freeways. Noise is primarily a concern when generated in the vicinity of noise-sensitive uses such as residences, schools, places of worship and hospitals.

The objectionable nature of sound could be caused by its *pitch* or its loudness. *Pitch* is the height or depth of a tone or sound, depending on the relative rapidity (frequency) of the vibrations by which it is produced. Higher pitched signals sound louder to humans than sounds with a lower pitch. *Loudness* is intensity of sound waves combined with the reception characteristics of the ear. Intensity may be compared with the height of an ocean wave in that it is a measure of the amplitude of the sound wave.

In addition to the concepts of pitch and loudness, there are several noise measurement scales which are used to describe noise in a particular location. These are listed in Table 9-1. The most basic unit of measurement is the decibel (dB), which is a unit of measurement which indicates the relative amplitude of a sound. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 decibels represents a 10-fold increase in acoustic energy, while 20 decibels is 100 times more intense, 30 decibels is 1,000 times more intense, etc. There is a relationship between the subjective noisiness or loudness of a sound and its intensity. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness over a fairly wide range of intensities. Generally, the human ear cannot perceive a difference between two noises that are less than three decibels different from one another.

There are several methods of characterizing sound. The most common in California is the *A-weighted sound level or dBA*. This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Representative outdoor and indoor noise levels in units of dBA are shown in Table 9-2. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events. This energy-equivalent sound/noise descriptor is called L_{eq}. The most common averaging period is hourly, but L_{eq} can describe any series of noise events of arbitrary duration.

TABLE 9-1 **DEFINITIONS OF ACOUSTICAL TERMS**

Term	Definitions
Decibel, dB	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure.
A-Weighted Sound Level, dBA	Sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network, which de-emphasizes very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. All sound levels in this report are A-weighted, unless reported otherwise.
L_{01}, L_{10}, L_{50}, L_{90}	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% (respectively) of the time during the measurement period.
Equivalent Noise Level, L_{eq}	The average A-weighted noise level during the measurement period.
Community Noise Equivalent Level, CNEL	The Average A-weighted noise level during a 24-hour day, obtained after adding 5 decibels to measurements taken in the evening (7 to 10 pm) and 10 decibels to measurements taken between 10 pm and 7 am.
Day/Night Noise Level, L_{dn}	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 pm and 7:00 am.
L_{max}, L_{min}	The maximum and minimum A-weighted noise level during the measurement period.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

TABLE 9-2 **TYPICAL SOUND LEVELS MEASURED IN THE ENVIRONMENT**

Noise Generators (At a Given Distance from Noise Source)	A-Weighted Sound Level in Decibel	Noise Environments	Subjective Impression
	140		
Civil defense siren (100 feet)	130		
Jet take-off (200 feet)	120		Pain threshold
	110	Rock music concert	
Diesel pile drive (100 feet)	100		Very loud
Freight cars (50 feet)	90	Boiler room Printing press plant	
Pneumatic drill (50 feet) Freeway (100 feet) Vacuum cleaner (10 feet)	80 70	In kitchen with garbage disposal running	Moderately loud
	60	Data processing center	
Light traffic (100 feet) Large transformer (200 feet)	50	Department store	
	40	Private business office	Quiet
Soft whisper (5 feet)	30	Quiet bedroom	
	20	Recording studio	
	10		Threshold of hearing

Since the sensitivity to noise increases during the evening and at night—because excessive noise interferes with the ability to sleep—24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The *Community Noise Equivalent Level, CNEL*, is a measure of the cumulative noise exposure in a community, with a 5 dB penalty added to evening (7:00 p.m. to 10:00 p.m.) and a 10 dB addition to nocturnal (10:00 p.m. to 7:00 a.m.) noise levels. The *Day/Night Average Sound Level, L_{dn},* is essentially the same as CNEL, with the exception that the evening time period is dropped and all occurrences during this three-hour period are grouped into the daytime period.

2. Regulatory Framework

State law requires a Noise Element as part of all city and county General Plans. The Noise Element should provide a systematic approach to the measurement and modeling of noise, the establishment of noise standards, the control of major noise sources, and community planning for the regulation of noise. This Noise Element provides baseline information on the existing noise environment, including noise measurements taken throughout the city. It also identifies noise sensitive uses in Tracy. This Noise Element also provides goals, objectives, policies and actions for controlling noise in existing and future development.

The Noise Element establishes uniformity between City policy and programs undertaken to control and abate environmental noise. The Government Code and State Office of Noise Control (ONC) Guidelines require that certain major noise sources and areas containing noise sensitive land uses be identified and quantified by preparing generalized noise exposure contours for current and projected levels of activity within the community. Contours may be prepared in terms of either the Community Noise Equivalent (CNEL) or the Day/Night

Average Level (L_{dn}) which are both descriptors of total noise exposure at a given location for an annual average day. The noise exposure information developed for the Noise Element is incorporated into this General Plan to serve as a basis for achieving land use compatibility with respect to noise. Noise exposure information is used to provide baseline levels and noise source identification for use in the development and enforcement of a local noise control ordinance and for ensuring compliance with the State's noise insulation standards.

According to the Government Code and ONC Guidelines, the following major noise sources should be considered in the preparation of a Noise Element:

- Highways and freeways
- Primary arterials and major local streets
- Railroad operations
- Aircraft and airport operations
- Local industrial facilities
- Other stationary sources

3. Land Use Compatibility

Land uses deemed noise sensitive by the State of California include schools, hospitals, rest homes, long-term care and mental care facilities. Many jurisdictions consider residential uses particularly noise sensitive because families and individuals expect to use time in the home for rest and relaxation, and noise can interfere with those activities. Some variability in standards for noise sensitivity may apply to different densities of residential development, and single-family uses are frequently considered the most sensitive. Jurisdictions may identify other uses as noise sensitive such as churches, libraries, day care centers, and parks.

Land uses that are relatively insensitive to noise include some office and retail developments. There is a range of insensitive noise receptors which generate significant noise levels or where human occupancy is typically low. Examples of insensitive uses include industrial and manufacturing uses, utilities, agriculture, vacant land, parking lots, salvage yards, and transit terminals.

The ONC has developed a noise/land use compatibility matrix showing noise standards for various land use categories. The noise standards are intended to provide guidelines for the development of municipal noise elements. Depending on the environment of a particular community, these basic guidelines may be tailored to reflect the existing noise and land use characteristics of a particular community.

California's noise insulation standards were officially adopted by the California Commission of Housing and Community Development in 1974 and became effective on August 22, 1974. On November 14, 1988, the Building Standards Commission approved revisions to these standards (Title 24, Part 2, California Code of Regulations). The ruling states: "Interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. The noise metric shall be measured in either CNEL or L_{dn}, consistent with the noise element of the local general plan." Additionally, the commission specifies that residential buildings or structures to be located within exterior L_{dn} (or dBA) contours of 60 dB or greater of an existing or adopted freeway, expressway, parkway, major street, thoroughfare, rail line, rapid transit line or industrial noise source shall require an acoustical analysis showing that the building has been designed to limit intruding noise to an interior L_{dn} of 45 dB.

4. Existing Noise Sources

The most significant sources of noise in Tracy are vehicular traffic on Interstate 205 and the local street network. Railroad trains intermittently generate noise levels that are significant along the railroad tracks. General aviation aircraft using the Tracy Municipal Airport also contribute to intermittent noise levels in Tracy. Noise is also generated on individual parcels whether industrial, office, retail or residential. These noise sources are regulated by the City's Noise Ordinance and do not affect the overall noise environment throughout the community.

- **Daily Noise Measurements.** Noise levels were monitored at 10 locations in Tracy over a period of three days in June of 2003. Noise levels were monitored by Illingworth & Rodkin, Inc. at two locations along Interstate 205 previously during preparation of the Noise Study Report for Improvements to the I-205 freeway. The measured data are summarized in Table 9-3.

- **Short-Term Spot Measurements.** Short-term spot measurements were made at 10 locations throughout Tracy in June of 2003 to characterize typical daytime noise levels and to collect traffic and noise data to be used subsequently in the computation of traffic noise contours for the General Plan. The data in Table 9-3 also shows the estimated L_{dn} for the short-term spot measurements based on correlations with long-term measurements nearby. The average noise levels (L_{eq}) range from about 51 dBA in a quiet rear yard up to 63 dBA along MacArthur Drive.

- **Roadways.** Vehicular traffic on the street network was the dominant noise source during measurements. There were contributions from local neighborhood noise, a tractor at a rural location (ST-3), and a train was heard at Location ST-4 along MacArthur Drive near Eleventh Street which generated a maximum level of 68 dBA.

TABLE 9-3 **SUMMARY OF NOISE MONITORING**

Site	Location	Date	Time	L_{eq}	L(1)	L(10)	L(50)	L(90)	L_{dn}
Long-Term Measurements									
LT-1	Residential Land Uses at South End of English Oak Court Adjacent to Altamont Commuter Express Line and West Linne Rd.	6/2/03 to 6/4/03	17:00 to 10:00	--	--	--	--	--	**65**
LT-2	~ 35 feet from the Altamont Commuter Express Line near Chrisman Road	6/2/03 to 6/4/03	17:00 to 10:00	--	--	--	--	--	**73**
LT-3	~ 120 feet from the Centerline of Chrisman Rd.	6/2/03 to 6/4/03	18:00 to 11:00	--	--	--	--	--	**70**
LT-4	~ 80 feet from the Centerline of North MacArthur Rd.	6/4/03 to 6/6/03	12:00 to 13:00	--	--	--	--	--	**66**
LT-5	~ 90 feet from the Centerline of Eleventh St. at Wall Rd.	6/4/03 to 6/6/03	13:00 to 13:00	--	--	--	--	--	**71**
LT-6	6th St. Railroad Junction	6/4/03 to 6/6/03	13:00 to 14:00	--	--	--	--	--	**72**
LT-7	~ 50 feet from the Centerline of Grant Line Rd.	6/4/03 to 6/6/03	16:00 to 16:00	--	--	--	--	--	**75**
LT-8	~ 80 feet from the Centerline of Tracy Blvd at Dr. Powers Park	6/6/03 to 6/9/03	15:00 to 14:00	--	--	--	--	--	**70**
LT-9	~ 190 feet from the Centerline of Corral Hollow Rd.	6/6/03 to 6/9/03	16:00 to 13:00	--	--	--	--	--	**69**
LT-10	West Larch Rd. east of Naglee Rd.	6/6/03 to 6/9/03	16:00 to 13:00	--	--	--	--	--	**69**
LT-11	11240 Clover Rd. adjacent to I-205	10/31/00 to 11/1/00	10:00 to 10:00	--	--	--	--	--	**82**
LT-12	Rear Yard of 245 Hawthorne Dr. adjacent to I-205 (shielded by sound wall)	1/29/01 to 1/30/01	14:00 to 14:00	--	--	--	--	--	**72**

TABLE 9-3 **SUMMARY OF NOISE MONITORING** (CONTINUED)

Site	Location	Date	Time	L_{eq}	L(1)	L(10)	L(50)	L(90)	L_{dn}
Short-Term Measurements									
ST-1	~ 70 feet from the Centerline of Whispering Wind Rd at Adams Park	6/3/03	15:14 to 15:24	58	68	62	53	47	**60**
ST-2	~ 130 feet from the Centerline of MacArthur Rd.	6/3/03	15:40 to 15:50	59	70	63	55	50	**63**
ST-3	~ 50 feet from the Centerline of East Schulte Rd.	6/3/03	16:08 to 16:18	62	73	66	54	48	**65**
ST-4	~ 100 feet from the Centerline of MacArthur Rd. near 11th St.	6/4/03	13:26 to 13:36	63	72	67	60	55	**67**
ST-5	~ 80 feet from the Centerline of Holly Dr.	6/4/03	13:50 to 14:00	59	68	63	56	49	**63**
ST-6	~ 115 feet from the Centerline of South Central Ave.	6/4/03	14:16 to 14:26	57	63	60	56	51	**60**
ST-7	~ 160 feet from the Centerline of Mac Arthur Rd.	6/4/03	14:40 to 14:50	58	66	61	56	49	**61**
ST-8	Rear Yard of 460 West Schulte Rd.	6/4/03	15:03 to 15:13	51	57	53	51	49	**54**
ST-9	~ 100 feet from the Centerline of Lincoln Blvd.	6/6/03	16:37 to 16:47	60	70	64	58	52	**62**
ST-10	~ 70 feet from the Centerline of West Lowell Ave.	6/6/03	16:53 to 17:03	59	67	62	57	52	**60**

General aviation aircraft at Location ST-5 generated a maximum level of 55 dBA but automobiles and motorcycles were typically 10 dBA louder. At the Schulte Road location (ST-8) distant traffic, a distant aircraft, wind in the vegetation, and crows were all audible contributing to a quiet rural noise environment in the backyard of this home. Noise contours for roadways are presented in Table 9-4.

a. Tracy Municipal Airport

The Tracy Municipal Airport is located in the southern portion of the City between Tracy Boulevard and Corral Hollow Road, and is a source of noise in its vicinity. According to the 2009 Airport Land Use Compatibility Plan, there are currently approximately 60,000 annual airport operations. These are comprised mostly of single-engine light aircraft (maximum gross weight 12,000 lbs.), some twin-engine aircraft, and occasional corporate jets. There are no jets currently based at the Airport. Other activities at the Airport include two hot air balloon companies, Ultralights, and an area where aerobatic flight is allowed. The 2009 Airport Land Use Compatibility Plan contains existing and future CNEL noise contours for Tracy Municipal Airport as shown in Figures 9-1 and 9-2 on pages 9-15 and 9-16.

b. Railroads

Altamont Commuter Express (ACE) provides passenger rail service between Stockton and San Jose. The ACE Station for Tracy is located on Tracy Boulevard at Linne Road. There are currently three ACE trains per day which arrive in Tracy between 4:00 a.m. and 7:00 a.m. and return between 5:00 p.m. and 7:00 p.m.

TABLE 9-4 **TRAFFIC NOISE CONTOUR DISTANCES**

Roadway	Location	Peak Hour Volume	Distance to CL	L_{dn}	70-L_{dn}	65-L_{dn}	60-L_{dn}
Interstate 205	West of Eleventh Street	8,250	150	83	1,110	2,380	5,120
Interstate 205	Between Eleventh Street and Corral Hollow	6,825	150	82	950	2,040	4,390
Interstate 205	Between Corral Hollow and MacArthur Drive	6,900	150	82	950	2,040	4,390
Interstate 205	East of MacArthur Drive	6,900	150	82	950	2,040	4390
Interstate 580	North of Corral Hollow	3,075	150	77	440	950	2,040
Interstate 580	South of Corral Hollow	2,850	150	78	510	1,100	2,380
Interstate 5	North of Eleventh Street	3,225	150	80	700	1,500	3,230
Interstate 5	South of Eleventh Street	1,650	150	77	440	950	2,040
Grant Line Road	West of Corral Hollow	2,545	75	77	220	470	1,020
Grant Line Road	East of Corral Hollow	1,668	75	75	160	350	750
Grant Line Road	East of Tracy Boulevard	1,133	75	73	120	260	550
Grant Line Road	East of Chrisman Road	764	75	71	90	190	410
Eleventh Street	East of Lammers Road	2,443	75	73	120	260	550
Eleventh Street	East of Corral Hollow	2,183	75	72	100	220	470
Eleventh Street	East of MacArthur Drive	1,851	75	73	120	260	550
Eleventh Street	East of Banta Drive	2,433	75	74	140	300	640
Schulte Road	West of Corral Hollow	110	75	58	--	--	60
Schulte Road	East of Corral Hollow	1,061	75	67	50	100	220
Schulte Road	East of Tracy Boulevard	1,116	75	68	60	120	260
Schulte Road	East of MacArthur Drive	470	75	63	--	60	120
Valpico Road	West of Corral Hollow	329	75	59	--	--	60
Valpico Road	East of Tracy Boulevard	677	75	67	50	100	220
Valpico Road	East of MacArthur Drive	437	75	60	--	--	80
Linne Road	West of Corral Hollow	296	75	62	--	50	100
Linne Road	East of Tracy Boulevard	425	75	64	--	60	140
Lammers Road	South of Grant Line Road	278	75	61	--	--	90

TABLE 9-4 **TRAFFIC NOISE CONTOUR DISTANCES** (CONTINUED)

Roadway	Location	Peak Hour Volume	Distance to CL	L_{dn}	70-L_{dn}	65-L_{dn}	60-L_{dn}
Lammers Road	South of Eleventh Street	366	75	62	--	50	100
Lammers Road	North of Valpico Road	1,152	75	67	50	100	220
Corral Hollow Road	South of Grant Line Road	2,184	75	74	140	300	640
Corral Hollow Road	South of Eleventh Street	2,018	75	73	120	260	550
Corral Hollow Road	South of Schulte Road	1,236	75	69	60	140	300
Corral Hollow Road	North of Valpico Road	533	75	65	--	80	160
Tracy Boulevard	North of Grant Line Road	1,408	75	69	60	140	300
Tracy Boulevard	South of Grant Line Road	1,779	75	70	80	160	350
Tracy Boulevard	North of Eleventh Street	1,795	75	70	80	160	350
Tracy Boulevard	South of Eleventh Street	1,939	75	71	90	190	410
Tracy Boulevard	North of Schulte Road	1,416	75	69	60	140	300
Tracy Boulevard	South of Schulte Road	934	75	68	60	120	260
Tracy Boulevard	South of Valpico Road	426	75	66	--	90	190
MacArthur Drive	South of I-205	988	75	69	60	140	300
MacArthur Drive	South of Grant Line Road	373	75	66	--	90	190
MacArthur Drive	South of Eleventh Street	551	75	65	--	80	160
MacArthur Drive	North of Valpico Road	554	75	65	--	80	160
MacArthur Drive	South of Valpico Road	232	75	66	40	90	190
Chrisman Road	South of Eleventh Street		75	72	100	220	470
Chrisman Road	South of Schulte Road	602	75	70	80	160	350
Byron Road	South of I-205	702	75	69	60	140	300

There are three major rail lines that enter the City of Tracy from the east, two of which merge and subsequently exit to the west. The rail lines are owned by Union Pacific Railroad (UPRR). The main line runs through south Tracy along Linne Road. This line is used both as an industrial (10 freights per day) and commuter (via ACE train service) rail. Train noise contour distances are shown in Table 9-5 .

c. Truck Routes

The City of Tracy has a specific city ordinance relating to truck routes (Section 3.08.310 of the Tracy Municipal Code). The ordinance defines weight restrictions, specifies the ability of trucks to enter areas not designated as truck routes, and defines the truck routes within the city. The designated truck routes in the city are discussed in the Circulation Element of this General Plan.

B. Goals, Objectives, Policies and Actions

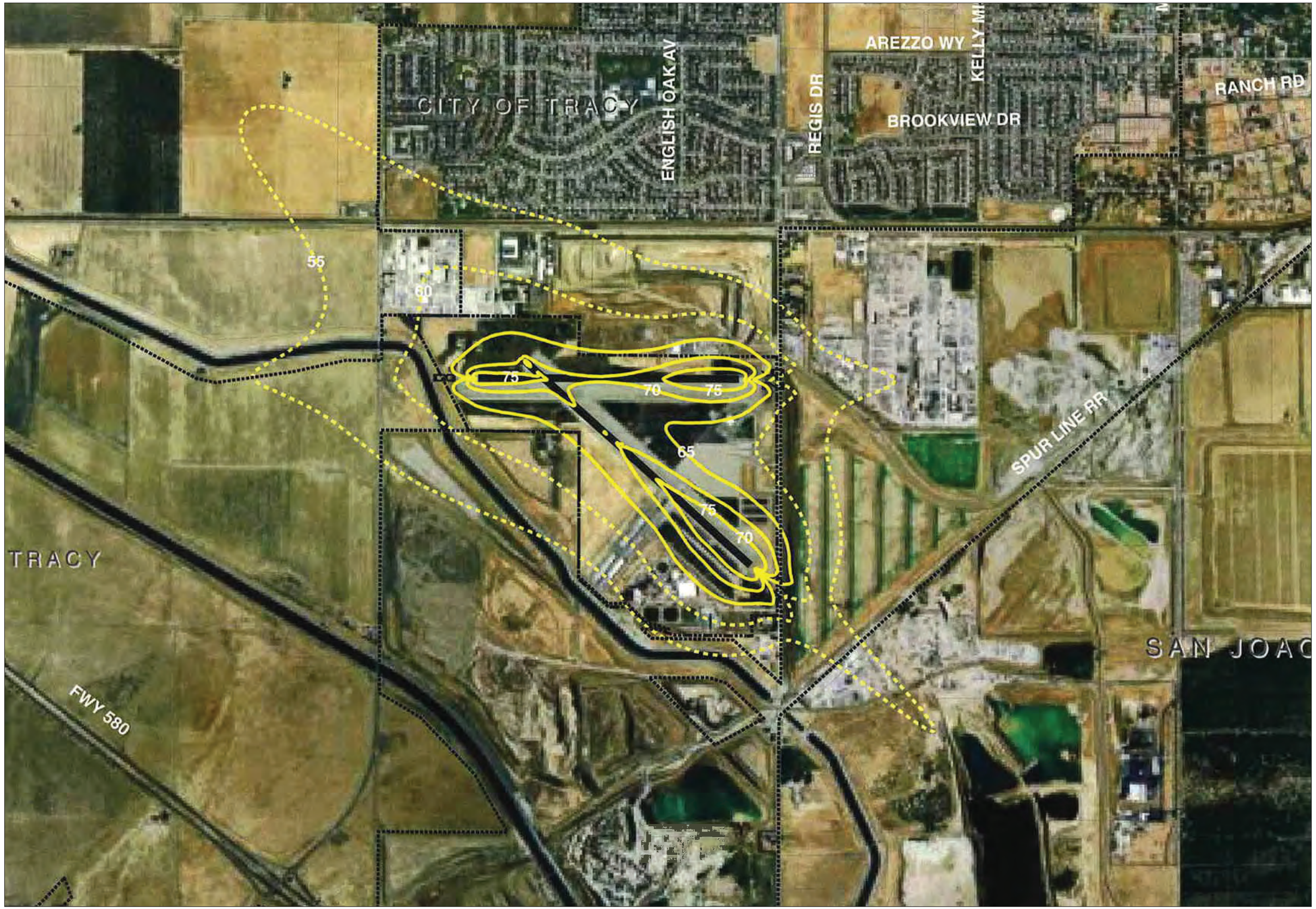
Goal N-1 A citizenry protected from excessive noise.

Objective N-1.1 Ensure appropriate exterior and interior noise levels for new land uses.

Policies

P1. Noise sensitive land uses shall not be located in areas with noise levels that exceed those considered normally acceptable for each land use unless measures can be implemented to reduce noise to acceptable levels.

EXISTING TRACY MUNICIPAL AIRPORT NOISE CONTOURS



LEGEND

- Airport Property
- Municipal Boundary
- 2008 Noise Exposure Contour-Marginal Effect
- 2008 Noise Exposure Contour-Significant Effect

NORTH

0 1,500

1" = 1,500'

Source: Aerial Photography dated 2006. San Joaquin Geographic Information Systems, February 2008. Coffman Associates analysis.

FUTURE TRACY MUNICIPAL AIRPORT NOISE CONTOURS

LEGEND

- Airport Property
- Municipal Boundary
- 2028 Noise Exposure Contour-Marginal Effect
- 2028 Noise Exposure Contour-Significant Effect

NORTH

0 1,500

1" = 1,500'

Source: Aerial Photography dated 2006. San Joaquin Geographic Information Systems, February 2008. Coffman Associates analysis.

TABLE 9-5 **TRAIN NOISE CONTOUR DISTANCES**

	Distance to Noise Contour (Feet)		
	70 L_{dn}	**65 L_{dn}**	**60 L_{dn}**
UPRR Railroad ~10 Freight +ACE Trains/day	60	120	260
UPRR Railroad Local Freight to Stockton	60	120	260
UPRR Railroad Leased to California Northern Railroad	60	120	260
UPRR Railroad Byron Road	--	--	--
UPRR Railroad Schulte Road	--	--	--
Industrial Spur Lines	--	--	--

P2. Land uses shall require appropriate interior noise environments when located in areas adjacent to major noise generators.

P3. Recognizing that some new single-family residential uses may be located adjacent to non-residential uses, new single-family residential development shall not exceed 60 L_{dn} (day/night average noise level) for exterior noise in private use areas.

P4. New residential uses exposed to noise levels exceeding 60 L_{dn} shall be analyzed following protocols in the operative California Building Code or other operative code.

P5. For new residential land uses, noise from external sources shall not cause building interiors to exceed 45 L_{dn}.

P6. For new multi-family residential land uses, noise from external sources shall not cause the community outdoor recreation areas to exceed 65 L_{dn}. This policy shall not apply to balconies.

P7. New residential development affected by noise from railroads or aircraft operations shall be designed to limit typical maximum instantaneous noise levels to 50 dBA in bedrooms and 55 dBA in other rooms.

P8. Measures to attenuate exterior and/or interior noise levels to acceptable levels shall be incorporated into all development projects. Acceptable, conditionally acceptable and unacceptable noise levels are presented in Figure 9-3.

P9. If the primary noise sources are train pass-bys then the standard for outdoor noise levels in single- and multi-family residential outdoor activity areas shall be 70 L_{dn}.

Objective N-1.2 Control sources of excessive noise.

Policies

P1. The City's Noise Ordinance, as revised from time to time, shall prohibit the generation of excessive noise.

Land Use Category	Exterior Noise Exposure (L_{dn})					
	55	60	65	70	75	80
Single-Family Residential						
Multi-Family Residential, Hotels, and Motels		(a)				
Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds						
Schools, Libraries, Museums, Hospitals, Personal Care, Meeting Halls, Churches						
Office Buildings, Business Commercial, and Professional						
Auditoriums, Concert Halls, Amphitheaters						

(a) Residential development sites exposed to noise levels exceeding 60 Ldn shall be analyzed following protocols in Appendix Chapter 12, Section 1208A, Sound Transmission Control, California Building Code.

Normally Acceptable
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special insulation requirements.

Conditionally Acceptable
Specified land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features included in the design.

Unacceptable
New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies.

FIGURE 9-3

LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENT

P2. Mitigation measures shall be required for new development projects that exceed the following criteria:

- Cause the L_{dn} at noise-sensitive uses to increase by 3 dB or more and exceed the "normally acceptable" level.
- Cause the L_{dn} at noise-sensitive uses to increase 5 dB or more and remain "normally acceptable."
- Cause new noise levels to exceed the City of Tracy Noise Ordinance limits.

P3. Pavement surfaces that reduce noise from roadways should be considered as paving or repavement opportunities arise.

P4. All construction in the vicinity of noise sensitive land uses, such as residences, hospitals, or convalescent homes, shall be limited to daylight hours or 7:00 a.m. to 7:00 p.m. In addition, the following construction noise control measures shall be included as requirements at construction sites to minimize construction noise impacts:

- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction area.
- Utilize "quiet" air compressors and other stationary noise sources where technology exists.

Actions

A1. Enforce Section 27007 of the California Motor Vehicle Code that prohibits amplified sound that can be heard 50 or more feet from a vehicle.

A2. Enforce Section 27150 of the California Motor Vehicle Code that addresses excessive exhaust noise.

A3. Develop noise abatement flight procedures for large aircraft accessing Tracy Municipal Airport.

Objective N-1.3 Consider noise issues in the Development Review process.

Policies

P1. Development projects shall be evaluated for potential noise impacts and conflicts as part of the Development Review process.

P2. Significant noise impacts shall be mitigated as a condition of project approval.

P3. New development projects shall have an acoustical specialist prepare a noise analysis with recommendations for design mitigation if a noise-producing project is proposed near existing or planned noise-sensitive uses.

P4. Proposed noise sensitive projects within noise-impacted areas shall submit acoustical studies and provide necessary mitigation from noise.

P5. Site design techniques shall be considered as the primary means to minimize noise impacts as long as they do not conflict with the goals of the Community Character Element. Techniques include:

- Designing landscaped building setbacks to serve as a buffer between the noise source and receptor.
- Placing noise-tolerant land uses, such as parking lots, maintenance facilities, and utility areas between the noise source, such as highways and railroad tracks, and receptor.
- Orienting buildings to shield noise sensitive outdoor spaces from a noise source.
- Locating bedrooms or balconies on the sides of buildings facing away from noise sources.
- Utilizing noise barriers (e.g., fences, walls, or landscaped berms) to reduce adverse noise levels in noise-sensitive outdoor activity areas.

P6. The City shall seek to reduce impacts from groundborne vibration associated with rail operations by requiring that vibration-sensitive buildings (e.g., residences) are sited at least 100 feet from the centerline of the railroad tracks whenever feasible. The development of vibration-sensitive buildings within 100 feet from the centerline of the railroad tracks would require a study demonstrating that ground borne vibration issues associated with rail operations have been adequately addressed (i.e., through building siting or construction techniques).

10 AIR QUALITY ELEMENT

Under California Government Code Section 65302.1, the California Legislature determined that the San Joaquin Valley has a serious air pollution problem and required that cities and counties include goals, policies, objectives, and feasible implementation strategies to improve air quality. This Air Quality Element addresses this requirement by including updated information on air quality conditions, the regulatory environment, and goals, objectives, policies and actions to improve air quality in and around the City of Tracy.

Improving regional air quality is a complex regional problem that will involve the cooperation of all branches of local governments, businesses, and the public to solve. This Element describes the planning efforts that the City of Tracy will implement to help improve air quality both at the regional and local levels. Since automobile use is the greatest contributor to air pollution problems in the region, strategies are primarily aimed at reducing these emissions from current and future development and this information supplements the policies and actions in the Land Use, Community Character and Circulation Elements. Strategies to protect the public from local sources of air pollution are also addressed.

A. Background

Tracy is located in the San Joaquin Valley Air Basin, which is about 35 miles wide and 250 miles long. Surrounded by mountain ranges, the air basin drains to the north, with an opening at the Carquinez Strait leading into San Francisco Bay and then the Pacific.

Wet winters and dry summers characterize the Tracy region's inland Mediterranean-type climate. Climate is temperate, with an average

annual high of 75 degrees and an average low of 47 degrees. Rainfall totals can vary widely over a short distance with windward mountain areas west of Tracy averaging over 24 inches of rain and shadow areas, such as the city proper, averaging about 10 inches annually. During stormy periods, horizontal and vertical air movement ensures rapid pollutant dispersal. Rain also washes out particulate and other pollutants. Conversely, during calm periods, pollutant levels can build up to unhealthy levels.

Winds from March to November typically blow from the west near Tracy. During winter months, winds are more common and are caused by colder air from surrounding mountains flowing down into the valley floor and then out toward the Delta.

Normally, air temperatures decrease with increasing elevations. Oftentimes this normal pattern is inverted in the San Joaquin Valley, with warm air aloft, and cooler air trapped near the earth's surface. This atmospheric condition occurs in all seasons. In summer, especially when wind speeds are very low, a strong inversion will trap air emissions near the surface allowing high levels of ozone smog to develop. In winter, persistent inversions can trap emissions of particulate (e.g. woodsmoke) and carbon monoxide near the surface, resulting in unhealthful air quality.

The potential for serious summer air pollution in the San Joaquin Valley is strong because of high surface temperatures, plentiful sunshine, relatively stable air (caused by inversions), and mountains that trap emissions. In winter, low rainfall, strong inversions and weak winds allow emissions to build up to high levels. In Tracy, local pollution sources are augmented by emissions transported from upwind sources. Conversely, air pollutant emissions created in Tracy can be trans-

ported toward other communities by the wind, and contribute to unhealthful levels in those areas. Hence controlling air pollution requires both local and regional efforts and unified programs to achieve clean air.

B. Regulatory Framework

The federal and California Clean Air Acts have established ambient air quality standards for different pollutants. National ambient air quality standards (NAAQS) were established by the federal Clean Air Act of 1970 (amended in 1977 and 1990) for six "criteria" pollutants. These criteria pollutants include carbon monoxide (CO), ozone (O_3), nitrogen dioxide (NO_2), particulate matter with a diameter less than 10 microns (PM_{10}), sulfur dioxide (SO_2), and lead (Pb). In 1997, the United States Environmental Protection Agency (US EPA) added fine particulate matter ($PM_{2.5}$) as a criteria pollutant. These air pollutants for which standards have been established are considered the most prevalent air pollutants that are known to be hazardous to human health. California ambient air quality standards (CAAQS) include the NAAQS pollutants described above, as well as hydrogen sulfide, sulfates, vinyl chloride, and visibility-reducing particulates. These additional CAAQS pollutants tend to have unique sources and are not typically examined in environmental air quality assessments. In addition, lead concentrations have decreased dramatically since it was removed from motor vehicle fuels.

Table 10-1 summarizes the air quality standards and provides a brief description of the six criteria air pollutants.

TABLE 10-1 AMBIENT AIR QUALITY STANDARDS FOR CRITERIA POLLUTANTS

Pollutant	Averaging Time	California Standard	Federal Primary Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Ozone (O_3)	1 hour	0.09 ppm	---	Irritation and possibly permanent lung damage.	Motor vehicles, including refining and gasoline delivery, solvents, and off-road vehicles.
	8 hours	0.07	0.075 ppm		
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Deprives body of oxygen in the blood. Causes headaches and worsens respiratory problems.	Primarily gasoline-powered internal combustion engines and smoke from wood burning.
	8 hours	9 ppm	9.0 ppm		
Nitrogen Dioxide (NO_2)	Annual Average	0.03 ppm	0.05 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles, petroleum-refining, power plants, aircraft, ships, and railroads.
	1 hour	0.18 ppm	---		
Sulfur Dioxide (SO_2)	Annual Average	---	0.03 ppm	Irritates and may permanently injure respiratory tract and lungs. Can damage plants, destructive to marble, iron, and steel. Limits visibility and reduces sunlight.	Refineries, chemical plants, sulfur recovery plants, and metal processing.
	1 hour	0.25 ppm	---		
	24 hours	0.04 ppm	0.14 ppm		
Suspended Particulate Matter (PM_{10} $PM_{2.5}$)	24 hours	50 ug/m^3 (PM_{10})	150 ug/m^3 (PM_{10}) 35 ug/m^3 ($PM_{2.5}$)	May irritate eyes and respiratory tract, decrease lung capacity, cause cancer and increased mortality. Produces haze and limits visibility.	Industrial and agricultural operations, construction, motor vehicles, combustion, wood smoke, atmospheric photochemical reactions, and natural activities (e.g. wind-raised dust). Particulate matter, particularly $PM_{2.5}$ also forms as aerosols in the atmosphere from the presence of NOx or SOx compounds.
	Annual Geometric Mean		15 ug/m^3 ($PM_{2.5}$)		
	Annual Arithmetic Mean	20 ug/m^3 (PM_{10}) 12 ug/m^3 ($PM_{2.5}$)			
Lead	Monthly	1.5 ug/m^3	---	Disturbs gastrointestinal system, and causes anemia, kidney disease, and neuromuscular and neurologic dysfunction (in severe cases).	Present sources include: lead smelters, battery manufacturing & recycling facilities. Past sources include: combustion of leaded gasoline.
	Quarterly	---	1.5 ug/m^3		

Note: ppm = parts per million; ug/m3 = micrograms per cubic meter.
Source: California Air Resources Board, January 9, 2003

1. Federal Regulations

At the federal level, the US EPA administers and enforces air quality regulations. Federal air quality regulations were developed primarily from implementation of the federal Clean Air Act. If an area does not meet NAAQS over a set period of three years, the US EPA designates it as a "nonattainment" area for that particular pollutant. The US EPA requires that States which have areas that do not comply with the national standards prepare and submit air quality plans showing how the standards would be met. If the States cannot show how the standards would be met, they must demonstrate progress toward meeting the standards. These plans are referred to as State Implementation Plans (SIPs). Under severe cases, the US EPA may impose a federal plan that would ensure progress toward meeting the federal standards.

The US EPA also has programs for identifying and regulating hazardous air pollutants. The federal Clean Air Act requires the US EPA to set standards for these pollutants and sharply reduce emissions of controlled chemicals. Industries are classified as major stationary sources if they emit certain amounts of hazardous air pollutants. The US EPA also sets standards to control emissions of hazardous air pollutants through mobile source control programs. These programs include reformulated gasoline requirements, national low emissions vehicle standards, Tier 2 motor vehicle emission standards, gasoline sulfur control requirements, and heavy-duty engine standards.

The San Joaquin Valley Air Basin is subject to major air quality planning programs required by the federal Clean Air Act (1977, last amended in 1990, 42 United States Code [USC] 7401 et seq.) to address ozone, particulate matter air pollution, and carbon monoxide. The federal Clean Air Act requires that regional planning and air pollution control agencies prepare a regional Air Quality Plan to outline the

measures by which both stationary and mobile sources of pollutants can be controlled in order to achieve all standards within the deadlines specified in the federal Clean Air Act.

2. State Regulations

The California Clean Air Act (1988, amended in 1992) establishes the CAAQS. These standards address all of the pollutants covered under the national standards with more stringent thresholds, and additionally regulate levels of vinyl chloride, hydrogen sulfide, sulfates, and visibility-reducing particulates. The California Clean Air Act outlines a program for areas in the State to attain CAAQS by the earliest practical date. The California Air Resources Board (CARB) is the State air pollution control agency and is a part of the California Environmental Protection Agency. If an area does not meet CAAQS, CARB designates the area as a nonattainment area. The San Joaquin Valley Air Basin does not meet the CAAQS for O_3, PM_{10} and $PM_{2.5}$. CARB requires regions that do not meet CAAQS for O_3 to submit clean air plans that describe a process to attain the standard or demonstrate progress toward attainment.

In addition to regulations under the US EPA, CARB further regulates the amount of air pollutants that can be emitted by new motor vehicles sold in California. California motor vehicle emissions standards have always been more stringent than federal standards since they were first imposed in 1961. CARB has also developed Inspection and Maintenance (I/M) and "Smog Check" programs with the California Bureau of Automotive Repair. Inspection programs for trucks and buses have also been implemented. In addition, CARB has authority to set standards for fuel sold in California.

3. San Joaquin Valley Air Pollution Control District

The San Joaquin Valley Air Pollution Control District (SJVAPCD) is made up of eight counties in California's Central Valley, including: San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare and the San Joaquin Valley portion of Kern. The primary role of SJVAPCD is to develop plans and implement control measures in the San Joaquin Valley to control air pollution. These controls primarily affect stationary sources such as industry and power plants. Rules and regulations have been developed by SJVAPCD to control air pollution from a wide range of air pollution sources. Recently, an indirect source review rule was adopted; this rule controls air pollution from new land developments. SJVAPCD also conducts public education and outreach efforts, such as the Spare the Air, Wood Burning, and Smoking Vehicle voluntary programs. SJVAPCD must routinely report its progress to CARB and the US EPA in attaining ambient air quality standards in the air basin. It must also periodically revise its attainment plans to reflect new conditions and requirements.

a. Rules and Regulations

SJVAPCD has several rules and regulations that pertain either directly or indirectly to land use development projects affected by General Plans. A list of rules, which may apply to General Plan projects, is provided below.

i. SJVAPCD Indirect Source Review Rule

SJVAPCD adopted the Indirect Source Review Rule (ISR or Rule 9510) in 2006 to reduce O_3 precursors (i.e. ROG and NOx) and PM_{10} emissions from new development projects. The Rule is the result of State requirements outlined in the region's portion of the State Implementation Plan (SIP). SJVAPCD's SIP commitments are contained in the 2004 Extreme Ozone Attainment Demonstration Plan and the

2003 PM_{10} Plan, which identify the need to reduce PM_{10} and NOx in order to attain and maintain the ambient air pollution standards on schedule. New projects that would generate substantial air pollutant emissions and for which final discretionary approval would be granted after March 1, 2006, are subject to this Rule. The Rule requires projects to mitigate both construction and operational period emissions by applying the SJVAPCD-approved mitigation measures and paying fees to support programs that reduce emissions. Fees are based on estimated costs to reduce the emissions and include expected costs to cover administration of the program.

ii. Regulation VIII – Fugitive PM_{10}

SJVAPCD controls fugitive PM_{10} through Regulation VIII (Fugitive PM_{10} Prohibitions). The purpose of this regulation is to reduce ambient concentrations of PM_{10} by requiring actions to prevent, reduce or mitigate anthropogenic fugitive dust emissions (i.e. dust that is released into the air by wind or other forces). This applies to activities such as construction, bulk materials, open areas, paved and unpaved roads, material transport, and agricultural areas. Sources regulated are required to provide dust control plans that meet the regulation requirements. Fees are collected by SJVAPCD to cover costs for reviewing plans and conducting field inspections.

iii. Regulation IV, Rule 4901 – Residential Wood Smoke

SJVAPCD Rule 4901 regulates emissions from residential fireplaces and wood burning heaters and provides educational information to reduce wood smoke emissions. The provisions of the Rule apply to new home construction, existing home retrofit, or homes that are transferred through a real estate transfer. Wood burning heaters are required to be EPA Phase II Certified. Wood burning residential fireplaces are prohibited in residential developments with a density greater

than two dwelling units per acre. More than two EPA Phase II Certified wood burning heaters per acre are prohibited in any new residential development with a density equal to or greater than three dwelling units per acre. Only one fireplace is allowed per dwelling unit where the density is less than two dwelling units per acre.

b. Attainment Plans

The primary criteria air pollutants that affect the Tracy region include ozone (O_3) precursors (i.e. NOx and ROG), carbon monoxide (CO), nitrogen dioxide (NO_2), and suspended particulate matter (PM_{10} and $PM_{2.5}$). Other criteria pollutants, such as lead (Pb) and sulfur dioxide (SO_2), are not substantially emitted in the area; furthermore, air quality standards for Pb and SO_2 are being met throughout the San Joaquin Valley Air Basin.

SJVAPCD has adopted O_3 and $PM_{2.5}$ attainment plans. These plans include all measures (i.e. federal, State, and local) that would be implemented through rule making or program funding to reduce air pollutant emissions. Transportation Control Measures (TCMs) are part of these plans.

i. Ozone (O_3)

The San Joaquin Valley suffers from high levels of ground-level O_3, which can lead to serious health effects, such as asthma, and harm local crops. As a result, the area has been designated by the US EPA as a serious nonattainment area, and CARB has designated the area as a severe nonattainment area. In response, the SJVAPCD has prepared several plans since 1994 to address attainment of both the federal and State O_3 standards.

The San Joaquin Valley region's 2004 Extreme Ozone Attainment Demonstration Plan addresses the old one-hour O_3 national standard. The region's 2007 Ozone Plan, addressing the eight-hour O_3 NAAQS, was submitted to US EPA in June 2007 and is currently under review. This Plan predicts attainment of the O_3 national standard throughout 90 percent of the district by 2020 and throughout the entire district by 2024. To accomplish these goals, the Plan would reduce the emissions of O_3 precursor pollutants, including the reduction of NOx emissions by 75 percent and ROG emissions by 25 percent. The Ozone Attainment Plans also address planning requirements imposed by the State to show progress toward meeting the State O_3 standard. While the 2007 Ozone Plan is under review, commitments made in the 2004 Ozone Attainment Plan still apply.

ii. Particulate Matter

US EPA recently approved the 2007 PM_{10} Maintenance Plan and Request for Redesignation. The San Joaquin Valley region now meets the NAAQS for PM_{10} and has an approved plan for maintaining that status.

The SJVAPCD adopted the 2008 $PM_{2.5}$ Plan on April 30, 2008, after which CARB approved it on May 22, 2008. The Plan is now under review by the US EPA. The goal of this Plan is to ensure that the Valley will attain the 1997 $PM_{2.5}$ standard and make progress toward attaining the new 2006 standard and the State standard. The Plan uses control measures to reduce NOx, which also leads to fine particulate formation in the atmosphere. The Plan incorporates measures to reduce direct emissions of $PM_{2.5}$, including a strengthening of the wood-burning rules. The Plan also contains recent and proposed actions by CARB to reduce diesel particulate matter emissions from on- and off-

road mobile sources. Attainment plans for the 2006 $PM_{2.5}$ NAAQS are not required until 2012 at the earliest.[1]

c. General Plan Guidance

The SJVAPCD also works with cities and counties to develop General Plans that will help create better air quality in the future. To this end, the SJVAPCD prepared the *Air Quality Guidelines for General Plans* that sets forth 77 goals, policies, and implementation strategies for air quality. The Guidelines emphasize a comprehensive approach to air quality planning that would reach the entire community. According to the SJVAPCD, the Guidelines' suggestions for General Plans can be summarized as follows:

- Determine and mitigate project level and cumulative air quality impacts under the California Environmental Quality Act (CEQA).
- Integrate land use plans, transportation plans, and air quality plans.
- Plan land uses in ways that support a multi-modal transportation system.
- Support local and regional programs that reduce congestion and vehicle trips.
- Plan land uses to minimize exposure of citizens and workers to toxic air pollutant emissions from industrial and other sources.
- Support the SJVAPCD and public utility programs that reduce emissions from energy consumption and area sources, including water heaters, woodstoves, fireplaces and barbecues.

[1] In September 2006, the US EPA revised the 24-hour NAAQS for PM2.5 from 65 $\mu g/m^3$ to 35 $\mu g/m^3$.

- Several of these goals, policies, and implementation strategies have been incorporated into this Element.

4. Buffers from Sources of Air Pollution and Odors

SJVAPCD and CARB recommend that communities include buffers between sensitive receptors and sources of air toxic contaminant emissions and odors. In April 2005, CARB released the final version of the Air Quality and Land Use Handbook, which is intended to encourage local land use agencies to consider the risks from air pollution prior to making decisions that approve the siting of new sensitive receptors near sources of air pollution. Unlike industrial or stationary sources of air pollution, siting of new sensitive receptors does not require air quality permits, but could create air quality problems. The primary purpose of the CARB document is to highlight the potential health impacts associated with proximity to common air pollution sources, so that those issues are considered in the planning process. CARB makes recommendations regarding the siting of new sensitive land uses near freeways, truck distribution centers, dry cleaners, gasoline dispensing stations, and other air pollution sources (see Table 10-2). These "advisory" recommendations are based primarily on modeling information for studies conducted throughout the state and may not be entirely reflective of conditions in Tracy. Siting of new sensitive land uses within these recommended distances may be appropriate due to site-specific conditions (e.g., source strength or meteorology), but should only be done after site-specific studies are conducted to identify the actual health risks. CARB acknowledges that land use agencies have to balance other siting considerations such as housing and transportation needs, economic development priorities and other quality of life issues. Buffers should be considered with existing and proposed industrial sources to avoid health, odor and nuisance impacts.

TABLE 10-2 **CARB RECOMMENDED SETBACK DISTANCES FOR COMMON SOURCES OF TOXIC AIR CONTAMINANTS**

Source Type	Recommended Buffer Distance
Freeways and busy arterial roadways	500 feet
Distribution centers with 100 or more daily truck trips or 40 or more daily truck trips that use refrigeration units	1,000 feet
Dry cleaners (on-site dry cleaning)	♦ 300 feet for any dry cleaning operation ♦ At least 500 feet for operations with two or more machines
Gasoline stations	♦ 50 feet for typical gas stations ♦ Up to 300 feet for large gas stations

Note: "Busy arterial roadways" are urban roads with 100,000 vehicles per day or rural roads with 50,000 vehicles per day.

C. Existing Air Quality Conditions

1. Criteria Pollutants

Ambient air quality is affected by the rate and concentration of pollutant emissions and meteorological conditions. Factors such as wind speed, atmospheric stability, and mixing height all affect the atmosphere's ability to mix and disperse pollutants. Long-term variations in air quality typically result from changes in emissions, while short-term variations result from changes in atmospheric conditions. There are several continuous air monitoring stations operated by government agencies in the Tracy area. Measured air pollutant data indicate that ground-level O_3, PM_{10}, and $PM_{2.5}$, are the air pollutants of greatest concern because concentrations in the area exceed health-based standards each year.

The monitors in Tracy and Stockton are generally representative of air quality in this part of the San Joaquin Valley. Ambient air pollution data typically receives great scrutiny and quality assurance testing, so final data lags about one year behind the current calendar year. State and federal air quality standards, as well as the highest local air pollutant levels measured over the past five years (2002-2006) are reported in Table 10-3.

In general, air quality in San Joaquin County between 2002 and 2006 has been better than other parts of the San Joaquin Valley. During this time, the State one-hour O_3 standard was exceeded 3 to 12 times a year. The national eight-hour O_3 standards were exceeded 1 to 3 days a year. State PM_{10} standards are calculated to have been exceeded from 18 to 63 days a year. The 1997 federal $PM_{2.5}$ daily standards were exceeded on only one day in 2005. Statistics for the new federal $PM_{2.5}$ standards have not yet been compiled, since the standard went into effect in late 2006. Standards for all other criteria pollutants were not exceeded in the five-year period.

CARB publishes an almanac each year that evaluates air quality trends statewide. It also makes forecasts about future pollution levels. According to CARB, emission sources for O_3 precursors in the San Joaquin Valley are from both motor vehicles and industry, with oil fields at the south end of the Valley producing high NOx levels. Agriculture, fugitive dust from paved and unpaved roads, and waste burning all contribute to high background levels of PM_{10}.

From 1980 to 2005, population increased 85 percent while Vehicle Miles Traveled increased 202 percent. Much of this increase is due to the way communities are designed, as well as housing pricing that encourage long commutes. In spite of this dramatic increase in vehicle

TABLE 10-3 **MEASURED AIR POLLUTANT CONCENTRATIONS IN SAN JOAQUIN COUNTY**

Pollutant	Average Time	National Ambient Air Quality Standard	California Ambient Air Quality Standard	2002	2003	2004	2005	2006
Ozone (O_3)*	1-Hour	0.12 ppm	0.09 ppm	**0.11 ppm**	**0.11 ppm**	**0.12 ppm**	**0.10 ppm**	**0.11 ppm**
	8-Hour	0.08 ppm	--	**0.10 ppm**	**0.10 ppm**	**0.10 ppm**	**0.09 ppm**	**0.09 ppm**
Carbon Monoxide (CO)**	8-Hour	9 ppm	9 ppm	3.2 ppm	3.1 ppm	2.5 ppm	2.9 ppm	2.3 ppm
Fine Particulate Matter ($PM_{2.5}$)**	1-Hour	65 ug/m^3	--	64 ug/m^3	45 ug/m^3	41 ug/m^3	**70 ug/m^3**	**53 ug/m^3**
	Annual	15 ug/m^3	--	**17 ug/m^3**	14 ug/m^3	13 ug/m^3	13 ug/m^3	14 ug/m^3
Respirable Particulate Matter (PM_{10})**	24-Hour	150 ug/m^3	50 ug/m^3	**91 ug/m^3**	**90 ug/m^3**	**61 ug/m^3**	**84 ug/m^3**	**85 ug/m^3**
	Annual	50 ug/m^3	20 ug/m^3	**36 ug/m^3**	**28 ug/m^3**	**29 ug/m^3**	**30 ug/m^3**	**33 ug/m^3**

* Measured in Tracy.

** Measured in Stockton.

Notes:

ppm = parts per million

u/gm^3 = micrograms per cubic meter

NA = data not available

Values reported in bold exceed ambient air quality standards

Source: California Air Resources Board, http://www.arb.ca.gov/adam.

travel, controls on stationary and mobile sources improved O_3 air quality. Basin-wide emissions of NOx have decreased by 68 percent and ROG emissions have been reduced by 27 percent, reducing the number of days that O_3 standards were exceeded by 30 to 40 percent. Likewise, control measures have reduced PM_{10} levels by about 30 percent. However, the San Joaquin Valley still has some of the worst air pollution in the nation.

2. Attainment Status

Areas that do not violate ambient air quality standards are considered to have attained the standard. Violations of ambient air quality standards are based on air pollutant monitoring data and are judged for each air pollutant. The San Joaquin Valley as a whole does not meet State or federal ambient air quality standards for ground level O_3 and $PM_{2.5}$. The region recently attained the federal PM_{10} standard, but still does not meet the State PM_{10} standard. The attainment status for the Valley is described in Table 10-4.

Under the federal Clean Air Act, the US EPA has classified the region as serious nonattainment for the eight-hour O_3 standard. On March 19, 2008, the US EPA posted a final rule in the Federal Register affirming the Agency's October 30, 2006 determination that the Valley has attained the NAAQS for PM_{10}. The Valley is designated nonattainment for the older 1997 $PM_{2.5}$ NAAQS. The US EPA designations for the new 2006 $PM_{2.5}$ standards will be finalized in December 2009. SJVAPCD has determined, as of the 2004-06 $PM_{2.5}$ data, that the Valley has attained the 1997 24-hour $PM_{2.5}$ standard; however, the US EPA has not acted on that finding. The US EPA classifies the region as attainment or unclassified for all other air pollutants.

TABLE 10-4 **ATTAINMENT OF AMBIENT AIR QUALITY STANDARDS IN SAN JOAQUIN COUNTY (INCLUDING TRACY)**

Pollutant	Federal Designation	State Designation
Ozone – 1-hour	--*	Nonattainment/ Severe
Ozone – 8-hour	Nonattainment/Serious	Nonattainment
$PM_{2.5}$	Nonattainment**	Nonattainment
PM_{10}	Attainment/maintenance	Nonattainment
CO	Unclassified/Attainment	Attainment
Nitrogen Dioxide	Unclassified/Attainment	Attainment
Sulfur Dioxide	Unclassified/Attainment	Attainment

*US EPA revoked the 1-hour ozone standard, but maintained the 8-hour standard. A new 8-hour standard of 0.075 ppm was adopted in May 2008 and attainment designations will be made in 2011.
** US EPA designated nonattainment for the 1997 standard. US EPA will not make new designations for the new $PM_{2.5}$ standard until 2010.
Source: SJVAPCD, September 2008.

At the State level, the region is considered serious nonattainment for ground level O_3 and nonattainment for PM_{10} and $PM_{2.5}$, as the California ambient air quality standards are more stringent than the national standards. The region is required to adopt plans on a triennial basis that show progress towards meeting the State O_3 standard. The area is considered attainment or unclassified for all other pollutants.

D. California Greenhouse Gases

Gases that trap heat in the atmosphere, or greenhouse gases (GHGs), regulate the earth's temperature. This is known as the Greenhouse Effect, which is responsible for maintaining a habitable climate.

GHGs are emitted by natural processes and human activities. Emissions from human activities, including motor vehicle use, electricity production, industry, and agriculture, are elevating the concentration of GHGs in the atmosphere, and have led to a trend of unnatural warming of the earth's natural climate, known as global warming or climate change.

An expanding body of scientific research supports the theory that global warming is currently affecting changes in weather patterns, average sea level, ocean acidification, chemical reaction rates and precipitation rates, and that it will increasingly do so in the future. The climate and several naturally-occurring resources within California could be adversely affected by the global warming trend. Increased precipitation and sea level rise could increase coastal flooding, saltwater intrusion (a particular concern in the low-lying Sacramento–San Joaquin Delta, where potable water delivery pumps could be threatened), and degradation of wetlands. Mass migration and/or loss of plant and animal species could also occur. Potential effects of global climate change that could adversely affect human health include, but are not necessarily limited to, more extreme heat waves and heat-related stress; an increase in climate-sensitive diseases; more frequent and intense natural disasters, such as flooding, hurricanes and drought; and increased levels of air pollution.

Prominent GHGs that contribute to global warming include the following gases, in addition to ozone and water vapor.

- Carbon dioxide and nitrous oxide, byproducts of fossil fuel combustion.
- Nitrous oxide, associated with agricultural operations such as crop fertilization.

- Methane, commonly created by off-gassing from agricultural practices (e.g. keeping livestock) and landfill operation.
- Chlorofluorocarbons, widely used in the past as refrigerants, propellants and cleaning solvents, but their production has been stopped by international treaty.
- Hydrofluorocarbons, now used as a substitute for chlorofluorocarbons in refrigeration and cooling.
- Perfluorocarbons and sulfur hexafluoride emissions, commonly created by industries such as aluminum production and semiconductor manufacturing.

1. Greenhouse Gas Emissions

California is the second largest emitter of GHGs in the country and the fifteenth largest in the world. California GHG emissions or CO2 equivalent emissions was estimated at 484 million metric tons of equivalent CO2 emissions (MMTCO2e) in 2004, which is about 7 percent of the emissions from the entire United States (CARB 2007). While California is the second largest emitter of GHGs, behind Texas, it has the lowest per capita rate of GHG emissions in the country. It is estimated that the United States contributes up to 35 percent of the world's CO2 equivalent emissions. Transportation is the largest source of GHG emissions in California, contributing about 38 percent of the emissions. Electricity generation is second at over 23 percent. Industrial activities account for about 20 percent of the State's emissions. Under a "business as usual" scenario, GHG emissions are estimated to increase to approximately 600 MMTCO2e. CARB staff has estimated the 1990 statewide emissions level to be 427 MMTCO2e. Therefore, in order to meet the AB 32 requirement to reduce GHG emissions to the 1990 levels by 2020, the State will need to reduce its 2020 "business as usual" emission levels by almost 30 percent.

2. Greenhouse Gas Regulations

The State of California is concerned about GHG emissions and their effect on global climate change. Possible impacts in California from this climate change include reduced snow pack, increased risk of large wildfires, increased flooding and drought potential, and reductions in the quality and quantity of agricultural products.

California first addressed climate change in 1988 with the passage of AB 4420 directing the California Energy Commission to study global warming impacts to the state and develop an inventory of GHG emission sources. California began adopting regulations to reduce GHG emissions following the passage of Assembly Bill 1493 in 2002, also known as the Pavley Bill. This legislation directed CARB to adopt regulations that achieve the maximum feasible and cost effective reduction in GHG emissions from motor vehicles.

In 2005, the Governor of California issued Executive Order S-3-05, which included GHG emission reduction targets. To meet these targets, the Governor directed State agencies to develop a Climate Action Plan. A Climate Action Team, led by the Secretary of the California EPA, implements the global warming emission reduction programs identified in the Climate Action Plan and reports on progress made toward meeting the Governor's GHG emission targets.

In 2006, the Governor of California signed AB 32, the Global Warming Solutions Act, into legislation. This bill requires that California cap its GHG emissions at 1990 levels by 2020. This legislation requires that CARB establish a program for statewide GHG emissions reporting, as well as monitoring and enforcement of that program. CARB is also required to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emission reductions.

To meet these regulatory requirements, CARB published a list of discrete GHG emissions reduction measures that can be implemented immediately. In addition, CARB's Early Action Plan identified regulations and measures that could be implemented in the near future to reduce GHG emissions.

California Senate Bill 97, which was signed into law in 2007, acknowledges that climate change is an important environmental issue that requires analysis under CEQA. The bill directs the State to prepare, develop, and transmit to State resource agencies guidelines for feasible mitigation of GHG emissions or the effects of GHG emissions. The resource agencies are required to adopt these guidelines by 2010.

CARB is targeting other sources of emissions. The main measures to reduce GHG emissions will be contained in the AB32 Scoping Plan. A Proposed Scoping Plan was released in October 2008 and adopted on December 12, 2008. This plan includes a range of GHG reduction actions. Central to the draft plan is a cap and trade program covering 85 percent of the State's emissions. This program will be developed in conjunction with the Western Climate Initiative, comprised of seven states and three Canadian provinces, to create a regional carbon market. The plan also proposes that utilities produce a third of their energy from renewable sources such as wind, solar and geothermal, and proposes to expand and strengthen existing energy efficiency programs and building and appliance standards. The plan also includes full implementation of the Pavley standards to provide a wide range of less polluting and more efficient cars and trucks to consumers who will save on operating costs through reduced fuel use. It also calls for development and implementation of the Low Carbon Fuel Standard, which will require oil companies to make cleaner domestically pro-

duced fuels. With adoption of the Scoping Plan, the regulatory process began to implement the plan. This will last two years.

Pursuant to SB 97, the Governor's Office of Planning and Research (OPR) recently released updated CEQA guidelines to address GHGs. OPR recommends that each public agency develop an approach to addressing GHG emissions that is based on best available information. The approach includes three basic steps: (1) identify and quantify emissions; (2) assess the significance of the emissions; and (3) if emissions are significant, identify mitigation measures or alternatives that will reduce the impact to a less-than-significant level. The guidelines encourage agencies to consider a number of factors in evaluating GHG emissions, including the impact of the project on attaining the State's goal of reducing GHG emissions to 1990 levels by 2020, as directed in AB 32, and the extent of potential reductions in GHG emissions from the proposed project in comparison to the existing setting

E. Goals, Objectives, Policies and Actions

Goal AQ-1 Improved air quality and reduced greenhouse gas emissions.

Objective AQ-1.1 Improve air quality and reduce greenhouse gas emissions through land use planning decisions.

Policies

P1. The City shall promote land use patterns that reduce the number and length of motor vehicle trips.

P2. To the extent feasible, the City shall maintain a balance and match between jobs and housing.

P3. Higher density residential and mixed-use development shall be encouraged adjacent to commercial centers and transit corridors.

P4. Employment areas should include a mix of support services to minimize the number of trips.

P5. Village Centers and other retail and office areas should be located within walking and biking distance of existing and proposed residential developments.

Objective AQ-1.2 Promote development that minimizes air pollutant and greenhouse gas emissions and their impact on sensitive receptors as a result of indirect and stationary sources.

Policies

P1. The City shall assess air quality impacts using the latest version of the CEQA Guidelines and guidelines prepared by the San Joaquin Valley Air Pollution Control District.

P2. The City shall assess through the CEQA process any air quality impacts of development projects that may be insignificant by themselves, but cumulatively significant.

P3. Developers shall implement best management practices to reduce air pollutant emissions associated with the construction and operation of development projects.

P4. New development projects should incorporate energy efficient design features for HVAC, lighting systems and insulation that exceed Title 24.

P5. Use of solar water and pool heaters is encouraged.

P6. Installation of solar voltaic panels on new homes and businesses shall be encouraged.

P7. Trees should be planted on the south- and west-facing sides of new buildings or building undergoing substantial renovation in order to reduce energy usage.

P8. In accordance with San Joaquin Air Pollution Control District regulations, wood burning fireplaces shall not be installed in new and significantly renovated residential projects.

P9. New developments shall follow the current requirements of the SJVAPCD with respect to wood burning fireplaces and heaters.

P10. Stationary air pollutant emission sources (e.g. factories) shall be located an appropriate distance away and downwind from residential areas and other sensitive receptors.

P11. Residential developments and other projects with sensitive receptors shall be analyzed in accordance with CARB and SJVAPCD requirements.

P12. New sources of toxic air pollutants shall prepare a Health Risk Assessment as required under the Air Toxics "Hot Spots" Act and, based on the results of the Assessment, establish appropriate land use buffer zones around those areas posing substantial health risks.

P13. Dust control measures consistent with San Joaquin Valley Air Pollution Control District rules shall be required as a condition of approval for subdivision maps, site plans, and all grading permits.

P14. Developments that significantly impact air quality shall only be approved if all feasible mitigation measures to avoid, minimize or offset the impact are implemented. 

P15. Encourage businesses to electrify loading docks or implement idling-reduction systems so that trucks transporting refrigerated goods can continue to power cab cooling elements during loading, layovers, and rest periods. 

P16. Encourage the use of Best Management Practices in agriculture and animal operations. 

P17. Encourage the use of Best Management Practices in the Tracy Material Recovery Facility and Transfer Station. 

Actions

A1. Review standards for the design and use of new drive-through businesses with the aim of reducing adverse impacts on air quality.

A2. Research and include where feasible in the Roadway Master Plan update, requirements to use materials that minimize particulate emissions and that are appropriate to the scale and intensity of use.

A3. Investigate the feasibility of new development fees to be used on coordination with local air pollution reduction efforts, such as clean air transit projects (e.g. ACE, Park & Ride, TRACER, BART and school buses).

A4. Develop a green building standard for new development.

A5. The City shall evaluate the installation of light emitting diodes (LEDs) or similar technology for traffic, street and other outdoor lighting where feasible.

Objective AQ-1.3 Provide a diverse and efficient transportation system that minimizes air pollutant and greenhouse gas emissions.

Policies

P1. The City shall continue to work with the San Joaquin Council of Governments on regional transportation solutions.

P2. The City shall encourage Caltrans to implement High Occupancy Vehicle (HOV) lanes on regional freeways in and around the Tracy Planning Area.

P3. The City shall encourage employers to establish Transportation Demand Management programs.

P4. The City shall support efforts to retain the railroad right-of-way for future public transit and bicycle facilities.

P5. The City shall require direct pedestrian and bicycle linkages from residential areas to parks, schools, retail areas, high-frequency transit facilities and major employment areas.

P6. The City shall coordinate with regional rideshare and transit incentive programs.

Action

A1. Pursue funding sources for the planning and development of local and regional transit services.

A2. Consider measures to increase the capacity of the existing road network prior to constructing additional capacity (e.g. additional lanes, etc.).

Objective AQ-1.4 Support local and regional air quality improvement efforts.

Policy

P1. The City shall continue to consult with other local, regional and State agencies on air quality planning efforts as well as encourage community participation in air quality planning.

P2. The City shall be proactive in educating the public about the linkages between land use, transportation and air quality.

P3. The City shall be proactive in reducing greenhouse gas emissions from City operations as well as new or renovated development.

Actions

A1. Notify local and regional jurisdictions of proposed projects that may affect regional air quality.

A2. Utilize the City's website, billboards, or newsletter to promote information regarding air quality, recycling, use of efficient energy devices and renewable energy.

A3. Develop a citywide sustainability strategy that would include a baseline inventory of greenhouse gas emissions from all sources within the City; greenhouse gas emissions reduction targets; and enforceable greenhouse gas emissions reduction measures.

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12 GLOSSARY

This glossary explains the technical terms used in the Tracy General Plan. Definitions come from several sources, including the California Office of Planning and Research and the American Planning Association Glossary of Zoning, Development and Planning Terms.

A. Abbreviations

ACE: Altamont Commuter Express
ADT: Average daily trips made by vehicles or persons in a 24-hour period
ADWF: Average dry weather flow (of influent wastewater)
AF: Acre Feet
ALUC: Airport Land Use Commission (San Joaquin County)
ARB: Air Resources Board (California)
BESD: Banta Elementary School District
BOD: Biochemical oxygen demand
CBD: Central Business District
CCR: California Code of Regulations
CDF: California Department of Forestry
CEQA: California Environmental Quality Act
CESA: California Endangered Species Act
CIP: Capital Improvements Program
CIWMB: California Integrated Waste Management Board
CNEL: Community Noise Equivalent
CNG: Compressed natural gas
CNPS: California Native Plant Society
dB: Decibel
dBA: A-Weighted Sound Level
DMC: Delta Menota Canal
DTSC: Department of Toxic Substances Control

du/acre: Dwelling units per acre
d.u.: Dwelling units
EIR: Environmental Impact Report (State)
EPA: Environmental Protection Agency (US)
FAA: Federal Aviation Administration
FAR: Floor Area Ratio
FEMA: Federal Emergency Management Agency
FIRM: Flood Insurance Rate Map
GMO: Growth Management Ordinance
HOV: High Occupancy Vehicle
HSC: California Health and Safety Code
JESD: Jefferson Elementary School District
JJWTP: John Jones Water Treatment Plant
LAFCO: Local Agency Formation Commission
Ldn: Day/Night Average Level
LEED: Leadership in Energy and Environmental Design
Leq: Average noise levels
LESD: Lammersville Elementary School District
LOS: Level of Service
mg: Million gallons
mgd: Million gallons per day
MRF: Material Recovery Facility
NAAQS: National Ambient Air Quality Standard
NJSD: New Jerusalem School District
NPDES: National Pollutant Discharge Elimination System
OES: San Joaquin County Office of Emergency Services
ONC: State Office of Noise Control
PM_{10}: Particulate matter, 10 microns or less in diameter.
PPM: Parts per Million
PUD: Planned Unit Development
RGA: Residential Growth Allotment

RWQCB: Regional Water Quality Control Board
SCADA: System Control and Data Acquisition
SCSWSP: South County Surface Water Supply Project
SEMS: Standardized Emergency Management System
sf.: Square footage
SJCOG: San Joaquin Council of Governments
SJMSCP: San Joaquin County Multi-Species Habitat Conservation and Open Space Plan
SJRTD: San Joaquin Regional Transit District
SJVAPCD: San Joaquin Valley Air Pollution Control District
SMARA: State Mining and Reclamation Act
SOI: Sphere of Influence
TUSD: Tracy Unified School District
UPRR: Union Pacific Railroad
USBR: United States Bureau of Reclamation
USFWS: United States Fish and Wildlife Service
VMT: Vehicle Miles Traveled
WSID: West Side Irrigation District
WWTP: Wastewater Treatment Plant

B. Terminology

Acceptable Risk
A hazard that is deemed to be a tolerable exposure to danger given the expected benefits to be obtained. The level of loss, injury or destruction below which no specific action by local government is deemed necessary other than making the risk known. Different levels of acceptable risk may be assigned according to the potential danger and the criticalness of the threatened structure. The levels may range from "near zero" for nuclear plants and natural gas transmission lines to "moderate" for farm structures and low-intensity warehouse uses.

Acre-Foot (AF)
The volume of water necessary to cover one acre to a depth of one foot. Equal to 43,560 cubic feet, 325,851 gallons or 1,233 cubic meters.

Acreage, Gross
The land area that exists prior to any dedications for public use, health and safety purposes.

Acreage, Net
The portion of a site that can actually be built upon, which is the land area remaining after dedication of ultimate rights-of-way for:

- Exterior boundary streets
- Flood ways
- Public parks and other open space developed to meet minimum standards required by City ordinance
- Utility Easements and rights-of-way may not be counted as net acreage

Action
An action is a program, implementation measure, procedure or technique intended to help achieve a specified objective. (See "Objective")

Active Solar System
A system that uses a mechanical device, such as electric pumps or fans, in addition to solar energy to transport air or water between a solar collector and the interior of a building for heating or cooling. (See "Passive Solar System")

Adverse Impact
A negative consequence for the physical, social, or economic environment resulting from an action or project.

Agricultural Preserve
Land designated for agriculture or conservation.

Agriculture (Ag)
A land use designation which indicates the production of food and fiber, including the growing of crops and/or the grazing of animals on natural, prime or improved pasture land.

Aggregate (Agt)
A land use designation for areas that are used for the production of mineral materials, such as sand or stone, used in making concrete.

Archaeological Resource
Material evidence of past human activity found below the surface of ground or water, portions of which may be visible above the surface.

Arterials
Major thoroughfares that carry large volumes of traffic at relatively high speeds. Arterials are designed to facilitate two or more lanes of moving vehicles in each direction and rarely contain on-street parking.

Average Dry Weather Flow (ADWF)
The amount of wastewater that flows into a system on an average day during the dry weather part of the year.

Base Flood (100-Year flood)
In any given year, a flood that has a 1 percent likelihood of occurring, and is recognized as a standard for acceptable risk. (See "Floodplain")

Below Normal Year Water Yield
A term used in planning for adequate water supplies, which represents the amount of water that can be expected to be available 90 percent of the time. (See also "Normal Year" and "Dry Year")

Bicycle Lane (Class II facility)
A corridor expressly reserved for bicycles, existing on a street or roadway in addition to lanes for use by motorized vehicles.

Bicycle Path (Class I facility)
A paved route, not on a street or roadway, expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but are typically separated from them by landscaping.

Bicycle Route (Class III facility)
A roadway shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Big Box Retail
The term used for stores that cover very large floor areas and are often more similar in appearance to a warehouse than a conventional store. These businesses typically require high parking to building area ratios and cater to a regional sales market.

Bikeways
A term that encompasses "bicycle lanes," "bicycle paths" and "bicycle routes."
Biotic Community
A group of living organisms characterized by a distinctive combination of both animal and plant species in a particular habitat.

Boulevard
A broad roadway that functions as an arterial and where through-lanes are separated from local lands by a median.

Buffer Zone
An area established between potentially conflicting land uses, or agricultural and non-agricultural uses, which depending on the impact may utilize landscaping or structural barriers such as setbacks or roads.

Building Height
The vertical distance from the average contact ground level of a building to the highest point of the coping, whether a flat roof, the deck line of a mansard roof, or to the mean height level between eaves and ridge for a gable, hip, or gambrel roof. The exact definition varies by community. For example, in some communities building height is measured to the highest point of the roof, not including elevator and cooling towers.

Buildout
Development of land to its full potential, or theoretical capacity, as permitted under current or proposed planning or zoning designations.

California Environmental Quality Act (CEQA)
Legislation and corresponding procedural components established in 1970 by the State of California to require environmental review for projects anticipated to result in adverse impacts to the environment.

Capital Improvements Program
A program administered by a City and reviewed by its Planning Commission that schedules permanent improvements, usually for a minimum of five years in the future that fits the projected fiscal capability of the local jurisdiction. The program generally is reviewed on

an annual basis for conformance to and consistency with the General Plan.

Carrying Capacity
Used in determining the potential of an area to absorb development: (1) The level of land use, human activity or development for a specific area that can be permanently accommodated without an irreversible change in the quality of air, water, land, or plant and animal habitats. (2) The upper limits of development beyond which the quality of human life, health, welfare, safety or community character within an area will be impaired. (3) The maximum level of development allowable under current zoning. (See "Buildout")

City
City with a capital "C" generally refers to the City government or administration. City with a lower case "c" may mean any city or may refer to the geographical area.

City limits
The legal boundaries of the geographical area subject to the jurisdiction of the City of Tracy's government. For example, development applications for properties located within the City limits must be reviewed by the City.

Cluster Development
Development in which dwelling units are placed on smaller parcels of land, in closer proximity to each other than usual, or are attached, with the purpose of retaining the additional land, that would have been allocated to individual lots, for common shared open space areas.

Collectors
Collectors are roadways that connect local streets to "arterials," usually provide two travel lanes for automobiles, and may also have bicycle lanes.

Commercial (C)
A land use designation that allows for a wide range of land use types, including retail, entertainment and professional offices, often serving neighborhoods with services and retail goods of interest to residents.

Community Noise Equivalent Level (CNEL)
A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

Community Park
A large park, generally 15 acres or more, that includes a mix of passive and active recreation areas that serve the entire city or a large portion of the city. A community park should include, but not be limited to, the facilities that are typically found at neighborhood and mini parks as well as specialized facilities such as amphitheaters and skate parks.

Compatible
Capable of existing together without conflict or ill effects.

Conditional Use Permit
The discretionary and conditional review of an activity or function or operation on a site or in a building or facility.

Conservation
The management of natural resources to prevent waste, destruction or neglect.

Cul-de-sac
A short street or alley with only a single means of ingress and egress at one end and with a turnaround at its other end.

Cultural Resources
Includes historic, archaeological and paleontological resources, as well as human remains.

Cumulative Impact
As used in CEQA, the total environmental impact resulting from the accumulated impacts of individual projects or programs over time.

Decibel (dB)
A unit used to express the relative intensity of a sound as it is heard by the human ear. The lowest volume a normal ear can detect under laboratory conditions is 0 dB, the threshold of human hearing. Since the decibel scale is logarithmic, 10 decibels are ten times more intense and 20 decibels are a hundred times more intense than 1 db.

dBA
The "A-weighted" scale for measuring sound in decibels, which weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness even though the noise is actually ten times more intense.

Dedication
The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental

agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites or other public uses are often required by a city or county as conditions for approval of a development. (See "In-Lieu Fee")

Density
The amount of development or people per unit of area or property. (See also "Density, residential" and "Floor Area Ratio")

Density, Residential (du/acre)
The number of permanent residential dwelling units (d.u.) per acre of land. Densities specified in the General Plan are expressed in dwelling units per net acreage (du/acre), minus any land dedications, and not per gross acre. (See "Acres, Gross" and "Acres, Net")

Density Transfer
The concentration of density on one part of a site to another part of a site. This technique is used to preserve historic, sensitive or hazardous areas and to accommodate public facilities, such as schools, parks or utility easements on an individual parcel or within a specific project.

Development Review; Design Review
The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting and signs, in accordance with a set of adopted criteria and standards. "Design Control" requires that certain specific things be done and that other things not be done. Design Control language is most often found within a zoning ordinance. "Development Review" usually refers to a system established in the Municipal Code, whereby projects are reviewed against certain standards and criteria by a spe-

cially established design review board or other body such as the Planning Commission.

Development
The physical extension and/or construction of non-farm land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities and other facilities; installation of septic systems; grading; deposit of refuse, debris or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). The construction of a single-family home on an existing lot, and routine repair and maintenance activities, are exempted.

Disabled
Persons determined to have a physical impairment or mental disorder, which is expected to be of long, continued or indefinite duration and is of such a nature that the person's ability to live independently could be improved by more suitable housing conditions.

Dry Year
A term used in planning for adequate water supplies. The dry year is the most infrequent drought year, when the minimum amount of water is available. Statistically, this level would occur only once in one-hundred years. This amount of water is less than or equal to what is available more than 99 percent of the time. (See also "Below Normal Year Water Yield" and "Normal Year")

Duplex
A free-standing house divided into two separate living units or residences, usually having separate entrances.

Dwelling Unit (d.u.)
The place of customary abode of a person or household, which is either considered to be real property under State law or cannot be easily moved.

Ecosystem
An interacting system formed by a biotic community and its physical environment.

Effluent
Liquid or partially solid waste such as is found in sewer systems or discharged from factories.

Environmental Impact Report (EIR)
A report required pursuant to the California Environmental Quality Act (CEQA) that assesses all the environmental characteristics of an area, determines what effects or impacts will result if the area is altered or disturbed by a proposed action, and identifies alternatives or other measures to avoid or reduce those impacts. (See "California Environmental Quality Act")

Elderly
Persons 65 years of age or older.

Endemic Species
Species native to, and restricted to, a particular geographical region.

Entryway
Entrance to an urban area, or to an important part of a city, along a major roadway. It can also be a point along a roadway at which a motorist or cyclist gains a sense of having left the environs and of having entered the city.

Farmland, Prime
Land which has the best combination of physical and chemical characteristics for the production of crops. It has the soil quality, growing season, and moisture supply needed to produce sustained high yields of crops when treated and managed, including water management, according to current farming methods. Prime Farm-land must have been used for the production of irrigated crops within the last three years.

Farmland of Local Importance
Land other than Prime Farmland, Farmland of Statewide Importance, or Unique Farmland that is either currently producing crops or that has the capability of production. This land may be important to the local economy due to its productivity.

Farmland of Statewide Importance
Land other than Prime Farmland which has a good combination of physical and chemical characteristics for the production of crops. It must have been used for the production of irrigated crops within the last three years.

Farmland, Unique
Land which does not meet the criteria for Prime Farmland or Farmland of Statewide Importance that is currently used for the production of specific high economic value crops. It has the special combination of soil quality, location, growing season, and moisture supply needed to produce sustained high quality or high yields of a specific crop when treated and managed according to current farming methods. Examples of such crops may include oranges, olives, avocados, rice, grapes, and cut flowers.

Fault
A fracture in the earth's cruse that forms a boundary between rock masses that have shifted.

Feathering of Density
The gradual reduction of density from urban areas to rural, undeveloped areas.

Fire Department
The fire service provider for the City.

Flood, 100-year
The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year.

Floodplain
The relatively level land area on either side of the banks of a stream regularly subject to flooding.

Floodway
The part of the floodplain capable of conveying the 100-year flood with no more than a one-foot rise in water. The floodway includes the river channel itself and adjacent land areas.

Floodway Fringe
The part of the floodplain outside the floodway. Development is typically allowed to encroach in this portion of the floodplain, providing certain constraints are met.

Floor Area Ratio (FAR)
The size of a building in square feet (gross floor area) divided by net land area, expressed as a decimal number. For example, a 60,000 square foot building on a 120,000 square-foot parcel would have a floor area ratio of 0.50. The FAR is used in calculating the building intensity of non-residential development.

General Plan
A compendium of City policies regarding its long-term development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the State of California Government Code Section 65301 and adopted by the City Council. In California, the General Plan has seven mandatory elements (Circulation, Conservation, Housing, Land Use, Noise, Open Space and Public Safety) and may include any number of optional elements the City deems important.

Goal
A description of the general desired results that Tracy seeks to create through the implementation of the General Plan. Goals are included in each element of the Plan and may include the key physical or community characteristics that the City and its residents wish to maintain or develop.

Gray Water
The less contaminated portion of domestic wastewater, including wash water from clothes washers and laundry tubs.

Greenfield Development
Urban development occurring on non-urban land previously used for agriculture or open space.

Groundwater
Water that exists beneath the earth's surface, typically found between saturated soils and rock, and is used to supply wells and springs.

Growth Management
The use by a community of a wide range of techniques in combination to determine the amount, type and rate of development desired by the community and to channel that growth into designated areas. Growth management policies can be implemented through building permit caps, public facilities/infrastructure ordinances, urban limit lines, standards for levels of service, phasing, and other programs.

Greenhouse Effect
A term used to describe the warming of the Earth's atmosphere due to accumulated carbon dioxide and other gases in the upper atmosphere. These gases absorb energy radiated from the Earth's surface, "trapping" it in the same manner as glass in a greenhouse traps heat.

Habitat
The physical location or type of environment in which an organism or biological population lives or occurs.

Hard Edge
A clearly defined or abrupt transition between urban and rural uses.

High Occupancy Vehicle (HOV)
Traffic lanes that are designated and reserved for vehicles with a minimum number of passengers during high-volume commute hours, in order to encourage carpooling through faster travel. They are enforced with fines and traffic tickets.

Household
All persons occupying a single dwelling unit.

Impact Fee
A fee charged to a developer by the City according to the proposed development project, typically by number of units, square footage or acreage. The fee is often used to offset costs incurred by the municipality for services and infrastructure such as schools, roads, police and fire services, and parks.

Impervious Surface
Surface through which water cannot penetrate, such as a roof, road, sidewalk, and paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

Implementation
Actions, procedures, programs or techniques that carry out policies.

Infill Development
Development that occurs on vacant or underutilized land within areas that area already largely developed.

In-lieu Fee
Cash payments that may be required of an owner or developer as a substitute for a dedication of land for public use, usually calculated in dollars per lot, and referred to as in-lieu fees or in-lieu contributions. (See "Dedication")

Land Use
The occupation or utilization of an area of land for any human activity or any purpose.

Land Use Designation
One particular category in a classification series of appropriate use of properties established by the General Plan Land Use Element.

Leadership in Energy and Environmental Design (LEED)
A voluntary, consensus-based national standard for developing and rating high-performance, sustainable "green" buildings. LEED provides a complete framework for assessing building performance and meeting sustainability goals, such as water savings, energy efficiency, materials selection and indoor environmental quality. LEED standards are currently available or under development for: new commercial construction and major renovation projects, existing building operations, commercial interiors projects, core and shell projects, and homes.

Level of Service (LOS) Standard
A standard used by government agencies to measure the quality or effectiveness of a municipal service, such as police, fire or library, or the performance of a facility, such as a street or highway.

Level of Service (Traffic)
A scale that measures the amount of traffic that a roadway or intersection can accommodate, based on such factors as maneuverability, driver dissatisfaction and delay.

Level of Service A
A relatively free flow of traffic, with little or no limitation on vehicle movement or speed.

Level of Service B
Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.

Level of Service C
Denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.

Level of Service D
Designates the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one signal cycle during short peaks.

Level of Service E
Represents traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues and blocked intersections.

Level of Service F
Describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by the long queues.

Local Agency Formation Commission (LAFCo)
A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts and merger of districts with cities. Each county's LAFCo is empowered to approve, disapprove, or conditionally approve such proposals.

Local Street
Provides direct access to properties; generally they carry the lowest traffic volumes.

Mini-Park
Small sized park, usually 1 to 5 acres, that provide recreation activities for a specific neighborhood within a ½ mile radius.

Mixed Use
Any mixture of land uses on a single parcel, including mixtures of residences with commercial, offices with retail, or visitor accommodation with offices and retail. As distinguished from a single use land use designation or zone, mixed use refers to an authorized variety of uses for buildings and structures in a particular area.

Mix of Uses
Any mixture of uses, such as retail, office, residential or general commercial in close proximity spread over a small area.

Mobile Home
A structure, transportable in one or more sections, built on a permanent chassis and designed for use as a single-family dwelling unit and which: (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities; and (4) is tied down (a) to a permanent foundation on a lot either owned or leased by the homeowner or (b) is set on piers, with wheels removed and skirted, in a mobile home park.

Mobile Home Park
A parcel of land under one ownership that has been planned and improved for the placement of two or more mobile homes for rental purposes for nontransient use.

Natural Habitat Area
An area that sustains animal and vegetative biotic resources that has not been improved or disturbed. Natural Habitat Areas can also be areas that were previously "disturbed" and have been reclaimed or rehabilitated.

Neighborhood Park
Medium sized park, usually 5 to 15 acres, that provide basic recreational activities for one or more neighborhoods within a ½ to ¾ mile radius.

Noise Contour
A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development.

Non-Conforming Use
A use that was valid when brought into existence, but no longer permitted by later regulation. "Non-conforming use" is a generic term and includes: (1) non-conforming structures (because their size, type of construction, location on land, or proximity to other structures is no longer permitted); (2) non-conforming use of a conforming building; (3) non-conforming use of a non-conforming building; and (4) non-conforming use of land. Any use lawfully existing on any piece of property that is inconsistent with a new or amended General Plan, and that in turn is a violation of a zoning ordinance amendment subsequently adopted in conformance with the General Plan, will be a non-conforming use. Typically, non-conforming uses are permitted to continue for a designated period of time, subject to certain restrictions.

Normal Year
A term used in planning for adequate water supplies. Refers to those years when the City can expect to receive all of the water it has contracted to receive (entitlement). This is because supply conditions (e.g. the amount of rain and snow collected in reservoirs, groundwater availability) are normal. Based on historical experience, normal years occur 63 percent of the time. (See also "Below Normal Year" and "Dry Year")

Objective
A specific statement of desired future condition toward which the City will expend effort in the context of striving to achieve a broader goal. An objective should be achievable and, where possible, should be measurable and time-specific. The State Government Code (Section 65302) requires that general plans spell out the "objectives," principles, standards and proposals of the general plan. "The addition of 100 units of affordable housing by 1995" is an example of an objective. Housing Law requires objectives contained in the Housing Element to be quantified.

Overlay
A land use designation on the Land Use Map, or a zoning designation on a zoning map, that modifies the basic underlying designation or designations in some specific manner.

Parcel
A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Passive Solar System
A system that uses direct heat transfer from the thermal mass instead of mechanical power to distribute collected heat. Passive systems rely on building design and materials to collect and store heat and to create natural ventilation for cooling.

Pedestrian-Oriented Design
An approach to site and neighborhood design intended to facilitate movement on foot in an area, as opposed to design that primarily serves and encourages automobile movement. Examples of pedestrian-oriented design include pathways following the most direct route from sidewalk to front door, continuous building streetwalls with shop windows, outdoor cafes, street trees and benches.

Planned Unit Development (PUD)
A description of a proposed unified development, consisting at a minimum of a map and adopted ordinance setting forth the governing regulations, and the location and phasing of all proposed uses and improvements to be included in the development.

Planning Area
The Planning Area is the land outside of the City limits and generally outside of the Sphere of Influence that bears a relation to the City's planning and policy direction. The Planning Area does not lead to regulatory powers outside of the City limits. Instead, it signals to the County and to other nearby local and regional authorities that City residents recognize that development within this area has an impact on the future of their community, and vice versa. (See also "Sphere of Influence")

Policy
A specific statement of principle or of guiding actions that implies clear commitment but is not mandatory. A general direction that a governmental agency sets to follow, in order to meet its goals and objectives before undertaking an implementing action or program. (See "Action")

Recreational Corridor
Typically linear pathways, bikeways or open space areas that weave in and around urban uses to provide recreational and transportation amenities to city residents.

Riparian Corridor
A habitat and vegetation zone which is associated with the banks and floodplains of a river, stream or lake. Riparian trees and shrubs are typically phreatophytes, plants whose root systems are in constant contact with groundwater.

Regional Park
A large park, typically more than 50 acres, that serves the open space and recreation needs for all users of the entire city and unincorporated areas surrounding the city. Regional parks contain active and passive recreation areas and may also include natural open space.

Semi-Public Space
An interior or exterior area that is owned and managed by a private entity but which is used by the public.

Sensitive Receptors
Uses sensitive to noise such as residential areas, hospitals, convalescent homes and facilities, and schools.

Soft Edge
A gradual or smooth transition between urban and rural uses. This can be accomplished through a variety of techniques including the feathering of density or cluster development.

Specific Plan
Under Article 8 of the Government Code (Section 65450 et seq), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any General Plan element(s). (See also "Planned Unit Development")

Sphere of Influence (SOI)
The probably physical boundaries and service area of the city, as determined by the Local Agency Formation Commission (LAFCO) of the county.

Steep Slope
An area with a greater than 5 percent slope.

Townhouse/Townhome
A series of residences, often two to three stories in height, that are connected side by side in a row with each having a separate street-level entrance.

Traffic Calming
Measures designed to reduce motor vehicle speeds and to encourage pedestrian use, including:

- narrow streets
- tight turning radii

- sidewalk bulbouts
- parking bays
- textured paving at intersections
- parkways between sidewalks and streets

Transit Oriented Development (TOD)
Residential and commercial areas designed to maximize access by public transportation, such as trains and buses. TODs typically have a neighborhood center with a transit station, surrounded by relatively high-density development, with progressively lower-density spreading outwards.

Transfer of Development Rights (TDR)
Programs implemented by municipalities to preserve open space and direct development to urban centers. In order to develop in the City, a developer must purchase development rights from rural lands outside of the city for use within the urbanized area. Targeted preservation and conservation lands are established as "sending areas" from which land owners sell the development rights of their property to private developers for use in designated "receiving areas" (infill areas designated for development or density increases). Property owners retain the title to the land but the land cannot be built at urban intensities. If the land is sold, the deed restrictions transfer with the sale.

Triplex
A free-standing house divided into three separate living units or residences, usually having separate entrances.

Unincorporated Area
Encompasses properties that are located outside of cities. Development in the unincorporated area is subject to County jurisdiction.

Urban Reserve
A land use designation applied to relatively large, contiguous, geographic areas where comprehensive planning will occur in the future before urbanization occurs.

Use
The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered and/or enlarged in accordance with the City zoning ordinance and General Plan land use designations.

Use, Non-conforming
(See "Non-conforming Use")

Utility Corridor
Rights-of-way or easements for utility lines on either publicly or privately owned property.

Village Center
A land use designation for Tracy that involves relatively small retail or mixed-use areas that generally range in size from 10 to 20 acres. They are to be designed as "Main Streets" serving one or more neighborhoods and encourage connectivity to adjacent neighbor-hoods or business/industrial development projects and a mix of uses. Village Centers differ from Urban Centers in that they are smaller in size and do not have a concentration of public-serving uses.

Wastewater
Water that has already been used for washing, flushing, or in a manufacturing process, and therefore contains waste products such as sewage or chemical by-products.

Wastewater Irrigation
The process by which wastewater, that has undergone appropriate treatment, is used to irrigate land.

Wetland
An area that is inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions, commonly known as hydrophytic vegetation.

Williamson Act
Formerly known as the California Land Conservation Act of 1965, it was designed as an incentive to retain prime agricultural land and open space in agricultural use, thereby slowing its conversion to urban and suburban development. The program entails a ten-year contract between the City or County and an owner of land whereby the land is taxed on the basis of its agricultural use rather than its market value. The land becomes subject to certain enforceable restrictions, and certain conditions need to be met prior to approval of an agreement.

Zoning
The division of a city by ordinance or other legislative regulation into districts or zones, which specify allowable uses for real property and size restrictions for buildings constructed in these areas; a program that implements the land use policies of the General Plan.

Zoning District
A designated area of the City for which prescribed land use requirements and building and development standards are or will be established.