

NOTICE OF A REGULAR MEETING

Pursuant to Section 54954.2 of the Government Code of the State of California, a Regular meeting of the City of Tracy Planning Commission is hereby called for:

Date/Time: Wednesday, March 22, 2017
7:00 P.M. (or as soon thereafter as possible)

Location: City of Tracy Council Chambers
333 Civic Center Plaza

Government Code Section 54954.3 states that every public meeting shall provide an opportunity for the public to address the Planning Commission on any item, before or during consideration of the item, however no action shall be taken on any item not on the agenda.

REGULAR MEETING AGENDA

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

MINUTES – 3/9/16, 3/23/16, 1/25/17

DIRECTOR'S REPORT REGARDING THIS AGENDA

ITEMS FROM THE AUDIENCE - *In accordance with Procedures for Preparation, Posting and Distribution of Agendas and the Conduct of Public Meetings, adopted by Resolution 2015-052 any item not on the agenda brought up by the public at a meeting, shall be automatically referred to staff. If staff is not able to resolve the matter satisfactorily, the member of the public may request a Commission Member to sponsor the item for discussion at a future meeting.*

1. NEW BUSINESS

- A. PUBLIC HEARING TO CONSIDER A RECOMMENDATION TO THE CITY COUNCIL REGARDING APPROVAL OF AN AMENDMENT TO THE CONDITIONS OF APPROVAL FOR THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP FOR TRACY HILLS PHASE 1A, WHICH CONSISTS OF APPROXIMATELY 417 ACRES LOCATED WEST OF CORRAL HOLLOW ROAD, SOUTH OF THE CALIFORNIA AQUEDUCT, AND NORTH OF INTERSTATE 580. THE APPLICANT IS MIKE SOUZA AND THE PROPERTY OWNER IS TRACY PHASE 1, LLC. APPLICATION NUMBER TSM17-0001.
- B. PUBLIC HEARING TO CONSIDER A GENERAL PLAN AMENDMENT FROM OFFICE TO COMMERCIAL (APPLICATION NUMBER GPA16-0004) AND DEVELOPMENT REVIEW (APPLICATION NUMBER D16-0029) FOR A FOUR-STORY, 94-ROOM, HOME2 SUITES HOTEL AT THE NORTHWEST CORNER OF GRANT LINE ROAD AND CORRAL HOLLOW ROAD (APNS: 214-020-34 AND 35)

C. REVIEW AND RECOMMEND APPROVAL OF REVISED CITY WIDE DESIGN GOALS AND STANDARDS, A REVISED PLANNED UNIT DEVELOPMENT ORDINANCE (PUD) AND A REVISED DEVELOPMENT REVIEW ORDINANCE, APPLICATION NUMBER ZA17-0002.

2. ITEMS FROM THE AUDIENCE
3. DIRECTOR'S REPORT
4. ITEMS FROM THE COMMISSION
5. ADJOURNMENT

Posted: March 16, 2017

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

Any materials distributed to the majority of the Planning Commission regarding any item on this agenda will be made available for public inspection in the Development Services Department located at 333 Civic Center Plaza during normal business hours.

**MINUTES
TRACY CITY PLANNING COMMISSION
WEDNESDAY, MARCH 9, 2016, 7:00 P.M.
CITY OF TRACY COUNCIL CHAMBERS
333 CIVIC CENTER PLAZA**

CALL TO ORDER

Chair Mitracos called the meeting to order at 7:00 p.m., and led the pledge of allegiance.

ROLL CALL

Roll Call found Chair Mitracos, Vice Chair Tanner, Commissioners Orcutt, Sangha, and Ransom present. Also present were staff members Bill Dean, Assistant Director; Alan Bell, Senior Planner; Victoria Lombardo, Senior Planner, Kimberly Matlock, Associate Planner; Cris Mina, Senior Civil Engineer; Bill Sartor, Assistant City Attorney, and Sandra Edwards, Recording Secretary.

MINUTES APPROVAL – None.

DIRECTOR’S REPORT REGARDING THIS AGENDA – None.

ITEMS FROM THE AUDIENCE – None.

1. NEW BUSINESS

- A. PUBLIC HEARING TO CONSIDER A 226-UNIT RESIDENTIAL SUBDIVISION OF APPROXIMATELY 59.1 ACRES LOCATED ON THE EAST SIDE OF LAMMERS ROAD, NORTH OF REDBRIDGE ROAD, ASSESSOR’S PARCEL NUMBERS 240-060-26 AND 240-060-27. THE PROJECT INCLUDES A GENERAL PLAN DESIGNATION AMENDMENT FROM URBAN RESERVE (UR-8) TO RESIDENTIAL LOW (GPA13-0006), REZONING FROM LOW DENSITY RESIDENTIAL (LDR) TO PLANNED UNIT DEVELOPMENT (PUD), A PLANNED UNIT DEVELOPMENT PRELIMINARY AND FINAL DEVELOPMENT PLAN (PUD15-0001), AND VESTING TENTATIVE MAP (TSM15-0001) FOR THE PROJECT. A MITIGATED NEGATIVE DECLARATION IS THE PROPOSED ENVIRONMENTAL DOCUMENT FOR THE PROJECT. THE APPLICANT IS BATES STRINGER TRACY II LLC, AND THE PROPERTY OWNER IS CALENDEV, LLC. – Victoria Lombardo, Senior Planner, provided the staff report. Ms. Lombardo added that the reason for bringing this item back was to clarify conditions of approval which included language changes rather than content.

The Planning Commission discussed the legal review of the conditions, the possibility of trees being cut down, and the temporary sidewalk being constructed by the developer.

Chair Mitracos opened the public hearing.

Scott Stringer introduced himself indicating he was available for questions.

A very brief discussion took place regarding the sidewalk and funding.

The public hearing was closed.

ACTION: It was moved by Commissioner Ransom and seconded by Commissioner Orcutt that the Planning Commission recommend that the City Council take the following action:

1. Adopt the project Mitigated Negative Declaration.
2. Approve the General Plan designation amendment from Urban Reserve to Residential Low Density.
3. Approve the Rezone from Low Density Residential to Planned Unit Development.
4. Approve the Vesting Tentative Subdivision Map for the Rocking Horse Project.
5. Approve the Planned Unit Development Preliminary and Final Development Plan for the Rocking Horse Project.

Voice vote found all in favor; passed and so ordered.

- B. PUBLIC HEARING TO CONSIDER A RECOMMENDATION TO THE CITY COUNCIL FOR A DEVELOPMENT REVIEW APPLICATION FOR A 252-UNIT RESIDENTIAL APARTMENT PROJECT LOCATED ON APPROXIMATELY 11.62 ACRES ON THE NORTH SIDE OF VALPICO ROAD AT GLENBRIAR DRIVE, WEST OF THE RITE AID STORE AT THE NORTHWEST CORNER OF VALPICO ROAD AND MACARTHUR DRIVE (ASSESSOR'S PARCEL NUMBERS 246-140-12, 13, AND 14). THIS PROJECT WAS PREVIOUSLY APPROVED AS TWO SEPARATE PROJECTS: THE VALPICO APARTMENTS AND MACDONALD APARTMENTS – THE APPLICANT IS REPUBLIC TRACY, LLC – APPLICATION NUMBER D15-0024 – Alan Bell, Senior Planner, provided the staff report. Mr. Bell indicated the owners were selling the property and the new owner had submitted an application for slight modifications.

The Commission discussed the connection of Glenbriar Drive and Stallsburg, other possible connections, levels of service, revised parking structures, the number of parking spaces, the look of three stories, the ultimate build out of Valpico Road, and perimeter fencing. Cris Mina, Senior Civil Engineer, stated the connection at Glenbriar and Stallsburg would be constructed with this project.

The public hearing was opened.

The Developer provided a presentation outlining their company and the project.

The Commission further discussed the possible placement of a monument, turning movements into and out of the project, and voiced their appreciation for various aspects of the project.

Alice English, 1492 Riverview, asked for clarification regarding the number of parking spaces. Mr. Bell stated that due to the modifications of this project, the applicant only needed a reduction of 7 spaces.

The public hearing was closed.

ACTION: It was moved by Commissioner Ransom and seconded by Vice Chair Tanner that the Planning Commission recommend that the City Council approve Development Review Application Number D15-0024, subject to conditions and based on the findings contained in the Planning Commission Resolution dated March 9, 2016. Voice vote found all in favor; passed and so ordered.

- C. PUBLIC HEARING TO CONSIDER A DEVELOPMENT REVIEW APPLICATION FOR AN APPROXIMATELY 49,000 SQUARE FOOT BUILDING AND ASSOCIATED PARKING AREAS AT 205 GANDY DANCER DRIVE - APPLICANT IS SCHACK AND COMPANY, INC. AND PROPERTY OWNER IS OLMAR SUPPLY, INC. - APPLICATION NUMBER IS D15-0016 – Kimberly Matlock, Associate Planner, provided the staff report. Ms. Matlock indicated she had received a letter from a neighbor in opposition to the proposed construction materials.

The Commission discussed building materials of surrounding businesses, requirements of neighboring properties that had to spend additional money on a project because the materials were not acceptable, chemicals and bleed off, height of the building, and the evolution of metal building materials.

The public hearing was opened.

Dan Schack, Schack & Company, addressed the Commission and provided a background of the area, discussed metal buildings, and compatibility.

The Commission further discussed the roof pitch of the proposed building, squaring off of the roof, the letter that was submitted in opposition to the project, and additional architectural elements.

Mike Rollo, 314 Hutton Place, addressed the Commission stating the notion of a downward trend is flawed; the proposed building is nicer than anything out there, adding the company does not apply coating or painting and that no chemicals are involved. Mr. Rollo stated they do use water solvents that are recycled according to law.

The Commission further discussed architecture and perimeter fencing.

The public hearing was closed.

ACTION: It was moved by Commissioner Orcutt and seconded by Chair Mitracos to continue consideration of the development review application to a future meeting. Roll call found Commissioner Orcutt and Chair Mitracos in favor; Commissioners Ransom, Sangha, and Tanner opposed. Motion failed.

ACTION: It was moved by Commissioner Sangha and second by Vice Chair Tanner to approve Development Review of an approximately 49,000 metal shop with office and associated parking area improvements at 205 Gandy Dancer Drive, based

on the findings contained in the Planning Commission Resolution dated March 9, 2016. Roll call vote found Commissioners Ransom, Sangha and Vice Chair Tanner in favor; Chair Mitracos and Commissioner Orcutt opposed. Motion carried.

- D. PUBLIC HEARING TO CONSIDER A DEVELOPMENT REVIEW APPLICATION FOR A MINI STORAGE FACILITY (STOREQUEST EXPRESS) LOCATED AT 225 GANDY DANCER DRIVE (ASSESSOR'S PARCEL NUMBER 248-470-17) – THE APPLICANT IS DAN R. SCHACK; PROPERTY OWNER ISLSC REALTY CALIFORNIA, LLC – APPLICATION NUMBER D16-0004 – Alan Bell, Senior Planner, provided the staff report.

The public hearing was opened.

Bill Hogan, President and CEO of William Warrant Group, provided a presentation regarding their business and the proposed project.

The Commissioners asked for clarification regarding temperature control, outdoor lighting, business hours, and the height of the building.

Alice English, 1492 Riverview, asked for clarification regarding a three mile radius.

The public hearing was closed.

ACTION: It was moved by Commissioner Orcutt and seconded by Vice Chair Tanner, that the Planning Commission approve Development Review Application Number D16-0004 for a mini storage facility at 225 Gandy Dancer Drive, subject to the conditions and based on the findings contained in the Planning Commission Resolution dated March 9, 2016. Voice vote found all in favor; passed and so ordered.

2. **ITEMS FROM THE AUDIENCE** – None.
3. **DIRECTOR'S REPORT** – Bill Dean thanked Mr. Mitracos for his service on the Planning Commission and for his leadership and guidance.
4. **ITEMS FROM THE COMMISSION** – Each Commissioner shared their appreciation of Pete Mitracos.
5. **ADJOURNMENT** – It was moved by Commissioner Ransom and seconded by Commissioner Orcutt to adjourn.

Time: 9:37 p.m.

CHAIR

STAFF LIAISON

**MINUTES
TRACY CITY PLANNING COMMISSION
WEDNESDAY, MARCH 23, 2016,
7:00 P.M.
CITY OF TRACY COUNCIL CHAMBERS
333 CIVIC CENTER PLAZA**

CALL TO ORDER

Vice Chair Tanner called the meeting to order at 7:00 p.m.

PLEDGE OF ALLEGIANCE

Vice Chair Tanner led the pledge of allegiance.

ROLL CALL

Roll Call found Commissioners Hudson, Orcutt, Ransom, and Vice Chair Tanner present; Commissioner Sangha absent. Also present were staff members Bill Dean, Assistant Development Services Director; Kimberly Matlock, Associate Planner; Nash Gonzalez, Contract Planner; Bill Sartor, Assistant City Attorney; and Sandra Edwards, Recording Secretary.

ELECTION OF CHAIR – Commissioner Tanner nominated Commissioner Ransom; Commissioner Orcutt seconded the motion. Voice vote found all in favor; Commissioner Sangha absent.

MINUTES APPROVAL – Upon motion by Commissioner Orcutt and second by Vice Chair Tanner, the minutes of October 28, 2015, were approved by unanimous vote.

DIRECTOR'S REPORT REGARDING THIS AGENDA – Bill Dean, Assistant Development Services Director, welcomed Commissioner Hudson.

ITEMS FROM THE AUDIENCE – Alice English addressed the Commission thanking the Commission for standing up for the community regarding the Edgewood application that was recently considered.

1. NEW BUSINESS

- A. PUBLIC HEARING TO CONSIDER PRELIMINARY AND FINAL DEVELOPMENT PLAN APPLICATION FOR THE ADDITION OF A 1.21 ACRE (52,700 SQ. FT.) AUTO INVENTORY PARKING LOT, INCLUDING LANDSCAPE AND STORMWATER IMPROVEMENTS ON THE WEST SIDE OF TRACY MAZDA, ASSESSOR'S PARCEL NUMBER 212-270-23 LOCATED IN THE TRACY AUTO PLAZA. APPLICANT IS SIMILE CONSTRUCTION SERVICES AND PROPERTY OWNER IS TAZ AND MILENA HARVEY. APPLICATION NUMBER D15-0022 – Nash Gonzalez, Contract Planner, provided the staff report for expansion of the Mazda parking lot.

The Commission discussed lighting, the number of current parking spaces, possible impacts to residents in the vicinity, and the size of the trees proposed.

Chair Ransom opened the public hearing. There was no one wishing to address the Commission and the public hearing was closed.

ACTION It was moved by Vice Chair Tanner, and seconded by Commissioner Orcutt, that the Planning Commission recommend that City Council approve the PDP/FDP for the auto inventory lot in conjunction with the Tracy Mazda facility, Application Number D15-0022, subject to the conditions and based on the determinations contained in the Planning Commission Resolution dated March 23, 2016. Voice vote found all in favor; Commissioner Sangha absent.

- B. PUBLIC HEARING TO CONSIDER A CONDITIONAL USE PERMIT APPLICATION FOR AN AUTOMOTIVE IMPOUND YARD AT 1133 AND 1175 W. ELEVENTH STREET – APPLICANTS ARE JESSIE WATSON AND MICHAEL THOMAS AND PROPERTY OWNERS ARE KULDEEP SIDHU AND HANSON FAMILY PARTNERSHIP - APPLICATION NUMBER CUP14-0013 – Kimberly Matlock, Associate Planner, provided the staff report.

The Commission discussed fencing options, location of the facility in relation to residential, security, possible contamination to a City well, the number of cars stored, and if the facility performs automotive repairs.

Chair Ransom opened the public hearing.

Michael Thomas, business owner, stated there was no possible contamination to the City well, the yard holds approximately 20 cars, and processes about 40 cars per month. Ms. Thomas further stated that 80% of their business occurred between 7 a.m. and 10 p.m. and that security does patrol the property.

Jessie Watson, co-owner, added that vehicles are not stored over 36 days. A discussion ensued regarding fencing and barrier treatments.

Dan, a manager at Advanced Auto Towing, stated all drivers would be out of work the next day if this project was not approved.

Katherine Galea, 1200 Coolidge Avenue, voiced concerns about individuals who might be trying to get to their car, property values to surrounding homes, stating she was opposed to the project.

Liz Perry, a resident near the intersection of 12th Street and Hardy Avenue, indicated there was a lot of noise in the area, concerned regarding proximity of the residents who back up to the proposed business, and break-ins.

Alice English encouraged the Commission to give the residents a chance to come up with a solution.

The Commission asked for clarification regarding auctions and the number of cars held on the lot. Ms. Thomas clarified that no auctions take place on the property and that there was only room for 20 cars.

Maryann Burnett, a resident of 23 years, commended the Planning Commission and City Council on the work they do. Mr. Burnett stated she had a problem with the location of the proposed lot.

Joquita Novell, 902 W. 12th Street, expressed concern regarding the disturbance this project could cause in their neighborhood.

The public hearing was closed.

The Commission further discussed who was noticed for the meeting, the number of police complaints received, the owner being cited by Code Enforcement, the number of times police use their services for towing, any increase in crime rates, and break-ins recorded. Staff responded that homeowners within 300 feet of the proposed site were notified along with an ad placed in the paper, no information available regarding crime rates or break-ins.

The Commission also discussed shrubbery and other ideas to screen the yard, and security for the site.

ACTION

Commissioner Orcutt made a motion to delay consideration of the item for 60 days with an added Condition of Approval regarding noise limits after hours for tows. The motion failed due to the lack of a second.

The Commission further discussed various conditions of approval to screen the visibility of vehicles, security, lighting, capacity, and limiting noise impacts.

The public hearing was reopened.

Michael Thomas stated adding a condition that limits the time vehicles can be unloaded was unrealistic. Regarding screening, Ms. Thomas stated placing shrubs on the inside of the wrought iron fence was acceptable, but a block wall would invite tagging. Ms. Thomas further stated the site has six security cameras surrounding the building, and security guard patrol on weekends.

Two previous speakers restated their objections to the project.

Chair Ransom closed the public hearing.

ACTION

Commissioner Orcutt made a motion to continue consideration of the application until April 27, 2016, to allow the applicant and staff to work on noise mitigation, screening methods, and hours of operation; Chair Ransom seconded the motion. Roll call vote found all in favor; passed and so ordered.

2. ITEMS FROM THE AUDIENCE – Liz Perry stated the recycling operation in the Grocery Outlet parking lot had been removed and should never come back to the area.

Planning Commission Minutes

March 23, 2016

Page 4

3. DIRECTOR'S REPORT – None.
4. ITEMS FROM THE COMMISSION – Chair Ransom welcomed Cliff Hudson to the Commission.
5. ADJOURNMENT – It was moved by Commissioner Orcutt and seconded by Vice Chair Tanner to adjourn.

Time: 9:07 p.m.

STAFF LIAISON

CHAIR

**MINUTES
TRACY CITY PLANNING COMMISSION
WEDNESDAY, JANUARY 25, 2017
7:00 P.M.
CITY OF TRACY COUNCIL CHAMBERS
333 CIVIC CENTER PLAZA**

CALL TO ORDER

Vice Chair Tanner called the meeting to order at 7:00 p.m.

PLEDGE OF ALLEGIANCE

Vice Chair Tanner led the pledge of allegiance.

ROLL CALL

Roll Call found Vice Chair Tanner, Commissioners Hudson, Orcutt, and Sangha present. Also present were Bill Dean, Assistant Director of Development Services; Alan Bell, Senior Planner; Al Gali, Associate Civil Engineer; Leticia Ramirez, Deputy City Attorney; and Sandra Edwards, Executive Assistant. Also present was Nanda Gottiparthi, Consulting Engineer – SNG & Associates.

DIRECTOR'S REPORT REGARDING THIS AGENDA – Bill Dean thanked Sandra Edwards for stepping in to cover the Planning Commission meeting.

ITEMS FROM THE AUDIENCE – None.

1. NEW BUSINESS

- A. PUBLIC HEARING TO CONSIDER A PLANNED UNIT DEVELOPMENT PRELIMINARY AND FINAL DEVELOPMENT PLAN (APPLICATION NUMBER D16-0022) FOR A FOUR-STORY, 107-ROOM MARRIOTT TOWNEPLACE HOTEL AND SUITES ON THE EAST SIDE OF MACARTHUR DRIVE, SOUTH SIDE OF I-205 (APNS: 213-060-37, 38, AND 39); AND A REQUEST TO AMEND THE MAXIMUM ALLOWED FLOOR AREA RATIO REQUIREMENT FOR HOTELS AND MOTELS WITHIN THE I-205 CORRIDOR SPECIFIC PLAN AREA (APPLICATION NUMBER SPA17-0001)** – Alan Bell, Senior Planner, presented the Staff Report.

Commissioner Sangha recused herself from consideration of this agenda item due to the proximity of her personal business, and left the dais.

Chris Kinzel, Vice President, TJKM Transportation Consultants, who prepared the traffic study, was available in the audience to answer questions regarding traffic issues.

The commission discussed floor area ratio (FAR), and I-205 Specific Plan Area height limits, and the traffic study. Alan Bell reiterated that project-specific studies for traffic and water were conducted. Anticipated traffic impacts based on expected occupancy were discussed.

Nanda Gottiparthi, Consulting Engineer from SNG & Associates, addressed the commission and explained the analysis that was undertaken. The commission further discussed the traffic study at length, including turn lanes, striping, and signage changes.

Vice Chair Tanner opened the Public Hearing.

Architect Arvind Iyer, Iyer & Associates, addressed the Commission providing a PowerPoint presentation of the project: a four-story, 107-room hotel with an outdoor pool, off-street parking, landscaping, and related site improvements.

The commission and staff further discussed hotel floor layouts, safety bollards, exterior paint colors, light poles, and expected occupancy.

Mr. Ayer introduced owner/operator Moheb Zanni, who expects 84% occupancy at the hotel. Discussion continued regarding amenities, U-turn access problems, light poles and lighting issues in the area, particularly in the front row, anticipating perhaps needing to be angled away from the local neighborhoods.

Alice English addressed the commission, expressing concern about traffic, lighting, and inquiring if the rendering that was presented was pretty close to what the actual paint colors will be. The project architect assured that the colors are accurate.

The Public Hearing was closed.

Chris Kinzel, Vice President, TJKM Transportation Consultants, further explained the traffic impact study, and responded to concern about the heavy truck traffic in that area at different times of the day being considered in the traffic study. Mr. Kinzel confirmed that, yes, this fact was taken into consideration in the study.

ACTION 1) It was moved by Commissioner Orcutt and seconded by Commissioner Hudson that the Planning Commission recommends that the City Council approve the I-205 Corridor Specific Plan four area ratio amendment and the Hotel Planned Unit Development (PUD) Preliminary and Final Development Plan for as documented in the January 25th Planning Commission resolution. Voice vote found Vice Chair Tanner in favor; passed and so ordered. Commissioner Sangha abstained. 3-0-1.

ACTION 2) It was moved by Commissioner Orcutt and seconded by Commissioner Hudson that the Planning Commission approve the Marriott Towneplace Hotel and Suites Planned Unit Development (PUD) Preliminary and Final Development Plan and approve the I-205 Corridor Specific Plan Floor Area Ratio (FAR) amendment for hotels and motels, from a maximum of 0.4 to 0.6. Voice vote found Vice Chair Tanner in favor; passed and so ordered.

Commissioner Sangha abstained. 3-0-1.

Commissioner Sangha rejoined the dais.

2. ITEMS FROM THE AUDIENCE – None.
3. DIRECTOR’S REPORT – Bill Dean, Assistant Director of Development Services, shared information about an upcoming Planning Commissioners Academy from the League of California Cities, taking place March 1st through March 3rd, available to the Commissioners, in Los Angeles at the LA Airport Marriott. Mr. Dean will e-mail details to each of the commissioners.
4. ITEMS FROM THE COMMISSION – None.
5. ADJOURNMENT – It was moved by Commissioner Orcutt and seconded by Commissioner Hudson to adjourn. Voice vote found all in favor; passed and so ordered.

Time: 7:51 p.m.

CHAIR

STAFF LIAISON

AGENDA ITEM 1-A

REQUEST

PUBLIC HEARING TO CONSIDER A RECOMMENDATION TO THE CITY COUNCIL REGARDING APPROVAL OF AN AMENDMENT TO THE CONDITIONS OF APPROVAL FOR THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP FOR TRACY HILLS PHASE 1A, WHICH CONSISTS OF APPROXIMATELY 417 ACRES LOCATED WEST OF CORRAL HOLLOW ROAD, SOUTH OF THE CALIFORNIA AQUEDUCT, AND NORTH OF INTERSTATE 580. THE APPLICANT IS MIKE SOUZA AND THE PROPERTY OWNER IS TRACY PHASE 1, LLC. APPLICATION NUMBER TSM17-0001

DISCUSSION

This agenda item involves a Planning Commission public hearing to make a recommendation to City Council regarding proposed amendments to the conditions of approval for the Tracy Hills Vesting Tentative Subdivision Map for Phase 1A of the project, which was evaluated by Planning Commission on March 2, 2016, and approved by City Council on April 5, 2016 (Application Number TSM13-0005).

As the project owner finalizes Improvement Plans and Final Maps in preparation of grading, infrastructure improvements and ultimately construction of homes, businesses, fire stations, parks and other improvements, it is common (especially on large, complex projects) for the City to be presented with proposed modifications. On July 15, 2016, an application was submitted to the City proposing modifications to the Vesting Tentative Subdivision Map Conditions of Approval (Application TSM17-0001).

The proposed modifications relate to three topical areas addressed in the Conditions of Approval: 1) the Phillips 66 pipeline; 2) a water line that serves the project; and 3) financing of City services through a Community Facilities District. The proposed modifications in each of these topical areas are outlined below, preceded by a general description of the area subject to the Map and the Phillips 66 pipeline.

Overview of the Small-Lot Vesting Tentative Subdivision Map for Tracy Hills Phase 1A

The approved small-lot Vesting Tentative Subdivision Map for Tracy Hills Phase 1A consists of approximately 1,160 single-family lots with approximately 50 acres of mixed-use business park/commercial retail area, three public parks, and a school site.

The design of Phase 1A is built around a spine road that would wind through the site in a large curvilinear fashion and include three roundabouts. The neighborhoods surrounding the spine road are designed with modified grid pattern streets.

Phillips 66 Pipeline / Easement

The Phillips 66 pipeline/easement runs through the portion of the project, generally running west to east, bisecting roughly the center of Phase 1A between the freeway and the California Aqueduct. This pipeline is described in detail in the Tracy Hills Specific

Plan Final Subsequent Environmental Impact Report. Generally, the pipeline is 16 inches in diameter, conveys crude oil, and is located in an easement 16.5 feet wide.

The Phillips 66 pipeline easement runs through yet-to-be-constructed streets, parks, and walking trails, near or through residential neighborhoods, and is directly adjacent to approximately 40 of the approved residential lots (rear and side yard property lines) in the first phase. Design and development of the parks will be affected by the location and limitations of the Phillips 66 pipeline easement. For example, structures such as restroom facilities would not be allowed in the pipeline easement area.

The Specific Plan contains a minimum setback of 5 feet from the edge of the Phillips 66 pipeline easement for any building/structure. Environmental Impact Report Mitigation Measure 4.8-2a states that the developer shall obtain clearance from the San Joaquin County Environmental Health Department (EHD) regarding soil sampling and any necessary soil remedial activities prior to issuance of grading permits for the project. The EHD has reported to City staff that they are working with the developer to satisfy this mitigation measure.

Regarding pipeline safety, Mitigation Measure 4.8-2b prescribes a variety of marking, noticing, and other coordination measures to help ensure that pipelines through the project are not breached or otherwise affected by development near the pipeline easements. City staff and City pipeline consultants are unaware of any Federal or State agency regulations that establish a minimum, safety-related setback between the pipelines or their easements in the Tracy Hills project and proposed structures, such as houses or commercial buildings. There are similar pipelines in other areas of the City.

Phillips 66 owns an easement that is typically centered on its crude oil pipeline. The easement is 16.5 feet wide (i.e. one surveyor's rod wide) with provisions for an additional two rods (i.e. 33 feet) wide for the purpose of accessing the pipeline for maintenance activities. The provision in the easement that allows for temporary access is a difficult-to-interpret property right because the language is vague and not specific as to its location. Staff sought to ensure that the applicant consulted with Phillips 66 concerning the easement, and so arrived at condition C.2.10.1 and C.2.10.12. The applicant proposed to eliminate C.2.10.1 and modify C.2.10.12 (see below).

Proposed Modifications to the Vesting Tentative Subdivision Map Conditions of Approval

1) Conditions related to the Phillips 66 pipeline:

The developer has proposed revisions to the following two conditions of approval related to the Phillips 66 pipeline. The proposed revisions are shown in strikethrough format below.

~~C.2.10.1~~

~~Prior to beginning of grading operations that may impact the existing Phillips 66 underground facilities within the Project, the Subdivider shall obtain signatures on the improvement plans by Phillips 66. Grading and improvement plans affecting Phillips 66 facilities shall comply with the applicable version of Phillip 66 Pipeline~~

~~Encroachment Design and Construction Specifications. The Improvement plans shall contain an approval block for Phillip 66 indicating their approval of such designs.~~

Condition No. C.2.10.2

~~Before the approval of the park improvement plans, the Subdivider shall submit evidence of approval of the park plans by Phillips 66 for the proposed park improvements consistent with the Parks Master Plan and as approved by the City.~~ Subdivider shall provide a grading plan and profiles showing cut/fill sections over the Phillips 66 pipelines within proposed park areas.

~~The~~ Subdivider shall be responsible for design and construction of surface water drainage facilities within the Phillips 66 Oil Line Easement. All surface water within this easement shall be collected and channeled to the public storm drainage system within public roadways.

The effect of the revisions in these two conditions of approval is removal of a third party (i.e. Phillips 66) from signing off on public improvement plans related to work done on or around the Phillips 66 Crude Oil Pipeline. These proposed revisions have been shared with Phillips 66. The applicant and Phillips 66 arrived at a private agreement concerning the meaning of the temporary access provision in the easement and on other related issues. Staff considers condition C.2.10.1 superfluous in light of this agreement and agrees that this condition can be removed. For the same reasons, C.2.10.12 can be amended to remove Phillips 66 approval of improvement plans related to the construction of parks in this subdivision.

2) Conditions related to the twin water transmission mains emanating from the JJWTP:

The City has designed two water transmission mains that will supply water from the John Jones Water Treatment Plant to Zone 3 and Tracy Hills Zone 3 to serve new growth. These pipelines are designed to be constructed together. Due to the different timing of the developments that require these pipelines (e.g. Tracy Hills and Ellis), the City may fund the construction of these pipelines ahead of new growth (from the City's development impact fee fund) and require developers to reimburse the City. The following condition is proposed to be modified to allow for this possibility:

Condition No. C.2.6.9

Prior to final inspection of the first residential building (excluding model homes), or issuance of certificate of occupancy for the first commercial building within the project, the two water lines ("Zone 3-C" CL 20" Pipeline and "Zone 3-TH" CL 24" Pipeline) from the JJWTP to Corral Hollow Road and from Corral Hollow Road to the Project the split in the two lines near the Delta Mendota Canal ("Segment 1") and the water line ("Zone 3-TH" CL 24" Pipeline) from near Delta Mendota Canal to the Project ("Segment 2") (together, the "Offsite Water Line Improvements") must be constructed and operational ~~per~~ in accordance with the approved improvement plans titled "Corral Hollow Road Utility Improvements – Water and Sewer Pipelines" prepared by CH2MHill ("Offsite Water Line Improvement

Plans"). All work performed by Subdivider relating to the Offsite Water Line Improvements shall be pursuant to an Offsite Improvement Agreement approved by the City (the "Water Line OIA") , which shall require, among other things, that Subdivider post improvement security as required by Tracy Municipal Code section 12.36.080 and fully indemnify City against any and all claims and liabilities arising out of or related to such work, including but not limited to work related to the Crossing Improvements (defined below).

The Subdivider can either elect to fund and construct Segment 1 of the Offsite Water Line Improvements itself, or have the City construct these improvements by depositing with the City an amount equaling the estimated Non-Program Subdivider CIP Costs or opt to construct the improvements. Segment 1, provided that if Subdivider elects to have the City construct Segment 1, Subdivider shall pay to City Subdivider's fair share of the actual costs of Segment 1, as determined by City in its sole discretion, not later than City's issuance of the first residential building permit for the Project. If the Subdivider either constructs or pays for installation by the City Segment 1 of the Offsite Water Line Improvements, the Subdivider shall be eligible for reimbursement of costs beyond Subdivider's fair share cost of the actual costs of Segment 1, as determined by City in its sole discretion upon completion of construction.

Subdivider shall fully fund and construct Segment 2 itself; Subdivider shall complete construction of Segment 2 not later than final inspection of the first commercial building (excluding model homes or issuance of a COA).

For the crossings of the water line at Delta Mendota Canal and California Aqueduct ("Crossing Improvements"), permits from appropriate regulating agencies ~~will~~ shall be required. ~~The City Subdivider may elect opt to construct the Crossing Improvements itself, or may elect to have the City construct the Crossing Improvements. If Subdivider elects to construct the Crossing Improvements itself, The City Subdivider may opt, to shall construct the Crossing Improvements in full compliance with all required permits and pursuant to the Water Line OIA described above. the permit requirements and subject to Subdivider's posting improvement security as required by T MC section 12.36.080 and executing an Offsite Improvement Agreement approved by the City which, among other things, provides for Subdivider to fully indemnify City against any and all claims and liabilities that may arise from the construction of the Crossing Improvements.~~

If Subdivider elects to have the City constructs the Crossing Improvements, ~~the~~ Subdivider shall pay ~~to the City for City CIP Costs relating to the Crossing Improvements~~ either before approval of the first Final Map within the Project, or within 15 days from the date of written notice from the City that the project is ready for bid, whichever is earlier. Upon receipt of the funds, City will proceed with bidding of the Crossing Improvements project. In the event the responsive bid as determined by the City is higher than the funding provided by the Subdivider, the Subdivider shall promptly provide additional funding sufficient to make up the difference.

~~If the Subdivider either constructs or pays for installation by the City, the 20-inch diameter City Side Zone 3 Water Line (shown as "Zone 3-C CL 20" Pipeline on the Offsite Water Line Improvement Plans), the Subdivider shall be eligible to receive reimbursements for the cost of the 20" City Side Zone 3 Water Line. The amount and timing of reimbursement, if from the City, will be addressed in the agreement specified above.~~

~~In the event a portion of the "Zone 3-TH" CL Pipeline as shown on the Offsite Water Line Improvement Plans will be installed by a third party other than the City, the Subdivider shall pay the party that will install the "Zone 3-TH" CL Pipeline the cost of the pipeline prior to beginning of construction. The Subdivider shall provide to the City documentation of payment in full for the cost of the "Zone 3-TH" CL Pipeline prior to final inspection of the first building constructed within the Project.~~

3) Conditions related to financing City Services:

The developer has proposed revisions to the following condition of approval related to financing City services necessary to serve the project.

Condition No. 13

Public Services. Before approval of the first Final Map, the Subdivider shall do one of the following; (subject to the approval of the Administrative Services Finance Director) to fully fund, in perpetuity, the ongoing operational costs of providing Police services, Fire services, Public Works and other City services (collectively, the "Public Services") to the Property:

- a. CFD or other funding mechanism. ~~The Subdivider shall e~~Enter into an agreement with the City, which shall be recorded against the Property, which stipulates that prior to issuance of a building permit final inspection or issuance of a certificate of occupancy for the first (1st) residential unit (except for up to fifteen model homes), the Subdivider will either form join a Community Facilities District (CFD) established by the City to fund the provision of Public Services for all new residential development in the City, or establish another lawful funding mechanism that is reasonably acceptable to the City ~~for funding the on-going operational costs of providing Police services, Fire services, Public Works and other City services within the Project area to fund the provision of Public Services.~~ If the Subdivider elects to join a City-established CFD to fund Public Services, Subdivider's election Formation of the CFD shall include, but not be limited to, affirmative votes and the recordation of a Notice of Special Tax Lien. Upon successful formation Subdivider's election, the parcels will Property shall be subject to the maximum special tax rates as outlined provided in the Rate and Method of Apportionment; which, provided, however, that: (i) the tax rate applicable to the Property shall be the same as the tax rate applicable to other similarly-situated residential properties in the City; (ii) at the time of formation of the CFD, the maximum special tax rate shall not

exceed \$325 per unit per month year in 2016 dollars (subject to adjustment based on the Consumer Price Index or other established index); and (iii) provided, however, that the City reserves the right to provide for escalation of the adopted maximum special tax rate to a commercially reasonable rate determined by the City. Subdivider shall have no obligation to form its own CFD to fund the provision of Public Services to the Property, and if the City has not acted to form a CFD to fund Public Services and determined the amount of the maximum special tax under such CFD prior to the issuance of the first (1st) building permit for a residential unit on the Property, this Condition 13 shall be deemed to be rescinded by the City.

Or

- b. Direct funding. The Subdivider shall Enter into an agreement with the City, which shall be recorded against the pProperty, which stipulates that prior to issuance of a building permit (except for up to fifteen model homes), the Subdivider ~~will~~ shall: (i) fund a fiscal impact study to be conducted and approved by the City to determine the long term on-going operational costs of providing ~~Police services, Fire services, Public Works and other City services within the Project area, Public Services to the Property;~~ and (ii) deposit with the City an amount ~~necessary~~ sufficient, as reasonably determined by the City based on the approved study, to fund the full costs of funding the provision of Police services, Fire services, Public Works and other City services within the Project area providing Public Services to the Property in perpetuity. as identified by the approved study.

The effect of revising this condition of approval is to make the requirement to fund City services similar to other projects' conditions of approval. After this project was approved, other projects' conditions of approval contained revised language intended to establish that if City Council did not act within a certain time frame to decide whether or not to form a services CFD, then the obligation to fund services would sunset. Tracy Hills is seeking similar language so that the obligations to fund City services are similar across projects.

Environmental Review

The City Council certified the Tracy Hills Specific Plan Final Subsequent Environmental Impact Report (Final SEIR) (State Clearinghouse No. 2013102053) on April 5, 2016, in compliance with the California Environmental Quality Act (CEQA). Preparation of the Final SEIR was preceded by preparation of a Draft SEIR and a Recirculated Draft SEIR. No additional CEQA review is required for evaluation of the proposed modifications to the conditions of approval for the Vesting Tentative Subdivision Map for Phase 1A.

RECOMMENDATION

Staff recommends that the Planning Commission recommend that the City Council approve the modifications to the Conditions of Approval for the Tracy Hills Vesting Tentative subdivision Map for Phase 1A, Application Number TSM17-0001.

MOTION

Move that the Planning Commission recommend that the City Council approve the modifications to the Conditions of Approval for the Tracy Hills Vesting Tentative Subdivision Map for Phase 1A, Application Number TSM17-0001.

Prepared by: Bill Dean, Assistant Director of Development Services
Robert Armijo, City Engineer

Approved by: Andrew Malik, Development Services Director

ATTACHMENT

Attachment A - Planning Commission Resolution including Exhibit 1 - Conditions of Approval for the Tracy Hills Vesting Tentative Subdivision Map for Phase 1A

RESOLUTION 2017-_____

RECOMMENDING THAT THE CITY COUNCIL APPROVE AN AMENDMENT TO THE CONDITIONS OF APPROVAL FOR THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP FOR TRACY HILLS PHASE 1A, WHICH CONSISTS OF APPROXIMATELY 417 ACRES LOCATED WEST OF CORRAL HOLLOW ROAD, SOUTH OF THE CALIFORNIA AQUEDUCT, AND NORTH OF INTERSTATE 580, APPLICATION NUMBER TSM17-0001

WHEREAS, On April 5, 2016, the City Council approved a small-lot Vesting Tentative Subdivision Map for Tracy Hills Phase 1A to create 1,160 single-family residential lots and various other parcels on approximately 417 acres located west of Corral Hollow Road, south of the California Aqueduct, and north of Interstate 580, Application Number TSM13-0005, and

WHEREAS, On July 15, 2016, an application was submitted to amend the conditions of approval for the small-lot Vesting Tentative Subdivision Map for Tracy Hills Phase 1A, Application Number TSM17-0001, and

WHEREAS, The proposed amendment relates to three topical areas addressed in the conditions of approval: (1) a Phillips 66 pipeline easement, (2) a water line that serves the project, and (3) financing of City services through a Community Facilities District, and

WHEREAS, The project is consistent with the Tracy Hills Specific Plan Final Subsequent Environmental Impact Report (SCH No. 2013102053), certified by the City Council on April 5, 2016, in compliance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines. Pursuant to CEQA Guidelines Section 15162 and Public Resources Code Section 21166, no subsequent Environmental Impact Report (EIR) shall be prepared for the project because the project has a certified EIR and no substantial changes are proposed in the project that would require major revisions to the previous EIR; no substantial changes have occurred with respect to the circumstances under which the project will be undertaken that would require major revisions to the previous EIR; and no new information of substantial importance regarding significant effects, mitigation measures, or alternatives for this project has become known, which was not known at the time the previous EIR was certified as complete. Furthermore, as a residential subdivision that is consistent with a specific plan for which an EIR was certified after January 1, 1980, the project is exempt from the requirements of CEQA pursuant to California Government Code Section 65457. Therefore, no further environmental review is necessary, and

WHEREAS, The Planning Commission conducted a public hearing to review and consider the proposed amendment on March 22, 2017;

NOW, THEREFORE BE IT RESOLVED, That the Planning Commission recommends that the City Council approve an amendment to the conditions of approval for the small-lot Vesting Tentative Subdivision Map for Tracy Hills Phase 1A, Application Number TSM17-0001, as stated in Exhibit "1" attached and made part hereof.

* * * * *

The foregoing Resolution 2017-_____ was passed and adopted by the Planning Commission of the City of Tracy on the 22nd day of March 2017, by the following vote:

AYES:	COMMISSION MEMBERS:
NOES:	COMMISSION MEMBERS:
ABSENT:	COMMISSION MEMBERS:
ABSTAIN:	COMMISSION MEMBERS:

CHAIR

ATTEST:

STAFF LIAISON

City of Tracy
Conditions of Approval
Small-Lot Vesting Tentative Subdivision Map
For Tracy Hills Phase 1A
West of Corral Hollow Road, South of the California Aqueduct, and North of Interstate 580
Application Number TSM17-0001
March 22, 2017

Vesting Tentative Subdivision Map Conditions of Approval, conditions replaced to read:

Condition C.2.10.1

Deleted

Condition No. C.2.10.2

Subdivider shall provide a grading plan and profiles showing cut/fill sections over the Phillips 66 pipelines within proposed park areas.

Subdivider shall be responsible for design and construction of surface water drainage facilities within the Phillips 66 Oil Line Easement. All surface water within this easement shall be collected and channeled to the public storm drainage system within public roadways.

Condition No. C.2.6.9

Prior to final inspection of the first residential building (excluding model homes), or issuance of certificate of occupancy for the first commercial building within the Project, the two water lines ("Zone 3-C" CL 20" Pipeline and "Zone 3-TH" CL 24" Pipeline) from the JJWTP to the split in the two lines near the Delta Mendota Canal ("Segment 1") and the water line ("Zone 3-TH" CL 24" Pipeline) from near Delta Mendota Canal to the Project ("Segment 2") (together, the "Offsite Water Line Improvements") must be constructed and operational in accordance with the approved improvement plans titled "Corral Hollow Road Utility Improvements – Water and Sewer Pipelines" prepared by CH2MHill ("Offsite Water Line Improvement Plans"). All work performed by Subdivider relating to the Offsite Water Line Improvements shall be pursuant to an Offsite Improvement Agreement approved by the City (the "Water Line OIA"), which shall require, among other things, that Subdivider post improvement security as required by Tracy Municipal Code section 12.36.080 and fully indemnify City against any and all claims and liabilities arising out of or related to such work, including but not limited to work related to the Crossing Improvements (defined below).

The Subdivider can either elect to fund and construct Segment 1 of the Offsite Water Line Improvements itself, or have the City construct Segment 1, provided that if Subdivider elects to have the City construct Segment 1, Subdivider shall pay to City Subdivider's fair share of the actual costs of Segment 1, as determined by City in its sole discretion, not later than City's issuance of the first residential building permit for the Project. If the Subdivider either constructs or pays for installation by the City of Segment 1 of the Offsite Water Line Improvements, the Subdivider shall be eligible for reimbursement of costs beyond Subdivider's fair share cost of the actual costs of Segment 1, as determined by City in its sole discretion upon completion of construction.

Subdivider shall fully fund and construct Segment 2 itself; Subdivider shall complete construction of Segment 2 not later than final inspection of the first commercial building (excluding model homes or issuance of a COA).

For the crossings of the water line at Delta Mendota Canal and California Aqueduct ("Crossing Improvements"), permits from appropriate regulating agencies shall be required. Subdivider may opt to construct the Crossing Improvements itself, or may elect to have the City construct the Crossing Improvements. If Subdivider elects to construct the Crossing Improvements itself, Subdivider shall construct the Crossing Improvements in full compliance with all required permits and pursuant to the Water Line OIA described above.

If Subdivider elects to have the City construct the Crossing Improvements, Subdivider shall pay the City for City CIP Costs relating to the Crossing Improvements either before approval of the first Final Map within the Project, or within 15 days from the date of written notice from the City that the project is ready for bid, whichever is earlier. Upon receipt of the funds, City will proceed with bidding of the Crossing Improvements project. In the event the responsive bid as determined by the City is higher than the funding provided by the Subdivider, the Subdivider shall promptly provide additional funding sufficient to make up the difference.

Condition No. 13

Public Services. Before approval of the first Final Map, the Subdivider shall do one of the following (subject to the approval of the Finance Director) to fully fund, in perpetuity, the ongoing operational costs of providing Police services, Fire services, Public Works and other City services (collectively, the "Public Services") to the Property:

- a. CFD or other funding mechanism. Enter into an agreement with the City, which shall be recorded against the Property, which stipulates that prior to final inspection or issuance of a certificate of occupancy for the first (1st) residential unit (except for up to fifteen model homes), the Subdivider will either join a Community Facilities District (CFD) established by the City to fund the provision of Public Services for all new residential development in the City, or establish another lawful mechanism that is reasonably acceptable to the City to fund the provision of Public Services. If the Subdivider elects to join a City-established CFD to fund Public Services, Subdivider's election shall include, but not be limited to, affirmative votes and the recordation of a Notice of Special Tax Lien. Upon Subdivider's election, the Property shall be subject to the maximum special tax rates provided in the Rate and Method of Apportionment; provided, however, that: (i) the tax rate applicable to the Property shall be the same as the tax rate applicable to other similarly-situated residential properties in the City; (ii) at the time of formation of the CFD, the maximum special tax rate shall not exceed \$325 per unit per year in 2016 dollars (subject to adjustment based on the Consumer Price Index or other established index); and (iii) the City reserves the right to provide for escalation of the adopted maximum special tax rate to a commercially reasonable rate determined by the City. Subdivider shall have no obligation to form its own CFD to fund the provision of Public Services to the Property, and if the City has not acted to form a CFD to fund Public Services and determined the amount of the maximum special tax under such CFD prior to the issuance of the first (1st) building permit for a residential unit on the Property, this Condition 13 shall be deemed to be rescinded by the City.

Or

- b. Direct funding. Enter into an agreement with the City, which shall be recorded against the Property, which stipulates that prior to issuance of a building permit (except for up to fifteen model homes), the Subdivider shall: (i) fund a fiscal impact study to be conducted and approved by the City to determine the long-term, ongoing operational costs of providing Public Services to the Property; and (ii) deposit with the City an amount sufficient, as reasonably determined by the City based on the approved study, to fund the full costs of providing Public Services to the Property in perpetuity.

AGENDA ITEM 1-B

REQUEST

PUBLIC HEARING TO CONSIDER A GENERAL PLAN AMENDMENT FROM OFFICE TO COMMERCIAL (APPLICATION NUMBER GPA16-0004) AND DEVELOPMENT REVIEW (APPLICATION NUMBER D16-0029) FOR A FOUR-STORY, 94-ROOM, HOME2 SUITES HOTEL AT THE NORTHWEST CORNER OF GRANT LINE ROAD AND CORRAL HOLLOW ROAD (APNS 214-020-34 AND 35)

DISCUSSION

Project Description

The proposal is to develop a four-story, 94-room hotel with an outdoor pool, off-street parking, landscaping, and related site improvements. Each floor of the hotel is approximately 16,500 square feet; the four-story building contains a total of approximately 67,230 square feet. The project proposes 105 parking spaces.

The approximately 2.6-acre subject property is located at the northwest corner of Grant Line Road and Corral Hollow Road (Attachment A).

A single-family home neighborhood is across Corral Hollow Road to the east of the site. The nearest homes are approximately 250 feet from the proposed hotel building. The top of the tower on the east end of the building (closest to the homes) is approximately 60 feet tall. While the proposed hotel will be in nearby, direct view of the homes, no bedroom windows are on the east end of the building facing the residential neighborhood. The fourth floor windows on the north side of the building are approximately 35 feet above the ground level.

The proposal includes two driveways accessing the public right-of-way: one on Grant Line Road and one on Corral Hollow Road, Attachment B. A raised median exists in Grant Line and Corral Hollow Roads; therefore, the access driveways will provide right-in and right-out access only. Future access points to adjacent private property are located near the northwest corner of the project site.

The western portion of the site, approximately one-half acre, is not proposed for development at this time. Development of that portion of the site will be subject to regulations in place at the time development is proposed. This undeveloped parcel could accommodate a small office or other commercial building or a future expansion of an adjacent, existing building. The hotel is proposed with 11 parking spaces more than required by City standards and could share parking with the undeveloped lot when neighboring uses have off-set, peak-hour parking demands.

The guest rooms range in size from approximately 450 square feet to approximately 1,000 square foot, two-bedroom suites. In addition to an outdoor pool on the north side of the hotel building, the first floor will contain a fitness center, and an approximately 850 square-foot meeting room. The proposed floor plans, exterior

building elevations, and building renderings are contained in Attachments C, D, and E.

The proposed building exterior includes various colors, two textures of cement fiber board, stone veneer around the first floor of the building, and a decorative cornice around the top of the building. Tower structures are incorporated into the building design, each topped with a decorative “glass crown” element. The porte-cochere on the south side of the building contains a substantial fascia and columns to help give it a rich, solid feel. Overall, the architecture includes reasonable design elements to achieve consistency with the City’s Design Goals and Standards.

General Plan Amendment

The General Plan designation of the site is Office. The Office designation was established for this site and its vicinity with a City-wide General Plan update in 2006, with a focus of providing for medical, business, and professional offices and related uses.

Hotels are not allowed within the Office General Plan designation. However, due to this site’s direct exposure and access to two major arterial streets, proximity to Interstate 205, and surrounding (existing and permitted) land uses, such as restaurants and other commercial uses, the project site is well suited for a hotel use. Therefore, in addition to the Development Review application, the project includes a request to amend the General Plan designation of the site from Office to Commercial. Attachments F and G contain the existing and proposed General Plan map designations. Hotels are an allowed use within the Commercial General Plan designation.

The zoning of the project site is General Highway Commercial (GHC). The GHC Zone is consistent with the Commercial General Plan designation, permits hotels, and therefore, is not requested to be changed.

CEQA Documentation

The City’s environmental consultant, De Novo Planning Group, prepared a project-level Initial Study (Exhibit 1 to the Planning Commission Resolution). The analysis included the City’s traffic, water, and storm drain studies, and an independent noise analysis. Various potentially significant environmental impacts were identified stemming from development of the proposed hotel, including the areas of aesthetics, air quality, geology and soils, noise, and traffic. However, mitigation measures were identified for each of the potentially significant impacts that would, upon implementation, reduce the impacts to levels of insignificance. Therefore, in accordance with California Environmental Quality Act regulations, a Mitigated Negative Declaration is proposed.

RECOMMENDATION

Staff recommends that the Planning Commission recommend the City Council take the following action:

1. Adopt the project Mitigated Negative Declaration;
2. Approve the General Plan Map Amendment for the eastern portion of the site from Office to Commercial; and
3. Approve the Home2 Suites Hotel Development Review permit.

MOTION

Move that the Planning Commission recommend the City Council adopt the Mitigated Negative Declaration, approve the General Plan Amendment, and approve the Development Review permit as documented in the March 22, 2017 Planning Commission Resolution.

Prepared by Alan Bell, Senior Planner

Approved by Bill Dean, Assistant Development Services Director

ATTACHMENTS

Attachment A – Project Vicinity Map

Attachment B – Site Plan

Attachment C – Floor Plans

Attachment D – Exterior Elevations

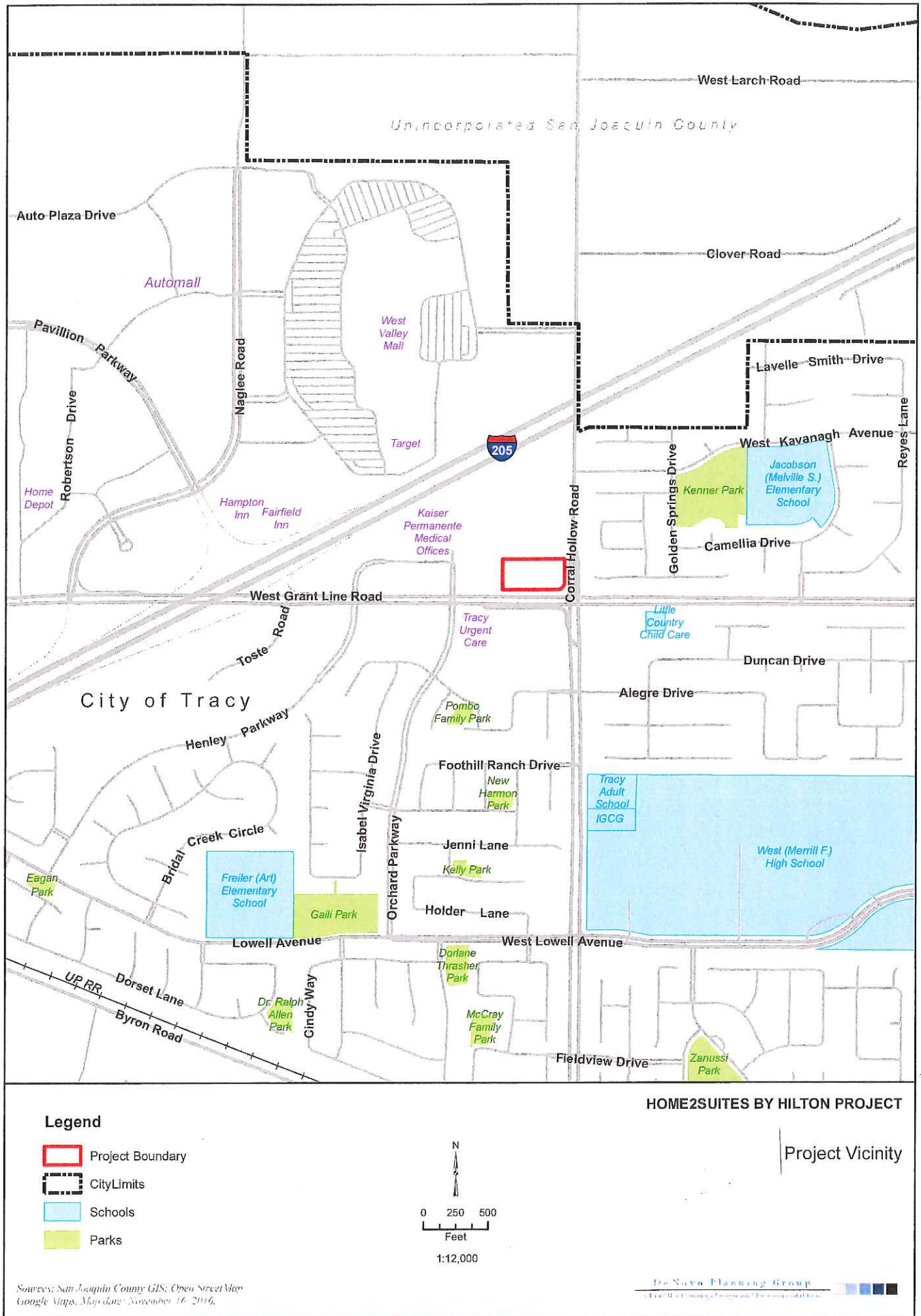
Attachment E – Exterior Building Renderings

Attachment F – Project Site Existing General Plan Map Designations

Attachment G – Project Site Proposed General Plan Map Designations

Attachment H – Planning Commission Resolution with the Proposed Initial Study/Mitigated Negative Declaration (Exhibit 1) and Project Conditions of Approval (Exhibit 2)

(Oversize plans have been provided to the Planning Commission and are available for review at Tracy Development Services Department, 333 Civic Center Plaza, Tracy. Technical studies related to traffic, sewer, water, and noise are available for review at the Tracy Development Services Department and on the City of Tracy web site: <http://www.ci.tracy.ca.us/?navid=595>.)



LEE GAGE & ASSOCIATES, INC.
architectural engineering planning
7233 N. Highway Suite 107 Fresno, California 93711 phone (559) 439-1212 fax (559) 439-1213

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PROPOSED:
TRACY HOME2 HOTEL
W GRANT LINE ROAD & N CORRAL HOLLOW ROAD
TRACY, CALIFORNIA

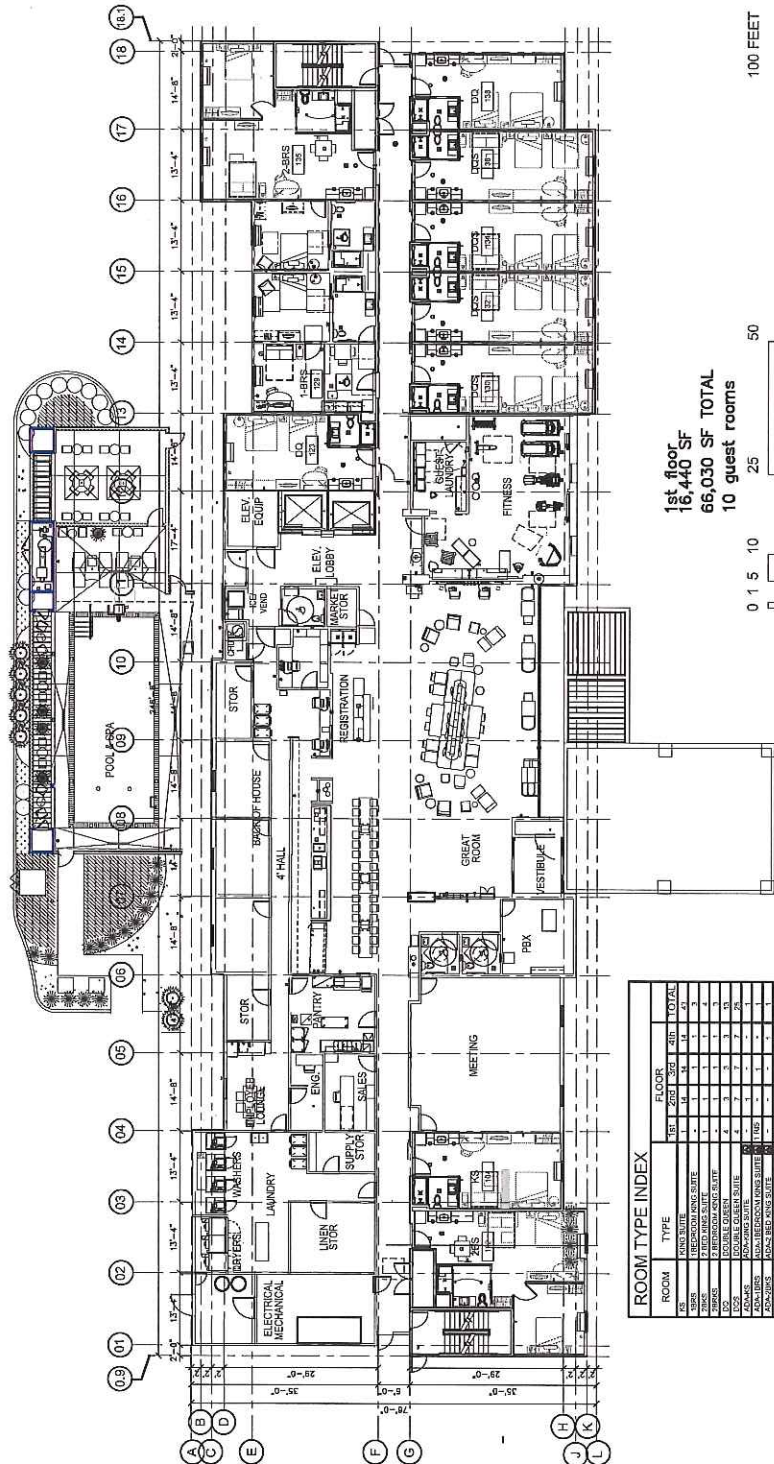


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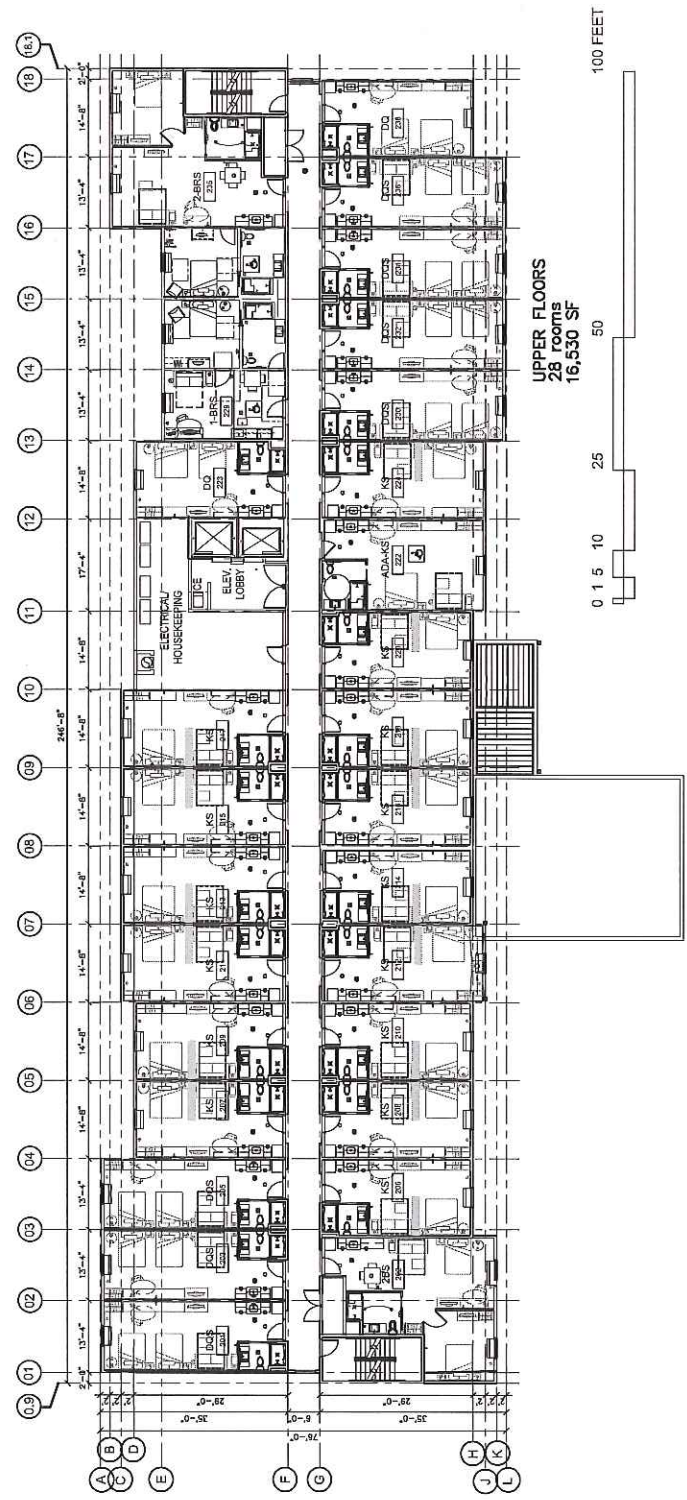
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10 guest rooms



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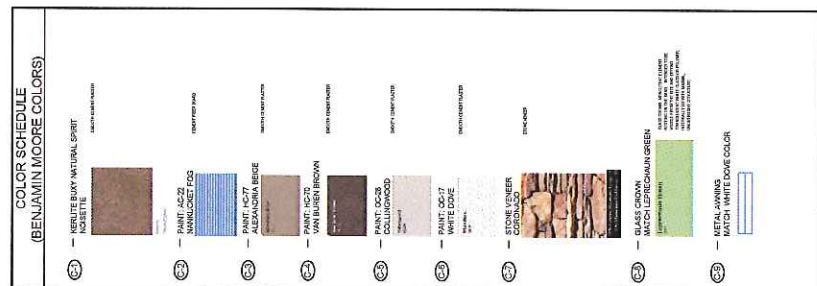
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200	ADJ. SUITE	1	1	2

5 ROOMS FULLY ACCESSIBLE
9 INDICATES ROOMS WITH HEARING
(SEE PLAN FOR LOCATION)
(SEE PLAN FOR LOCATION)
(SEE PLAN FOR LOCATION)

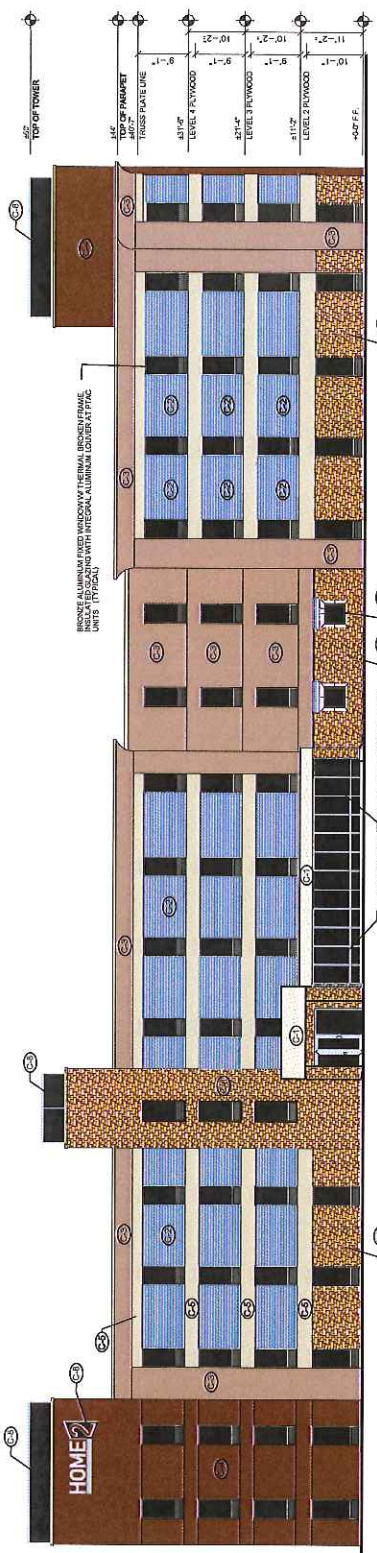


UPPER FLOORS
 28 rooms
 16,530 SF

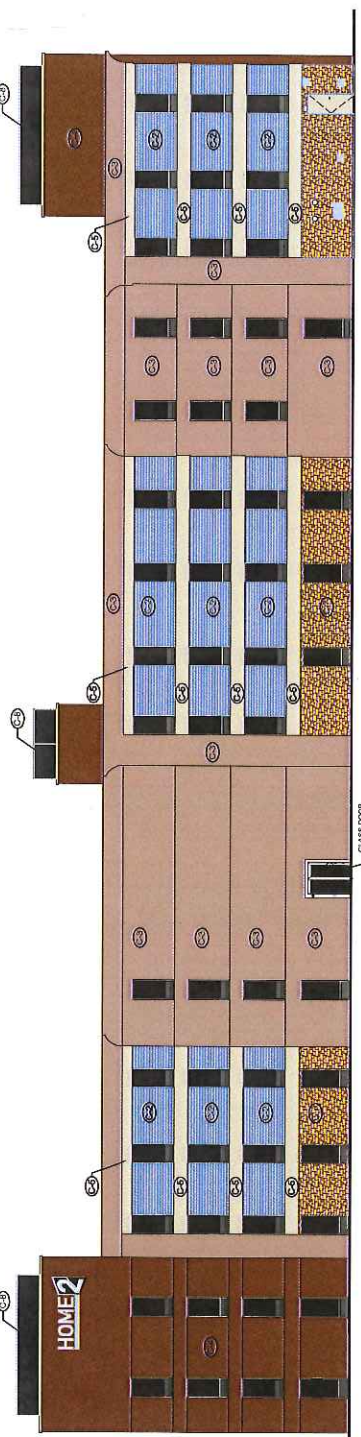
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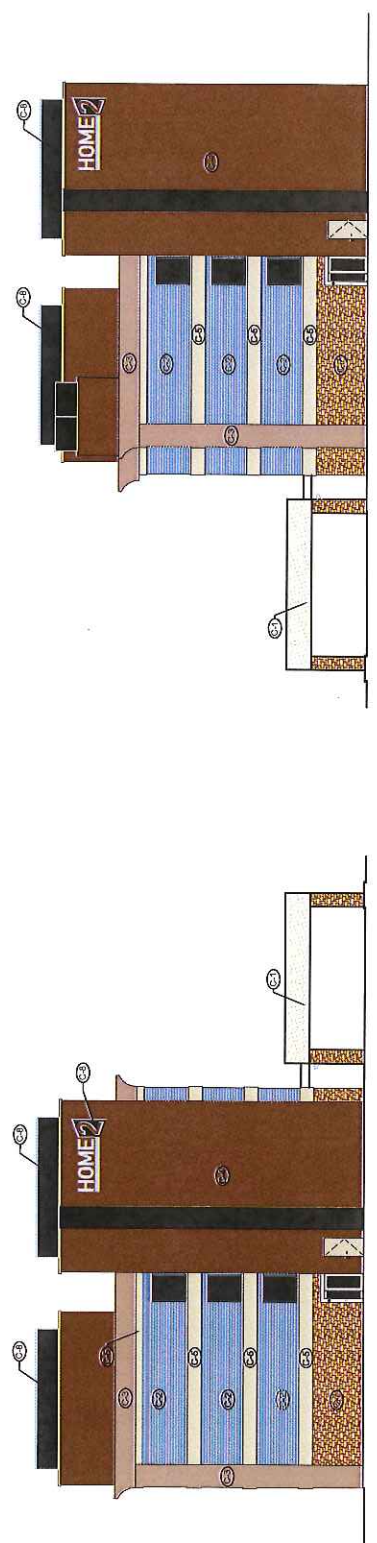
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ALL ROOF DRAINS & OVERFLOWS TO BE CONCEALED
INSIDE THE EXTERIOR WALL FRAMING.
ALL ROOF DRAINS ARE IN THE MAIN ROOF AREA- NO
BUTTERS
ALL ROOF EQUIPMENT TO BE SCREENED FROM PUBLIC
VIEW



SOUTH ELEVATION



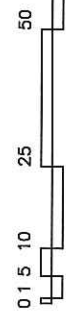
NORTH ELEVATION



WEST ELEVATION

EAST ELEVATION

100 FEET



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10

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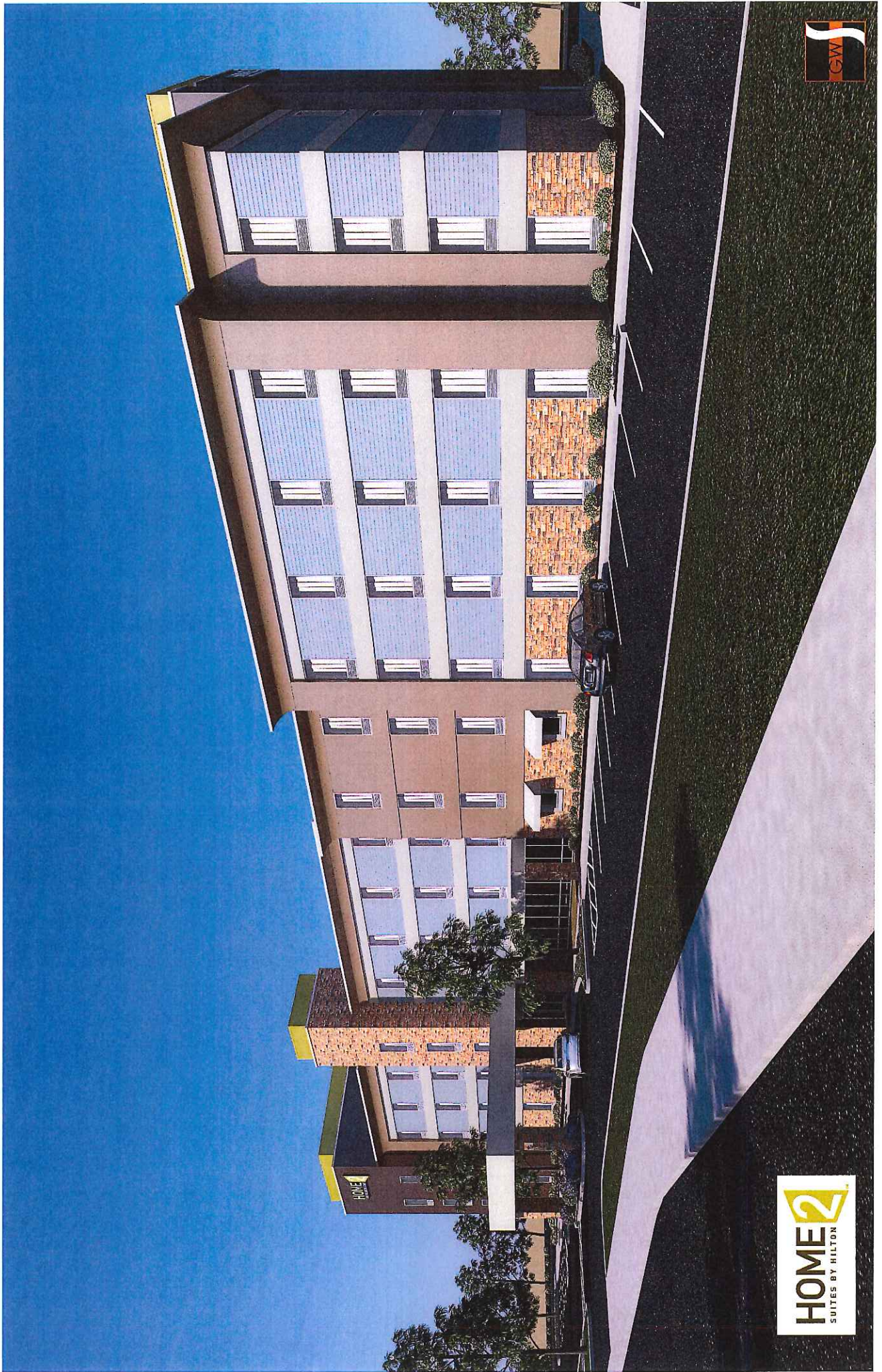
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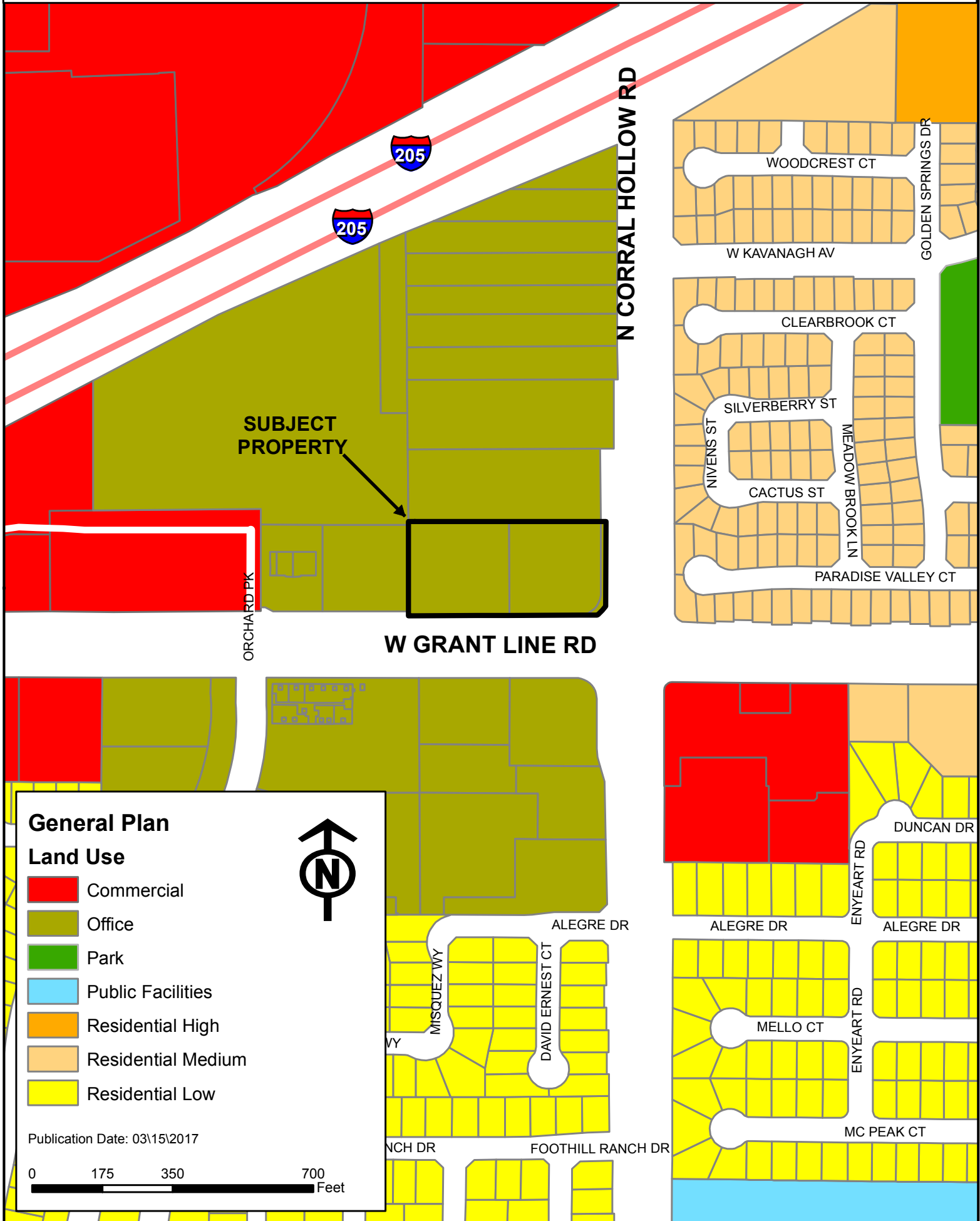


HOME2
SUITES BY HILTON



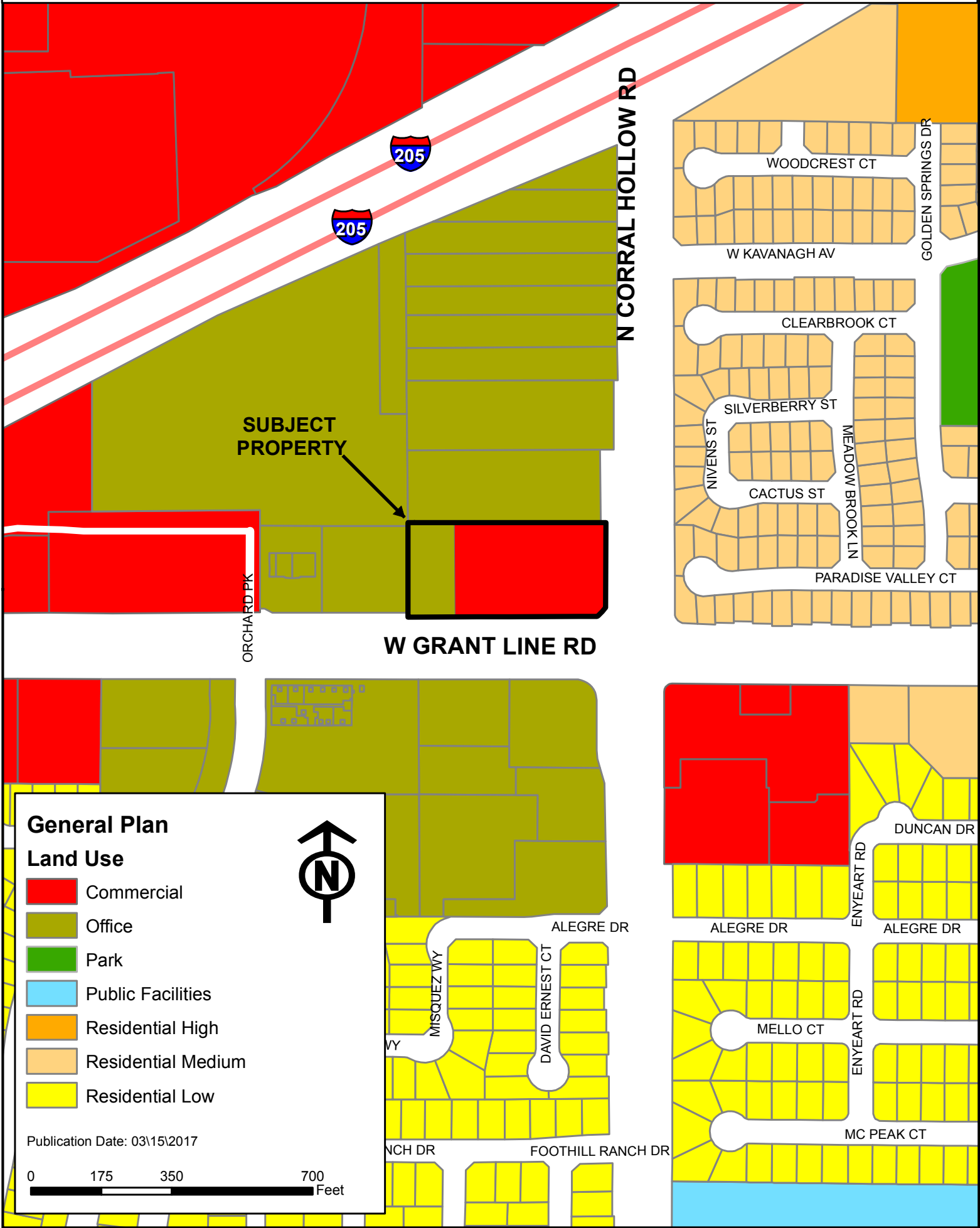
EXISTING GENERAL PLAN

Attachment F



PROPOSED GENERAL PLAN

Attachment G



RESOLUTION 2017-_____

RECOMMENDING APPROVAL OF A GENERAL PLAN AMENDMENT
FROM OFFICE TO COMMERCIAL (GPA16-0004), APPROVAL OF
A DEVELOPMENT REVIEW APPLICATION FOR A HOME2 SUITES HOTEL (D16-0029),
AND ADOPTION OF A MITIGATED NEGATIVE DECLARATION FOR THE PROJECT
LOCATED AT THE NORTHWEST CORNER OF GRANT LINE RD AND CORRAL HOLLOW RD

WHEREAS, Development applications have been filed for an amendment to the General Plan (GPA16-0004) and a Development Review Application (D16-0029) for a Home2 Suites Hotel on an approximately 2.6-acre site at the northwest corner of Grant Line Road and Corral Hollow Road (APNs: 214-020-34 and 35), and

WHEREAS, The General Plan Amendment application is to re-designate the eastern portion of the subject property (approximately 1.9 acres) from Office to Commercial, and

WHEREAS, The western portion of the site (approximately 0.7 acres) will remain designated Office, and

WHEREAS, The Home2 Suites Hotel is proposed on the eastern portion of the site and no development application is proposed for the western portion at this time, and

WHEREAS, The project is consistent with the City of Tracy General Plan, because the proposed hotel is among the allowed uses in the Commercial land use designation; the project will pay all applicable development impact fees to mitigate its proportionate impact on public facilities; and the project is consistent with goals and policies of the General Plan, including economic development, circulation, noise, and air quality, and

WHEREAS, The subject property is well suited for a hotel because of its proximity to Interstate 205, restaurants, retail, and other commercial businesses, and its location at the intersection of two major arterial streets, and

WHEREAS, The project has been evaluated in accordance with California Environmental Quality Act (CEQA) Guidelines, and a Mitigated Negative Declaration is proposed which would reduce any potentially significant environmental impacts to a level of insignificance, and is proposed for adoption, and

WHEREAS, The Planning Commission conducted a public hearing to consider the project on March 22, 2017;

NOW, THEREFORE, BE IT RESOLVED, By the Planning Commission as follows:

1. Mitigated Negative Declaration

- A. The project was evaluated under an Initial Study which evaluated potential environmental impacts associated with project development. Based on the analysis contained in the Initial Study, mitigation measures were identified which would reduce potentially significant impacts to levels of insignificance. Therefore, a Mitigated Negative Declaration has been prepared for the project.

- B. The Planning Commission recommends that the City Council adopt the Mitigated Negative Declaration, Exhibit 1.

2. General Plan Amendment (Application Number GPA16-0004)

The Planning Commission recommends that the City Council approve the General Plan Amendment to re-designate the eastern 1.9 acres of the site from Office to Commercial.

3. Development Review (Application Number D16-0029)

- A. The proposal is for a hotel within the City's Commercial General Plan designation and the General Highway Commercial Zone District. The desirability, benefits of occupancy, most appropriate development, and maintenance or improvements of surrounding properties will not be adversely affected by the project. Development Review is required for the City's review of the architecture, site improvements, parking area, landscaping, utility connections, and other design details. The site vicinity is characterized by restaurants, medical and other business offices, retail and commercial services, and automobile service stations – land uses (and permitted land uses) which can enjoy mutual, marketing benefits with a nearby hotel. The project site is in close proximity to Interstate 205 and, therefore, will provide benefit to travelers along the Freeway with convenient access to the Freeway.
- B. The project includes site plan and design elements consistent with City regulations and Design Goals and Standards, including landscaping, parking, circulation, and utilities. Building architecture and site design details of this project include stove veneer around the bottom floor of the building, meaningful vertical and horizontal relief in the building planes, robust columns and roof of the porte-cochere, and decorative paving at the building entrance.
- C. The proposed hotel is consistent with the land use and development standards of the Commercial designation of the General Plan and the General Highway Commercial Zone District, in which the site is located. This hotel is a principally permitted use in the General Highway Commercial Zone District.
- D. The Planning Commission recommends that the City Council approve Home2 Suites Hotel project, Development Review Application Number D16-0029, subject to the conditions contained in Exhibit 2, attached.

* * * * *

The foregoing Resolution 2017-_____ was adopted by the Planning Commission on the 22nd day of March, 2017, by the following vote:

AYES: COMMISSION MEMBERS:

NOES: COMMISSION MEMBERS:

ABSENT: COMMISSION MEMBERS:

ABSTAIN: COMMISSION MEMBERS:

CHAIR

ATTEST:

STAFF LIAISON

INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

FOR THE

HOME2SUITES BY HILTON PROJECT

FEBRUARY 2017

Prepared for:

City of Tracy
333 Civic Center Plaza
Tracy, CA 95376
(209) 831-6000

Prepared by:

De Novo Planning Group
1020 Suncast Lane, Suite 106
El Dorado Hills, CA 95762
(916) 949-3231

D e N o v o P l a n n i n g G r o u p

-
A Land Use Planning, Design, and Environmental Firm

INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

FOR THE

HOME2SUITES BY HILTON PROJECT

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TABLE OF CONTENTS

INITIAL STUDY	3
Project Title.....	3
Lead Agency Name and Address	3
Project Sponsor Name and Address	3
Purpose of the Initial Study	3
Project Location and Setting	4
Project Description	4
Environmental Factors Potentially Affected.....	21
Determination	21
Evaluation Instructions.....	22
Evaluation of Environmental Impacts	23
I. AESTHETICS.....	24
II. AGRICULTURE AND FOREST RESOURCES	27
III. AIR QUALITY	31
IV. BIOLOGICAL RESOURCES	35
V. CULTURAL RESOURCES.....	45
VI. GEOLOGY AND SOILS	47
XII. GREENHOUSE GAS EMISSIONS	59
VIII. HAZARDS AND HAZARDOUS MATERIALS.....	70
IX. HYDROLOGY AND WATER QUALITY	75
X. LAND USE AND PLANNING	85
XI. MINERAL RESOURCES.....	88
XII. NOISE	89
XIII. POPULATION AND HOUSING	99
XIV. PUBLIC SERVICES.....	100
XV. RECREATION	104
XVI. TRANSPORTATION AND CIRCULATION	105
XVII. TRIBAL CULTURAL RESOURCES	124
XVIII. UTILITIES AND SERVICE SYSTEMS	126
XIV. MANDATORY FINDINGS OF SIGNIFICANCE	135
References	137

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INITIAL STUDY

PROJECT TITLE

Home2Suites by Hilton Project

LEAD AGENCY NAME AND ADDRESS

City of Tracy
333 Civic Center Plaza
Tracy, CA 95376

CONTACT PERSON AND PHONE NUMBER

Alan Bell, Senior Planner
Development Services Department
City of Tracy
(209) 831-6426

PROJECT SPONSOR NAME AND ADDRESS

Clover Hotel Partners
103 East Louise Avenue
Lathrop, CA 95330

PURPOSE OF THE INITIAL STUDY

An Initial Study (IS) is a preliminary analysis which is prepared to determine the relative environmental impacts associated with a proposed project. It is designed as a measuring mechanism to determine if a project will have a significant adverse effect on the environment, thereby triggering the need to prepare an Environmental Impact Report (EIR). It also functions as an evidentiary document containing information which supports conclusions that the project will not have a significant environmental impact or that the impacts can be mitigated to a "Less Than Significant" or "No Impact" level. If there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, the lead agency shall prepare a Negative Declaration (ND). If the IS identifies potentially significant effects, but: (1) revisions in the project plans or proposals would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and (2) there is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment, then a Mitigated Negative Declaration (MND) shall be prepared.

This IS has been prepared consistent with California Environmental Quality Act (CEQA) Guidelines Section 15063, to determine if the proposed Home2Suites by Hilton Project (Project) may have a significant effect upon the environment. Based upon the findings and mitigation measures contained within this report, a MND will be prepared.

PROJECT LOCATION AND SETTING

PROJECT LOCATION

The Project site consists of approximately 2.56 acres located at 2025 and 2075 W. Grant Line Road in the northern portion of the City of Tracy, northwest of the intersection of W. Grant Line Road and N. Corral Hollow Road. The Project site encompasses Assessor Parcel Numbers (APNs) 214-020-34 and -35.

The Project's regional location is shown in Figure 1, and the Project vicinity is shown in Figure 2.

EXISTING SITE USES

The Project site currently consists of vacant, undeveloped agricultural land that is not currently being farmed. The Project site has recently been used as fallow agricultural land, and orchards or crops have not been present on-site since prior to 1993. A palm tree is located in the southeastern corner of the Project site. Figure 3 shows an aerial view of the Project site.

SURROUNDING LAND USES

The Project site is bound by W. Grant Line Road to the south and N. Corral Hollow Road to the east. Lands to the east of the Project site opposite Corral Hollow Road consist of single-family residential uses. The parcels adjacent to the north consist of vacant, undeveloped land, formerly used for agriculture over 25 years ago, two single-family residences, and a cul-de-sac. Further north approximately 0.15 miles is Interstate 205 (I-205). The parcels adjacent to the west consist of commercial uses, including the Sutter Gould Medical Foundation. Lands to the south of the Project site opposite W. Grant Line Road also contain commercial uses, such as medical offices, FedEx, and Chili's.

PROJECT DESCRIPTION

The proposed Project includes development of a four-story, 94-room hotel and associated parking, circulation improvements, and amenities on the 2.56-acre Project site. The Project includes approximately 107 parking spaces and a pool with a patio. Figure 4 shows the proposed site plan layout.

The proposed Home2Suites by Hilton hotel building would be approximately 60 feet tall at the top of the two proposed logo towers, and 44 feet tall for the remainder of the building. The hotel building would include a mix of materials, varied roof lines, and building recesses and articulations. A porte-cochère would be provided for hotel guests at the southern portion of the hotel building. Additionally, a common entrance would be provided at the southwestern corner of the site. Landscaping would be provided throughout the site.

The Project would be served by the following existing service providers:

- City of Tracy for water;
- City of Tracy for wastewater collection and treatment;
- City of Tracy for stormwater collection;
- Pacific Gas and Electric Company for gas and electricity.

Utility extensions would be installed to provide services to the Project. Utility lines within the Project site and adjacent roadways would be extended throughout the Project site. Wastewater, water, and storm drainage lines would be connected via existing lines along N. Corral Hollow Road and W. Grant Line Road. Sanitary sewer lines ranging in size from eight to 30 inches are currently located along N. Corral Hollow Road and W. Grant Line Road. Water lines ranging in size from two to 12 inches are currently located along N. Corral Hollow Road and W. Grant Line Road. Additionally, 12-inch storm drainage lines and a 10-inch gas line are currently located along W. Grant Line Road.

A lot line adjustment would be required to relocate the existing property line between APN 214-020-34 and APN 214-020-35 approximately 150 feet west of its current location. The proposed property line location is shown in Figure 4. Additionally, the Project applicant is requesting a General Plan amendment to change the land use designation on the adjusted eastern parcel from Office to Commercial. The adjusted western parcel would maintain the Office designation. No structures or buildings are proposed to be constructed on the western portion of what is now APN 214-020-34. As shown on Figure 4, parking lot improvements would be constructed on this parcel, in order to provide additional site access and internal circulation, and to provide continuity to the existing development located to the west and north of the Project site (the existing Sutter Gould Medical Center and vacant property).

Figure 4 depicts a hypothetical building pad on APN 214-020-34, consistent with the development intensity and allowable uses under the existing General Plan designation of Office (O) for this portion of the Project site. However, no office buildings are currently proposed for this portion of the site, and the City has not received any applications for development of this portion of the site. In the event that the City receives a development application for the western portion of APN 214-020-34, the City would undertake the appropriate level of project review, including appropriate CEQA compliance documentation. Approval of the proposed hotel Project would not result in any entitlements or approvals to construct office uses on the western portion of the Project site. As described above, the western portion of APN 214-020-34 would remain under the existing Office land use designation.

GENERAL PLAN AND ZONING DESIGNATIONS

The Project site is currently designated Office (O) by the City of Tracy General Plan Land Use Designations Map. Development in areas designated as Office are typically relatively large in scale, but can accommodate smaller offices in older parts of the City where parcel sizes and businesses tend to be smaller. Approval of a General Plan Amendment for APN 214-020-35 from O to Commercial (C) would be required prior to, or as a component of, Project approval. Additionally, the Project site is located in the Grant Line Road and Corral Hollow Road Area of Special Consideration. The vision for this area is for a medical office area that takes advantage of the proximity of the Kaiser Medical Center. The following General Plan policies apply to areas within the Grant Line Road and Corral Hollow Road Area of Special Consideration:

- 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.

The following standards apply to the existing O land use designation:

- 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. The Office designation provides sites for office and research and development uses that accommodate high-tech, medical, hospital, legal, insurance, government and similar users. Office parcels may have a maximum floor-area-ratio (FAR) of 1.0.

The following standards apply to the proposed C land use designation:

- 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. 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 are provided in the zoning code. Commercially designated land may have a maximum FAR of 1.0

The Project site is currently zoned General Highway Commercial (GHC). A Zoning Amendment would not be required for the Project.

The existing General Plan land use and zoning designations for the Project site are shown on Figure 5 and Figure 6, respectively.

REQUESTED ACTIONS AND OTHER APPROVALS

The City of Tracy is the Lead Agency for the proposed Project, pursuant to the State Guidelines for Implementation of CEQA, Section 15050.

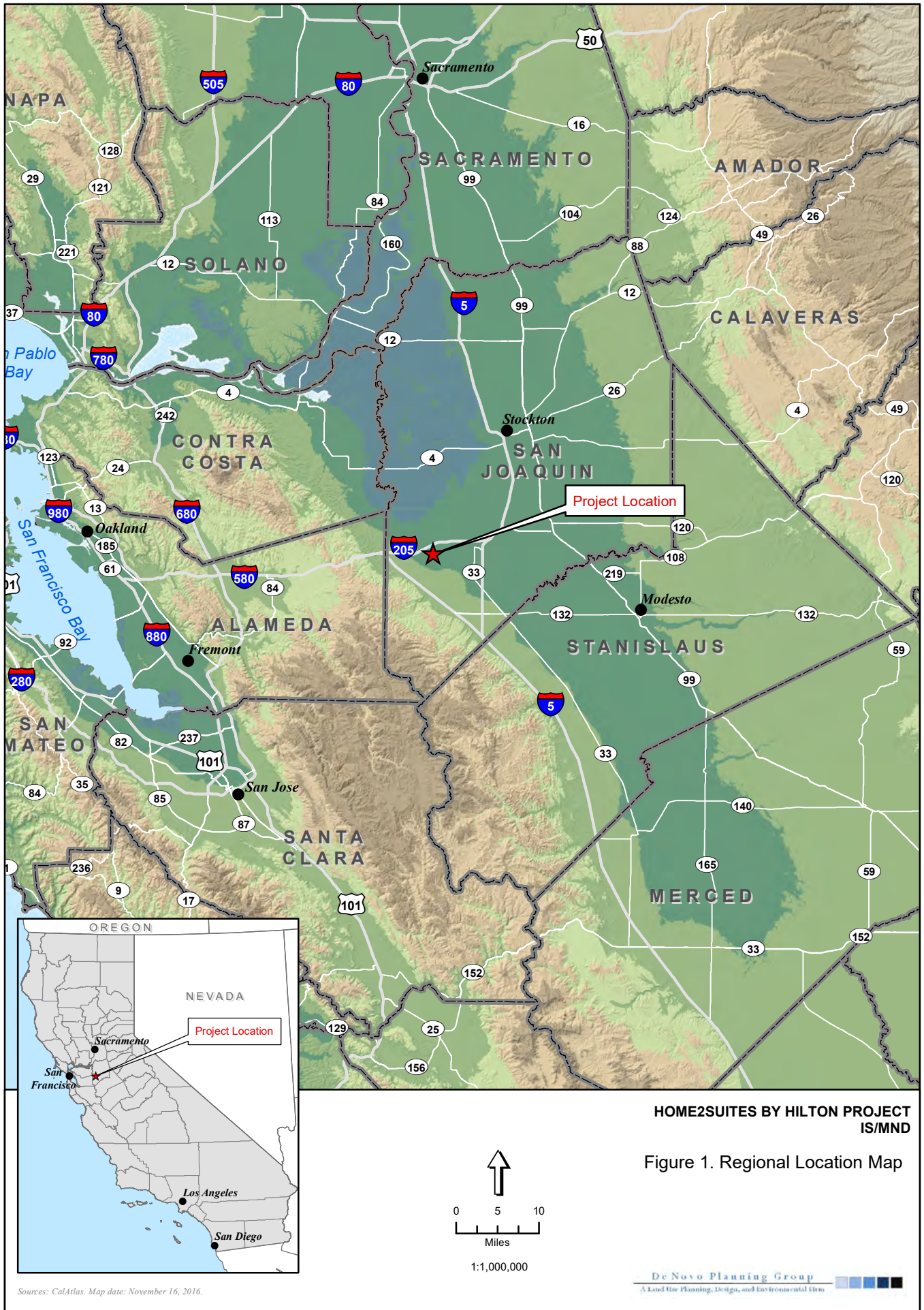
This document will be used by the City of Tracy to take the following actions:

- Adoption of the MND;
- Adoption of the Mitigation Monitoring and Reporting Program (MMRP);
- Approval of a lot line adjustment;
- Approval of a General Plan Amendment to amend the land use designation of the eastern portion of the site from Office to Commercial;
- Development Review approval; and
- Improvement plans and building permits.

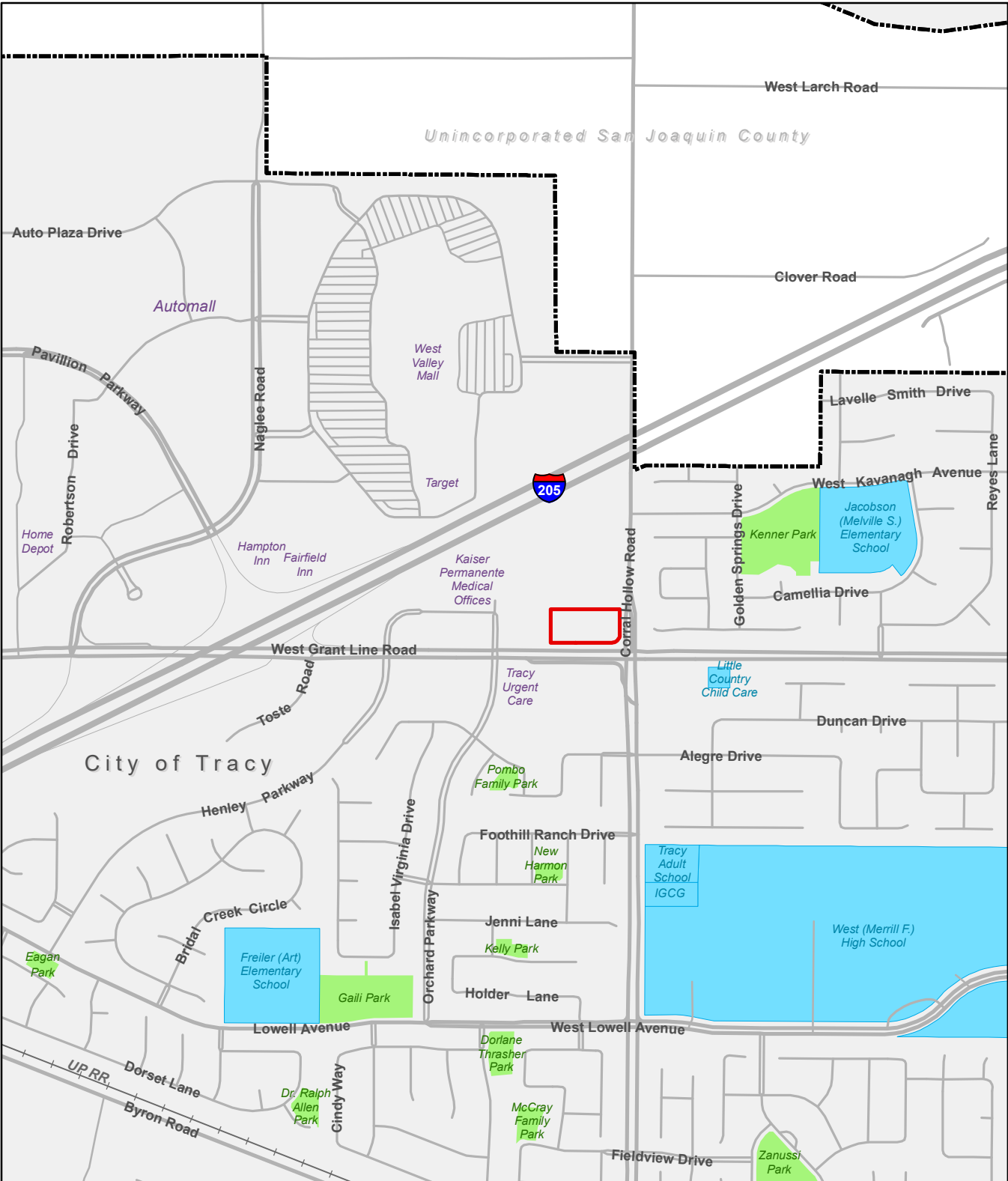
The following agencies may be required to issue permits or approve certain aspects of the proposed Project:

- Central Valley Regional Water Quality Control Board (CVRWQCB) - Storm Water Pollution Prevention Plan (SWPPP) approval prior to construction activities; and
- San Joaquin Council of Governments (SJCOG) - Review of Project application to determine consistency with the San Joaquin County Multi-Species Habitat, Conservation, and Open Space Plan (SJMSCP).





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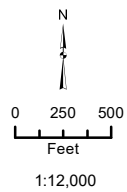


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Legend

-  Project Boundary
-  City Limits
-  Schools
-  Parks



**HOME2SUITES BY HILTON PROJECT
IS/MND**

Figure 2. Project Vicinity

Sources: San Joaquin County GIS; Open StreetMap;
Google Maps. Map date: November 16, 2016.

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**HOME2SUITES BY HILTON PROJECT
IS/MND**

Legend

 Project Boundary

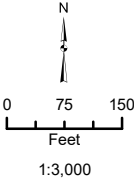
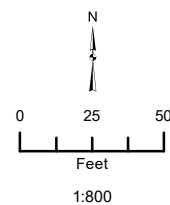


Figure 3. Aerial View of Project Site

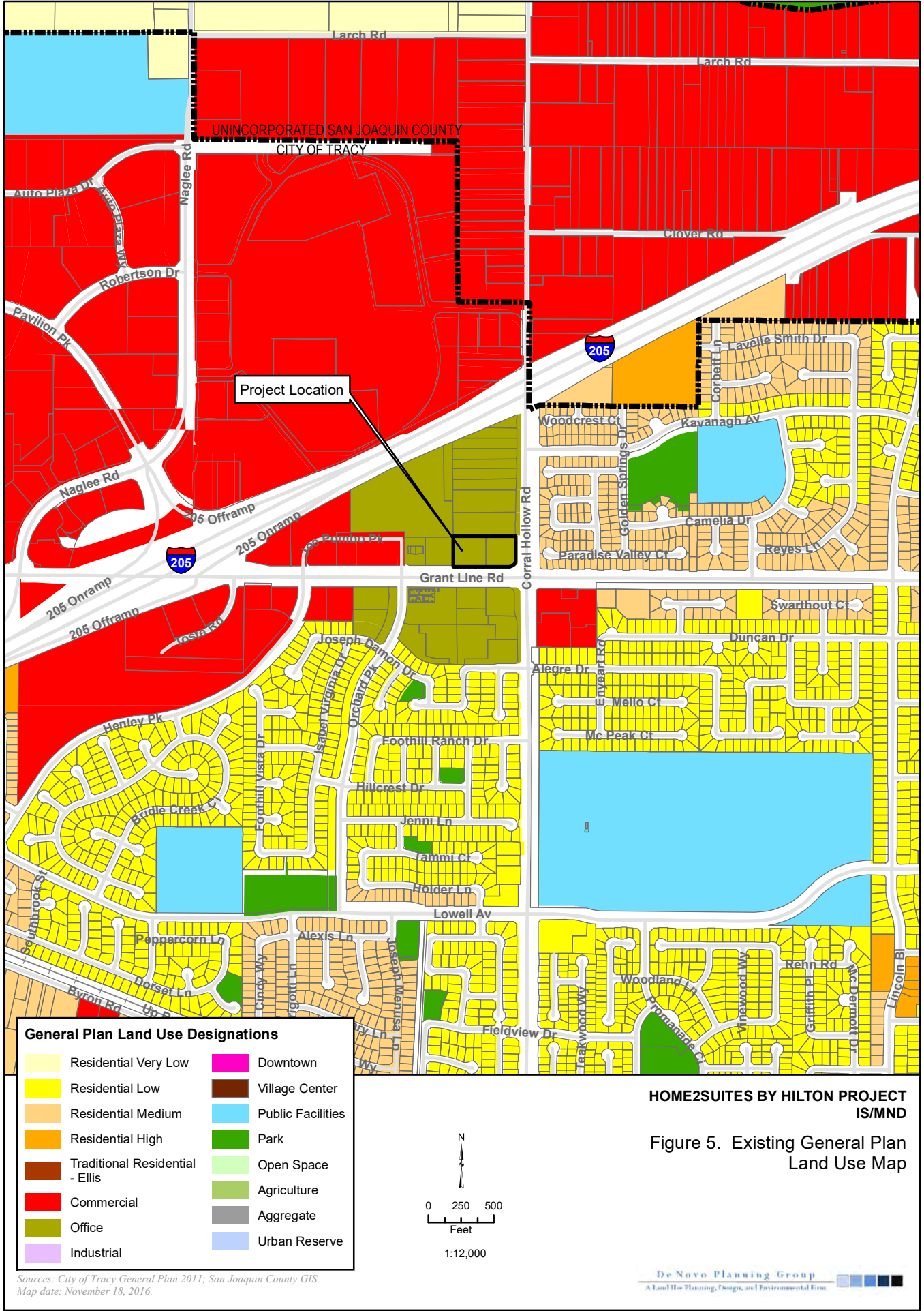
Sources: San Joaquin County GIS; ArcGIS Online World Imagery Service. Map date: November 16, 2016.

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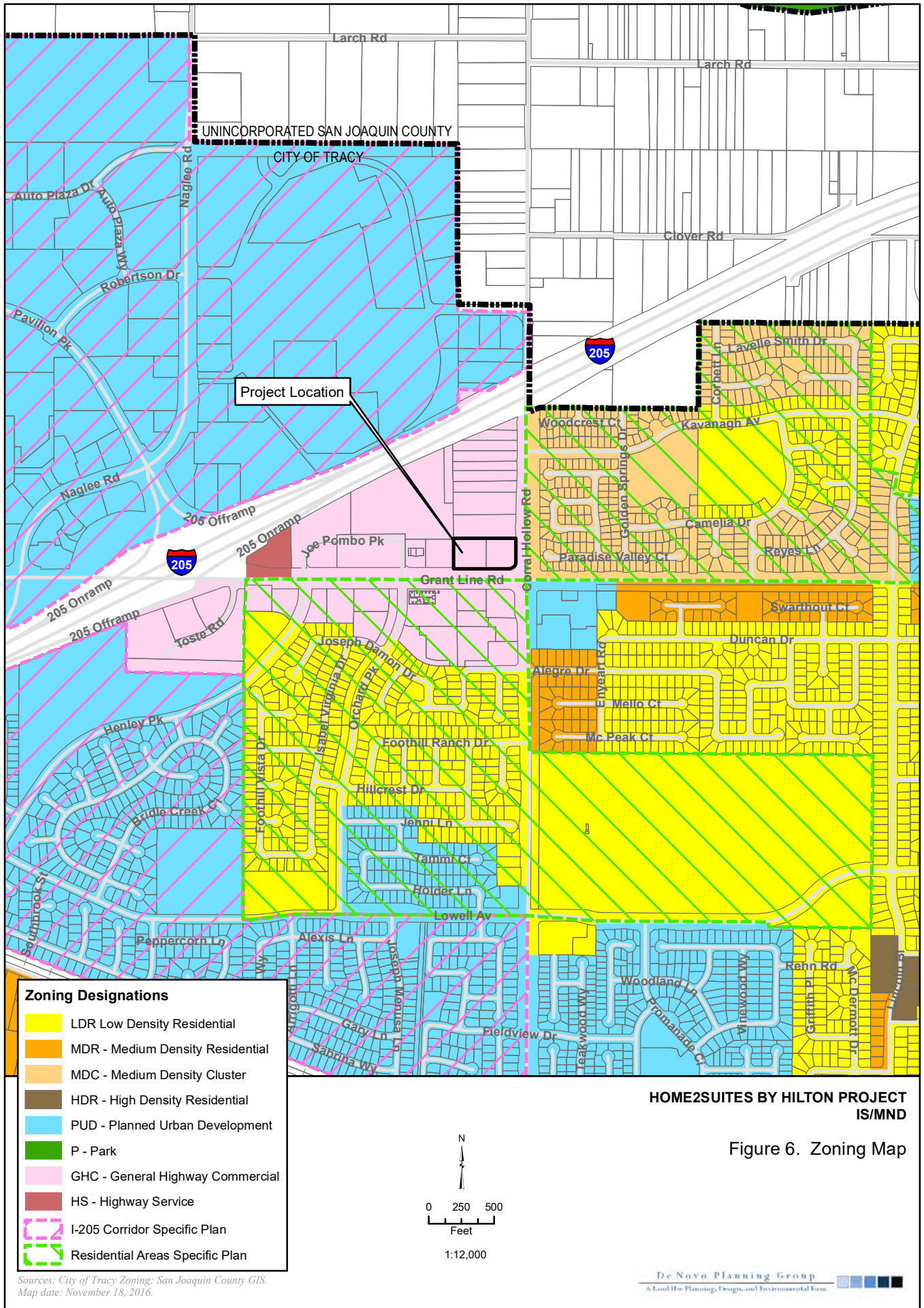
Figure 4. Site Plan

 Project Boundary

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

	Aesthetics		Agriculture and Forest Resources		Air Quality
	Biological Resources		Cultural Resources		Geology and Soils
	Greenhouse Gasses		Hazards and Hazardous Materials		Hydrology and Water Quality
	Land Use and Planning		Mineral Resources		Noise
	Population and Housing		Public Services		Recreation
	Transportation and Traffic		Tribal Cultural Resources		Utilities and Service Systems
	Mandatory Findings of Significance				

DETERMINATION:

On the basis of this initial evaluation:

	I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
X	I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

Signature

Date

EVALUATION INSTRUCTIONS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance

EVALUATION OF ENVIRONMENTAL IMPACTS:

In each area of potential impact listed in this section, there are one or more questions which assess the degree of potential environmental effect. A response is provided to each question using one of the four impact evaluation criteria described below. A discussion of the response is also included.

- **Potentially Significant Impact.** This response is appropriate when there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries, upon completion of the Initial Study, an EIR is required.
- **Less than Significant With Mitigation Incorporated.** This response applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
- **Less than Significant Impact.** A less than significant impact is one which is deemed to have little or no adverse effect on the environment. Mitigation measures are, therefore, not necessary, although they may be recommended to further reduce a minor impact.
- **No Impact.** These issues were either identified as having no impact on the environment, or they are not relevant to the Project.

ENVIRONMENTAL CHECKLIST

This section of the Initial Study incorporates the most current Appendix "G" Environmental Checklist Form, contained in the CEQA Guidelines. Impact questions and responses are included in both tabular and narrative formats for each of the 18 environmental topic areas.

I. AESTHETICS -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		X		

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant. There are no designated scenic vistas located on or adjacent to the Project site. The Project site currently consists primarily of vacant agricultural land surrounded by existing urban development and other vacant parcels. The vacant land to the north and northwest of the Project site is designated as Office by the City's General Plan, and I-205 is located further north.

The proposed Project uses are consistent and compatible with the surrounding land uses. Lands to the west, south, and southwest of the Project site consist of commercial and office uses. Lands to the north and east consist of residential uses.

Implementation of the proposed Project would provide for additional hotel development in an area of the City that is adjacent to existing commercial development. The Project site is not topographically elevated from the surrounding lands, and is not highly visible from areas beyond the immediate vicinity of the site. There are no prominent features on the site, such as extensive trees, rock outcroppings, or other visually distinctive features that contribute to the scenic quality of the site. The Project site is not designated as a scenic vista by the City of Tracy General Plan.

Implementation of the proposed Project would not significantly change the existing visual character of the Project area, as much of the areas immediately adjacent to the site are used for commercial purposes. Furthermore, the General Plan designates this area as Office, which is

intended 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. Implementation of the proposed Project would introduce a hotel building to the Project area that would be generally consistent with the surrounding commercial developments, and consistent with the intended uses established by the Tracy General Plan. Therefore, this impact is considered **less than significant**.

Response b): Less than Significant. As described in the Tracy General Plan EIR, there are two Officially Designated California Scenic Highway segments in the Tracy Planning Area, which extend a total length of 16 miles. The first designated scenic highway is the portion of I-580 between I-205 and I-5, which offers views of the Coast Range to the west and the Central Valley's urban and agricultural lands to the east. The second scenic highway is the portion of I-5 that starts at I-205 and continues south to Stanislaus County, which allows for views of the surrounding agricultural lands and the Delta-Mendota Canal and California Aqueduct.

The Project site lies approximately 5.3 miles northeast of the I-580 scenic highway. The Project site is approximately 6.0 miles west of the I-5 scenic highway. The Project site is not visible from the I-580 corridor or the I-5 corridor. The proposed Project, which consists of a four-story hotel structure, is visually compatible with the surrounding commercial uses. The structure proposed as part of the Project would be slightly more visually prominent than other existing commercial development area, as the proposed structure would be four stories in height, while the existing commercial buildings in the vicinity are one to three stories. Distant background views would remain roughly equal to existing conditions.

The Project site is not visible from any of the above-referenced scenic highways. Development of the proposed Project would not result in the removal of any rock outcroppings, or buildings of historical significance, and would not result in substantial changes to the viewsheds from the designated scenic highways in the vicinity of the City of Tracy. Therefore, this is a **less than significant** impact.

Response c): Less than Significant. The proposed Project would add additional commercial uses to an area that currently contains numerous commercial buildings. The proposed Project would be visually compatible with the surrounding commercial uses and would not significantly degrade the existing visual quality of the surrounding area. Site specific characteristics would change the site from vacant to commercial uses. However, taking into account the scope and location of the proposed Project relative to the surrounding area uses, this would not greatly alter the area's overall visual characteristics.

The Project site contains one palm tree in the southeastern corner of the site. Removal of this tree would not represent a visual impact, and removal would not increase views of the Project site from the surrounding roadways. Additionally, the Project is subject to the City of Tracy's development and design review criteria, which would ensure that the exterior facades of the proposed structures, landscaping, streetscape improvements and exterior lighting improvements are compatible with the surrounding land uses. Additionally, the proposed

Project includes extensive planting of new trees and other vegetation. Therefore, this impact is considered **less than significant**.

Response d): Less than Significant with Mitigation. Daytime glare can occur when the sunlight strikes reflective surfaces such as windows, vehicle windshields and shiny reflective building materials. The proposed Project would introduce new commercial structures into the Project site; however, reflective building materials are not proposed for use in the Project, and as such, the Project is not anticipated to result in increases in daytime glare.

The proposed Project would include exterior lighting around the proposed structures. The City of Tracy Standard Plan #140 establishes street light standards, and requirements for light illumination. Exterior lighting on new projects is also regulated by the Tracy Municipal Code, 10.08.4000 (a), which specifies that the site plan and architectural review package includes an exterior lighting standards and devices review. The City addresses light and glare issues on a case-by-case basis during Project approval and, consistent with Tracy Municipal Code Section 10.08.3530(h), requires parking area lighting to be directed downward and away from adjacent properties and structures.

The following mitigation measure requires the preparation of a lighting plan, which must demonstrate that exterior Project lighting has been designed to minimize light spillage onto adjacent properties to the greatest extent feasible. Implementation of the following mitigation measure would reduce this impact to a **less than significant** level.

MITIGATION MEASURE(S)

Mitigation Measure 1: *A lighting plan shall be prepared and approved prior to the issuance of a building permit and installation of the Project's exterior lighting. The lighting plan shall demonstrate that the exterior lighting systems have been designed to minimize light spillage onto adjacent properties to the greatest extent feasible. The lighting plan shall include the following:*

- *Design of site lighting and exterior building light fixtures to reduce the effects of light pollution and glare off of glass and metal surfaces;*
- *Lighting shall be directed downward and light fixtures shall be shielded to reduce upward and spillover lighting.*

II. AGRICULTURE AND FOREST RESOURCES -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			X	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1222(g)) or timberland (as defined in Public Resources Code section 4526)?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			X	

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant. The Project site is designated as Vacant or Disturbed Land by the Farmland Mapping and Monitoring Program and the USDA Soil Conservation Service.¹ Figure 7 identifies important farmlands, as mapped by the USDA, on and near the Project site. The Project site has been historically used for agricultural production. Due to the existing surrounding land uses, the Project site is not suitable for agricultural production and agricultural operations.

The potential environmental impacts from development of the site for urban uses and the associated removal of prime farmland soil for agricultural use were considered and addressed in the City of Tracy General Plan and Final EIR. There, it was determined that buildout of the General Plan would result in the conversion of Prime Farmland, Unique Farmland and Farmland of Statewide Importance to urban uses. The General Plan Draft EIR found this to be a significant and unavoidable impact. On February 1, 2011, the Tracy City Council adopted a Statement of Overriding Considerations (Resolution 2011-028) for the loss of prime agricultural land resulting from adoption of the Plan and EIR, and provided mitigation measures for the agricultural land lost to development in the City of Tracy's urbanized areas. Mitigation measures included the implementation of a "Right to Farm" ordinance by the City (Ord. 10.24 et seq.), intended to preserve and protect existing agricultural operations within the incorporated City, and participation in the City's agricultural mitigation fee program (Tracy Municipal Code, Chapter

¹ Available at: <http://maps.conservation.ca.gov/ciff/ciff.html>.

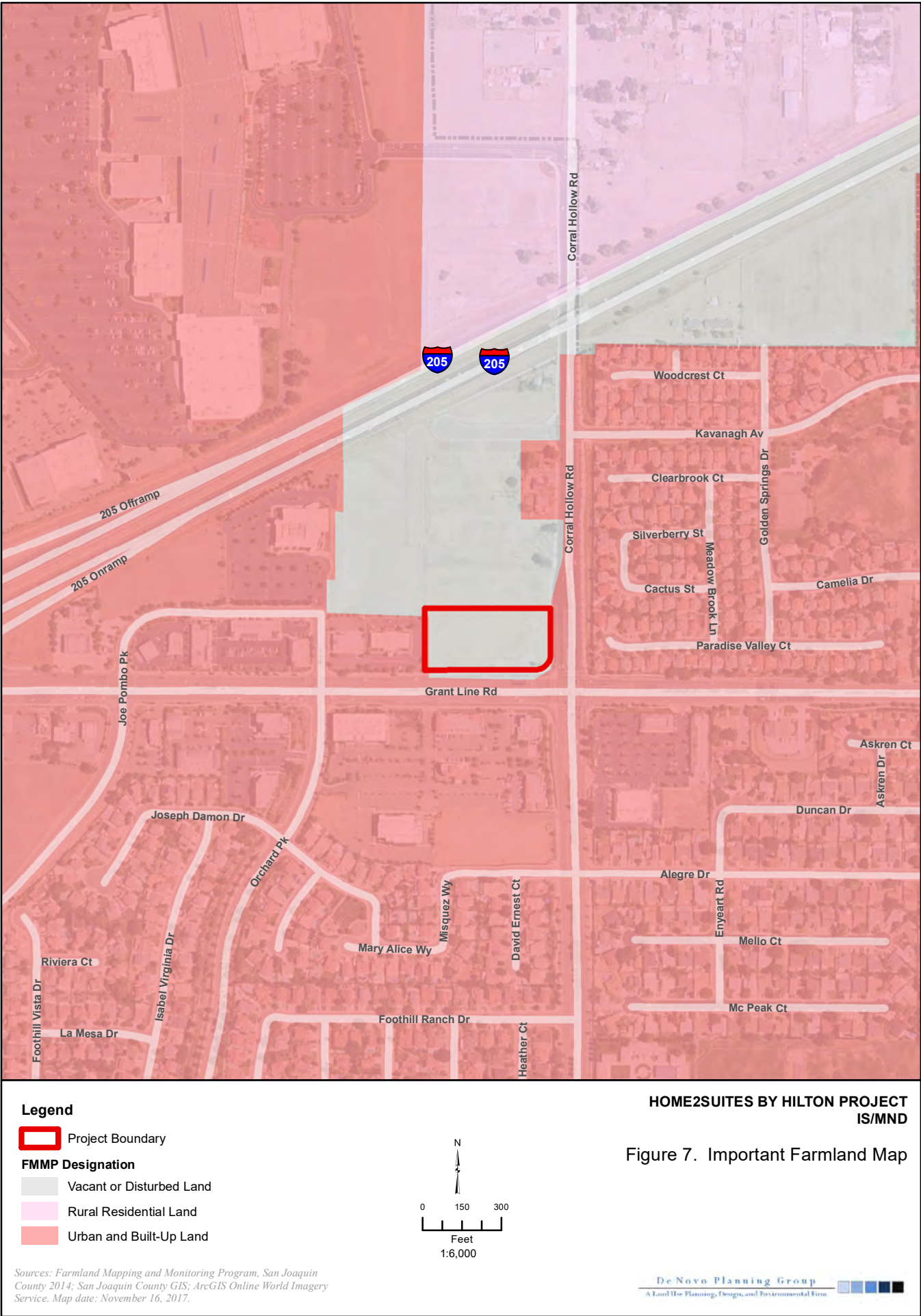
13.26). The analysis and findings contained in the Tracy General Plan EIR, adopted through Resolution 2011-028, are hereby incorporated by references into this document.

The proposed Project site is currently designated Office by the Tracy General Plan Land Use Map, which is intended for future urban land uses in the Tracy General Plan. As such, implementation of the proposed Project would not create new impacts over and above those identified in the General Plan Final EIR, nor significantly change previously identified impacts. Therefore, this would be considered a **less than significant** impact.

Response b): No Impact. The Project site is not under a Williamson Act Contract, nor are any of the parcels immediately adjacent to the Project site under a Williamson Act Contract. Therefore, implementation of the proposed Project would not conflict with a Williamson Act Contract. The Project site is currently zoned General Highway Commercial (GHC) by the City's Zoning Map. As such, the proposed Project would not conflict with any agricultural zoning or Williamson Act Contract. There is **no impact**.

Responses c) and d): No Impact. The Project site is located in an area consisting of residential and commercial development. One tree is present on the Project site; however, this tree is ornamental in nature. There are no forest resources on the Project site or in the immediate vicinity of the Project site. Therefore, development of the Project would result in **no impact**.

Response e): Less than Significant. As described under Responses (a) above, the proposed Project site has previously been used for agricultural purposes, but is not designated or zoned for agricultural uses, and is not designated as Important Farmland. The proposed Project is identified for urban land uses in the Tracy General Plan. The proposed Project is consistent with the overriding considerations that were adopted for the General Plan. As such, implementation of the proposed Project would not create new impacts over and above those identified in the General Plan Final EIR, nor significantly change previously identified impacts. Therefore, implementation of the proposed Project would result in a **less than significant** impact.



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III. AIR QUALITY -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Conflict with or obstruct implementation of the applicable air quality plan?		X		
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		X		
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	

EXISTING SETTING

The Project site is located within the boundaries of the San Joaquin Valley Air Pollution Control District (SJVAPCD). This agency is responsible for monitoring air pollution levels and ensuring compliance with federal and state air quality regulations within the San Joaquin Valley Air Basin (SJVAB) and has jurisdiction over most air quality matters within its borders.

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b), c): Less than Significant with Mitigation. Air quality emissions would be generated during construction of the proposed Project and during operation of the proposed Project. Construction-related air quality impacts and operational air quality impacts are addressed separately below.

Construction-Related Emissions

The SJVAPCD has published guidance on determining CEQA applicability, significance of impacts, and potential mitigation of significant impacts, in the SJVAPCD Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI). The SJVAPCD has established thresholds of significance for criteria pollutant emissions, which are based on District New Source Review (NSR) offset requirements for stationary sources. Using project type and size, the SJVAPCD has pre-quantified emissions and determined a size below which it is reasonable to conclude that a project would not exceed applicable thresholds of significance for criteria pollutants. In the interest of streamlining CEQA requirements, projects that fit the descriptions and project sizes provided in the SJVAPCD Small Project Level (SPAL) are deemed to have a less than significant impact on air quality and, as such, are excluded from quantifying criteria pollutant emissions for CEQA purposes.

The SJVAPCD's approach to analysis of construction impacts is that quantification of construction emissions is not necessary if an Initial Study demonstrates that construction emissions would be less than significant based on the SJVAPCD SPAL screening levels (SJVAPCD, 2015). The proposed Project would only generate a very small number of vehicle trips during its construction and operational phases and would not require a large Project area (far less than the SPAL screening threshold of 1,673 trips/day for commercial land uses, and 200 units for the hotel land use, respectively). Based on these Project characteristics, the proposed Project would be deemed to have a less than significant impact on air quality under the SPAL guidelines (SJVAPCD, 2015). As such, the proposed Project is excluded from quantifying criteria pollutant emissions for CEQA purposes.

However, regardless of emission quantities, the SJVAPCD requires construction related mitigation in accordance with their rules and regulations. Implementation of the following mitigation measures in addition to compliance with all applicable measures from SJVAPCD Rule VIII would ensure that the Project would have a **less than significant** impact related to construction emissions.

MITIGATION MEASURE(S)

Mitigation Measure 2: *Prior to the commencement of grading activities, the City shall require the contractor hired to complete the grading activities to prepare a construction emissions reduction plan that meets the requirements of SJVAPCD Rule VIII. The construction emissions reductions plan shall be submitted to the SJVAPCD for review and approval. The Project applicant shall comply with all applicable APCD requirements prior to commencement of grading activities.*

Mitigation Measure 3: *The following mitigation measures, in addition to those required under Regulation VIII of the SJVAPCD, shall be implemented by the Project's contractor during all phases of Project grading and construction to reduce fugitive dust emissions:*

- *Water previously disturbed exposed surfaces (soil) a minimum of two-times/day or whenever visible dust is capable of drifting from the site or approaches 20 percent opacity.*
- *Water all haul roads (unpaved) a minimum of two-times/day or whenever visible dust is capable of drifting from the site or approaches 20 percent opacity.*
- *Reduce speed on unpaved roads to less than 5 miles per hour.*
- *Reduce the amount of disturbed surface area at any one time pursuant to the scope of work identified in approved and permitted plans.*
- *Restrict vehicular access to the area to prevent unlawful entry to disturbed areas and limit unnecessary onsite construction traffic on disturbed surfaces. Restriction measures may include fencing or signage as determined appropriate by the APCD.*
- *Cease grading activities during periods of high winds (greater than 20 mph over a one-hour period).*
- *Asphalt-concrete paving shall comply with SJVAPCD Rule 4641 and restrict use of cutback, slow-sure, and emulsified asphalt paving materials.*

Implementation of this mitigation shall occur during all grading or site clearing activities. The SJVAPCD shall be responsible for monitoring.

Operational-Related Emissions

For the purposes of this operational air quality analysis, actions that violate Federal standards for criteria pollutants (i.e., primary standards designed to safeguard the health of people considered to be sensitive receptors while outdoors and secondary standards designed to safeguard human welfare) are considered significant impacts. Additionally, the SJVAPCD has established operations related emissions thresholds of significance as follows: 10 tons per year of oxides of nitrogen (NO_x), 10 tons per year of reactive organic gases (ROG), and 15 tons per year particulate matter of 10 microns or less in size (PM₁₀) and 15 tons per year particulate matter of 2.5 microns or less in size (PM_{2.5}). Additionally, as discussed previously, the SJVAPCD has established thresholds of significance for criteria pollutant emissions, which are based on District NSR offset requirements for stationary sources. Using project type and size, the SJVAPCD has pre-quantified emissions and determined a size below which it is reasonable to conclude that a project would not exceed applicable thresholds of significance for criteria pollutants.

The proposed Project is smaller in scope and size than the SJVAPCD's SPAL for hotel uses (200 rooms). Therefore, localized CO modeling is not warranted for this Project.

Rule 9510 Indirect Source Review

District Rule 9510 requires developers of large residential, commercial and industrial projects to reduce smog-forming (NO_x) and particulate (PM₁₀ and PM_{2.5}) emissions generated by their projects. The Rule applies to projects which, upon full build-out, will include 2,000 square feet of commercial space. Project developers are required to reduce:

- 20 percent of construction-exhaust nitrogen oxides;
- 45 percent of construction-exhaust PM₁₀;
- 33 percent of operational nitrogen oxides over 10 years; and
- 50 percent of operational PM₁₀ over 10 years.

Developers are encouraged to meet these reduction requirements through the implementation of on-site mitigation; however, if the on-site mitigation does not achieve the required baseline emission reductions, the developer will mitigate the difference by paying an off-site fee to the District. Fees reduce emissions by helping to fund clean-air projects in the District.

The proposed Project includes development of a 94-room hotel. Therefore, the Project would be subject to the requirements of Direct Rule 9510. Additionally, the SJVAPCD has established thresholds of significance for criteria pollutant emissions, which are based on District New Source Review (NSR) requirements. Projects with emissions below the thresholds of significance for criteria pollutants would be determined to "not conflict or obstruct implementation of the District's air quality plan." As such, the Project would result in **less than significant** air quality impacts, and would not conflict or obstruct implementation of the District's air quality plan.

However, the Project is still subject to the requirements of SJVAPCD Rule 9510, as described above.

MITIGATION MEASURE(S)

Mitigation Measure 4: *Prior to the issuance of any building permits, the Project applicant shall comply with the requirements of District Rule 9510, which is aimed at the following reductions:*

- 20 percent of construction-exhaust nitrogen oxides;
- 45 percent of construction-exhaust PM10;
- 33 percent of operational nitrogen oxides over 10 years; and
- 50 percent of operational PM10 over 10 years.

The Project applicant shall coordinate with SJVAPCD to develop measures and strategies to reduce operational emissions from the proposed Project. If feasible measures are not available to meet the emissions reductions targets outlined above, then the Project applicant may be required to pay an in-lieu mitigation fee to the SJVAPCD to off-set Project-related emissions impacts. If in-lieu fees are required, the Project applicant shall coordinate with the SJVAPCD to calculate the amount of the fees required to off-set Project impacts. The Project applicant shall provide verification of compliance to the City prior to the issuance of any building permits.

Response d): Less than Significant. Sensitive receptors are those parts of the population that can be severely impacted by air pollution. Sensitive receptors include children, the elderly, and the infirm. In addition to the existing residences located to the east of the Project site, there is one school located in close proximity to the Project site. Jacobson Elementary School is located approximately 0.27 miles east of the Project site.

Implementation of the proposed Project would not expose these sensitive receptors to substantial pollutant concentrations. Air emissions would be generated during the construction phase of the Project. The construction phase of the Project would be temporary and short-term, and the implementation of Mitigation Measures 2, 3, and 4 would greatly reduce pollution concentrations generated during construction activities.

Operation of the proposed Project would result in emissions primarily from vehicle trips. As described under Response a) – c) above, the proposed Project would not generate significant concentrations of air emissions. Impacts to sensitive receptors would be negligible and this is a **less than significant** impact.

Response e): Less than Significant. Operation of the proposed Project would not generate notable odors. The proposed Project includes development of hotel uses, which is compatible with the surrounding land uses. Occasional mild odors may be generated during landscaping maintenance (equipment exhaust), but the Project would not otherwise generate odors. Trash receptacles would be provided in the northern portion of the site. The receptacles would have lids in order to contain potential odor from trash and waste. This is a **less than significant** impact and no mitigation is required.

IV. BIOLOGICAL RESOURCES -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		X		
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?		X		

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant with Mitigation. A background search of special-status species within one mile of the Project site that are documented in the California Natural Diversity Database (CNDDB) was completed. Figure 8 illustrates the special-status species records located within one mile of the Project site.

Special-status invertebrates that occur within the San Joaquin County region include: longhorn fairy shrimp, vernal pool fairy shrimp, and midvalley fairy shrimp, which requires vernal pools and swale areas within grasslands; and the valley elderberry longhorn beetle, which is an insect that is only associated with blue elderberry plants, oftentimes in riparian areas and sometimes on land in the vicinity of riparian areas. The Project site does not contain essential habitat for these special status invertebrates. Additionally, no CNDDB records of the aforementioned special-status invertebrates exist within one-mile of the Project site. Implementation of the

proposed Project would have a **less than significant** impact on these species. No mitigation is necessary.

Special-status reptiles and amphibians that occur within the region include: the western pond turtle, which requires aquatic environments located along ponds, marshes, rivers, and ditches; the California tiger salamander, which is found in grassland habitats where there are nearby seasonal wetlands for breeding; the silvery legless lizard, which is found in sandy or loose loamy soils under sparse vegetation with high moisture content; San Joaquin whipsnake, which requires open, dry habitats with little or no tree cover with mammal burrows for refuge; the Alameda whipsnake, which is restricted to valley-foothill hardwood habitat on south-facing slopes; the California horned lizard, which occurs in a variety of habitats including, woodland, forest, riparian, and annual grasslands, usually in open sandy areas; the foothill yellow-legged frog, which occurs in partly shaded and shallow streams with rocky soils; the California red legged frog, which occurs in stream pools and ponds with riparian or emergent marsh vegetation; and the western spadefoot toad, which requires grassland habitats associated with vernal pools.

No CNDDB records of the aforementioned special-status reptiles or amphibians exist within one-mile of the Project site. The Project site does not contain essential habitat for these special status reptiles and amphibians. Implementation of the proposed Project would have a **less than significant** impact on these species. No mitigation is necessary.

Numerous special-status plant species are known to occur in the region. Many of these special status plant species require specialized habitats such as serpentine soils, rocky outcrops, slopes, vernal pools, marshes, swamps, riparian habitat, alkali soils, and chaparral, which are not present on the Project site. The Project site is located in an area that was likely valley grassland prior to human settlement, and there are several plant species that are found in valley and foothills grasslands areas. These species include large-flowered fiddleneck, bent-flowered fiddleneck, big balsamroot, big tarplant, round-leaved filaree, Lemmon's jewelflower, and showy golden madia. Human settlement has involved a high frequency of ground disturbance associated with the historical farming activities in the region, including the Project site.

CNDDB records of two special-status plant species exist within one mile of the Project site: big tarplant and caper-fruited tropidocarpum. The Project site does not contain suitable habitat for special-status plant species, and these species are not expected to be present on the site due to ongoing site disturbance. Implementation of the proposed Project would have a **less than significant** impact on these species. No mitigation is necessary.

Special-status birds that occur within the region include: tricolored blackbird, Swainson's hawk, northern harrier, and bald eagle, which are associated with streams, rivers, lakes, wetlands, marshes, and other wet environments; loggerhead shrike, and burrowing owl, which lives in open areas, usually grasslands, with scattered trees and brush; and raptors that are present in varying habitats throughout the region.

Swainson's Hawk. The Swainson's hawk is threatened in California and is protected by the California Department of Fish and Wildlife (CDFW) and the Migratory Bird Treaty Act (MBTA).

Additionally, Swainson's hawk foraging habitat is protected by the CDFW. Swainson's hawks forage in open grasslands and agricultural fields and commonly nest in solitary trees and riparian areas in close proximity to foraging habitat. The foraging range for Swainson's hawk is ten miles from its nesting location. There is one documented occurrence of Swainson's hawk within one mile of the Project site, although no nesting habitat for this species occurs onsite. The site and the surrounding open grassland habitat will provide low to medium quality foraging opportunities for local Swainson's hawks. SJCOG administers the San Joaquin County Multi-Species Open Space and Conservation Plan (SJMSCP) for the region. The proposed Project would require coverage under the SJMSCP. SJCOG would apply incidental take minimization measures for the Project. As such, impacts to Swainson's hawk are **less than significant** with mitigation.

Burrowing Owls. Burrowing owls are a California Species of Special Concern and are protected by the CDFW and the MBTA. Burrowing owls forage in open grasslands and shrublands and typically nest in old ground squirrel burrows. There are numerous documented occurrences of burrowing owls within one mile of the Project site. The nearest documented occurrence of burrowing owl is located approximately 0.28 miles north of the Project site. The Project site contains suitable, but not high quality habitat for burrowing owls. The Project site is near to other lands that are currently undeveloped that offer foraging and roosting habitat for wintering or breeding owls. However, there is the potential for burrowing owls to occupy the site. While considered unlikely, this is considered potentially significant impact. The proposed Project would require coverage under the SJMSCP and SJCOG would apply incidental take minimization measures for the Project. In addition, implementation of Mitigation Measure 5 would ensure that burrowing owls are not impacted during construction activities. Implementation of Mitigation Measure 5 would ensure a **less than significant** impact to burrowing owls.

Tricolored Blackbird. Tricolored blackbirds are a California Species of Special Concern and are protected by the CDFW and the MBTA. Tricolored blackbirds nest in dense colonies in emergent marsh vegetation, such as tules and cattails, or upland sites with blackberries, nettles, thistles, and grainfields. Tricolored blackbird habitat must be large enough to support 50 pairs and likely requires water at or near the nesting colony. The Project site does not contain suitable habitat for tricolored blackbirds. As such, impacts to tricolored blackbirds are **less than significant**.

Participation in the SJMSCP is recommended for all new projects on previously undeveloped land in Tracy. Although the likelihood for the occurrence of any special status plant or wildlife species on the site is extremely low, the implementation of Mitigation Measure 6 would ensure that special status plant or wildlife species are protected throughout the region. Impacts to special status plant or wildlife species would be reduced to a **less than significant** level with mitigation.

MITIGATION MEASURE(S)

Mitigation Measure 5: *Prior to the commencement of grading activities or other ground disturbing activities on the Project site, the Project applicant shall arrange for a qualified biologist to conduct a preconstruction survey for western burrowing owls in accordance with SJMSCP requirements. If no owls or owl nests are detected, then construction activities*

may commence. If burrowing owls or occupied nests are discovered, then the following shall be implemented:

- *During the breeding season (February 1 through September 1) occupied burrows shall not be disturbed and shall be provided with a 75 meter protective buffer until and unless the SJCOG Technical Advisory Committee (TAC), with the concurrence of the Permitting Agencies' representatives on the TAC; or unless a qualified biologist approved by the Permitting Agencies verifies through non-invasive means that either: 1) the birds have not begun egg laying, or 2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. Once the fledglings are capable of independent survival, the burrow can be destroyed. They should only be destroyed by a qualified biologist using passive one-way eviction doors to ensure that owls are not harmed during burrow destruction. Methods for removal of burrows are described in the California Department of Fish and Game's Staff Report on Burrowing Owls (October, 1995).*
- *During the non-breeding season (September 1 through January 31) burrowing owls occupying the Project site should be evicted from the Project site by passive relocation as described in the California Department of Fish and Game's Staff Report on Burrowing Owls (Oct., 1995)*

Implementation of this mitigation shall occur prior to grading or site clearing activities. SJCOG shall be responsible for monitoring and a qualified biologist shall conduct surveys and relocate owls as required.

Mitigation Measure 6: *Prior to commencement of any grading activities, the Project proponent shall seek coverage under the SJMSCP to mitigate for habitat impacts to covered special status species. Coverage involves compensation for habitat impacts on covered species through payment of development fees for conversion of open space lands that may provide habitat for covered special status species. These fees are used to preserve and/or create habitat in preserves to be managed in perpetuity. In addition, coverage includes incidental take avoidance and minimization measures for species that could be affected as a result of the proposed Project. There are a wide variety of incidental take avoidance and minimization measures contained in the SJMSCP that were developed in consultation with the USFWS, CDFW, and local agencies. The applicability of incidental takes avoidance and minimization measures are determined by SJCOG on a Project basis. The process of obtaining coverage for a Project includes incidental take authorization (permits) under the Endangered Species Act Section 10(a) and California Fish and Game Code Section 2081. The Section 10(a) permit also serves as a special-purpose permit for the incidental take of those species that are also protected under the MBTA. Coverage under the SJMSCP would fully mitigate all habitat impacts on covered special-status species. The SJMSCP includes the implementation of an ongoing Monitoring Plan to ensure success in mitigating the habitat impacts that are covered. The SJMSCP Monitoring Plan includes an Annual Report process, Biological Monitoring Plan, SJMSCP Compliance Monitoring Program, and the SJMSCP Adaptive Management Plan SJCOG.*

Responses b): No Impact. Riparian natural communities support woody vegetation found along rivers, creeks and streams. Riparian habitat can range from a dense thicket of shrubs to a closed canopy of large mature trees covered by vines. Riparian systems are considered one of the most important natural resources. While small in total area when compared to the state's size, they provide a special value for wildlife habitat.

Over 135 California bird species either completely depend upon riparian habitats or use them preferentially at some stage of their life history. Riparian habitat provides food, nesting habitat, cover, and migration corridors. Another 90 species of mammals, reptiles, invertebrates and amphibians depend on riparian habitat. Riparian habitat also provides riverbank protection, erosion control and improved water quality, as well as numerous recreational and aesthetic values.

There is no riparian habitat or other sensitive natural communities located on the Project site. As such, the proposed Project would have **no impact** on these resources, and no mitigation is required.

Response c): Less than Significant. A wetland is an area that is inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

Wetlands are defined by regulatory agencies as having special vegetation, soil, and hydrology characteristics. Hydrology, or water inundation, is a catalyst for the formation of wetlands. Frequent inundation and low oxygen causes chemical changes to the soil properties resulting in what is known as hydric soils. The prevalent vegetation in wetland communities consists of hydrophytic plants, which are adapted to areas that are frequently inundated with water. Hydrophytic plant species have the ability to grow, effectively compete, reproduce, and persist in low oxygen soil conditions.

Below is a list of wetlands that are found in the Tracy planning area:

- **Farmed Wetlands:** This category of wetlands includes areas that are currently in agricultural uses. This type of area occurs in the northern portion of the Tracy Planning Area.
- **Lakes, Ponds and Open Water:** This category of wetlands includes both natural and human-made water bodies such as that associated with working landscapes, municipal water facilities and canals, creeks and rivers.
- **Seasonal Wetlands:** This category of wetlands includes areas that typically fill with water during the wet winter months and then drain enough to become ideal plant habitats throughout the spring and summer. There are numerous seasonal wetlands throughout the Tracy Planning Area.

- Tidal Salt Ponds and Brackish Marsh: This category of wetlands includes areas affected by irregular tidal flooding with generally poor drainage and standing water. There are minimal occurrences along some of the larger river channels in the northern portion of the Tracy Planning Area.

There are no wetlands located on the Project site. Therefore, this is a **less than significant** impact and no mitigation is required.

Response d): Less than Significant. The CNDDDB record search did not reveal any documented wildlife corridors or nursery sites on or adjacent to the Project site. Furthermore, field surveys did not reveal any wildlife nursery sites on or adjacent to the Project site. Implementation of the proposed Project would have a **less than significant** impact. No mitigation is necessary.

Responses e), f): Less than Significant with Mitigation. The Project site is located within the jurisdiction of the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan ("Plan" or "SJMSCP") and is located within the Central/Southwest Transition Zone of the SJMSCP. The San Joaquin Council of Governments (SJCOG) prepared the Plan pursuant to a Memorandum of Understanding adopted by SJCOG, San Joaquin County, the United States Fish and Wildlife Service (USFWS), the CDFW, Caltrans, and the cities of Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, and Tracy in October 1994. On February 27, 2001, the Plan was unanimously adopted in its entirety by SJCOG. The City of Tracy adopted the Plan on November 6, 2001.

According to Chapter 1 of the SJMSCP, its key purpose is to "provide a strategy for balancing the need to conserve open space and the need to convert open space to non-open space uses, while protecting the region's agricultural economy; preserving landowner property rights; providing 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 Federal Endangered Species Act (ESA) or the California Endangered Species Act (CESA); providing and maintaining multiple use Open Spaces which contribute to the quality of life of the residents of San Joaquin County; and, accommodating a growing population while minimizing costs to project proponents and society at large."

In addition, the goals and principles of the SJMSCP include the following:

- Provide a County-wide strategy for balancing the need to conserve open space and the need to convert open space to non-open space uses, while protecting the region's agricultural economy.
- Preserve landowner property rights.
- 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 CESA.
- Provide and maintain multiple-use open spaces, which contribute to the quality of life of the residents of San Joaquin County.

- Accommodate a growing population while minimizing costs to project proponents and society at large.

In addition to providing compensation for conversion of open space to non-open space uses, which affect plant and animal species covered by the SJMSCP, the SJMSCP also provides some compensation to offset impacts of open space conversions on non-wildlife related resources such as recreation, agriculture, scenic values and other beneficial open space uses. Specifically, the SJMSCP compensates for conversions of open space to urban development and the expansion of existing urban boundaries, among other activities, for public and private activities throughout the County and within Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, and Tracy.

Participation in the SJMSCP is voluntary for both local jurisdictions and project applicants. Only agencies adopting the SJMSCP would be covered by the SJMSCP. Individual project applicants have two options if their project is located in a jurisdiction participating in the SJMSCP: mitigating under the SJMSCP or negotiating directly with the state and/or federal permitting agencies. If a project applicant opts for SJMSCP coverage in a jurisdiction that is participating under the SJMSCP, the following options are available, unless their activities are otherwise exempted: pay the appropriate fee; dedicate, as conservation easements or fee title, habitat lands; purchase approved mitigation bank credits; or, propose an alternative mitigation plan.

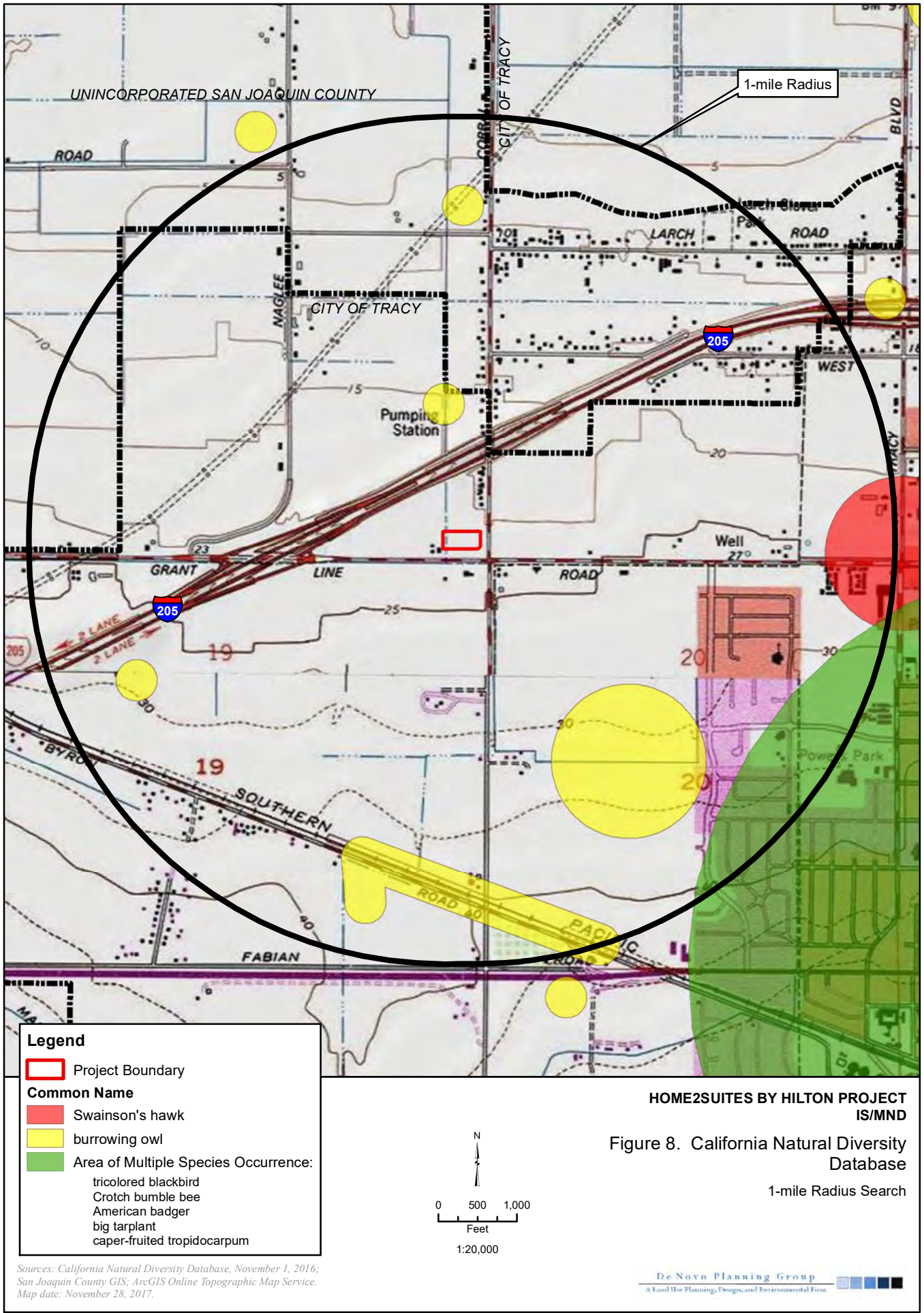
Responsibilities of permittees covered by the SJMSCP include collection of fees, maintenance of implementing ordinances/resolutions, conditioning permits (if applicable), and coordinating with the Joint Powers Authority (JPA) for Annual Report accounting. Funds collected for the SJMSCP are to be used for the following: acquiring Preserve lands, enhancing Preserve lands, monitoring and management of Preserve lands in perpetuity, and the administration of the SJMSCP. Because the primary goal of SJMSCP to preserve productive agricultural use that is compatible with SJMSCP's biological goals, most of the SJMSCP's Preserve lands would be acquired through the purchase of easements in which landowners retain ownership of the land and continue to farm the land. These functions are managed by San Joaquin Council of Governments.

As described under Response (a) the proposed Project is subject to participation in the SJMSCP by Mitigation Measure 6. The City of Tracy and the Project applicant shall consult with SJCOG and determine coverage of the Project pursuant to the SJMSCP. Implementation of Mitigation Measure 6 would ensure that the Project complies with the requirements of the SJMSCP, and would not conflict with any applicable habitat conservation plans. With the implementation of Mitigation Measure 6, the Project would have a **less than significant** impact.

MITIGATION MEASURE(S)

Implement Mitigation Measure 6

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V. CULTURAL RESOURCES -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?		X		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?		X		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		
d) Disturb any human remains, including those interred outside of formal cemeteries?		X		

RESPONSES TO CHECKLIST QUESTIONS

Response a), b), c), d): Less than Significant with Mitigation. The City of Tracy General Plan and subsequent EIR does not identify the site as having prehistoric period cultural resources. Additionally, there are no known unique cultural, historical, paleontological or archeological resources known to occur on, or within the immediate vicinity of the Project site. Furthermore, the site is not designated as a historical resource as defined by Public Resources Code § 21084.1, or listed in, or eligible for listing in the California Register of Historical Resources.

The site has previously been used for agricultural uses. No instances of cultural resources or human remains have been unearthed on the Project site, and site visits did not identify any historical, cultural, paleontological, or archeological resources present on site. Therefore, it is not anticipated that site grading and preparation activities would result in impacts to cultural, historical, archaeological or paleontological resources. There are no known human remains located on the Project site, nor is there evidence to suggest that human remains may be present on the Project site. However, as with most projects in California that involve ground-disturbing activities, there is the potential for discovery of a previously-unknown cultural or historical resource or human remains. This is considered a **potentially significant** impact.

The implementation of the following mitigation measure would require appropriate steps to preserve and/or document any previously undiscovered resources that may be encountered during construction activities, including human remains. Implementation of this measure would reduce this impact to a **less than significant** level.

MITIGATION MEASURE(S)

Mitigation Measure 7: *If any prehistoric or historic artifacts, human remains or other indications of archaeological or paleontological resources are found during grading and construction activities, an archaeologist meeting the Secretary of the Interior's Professional*

Qualifications Standards in prehistoric or historical archaeology, as appropriate, shall be consulted to evaluate the finds and recommend appropriate mitigation measures.

- If cultural resources or Native American resources are identified, every effort shall be made to avoid significant cultural resources, with preservation an important goal. If significant sites cannot feasibly be avoided, appropriate mitigation measures, such as data recovery excavations or photographic documentation of buildings, shall be undertaken consistent with applicable state and federal regulations.*
- If human remains are discovered, all work shall be halted immediately within 50 meters (165 feet) of the discovery, the County Coroner must be notified, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.*
- If any fossils are encountered, there shall be no further disturbance of the area surrounding this find until the materials have been evaluated by a qualified paleontologist, and appropriate treatment measures have been identified.*

VI. GEOLOGY AND SOILS -- WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?		X		
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?		X		
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		X		
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?		X		
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X

RESPONSES TO CHECKLIST QUESTIONS

Responses a.i), a.ii): Less than Significant. The Project site is located in an area of low to moderate seismicity. No known active faults cross the Project site, and the site is not located within an Alquist-Priolo Earthquake Fault Zone; however, relatively large earthquakes have historically occurred in the Bay Area and along the margins of the Central Valley. Many earthquakes of low magnitude occur every year in California. The nearest earthquake fault zoned as active by the State of California Geological Survey is the Greenville fault, located approximately 11 miles southwest of the site. Figure 9 shows nearby faults in relation to the Project site.

The Tracy area has a low-to-moderate seismic history. The largest recorded measurable magnitude earthquake in Tracy measured 3.9 on the Richter scale. The greatest potential for significant ground shaking in Tracy is believed to be from maximum credible earthquakes

occurring on the Calaveras, Hayward, San Andreas, or Greenville faults. Further seismic activity can be expected to continue along the western margin of the Central Valley, and as with all projects in the area, the Project will be designed to accommodate strong earthquake ground shaking, in compliance with the applicable California building code standards.

Other faults capable of producing ground shaking at the site include the San Joaquin fault, 6.7 miles southwest; the Midway fault, 6.9 miles southwest; and the Corral Hollow-Carnegie fault, 10.7 miles southwest of the site. Any one of these faults could generate an earthquake capable of causing strong ground shaking at the subject site. Earthquakes of Moment Magnitude (Mw) 7 and larger have historically occurred in the region and numerous small magnitude earthquakes occur every year.

Since there are no known active faults crossing the Project site and the site is not located within an Earthquake Fault Special Study Zone, the potential for ground rupture at the site is considered low.

An earthquake of moderate to high magnitude generated within the San Francisco Bay Region and along the margins of the central valley could cause considerable ground shaking at the site, similar to that which has occurred in the past. In order to minimize potential damage to the proposed structures caused by groundshaking, all construction would comply with the latest California Building Code standards, as required by the City of Tracy Municipal Code 9.04.030.

Seismic design provisions of current building codes generally prescribe minimum lateral forces, applied statically to the structure, combined with the gravity forces of dead-and-live loads. The code-prescribed lateral forces are generally considered to be substantially smaller than the comparable forces that would be associated with a major earthquake. Therefore, structures should be able to: (1) resist minor earthquakes without damage, (2) resist moderate earthquakes without structural damage but with some nonstructural damage, and (3) resist major earthquakes without collapse but with some structural as well as nonstructural damage.

Implementation of the California Building Code standards, which include provisions for seismic building designs, would ensure that impacts associated with groundshaking would be **less than significant**. Building new structures for human use would increase the number of people exposed to local and regional seismic hazards. Seismic hazards are a significant risk for most property in California.

The Safety Element of the Tracy General Plan includes several goals, objectives and policies to reduce the risks to the community from earthquakes and other geologic hazards. In particular, the following policies would apply to the Project site:

SA-1.1, Policy P1: Underground utilities, particularly water and natural gas mains, shall be designed to withstand seismic forces.

SA-1.1, Policy 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.

SA-1.2, Policy P1: All construction in Tracy shall conform to the California Building Code and the Tracy Municipal Code including provisions addressing unreinforced masonry buildings.

The City reviews all proposed development projects for consistency with the General Plan policies and California Building Code provisions identified above. This review occurs throughout the project application review and processing stage, and throughout plan check and building inspection phases prior to the issuance of a certificate of occupancy.

Consistency with the requirements of the California Building Code and the Tracy General Plan policies identified above would ensure that impacts on humans associated with seismic hazards would be **less than significant**. No additional mitigation is required.

Responses a.iii), c), d): Less than Significant with Mitigation. Liquefaction normally occurs when sites underlain by saturated, loose to medium dense, granular soils are subjected to relatively high ground shaking. During an earthquake, ground shaking may cause certain types of soil deposits to lose shear strength, resulting in ground settlement, oscillation, loss of bearing capacity, landsliding, and the buoyant rise of buried structures. The majority of liquefaction hazards are associated with sandy soils, silty soils of low plasticity, and some gravelly soils. Cohesive soils are generally not considered to be susceptible to liquefaction. In general, liquefaction hazards are most severe within the upper 50 feet of the surface, except where slope faces or deep foundations are present.

Expansive soils are those that undergo volume changes as moisture content fluctuates; swelling substantially when wet or shrinking when dry. Soil expansion can damage structures by cracking foundations, causing settlement and distorting structural elements. Expansion is a typical characteristic of clay-type soils. Expansive soils shrink and swell in volume during changes in moisture content, such as a result of seasonal rain events, and can cause damage to foundations, concrete slabs, roadway improvements, and pavement sections.

Soil expansion is dependent on many factors. The more clayey, critically expansive surface soil and fill materials will be subjected to volume changes during seasonal fluctuations in moisture content. Figure 10 shows the soils within the Project site, and Figure 11 shows the shrink-swell potential of the soils within the site. The soils encountered at the site consist of capay clay, zero to two percent slopes. The capay series consists of very deep, moderately well drained, and firm to very firm soils. Therefore, the potential for liquefaction to occur at the Project site is considered low. However, as shown in Figure 11, the capay clay has a relatively high moisture content, posing a potentially high risk of soil expansion. Implementation of the mitigation measure below would bring this impact to **less than significant**.

MITIGATION MEASURE(S)

Mitigation Measure 8: *Prior to the development of the Project site, a subsurface geotechnical investigation must be performed to identify onsite soil conditions and identify any site-specific engineering measures to be implemented during the construction of building foundations and subsurface utilities. The results of the subsurface geotechnical investigation shall be reflected on the Improvements Plans, subject to review and approval by the City's Building Safety and Fire Prevention Division.*

Mitigation Measure 9: *Expansive materials and potentially weak and compressible fills at the site shall be evaluated by a Geotechnical Engineer during the grading plan stage of development. If highly expansive or compressible materials are encountered, special foundation designs and reinforcement, removal and replacement with soil with low to non-expansive characteristics, compaction strategies, or soil treatment options to lower the expansion potential shall be incorporated through requirements imposed by the City's Development Services Department.*

Responses a.iv): Less than Significant. The Project site is relatively flat and there are no major slopes in the vicinity of the Project site. According to the City's General Plan EIR, the landslide risk in Tracy is low in most areas. In the wider Tracy Planning Area, some limited potential for risk exists for grading and construction activities in the foothills and mountain terrain of the upland areas in the southwest. The potential for small scale slope failures along river banks also exists. The Project site is not located in the foothills, mountain terrain, or along a river bank. Additionally, the Project site is essentially flat. As such, the Project site is exposed to little or no risk associated with landslides. This is a **less than significant** impact and no mitigation is required.

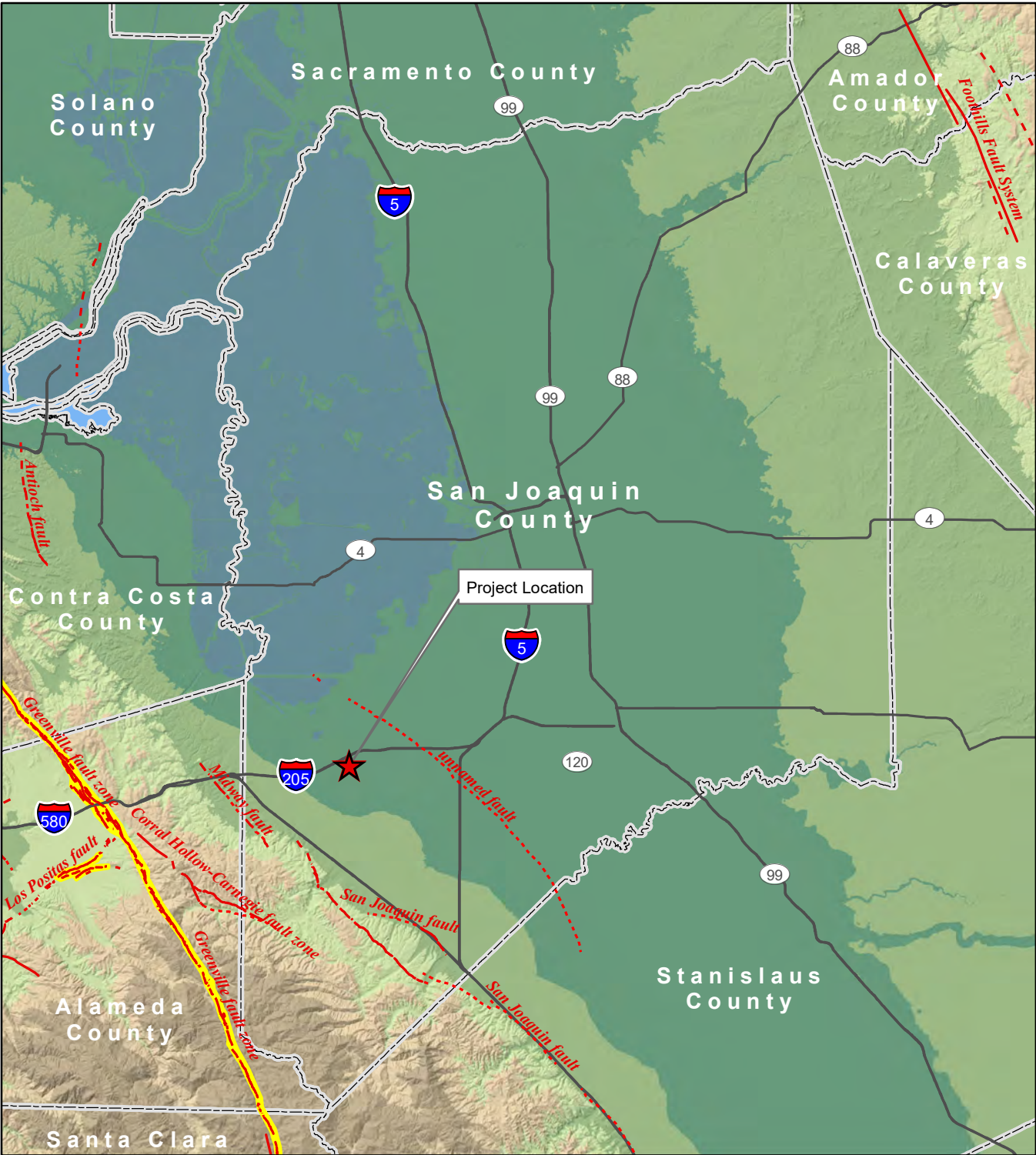
Response b): Less than Significant with Mitigation. During the construction preparation process, existing vegetation would be removed to grade and compact the Project site, as necessary. As construction occurs, these exposed surfaces could be susceptible to erosion from wind and water. Effects from erosion include impacts on water quality and air quality. Exposed soils that are not properly contained or capped increase the potential for increased airborne dust and increased discharge of sediment and other pollutants into nearby stormwater drainage facilities. Risks associated with erosive surface soils can be reduced by using appropriate controls during construction and properly re-vegetating exposed areas. Mitigation Measures 2 and 3 (air quality) require the implementation of various dust control measures during site preparation and construction activities that would reduce the potential for soil erosion and the loss of topsoil. Additionally, Mitigation Measure 13 would require the implementation of various best management practices (BMPs) and a SWPPP that would reduce the potential for disturbed soils and ground surfaces to result in erosion and sediment discharge into adjacent surface waters during construction activities. The implementation of these required mitigation measures would reduce these impacts to a **less than significant** level and no additional mitigation is required.

MITIGATION MEASURE(S)

Implement Mitigation Measures 2, 3 and 13

Response e): No Impact. The Project site would be served by public wastewater facilities and does not require an alternative wastewater system such as septic tanks. Implementation of the proposed Project would have **no impact** on this environmental issue.

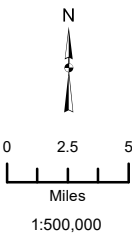
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HOME 2SUITES BY HILTON PROJECT
IS/MND

Figure 9. Earthquake Fault Map

- Quaternary Faults**
- Well-constrained
 - - - Moderately-constrained
 - ... Inferred
 - Alquist-Priolo Fault Zones




Data sources: US Geologic Survey; San Joaquin County GIS; ESRI Streetmap North America. Map date: November 21, 2016.


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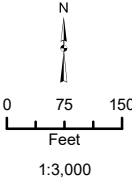


Legend

 Project Boundary (2.56 ac)

NRCS Soil Survey Description

 Capay clay, 0-2% slopes (2.56 ac)



**HOME2SUITES BY HILTON PROJECT
IS/MND**



Figure 10. Project Site Soils

Sources: NRCS Web Soil Survey, San Joaquin County, California (CA077); San Joaquin County GIS; ArcGIS Online World Imagery Service. Map date: November 22, 2017.

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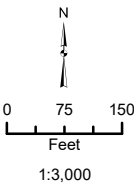


Legend

-  Project Boundary
- Shrink-Swell Potential*
-  High

*Shrink-Swell Potential is determined by linear extensibility. Linear extensibility refers to the change in length of an unconfined clod as moisture content is decreased from a moist to a dry state. Soils are considered to have low potential when the linear extensibility is less than 3%, moderate if 3-6%, and high if 6-9%.

Sources: NRCS Web Soil Survey, San Joaquin County, California (CA077); San Joaquin County GIS; ArcGIS Online World Imagery Service.
Map date: November 22, 2017.



**HOME2SUITES BY HILTON PROJECT
IS/MND**

Figure 11. Shrink-Swell Potential

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XII. GREENHOUSE GAS EMISSIONS -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		X		
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?		X		

BACKGROUND

Various gases in the Earth's atmosphere, classified as atmospheric greenhouse gases (GHGs), play a critical role in determining the Earth's surface temperature. Solar radiation enters Earth's atmosphere from space, and a portion of the radiation is absorbed by the Earth's surface. The Earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation.

Naturally occurring greenhouse gases include water vapor (H₂O), carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and ozone (O₃). Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also greenhouse gases, but they are, for the most part, solely a product of industrial activities. Although the direct greenhouse gases CO₂, CH₄, and N₂O occur naturally in the atmosphere, human activities have changed their atmospheric concentrations. From the pre-industrial era (i.e., ending about 1750) to 2005, concentrations of these three greenhouse gases have increased globally by 36, 148, and 18 percent, respectively (IPCC 2007)².

Greenhouse gases, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane (CH₄), ozone (O₃), water vapor, nitrous oxide (N₂O), and chlorofluorocarbons (CFCs).

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors (California Energy Commission 2006a)³. In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation (California Energy Commission 2006a).

² Intergovernmental Panel on Climate Change. 2007. "Climate Change 2007: The Physical Science Basis, Summary for Policymakers." Available at: http://www.ipcc.ch/publications_and_data/publications_ipcc_fourth_assessment_report_wg1_report_the_physical_science_basis.htm.

³ California Energy Commission. 2006a. Inventory of California Greenhouse Gas Emissions and Sinks 1990 to 2004. Available at: <http://www.arb.ca.gov/cc/inventory/archive/archive.htm>.

As the name implies, global climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern, respectively. California produced 492 million gross metric tons of carbon dioxide equivalents (MMTCO₂e) in 2004 (California Energy Commission 2006a). By 2020, California is projected to produce 507 MMTCO₂e per year.⁴

Carbon dioxide equivalents are a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential of a GHG, is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO₂ were being emitted.

Consumption of fossil fuels in the transportation sector was the single largest source of California's GHG emissions. In 2012 transportation sector emissions, accounted for approximately 37 percent of the total GHG emissions in the state (California Greenhouse Gas Emission Inventory: 2000-2012).⁵ This category was followed by the industrial sector contributing 21.9 percent of GHG emissions. The electric power generation sector (including both in-state and out of-state sources) has seen the greatest decline in GHG emissions down 14 percent from 2000, and currently contributing 11.2 percent of all state GHG emissions.

EFFECTS OF GLOBAL CLIMATE CHANGE

The effects of increasing global temperature are far-reaching and extremely difficult to quantify. The scientific community continues to study the effects of global climate change. In general, increases in the ambient global temperature as a result of increased GHGs are anticipated to result in rising sea levels, which could threaten coastal areas through accelerated coastal erosion, threats to levees and inland water systems and disruption to coastal wetlands and habitat.

If the temperature of the ocean warms, it is anticipated that the winter snow season would be shortened. Snowpack in the Sierra Nevada provides both water supply (runoff) and storage (within the snowpack before melting), which is a major source of supply for the state. The snowpack portion of the supply could potentially decline by 70 to 90 percent by the end of the 21st century (Cal EPA 2006).⁶ This phenomenon could lead to significant challenges securing an adequate water supply for a growing state population. Further, the increased ocean temperature could result in increased moisture flux into the state; however, since this would likely increasingly come in the form of rain rather than snow in the high elevations, increased

⁴ California Air Resources Board. 2010. "Functional Equivalent Document prepared for the California Cap on GHG Emissions and Market-Based Compliance Mechanisms."

⁵ EPA. Available at: http://www.arb.ca.gov/cc/inventory/pubs/reports/ghg_inventory_00-12_report.pdf.

⁶ California Environmental Protection Agency, Climate Action Team. 2006. Climate Action Team Report to Governor Schwarzenegger and the Legislature. Available at: http://www.climatechange.ca.gov/climate_action_team/reports/.

precipitation could lead to increased potential and severity of flood events, placing more pressure on California's levee/flood control system.

Sea level has risen approximately seven inches during the last century and it is predicted to rise an additional 22 to 35 inches by 2100, depending on the future GHG emissions levels (Cal EPA 2006). If this occurs, resultant effects could include increased coastal flooding, saltwater intrusion and disruption of wetlands (Cal EPA 2006). As the existing climate throughout California changes over time, mass migration of species, or failure of species to migrate in time to adapt to the perturbations in climate, could also result. Under the emissions scenarios of the Climate Scenarios report (Cal EPA 2006), the impacts of global warming in California are anticipated to include, but are not limited to, the following.

Public Health

Higher temperatures are expected to increase the frequency, duration, and intensity of conditions conducive to air pollution formation. For example, days with weather conducive to ozone formation are projected to increase from 25 to 35 percent under the lower warming range and to 75 to 85 percent under the medium warming range. In addition, if global background ozone levels increase as predicted in some scenarios, it may become impossible to meet local air quality standards. Air quality could be further compromised by increases in wildfires, which emit fine particulate matter that can travel long distances depending on wind conditions. The Climate Scenarios report indicates that large wildfires could become up to 55 percent more frequent if GHG emissions are not significantly reduced.

In addition, under the higher warming scenario, there could be up to 100 more days per year with temperatures above 90°F in Los Angeles and 95°F in Sacramento by 2100. This is a large increase over historical patterns and approximately twice the increase projected if temperatures remain within or below the lower warming range. Rising temperatures will increase the risk of death from dehydration, heat stroke/exhaustion, heart attack, stroke, and respiratory distress caused by extreme heat.

Water Resources

A vast network of man-made reservoirs and aqueducts capture and transport water throughout the State from Northern California rivers and the Colorado River. The current distribution system relies on Sierra Nevada snow pack to supply water during the dry spring and summer months. Rising temperatures, potentially compounded by decreases in precipitation, could severely reduce spring snow pack, increasing the risk of summer water shortages.

The state's water supplies are also at risk from rising sea levels. An influx of saltwater would degrade California's estuaries, wetlands, and groundwater aquifers. Saltwater intrusion caused by rising sea levels is a major threat to the quality and reliability of water within the southern edge of the Sacramento/San Joaquin River Delta, a major state fresh water supply. Global warming is also projected to seriously affect agricultural areas, with California farmers projected to lose as much as 25 percent of the water supply they need; decrease the potential for hydropower production within the state (although the effects on hydropower are uncertain); and seriously harm winter tourism. Under the lower warming range, the snow dependent winter

recreational season at lower elevations could be reduced by as much as one month. If temperatures reach the higher warming range and precipitation declines, there might be many years with insufficient snow for skiing, snowboarding, and other snow dependent recreational activities.

If GHG emissions continue unabated, more precipitation will fall as rain instead of snow, and the snow that does fall will melt earlier, reducing the Sierra Nevada spring snow pack by as much as 70 to 90 percent. Under the lower warming scenario, snow pack losses are expected to be only half as large as those expected if temperatures were to rise to the higher warming range. How much snow pack will be lost depends in part on future precipitation patterns, the projections for which remain uncertain. However, even under the wetter climate projections, the loss of snow pack would pose challenges to water managers, hamper hydropower generation, and nearly eliminate all skiing and other snow-related recreational activities.

Agriculture

Increased GHG emissions are expected to cause widespread changes to the agriculture industry reducing the quantity and quality of agricultural products statewide. Although higher carbon dioxide levels can stimulate plant production and increase plant water-use efficiency, California's farmers will face greater water demand for crops and a less reliable water supply as temperatures rise.

Plant growth tends to be slow at low temperatures, increasing with rising temperatures up to a threshold. However, faster growth can result in less-than-optimal development for many crops, so rising temperatures are likely to worsen the quantity and quality of yield for a number of California's agricultural products. Products likely to be most affected include wine grapes, fruits and nuts, and milk.

Crop growth and development will be affected, as will the intensity and frequency of pest and disease outbreaks. Rising temperatures will likely aggravate ozone pollution, which makes plants more susceptible to disease and pests and interferes with plant growth.

In addition, continued global warming will likely shift the ranges of existing invasive plants and weeds and alter competition patterns with native plants. Range expansion is expected in many species while range contractions are less likely in rapidly evolving species with significant populations already established. Should range contractions occur, it is likely that new or different weed species will fill the emerging gaps. Continued global warming is also likely to alter the abundance and types of many pests, lengthen pests' breeding season, and increase pathogen growth rates.

Forests and Landscapes

Global warming is expected to alter the distribution and character of natural vegetation thereby resulting in a possible increased risk of large of wildfires. If temperatures rise into the medium warming range, the risk of large wildfires in California could increase by as much as 55 percent, which is almost twice the increase expected if temperatures stay in the lower warming range. However, since wildfire risk is determined by a combination of factors, including precipitation,

winds, temperature, and landscape and vegetation conditions, future risks will not be uniform throughout the state. For example, if precipitation increases as temperatures rise, wildfires in Southern California are expected to increase by approximately 30 percent toward the end of the century. In contrast, precipitation decreases could increase wildfires in Northern California by up to 90 percent.

Moreover, continued global warming will alter natural ecosystems and biological diversity within the state. For example, alpine and sub-alpine ecosystems are expected to decline by as much as 60 to 80 percent by the end of the century as a result of increasing temperatures. The productivity of the state's forests is also expected to decrease as a result of global warming.

Rising Sea Levels

Rising sea levels, more intense coastal storms, and warmer water temperatures will increasingly threaten the state's coastal regions. Under the higher warming scenario, sea level is anticipated to rise 22 to 35 inches by 2100. Elevations of this magnitude would inundate coastal areas with saltwater, accelerate coastal erosion, threaten vital levees and inland water systems, and disrupt wetlands and natural habitats.

Significance Thresholds

Governor's Office of Planning and Research's (OPR's) Guidance does not include a quantitative threshold of significance to use for assessing a project's GHG emissions under CEQA. Moreover, the California Air Resources Board (CARB) has not established such a threshold or recommended a method for setting a threshold for project-level analysis. In the absence of a consistent statewide threshold, a threshold of significance for analyzing the Project's GHG emissions was developed. The issue of setting a GHG threshold is complex and dynamic, especially in light of the California Supreme Court decision in *Center for Biological Diversity v. California Department of Fish and Wildlife* (referred to as the Newhall Ranch decision hereafter). The California Supreme Court ruling also highlighted the need for the threshold to be tailored to the specific project type, its location, and the surrounding setting. Therefore, the threshold used to analyze the Project is specific to the analysis herein and the City retains the ability to develop and/or use different thresholds of significance for other projects in its capacity as lead agency and recognizing the need for the individual threshold to be tailored and specific to individual projects.

The SJVAPCD provides a tiered approach in assessing significance of project specific GHG emission increases. Projects implementing Best Performance Standards (BPS) would be determined to have a less than cumulatively significant impact. Otherwise, demonstration of a 29 percent reduction in GHG emissions, from business-as-usual (BAU), is required to determine that a project would have a less than cumulatively significant impact. The BAU approach was developed consistent with the GHG emission reduction targets established in the Scoping Plan. However, the BAU portion of the tiered approach is problematic based on the Newhall Ranch decision.

It is recommended that mass emission thresholds of significance developed by Sacramento Metropolitan Air Quality Management District (SMAQMD) and the Bay Area Air Quality Management District (BAAQMD) be used for evaluating construction- and operation-related GHG

emissions. These thresholds are available in the SMAQMD CEQA Guide, last updated in February 2016 (SMAQMD 2016), and the 2010 BAAQMD CEQA Air Quality Guidelines, respectively.

The SMAQMD recommends a two-tiered approach for assessing a project's operational emissions. The two-tier framework is recommended by all air districts in the Sacramento region and is retained in this analysis. The second tier is replaced with a more appropriate threshold based on issues raised in the Newhall Ranch decision.

The first tier consists of comparing a project's annual operational emissions to SMAQMD's recommended mass emission threshold. The first tier gives lead agencies the ability to assess smaller projects and conclude that each development proposal would not necessarily make a considerable contribution to the cumulative impact of climate change.

The second tier consists of evaluating a project's consistency with California's GHG reduction targets. In light of the Newhall Ranch decision, efficiency metrics were developed to assess the Project's consistency with California's adopted GHG reduction target for 2020 under AB 32. Based on the discussion above, the following thresholds are applied to this analysis:

- For the evaluation of construction-related emissions, if the mass emissions associated with construction of the Project would exceed of 1,100 metric tons of carbon dioxide-equivalent per year (MTCO₂e/year) then they would be cumulatively considerable.
- For the evaluation of operational emissions, a two-tiered approach is used:
 - (Tier I) Operational emissions of a Project would not have a significant impact on the environment if they are less than 1,100 MTCO₂e/year, and
 - (Tier II) Projects that would become fully operational on or before 2020 with operational emissions that exceed 1,100 MTCO₂e/year, but are able to demonstrate consistency with a GHG efficiency metric of 4.9 metric tons of carbon dioxide equivalents per service population per year (MTCO₂e/SP/year) by 2020, would not conflict with AB 32 and California's envisioned post-2020 GHG reduction goals.

For the evaluation of this Project in relation to the SMAQMD approach for assessing a project's operational emissions, an impact would be significant if both Tier I and Tier II thresholds are exceeded.

On June 2, 2010, the BAAQMD adopted new CEQA significance thresholds including the thresholds for GHGs of 1,100 metric tons MTCO₂e/yr or 4.6 MTCO₂e/SP/yr for evaluating operation-related emissions (BAAQMD 2010). These thresholds were developed based on overall projections of development in the region, and how the region would come into compliance with the goals established by AB 32.

On March 5, 2012, the Alameda County Superior Court issued a judgment finding that the BAAQMD had failed to comply with CEQA when it adopted these thresholds. The court did not determine whether the thresholds were valid on the merits, but rather found that the adoption of the thresholds was a project under CEQA. The court issued a writ of mandate ordering the BAAQMD to set aside the thresholds and cease their dissemination until the BAAQMD had complied with CEQA.

Although the Alameda County Superior Court has ordered the BAAQMD to cease dissemination of the previously adopted thresholds, the court has made no finding on the applicability or the merits of the quantitative threshold. BAAQMD states that lead agencies will need to determine appropriate air quality thresholds to use for each project they review based on substantial evidence that they should include in the administrative record for the project. One resource BAAQMD provides as a reference for determining appropriate thresholds is the CEQA Thresholds Options and Justification Report developed by staff in 2009 (BAAQMD 2009). The CEQA Thresholds Options and Justification Report outlines substantial evidence supporting a variety of thresholds of significance.

Therefore, because the Project would result in operational-related emissions of GHGs from mobile and indirect sources (i.e., energy consumption), and is located adjacent to the BAAQMD's jurisdiction for which these thresholds were determined to be applicable, the thresholds of 1,100 MT CO₂e/yr and 4.6 MT CO₂e/SP/yr were determined to be acceptable thresholds for CEQA significance with regards to operational GHG emissions for this Project.

Based on the discussion above, the following thresholds are applied to this analysis:

- generate greenhouse gas emissions that exceed 1,100 MTCO₂e/yr); or
- generate greenhouse gas emissions that exceed 4.6 MTCO₂e/SP/yr.

For the evaluation of this Project in relation to the BAAQMD approach for assessing a project's operational emissions, an impact would be significant if both thresholds are exceeded.

The approach of applying both the SMAQMD and BAAQMD thresholds replaces the BPS and BAU approach previously recommended by the SJVAPCD.

RESPONSES TO CHECKLIST QUESTIONS

Response a) and b): Less than Significant with Mitigation. The proposed Project's short-term construction-related and long-term operational GHG emissions for buildout of the proposed Project, were estimated using the California Emission Estimator Model (CalEEMod)TM (v.2016.3.1). CalEEMod is a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify GHG emissions from land use projects. The model quantifies direct GHG emissions from construction and operation (including vehicle use), as well as indirect GHG emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. Emissions are expressed in annual metric tons of CO₂ equivalent units of measure (i.e., MTCO₂e), based on the global warming potential of the individual pollutants.

Short-Term Construction GHG Emissions

Estimated increases in GHG emissions associated with construction of the proposed Project (all phases collectively) are summarized in Table 1. The modeling included mitigation inputs for construction operations including the following:

- Reduce vehicle speed on unpaved roads to 5 miles per hour (mph); and
- Water exposed area 2 times daily.

TABLE 1: CONSTRUCTION GHG EMISSIONS (METRIC TONS/YR)

	Bio-CO₂	NBio-CO₂	Total CO₂	CH₄	N₂O	CO₂e
2017	0.0000	83.4000	83.4000	0.0222	0.0000	83.9551
2018	0.0000	57.5853	57.5853	0.0106	0.0000	57.8502
Maximum	0.0000	83.4000	83.4000	0.0222	0.0000	83.9551

SOURCE: CALEEMOD VERSION 2016.3.1.

As shown above in Table 1, construction activities would result in maximum annual emissions of 83.9551 MTCO₂e/year and would not exceed the recommended mass emission threshold for GHG emissions of 1,100 MTCO₂e/year.

These construction GHG emissions are a one-time release and are comparatively much lower than overall emissions associated with operational phases of a project. Construction GHG emissions from the proposed Project do not impede local GHG reduction efforts, or violate GHG reduction goals set by AB 32, as required by the Public Resources Code, Section 21082.2. Additionally, as discussed previously, Mitigation Measure 4 requires the Project applicant to comply with District Rule 9510 which is intended to reduce construction related emission. Therefore, cumulatively these construction emissions would not generate a significant contribution to global climate change.

Long-Term Operational GHG Emissions

The long-term operational GHG emissions estimate for buildout of the proposed Project incorporates the potential area source and vehicle emissions, and emissions associated with utility and water usage, and wastewater and solid waste generation. The modeling included mitigation inputs including the following:

Traffic Mitigation

- Increase Diversity to 28 jobs per acre⁷
- Improve Destination Accessibility (minimum distance to downtown is 1.75 miles)
- Increase Transit Accessibility in the Project area (minimum distance to transit stops is 0.1 miles)
- Improve Pedestrian Network so that the Project area connects to offsite pedestrian networks

Energy Mitigation

- Exceed Title 24 by 15%
- Install High Efficiency Lighting
- Install High Efficiency Appliances

⁷ Source: Southern California Association of Governments. Employment Density Study Summary Report. October 31, 2001. Table 1A.

Area Mitigation

- Use Low VOC Paint - Interior
- Use Low VOC Paint - Exterior
- Use Low VOC Cleaning Supplies
- Use Only Natural Gas Hearths

Water Mitigation

- Install Low Flow Bathroom Faucet
- Install Low-Flow Kitchen Faucet
- Install Low-Flow Toilet
- Install Low-Flow Shower
- Use Water-Efficient Irrigation Systems

Estimated GHG emissions associated with buildout of the proposed Project with and without the above mitigation incorporated are summarized in Tables 2 and 3.

TABLE 2: OPERATIONAL GHG EMISSIONS - 2018 (UNMITIGATED METRIC TONS/YR)

	<i>Bio-CO₂</i>	<i>NBio-CO₂</i>	<i>Total CO₂</i>	<i>CH₄</i>	<i>N₂O</i>	<i>CO₂e</i>
Area	0.0000	1.6800e-003	1.6800e-003	0.0000	0.0000	1.7900e-003
Energy	0.0000	161.6428	161.6428	7.7400e-003	2.9600e-003	162.7185
Mobile	0.0000	943.4723	943.4723	0.0840	0.0000	945.5710
Waste	10.4459	0.0000	10.4459	0.6173	0.0000	25.8793
Water	0.7565	2.0576	2.8140	0.0779	1.8700e-003	5.3190
Total	11.2024	1,107.1743	1,118.3761	0.7869	4.8300e-003	1,139.4895

SOURCE: CALEEMOD VERSION 2016.3.1.

TABLE 3: OPERATIONAL GHG EMISSIONS - 2018 (MITIGATED METRIC TONS/YR)

	<i>Bio-CO₂</i>	<i>NBio-CO₂</i>	<i>Total CO₂</i>	<i>CH₄</i>	<i>N₂O</i>	<i>CO₂e</i>
Area	0.0000	1.6800e-003	1.6800e-003	0.0000	0.0000	1.7900e-003
Energy	0.0000	138.5761	138.5761	6.6700e-003	2.5400e-003	139.4993
Mobile	0.0000	854.7475	854.7475	0.0812	0.0000	856.7782
Waste	10.4459	0.0000	10.4459	0.6173	0.0000	25.8793
Water	0.7565	1.6652	2.2704	0.0623	1.5000e-003	4.2745
Total	11.2024	994.9904	1,006.0415	0.7676	4.0400	1,026.4330
% Reduction	1.35	10.13	10.04	2.46	16.36	9.92

SOURCE: CALEEMOD VERSION 2016.3.1.

As shown in Table 3, operation of the project would result in annual emissions of 1,026.4330MT CO₂e/year, which does not exceed the recommended SMAQMD Tier I and BAAQMD mass emission GHG threshold of 1,100 MTCO₂e per year. Therefore, this impact would be **less than significant**.

In addition, as stated previously, the proposed Project would be required to comply with the minimum mandatory measures of the CALGreen Code, which would result in an estimated 1.8 percent reduction. Furthermore, reduction of cumulative ROG and NO_x emissions due to the Indirect Source Rule mitigation (discussed under Air Quality) would subsequently result in an associated reduction in CO₂ emissions.

The City of Tracy adopted the Tracy Sustainability Action Plan in 2011. The Sustainability Action Plan includes programs and measures to reduce GHGs through community and municipal operations. Programs and measures contained in the Sustainability Action Plan that relate to the proposed Project include:

- Measure E-1: Implement California Green Building Standards, as contained in Title 24, Part 11, CCR.
- Measure T-4: Promote transit ridership increase transit route coverage to within ¼ mile of 75 percent of residents within new development areas.
- Measure T-5 c and d: Which promote the use of alternative transportation measures, including bikes and pedestrian travel, by providing connections to existing bike and pedestrian facilities.
- Measure E-2 e: Requiring energy efficient exterior lighting.
- Measure PH-12: Encourage new development to use non-toxic building materials.

The proposed Project would assist the City of Tracy with implementation of the Sustainability Action Plan, and is consistent with the measures described above. The proposed Project would be constructed in compliance with the California Green Building Standards, would install energy efficient lighting, promote connections to existing bike and pedestrian facilities, and encourage the use of nontoxic building materials.

Conclusion

As stated previously, short-term construction GHG emissions are a one-time release of GHGs and are not expected to significantly contribute to global climate change over the lifetime of the proposed Project. Construction GHG emissions from the proposed Project do not impede local GHG reduction efforts, or violate GHG reduction goals set by AB 32, as required by the Public Resources Code, Section 21082.2. Additionally, as discussed previously, Mitigation Measure 4 requires the Project applicant to coordinate with the SJVAPCD to verify that the Project meets the requirements of District Rule 9510, which is intended to reduce construction related emission. Therefore, cumulatively these construction emissions would not generate a significant contribution to global climate change.

Because project-related construction emissions of GHGs would be less than the SMAQMD Tier I and BAAQMD mass emission threshold of 1,100 MT CO₂e/year, and because the project's operational GHG efficiency would be consistent with statewide GHG reduction goals, the project would not generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment. Implementation of the proposed Project (all phases) would not exceed an established threshold, conflict with any applicable plan, policy, or regulation related to

GHG reduction. Therefore, impacts related to GHG emissions and global climate change would be considered **less-than-significant** with the implementation of the following mitigation measure.

MITIGATION MEASURE(S)

Mitigation Measure 10: *Along with the mitigation measures contained in Section III (Air Quality), the Project applicant shall institute the following mitigation measures during construction and operation of the Project to reduce greenhouse gas emissions and energy consumption.*

- *Increase transit accessibility in the Project site by ensuring a minimum distance of 0.1 miles to transit stops*
- *Ensure that the pedestrian network within the Project site connects to offsite pedestrian networks*
- *Exceed Title 24 by 15% through verified compliance with CALGreen Tier 1 efficiency requirements*
- *Install high efficiency lighting and appliance*
- *Install low-flow faucets, toilets, and showers as applicable*
- *Use water-efficient irrigation systems throughout the Project site*

VIII. HAZARDS AND HAZARDOUS MATERIALS -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		X		
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X	
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?			X	
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X	

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): Less than Significant with Mitigation. The proposed Project would place hotel uses in an area of the City that currently contains residential and commercial uses. Like most agricultural and farming operations in the Central Valley, agricultural practices in the area have used agricultural chemicals including pesticides and herbicides as a standard practice. Although no contaminated soils have been identified on the Project site or the vicinity above applicable levels, residual concentrations of pesticides may be present in soil as a result of historic agricultural application and storage. Continuous spraying of crops over many years can potentially result in a residual buildup of pesticides, in farm soils. Of highest concern relative to

agrichemicals are chlorinated herbicides, organophosphate pesticides, and organochlorine pesticides, such as Mecoprop (MCP), Dinoseb, chlordane, dichloro-diphenyltrichloroethane (DDT), and dichloro-diphenyl-dichloroethylene (DDE). There are no records of soil contamination on the Project site.

The proposed commercial land uses do not routinely transport, use, or dispose of hazardous materials, or present a reasonably foreseeable release of hazardous materials, with the exception of common hazardous materials such as household cleaners, paint, etc. The operational phase of the proposed Project does not pose a significant hazard to the public or the environment.

Onsite reconnaissance and historical records indicate that there are no known underground storage tanks or pipelines located on the Project site that contain hazardous materials. Therefore, the disturbance of such items during construction activities is unlikely. Construction equipment and materials would likely require the use of petroleum based products (oil, gasoline, diesel fuel), and a variety of common chemicals including paints, cleaners, and solvents. Transportation, storage, use, and disposal of hazardous materials during construction activities would be required to comply with applicable federal, state, and local statutes and regulations. Compliance would ensure that human health and the environment are not exposed to hazardous materials.

Mitigation Measure 11 presented below require a Soils Management Plan (SMP) to be submitted and approved by the San Joaquin County Department of Environmental Health prior to the issuance of a grading permit. The SMP will establish management practices for handling hazardous materials, including fuels, paints, cleaners, solvents, etc., during construction.

In addition, Mitigation Measure 13 requires the Project applicant to implement a SWPPP during construction activities, which would prevent any contaminated runoff from leaving the Project site. Further, Mitigation Measure 12 requires submittal of a Hazardous Materials Business Plan. Therefore, the proposed Project would have a **less than significant** impact relative to this issue.

MITIGATION MEASURE(S)

Implement Mitigation Measure 13 (SWPPP)

Mitigation Measure 11: *A Soils Management Plan (SMP) shall be submitted and approved by the San Joaquin County Department of Environmental Health prior to the issuance of a grading permit. The SMP shall establish management practices for handling hazardous materials, including fuels, paints, cleaners, solvents, etc., during construction. The approved SMP shall be posted and maintained onsite during construction activities and all construction personnel shall acknowledge that they have reviewed and understand the plan.*

Mitigation Measure 12: *Prior to bringing hazardous materials onsite, the applicant shall submit a Hazardous Materials Business Plan (HMBP) to San Joaquin County Environmental Health Division (CUPA) for review and approval. If during the construction process the applicant or his subcontractors generates hazardous waste, the applicant must register with the CUPA as a generator of hazardous waste, obtain an EPA ID# and accumulate, ship and dispose of the hazardous waste per Health and Safety Code Ch. 6.5. (California Hazardous Waste Control Law).*

Response c): No Impact. The Project site is not located within ¼ mile of an existing school. Jacobson Elementary School is located approximately 0.27 miles east of the Project site. Therefore, **no impact** would occur as a result of the proposed Project.

Response d): Less than Significant. According the California Department of Toxic Substances Control (DTSC) there are no Federal Superfund Sites, State Response Sites, or Voluntary Cleanup Sites on, or in the near vicinity of the Project site. The Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5. The nearest investigation sites include:

Quality Cleaners, Tracy (site #60002170). This site is a strip mall that contains Quality Dry Cleaners. The site is a voluntary cleanup site and is active as of March 27, 2015. The site was investigated and had limited soil, indoor air, and soil samples taken. PDT/TCE has been found in the groundwater and indoor air.

Old Valley Pipeline (Laurelbrook) (site #39460005). From the early 1900's to the late 1950's, the Old Valley Pipeline was used by Standard Oil Company (now Chevron) to transport heavy petroleum (crude oil) from Bakersfield to Richmond. The site is a voluntary cleanup site and was referred to the Regional Water Quality Control Board as of December 9, 2015. A Voluntary Cleanup Agreement dated October 23, 2002 outlined site characterization and human health activities. The site characteristic activities are ongoing.

Therefore, implementation of the proposed Project would result in a **less than significant** impact relative to this environmental topic.

Responses e), f): Less than Significant. 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.

The San Joaquin County Airport Land-Use Commission (ALUC) provides for the appropriate development of the areas surrounding the six public access airports in San Joaquin County. The Airport Land Use Compatibility Plan (ALUCP), provides guidance intended to minimize the public's exposure to excessive noise and safety hazards, as well as ensure that the approaches to airports are kept clear of structures and other conflicts that could pose an aviation safety hazard. Currently, the SJCOG Board of Directors serves as the designated body to carry out the functions of the ALUC. This includes establishing an ALUCP.

The Tracy Municipal Airport is the closest airport to the Project site, located approximately 4.4 miles south of the Project site. The Airport is a general aviation airport owned by the City and managed by the Public Works Department. Guidelines for Airport Land Use were developed by SJCOG Airport Land Use Commission in 2013. Furthermore, the City of Tracy adopted an Airport Master Plan in 1998, analyzing the impacts to safety on surrounding development from the Tracy Municipal Airport.

The probability of an aircraft accident is highest along the extended runway centerline, and within one mile of the runway end. According to SJCOG Guidelines there are seven zones in which land use restrictions apply due to proximity to the airport:

1. Zone 1 Runway Protection Zone (RPZ)
2. Zone 2 Inner Approach/Departure Zone (IADZ)
3. Zone 3 Inner Turning Zone (ITZ)
4. Zone 4 Outer Approach/Departure Zone (OADZ)
5. Zone 5 Sideline Safety Zone (SSZ)
6. Zone 7 Traffic Pattern Zone (TPZ)
7. Zone 8 Airport Influence Area (AIA)

Land use constraints in these zones become progressively less restrictive from the RPZ to the TPZ. The proposed Project is not located within any of the safety zones. The proposed Project is not located within one mile of the airport, nor along the extended runway centerline. Additionally, there are no private airstrips within the vicinity of the Project site. The proposed Project consists of two four-story structures, and does not propose any structures of substantial height that would protrude into active airspace. Building height would be consistent with surrounding uses. Therefore, safety hazards related to the Project's proximity to the Tracy Municipal Airport are **less than significant**, and no mitigation is required.

Response g): No Impact. The General Plan (Adopted February 1, 2011) includes policies that require the City to maintain emergency access routes that are free of traffic impediments (Goal SA-6, Objective SA-6.1, Policy P1 and Action A2). The proposed Project does not include any actions that would impair or physically interfere with an adopted emergency response plan or emergency evacuation plan. The Project involves the development of hotel uses near similar commercial uses, and would not interfere with any emergency response or evacuation plans. Implementation of the proposed Project would result in **no impact** on this environmental topic.

Response h): Less than Significant. The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents) and topography (degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point, while fuels such as trees have a lower surface area to mass ratio and require more heat to reach the ignition point.

The City has areas with an abundance of flashy fuels (i.e. grassland) in the outlying residential parcels and open lands that, when combined with warm and dry summers with temperatures often exceeding 100 degrees Fahrenheit, create a situation that results in higher risk of wildland fires. Most wildland fires are human caused, so areas with easy human access to land with the appropriate fire parameters generally result in an increased risk of fire.

The California Department of Forestry has designated the southwestern edge of the City as having a moderate wildland fire potential. This is predominately a result of the hills and grassland

habitat that persists. The identified moderate wildland fire potential area in and around Tracy does not include the Project site. Because the Project site is not located within a designated wildfire hazard area, this is a **less than significant** impact and no mitigation is required.

IX. HYDROLOGY AND WATER QUALITY -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Violate any water quality standards or waste discharge requirements?		X		
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?		X		
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?		X		
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		X		
f) Otherwise substantially degrade water quality?		X		
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			X	
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			X	
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
j) Inundation by seiche, tsunami, or mudflow?			X	

RESPONSES TO CHECKLIST QUESTIONS

Responses a): Less than Significant with Mitigation. Wastewater generated by the proposed Project would be conveyed to the Tracy Wastewater Treatment Plant (WWTP) for treatment and disposal. The City's wastewater collection system consists of gravity sewer lines, pump stations and the 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. The Project's potential to violate a water quality standard or waste discharge requirement is related to the treatment of wastewater generated by the Project, and the quality of stormwater runoff generated at the Project site. These two issues are addressed below.

In 2008 the City expanded its wastewater treatment capacity to 10.8 million gallons per day (mgd). The City's Wastewater Treatment Plant (WWTP) currently treats approximately 9.0 mgd of wastewater. The City's WWTP provides secondary-level treatment of wastewater followed by disinfection. Treated effluent from the WWTP is conveyed to a submerged diffuser for discharge into the Old River. The WWTP has an NPDES permit for discharge into the Old River from the State Regional Water Quality Control Board.

For this analysis, a per capita generation factor of 80 gallons per capita per day of wastewater was used.⁸ Therefore, the proposed 94-rooms would generate up to 7,520 gallons per day of wastewater, or 0.00752 mgd of wastewater. The addition of 0.00752 of wastewater would not exceed the treatment capacity of the City's WWTP, or violate waste discharge requirements under the City's National Pollutant Discharge Elimination System (NPDES) permit. As such, the Project would not cause, or contribute to, a violation of wastewater quality standards or waste discharge requirements.

In order to ensure that stormwater runoff from the Project site does not adversely increase pollutant levels in adjacent surface waters and stormwater conveyance infrastructure, the application of BMPs to effectively reduce pollutants from stormwater leaving the site during both the construction and operational phases of the Project are required under Mitigation Measure 13, which requires the preparation of a SWPPP.

Through compliance with the NPDES permit requirements, and compliance with the SWPPP, the proposed Project would not result in a violation of any water quality standards or waste discharge requirements. Therefore, through compliance with the NPDES, and SWPPP requirements required by Mitigation Measure 13, impacts from the proposed Project would result in a **less than significant** impact relative to this environmental topic.

MITIGATION MEASURE(S)

Implement Mitigation Measure 13 (SWPPP).

Responses b): Less than Significant. The proposed Project would not result in the construction of new groundwater wells, nor would it increase existing levels of groundwater pumping. The

⁸ Wastewater Flow and Loading Generation Factors Tracy Wastewater Master Plan (Per Capita Flow and Loading factors).

proposed Project would be served by the City's municipal water system. The City of Tracy uses several water sources, including the US Bureau of Reclamation, the South County Water Supply Project (SCWSP), and groundwater. As described in greater detail in the Utilities Section of this document, the City has adequate water supplies to serve the proposed Project without increasing the current rate of groundwater extraction.

Groundwater recharge occurs primarily through percolation of surface waters through the soil and into the groundwater basin. The addition of significant areas of impervious surfaces (such as roads, parking lots, buildings, etc.) can interfere with this natural groundwater recharge process. Upon full Project buildout, most of the Project site would be covered in impervious surfaces, which would limit the potential for groundwater percolation to occur on the Project site. However, given the relatively large size of the groundwater basin in the Tracy area, the areas of impervious surfaces added as a result of Project implementation will not adversely affect the recharge capabilities of the local groundwater basin. The proposed Project would result in **less than significant** impacts related to depletion of groundwater supplies and interference with groundwater recharge. No mitigation is required.

Responses c), d), e), f): Less than Significant with Mitigation. When land is in a natural or undeveloped condition, soils, mulch, vegetation, and plant roots absorb rainwater. This absorption process is called infiltration or percolation. Much of the rainwater that falls on natural or undeveloped land slowly infiltrates the soil and is stored either temporarily or permanently in underground layers of soil. When the soil becomes completely soaked or saturated with water or the rate of rainfall exceeds the infiltration capacity of the soil, the rainwater begins to flow on the surface of land to low lying areas, ditches, channels, streams, and rivers. Rainwater that flows off of a site is defined as storm water runoff. When a site is in a natural condition or is undeveloped, a larger percentage of rainwater infiltrates into the soil and a smaller percentage flows off the site as storm water runoff.

The infiltration and runoff process is altered when a site is developed with urban uses. Houses, buildings, roads, and parking lots introduce asphalt, concrete, and roofing materials to the landscape. These materials are relatively impervious, which means that they absorb less rainwater. As impervious surfaces are added to the ground conditions, the natural infiltration process is reduced. As a result, the volume and rate of storm water runoff increases. The increased volumes and rates of storm water runoff may result in flooding if adequate storm drainage facilities are not provided.

There are no rivers, streams, or water courses located on or immediately adjacent to the Project site. As such, there is no potential for the Project to alter a water course, which could lead to on or offsite flooding. Drainage improvements associated with the Project site would be located on the Project site, and the Project would not alter or adversely impact offsite drainage facilities.

Development of the Project site would place impervious surfaces on portions of the approximately 2.56-acre Project site. Development of the Project site would potentially increase local runoff production, and would introduce constituents into storm water that are typically associated with urban runoff. These constituents include heavy metals (such as lead, zinc, and

copper) and petroleum hydrocarbons. BMPs will be applied to the proposed site development to limit the concentrations of these constituents in any site runoff that is discharged into downstream facilities to acceptable levels. Stormwater flows from the Project site would be directed to the bioretention areas by a new stormwater conveyance system on the Project site, to be subsequently delivered to the drop inlets via the subdrains, overflow devices and drop inlet connections serving the bioretention areas. Stormwater runoff would not be allowed to discharge directly to the existing drop inlets on the north side of Grant Line Road without first discharging to the bioretention areas.

According to the Storm Drainage Assessment and Recommendations prepared for the proposed Project (Storm Water Consulting, Inc.) in January 2017, storm water quality treatment control measures will be required with the development of the proposed Project in conformance with the City's Stormwater Standards Manual. Using a site development impervious surfaces percentage of 90 percent for the proposed land use (per the Citywide Storm Drainage Master Plan), the storm water quality design volume (SDV) required for storm water quality treatment is estimated at approximately 4,379 cubic feet. Bioretention will need to be provided to achieve the SDV, and the sub-drains and overflow devices serving the bioretention areas should be connected to the existing drop inlets on the north side of Grant Line Road. The incorporation of bioretention facilities into the Project development in conformance with the Stormwater Standards Manual will mitigate the impact of the site development on downstream stormwater quality. Site design measures described in the Stormwater Standards Manual may be utilized to further augment storm water quality. Reducing the SDV requirement for the bioretention facilities is not recommended as flow attenuation will be needed in order for the site to be able to utilize the available drop inlets on the north side of Grant Line Road as the points of outfall for onsite drainage.

Additionally, the Project is subject to the requirements of Chapter 11.34 of the Tracy Municipal Code – Stormwater Management and Discharge Control. The purpose of this Chapter is to *“Protect and promote the health, safety and general welfare of the citizens of the City by controlling non-stormwater discharges to the stormwater conveyance system, by eliminating discharges to the stormwater conveyance system from spills, dumping, or disposal of materials other than stormwater, and by reducing pollutants in urban stormwater discharges to the maximum extent practicable.”*

This chapter is intended to assist in the protection and enhancement of the water quality of watercourses, water bodies, and wetlands in a manner pursuant to and consistent with the Federal Water Pollution Control Act (Clean Water Act, 33 USC Section 1251 et seq.), Porter-Cologne Water Quality Control Act (California Water Code Section 13000 et seq.) and National Pollutant Discharge Elimination System (“NPDES”) Permit No. CAS000004, as such permit is amended and/or renewed.

New development projects in the City of Tracy are required to provide site-specific storm drainage solutions and improvements that are consistent with the overall storm drainage infrastructure approach presented in the 2012 City of Tracy Citywide Storm Drainage Master Plan. Prior to approval of the Final Map, the Project applicant is required to submit a detailed

storm drainage infrastructure plan to the City of Tracy Development Services Department for review and approval. The Project's storm drainage infrastructure plans must demonstrate adequate infrastructure capacity to collect and direct all stormwater generated on the Project site within onsite retention/detention facilities to the City's existing stormwater conveyance system, and demonstrate that the Project would not result in on- or off-site flooding impacts. The Project is also required to pay all applicable development impact fees, which would include funding for offsite Citywide storm drainage infrastructure improvements identified in the 2012 City of Tracy Citywide Storm Drainage Master Plan.

In order to ensure that stormwater runoff from the Project site does not adversely increase pollutant levels in adjacent surface waters and stormwater conveyance infrastructure, or otherwise degrade water quality, Mitigation Measure 13 requires the preparation of a SWPPP, and structural BMPs. As described below, the SWPPP would require the application of BMPs to effectively reduce pollutants from stormwater leaving the site, which would ensure that stormwater runoff does not adversely increase pollutant levels, and would reduce the potential for disturbed soils and ground surfaces to result in erosion and sediment discharge into adjacent surface waters during construction and operational phases of the Project. The implementation of this mitigation measure would reduce this impact to a **less than significant** level.

In order to ensure that stormwater runoff generated at the Project site as a result of new impervious surfaces does not exceed the capacity of the existing or planned stormwater drainage system, Mitigation Measure 14 requires the Project applicant to submit a detailed storm drainage infrastructure plan to the City of Tracy Development Services Department for review and approval. The Project's storm drainage infrastructure plans shall, to the satisfaction of the City Engineer, demonstrate adequate infrastructure capacity to collect and direct all stormwater generated on the Project site within onsite retention/detention facilities to the City's existing stormwater conveyance system, and demonstrate that the Project would not result in on- or off-site flooding impacts. The implementation of this mitigation measure would reduce this impact to a **less than significant** level.

MITIGATION MEASURE(S)

Mitigation Measure 13: *The Project applicant shall prepare a Storm Water Pollution Prevention Plan (SWPPP) that includes specific types and sources of stormwater pollutants, determine the location and nature of potential impacts, and specify appropriate control measures to eliminate any potentially significant impacts on receiving water quality from stormwater runoff. The SWPPP shall require treatment Best Management Practices (BMPs) that incorporate, at a minimum, the required hydraulic sizing design criteria for volume and flow to treat projected stormwater runoff. The SWPPP shall comply with the most current standards established by the Central Valley RWQCB. BMPs shall be selected from the City's June 2015 Multi-Agency Post-Construction Stormwater Standards Manual according to site requirements and shall be subject to approval by the City Engineer and Central Valley RWQCB.*

Mitigation Measure 14: *Prior to approval of the building permit, the Project applicant shall submit a detailed storm drainage infrastructure plan to the City of Tracy Development Services Department for review and approval. The Project's storm drainage infrastructure plans shall, to the satisfaction of the City Engineer, demonstrate adequate infrastructure capacity to collect and direct all stormwater generated on the Project site within onsite bioretention areas to the City's existing stormwater conveyance system, and demonstrate that the Project would not result in on- or off-site flooding impacts. The Project shall also pay all applicable development impact fees, which would include funding for offsite Citywide storm drainage infrastructure improvements identified in the 2012 City of Tracy Citywide Storm Drainage Master Plan.*

Responses g), h): Less than Significant. The 100-year floodplain denotes an area that has a one percent chance of being inundated during any particular 12-month period.

Floodplain zones are determined by the Federal Emergency Management Agency (FEMA) and used to create Flood Insurance Rate Maps (FIRMs). These tools assist cities in mitigating flooding hazards through land use planning. FEMA also outlines specific regulations for any construction, whether residential, commercial, or industrial within 100-year floodplains.

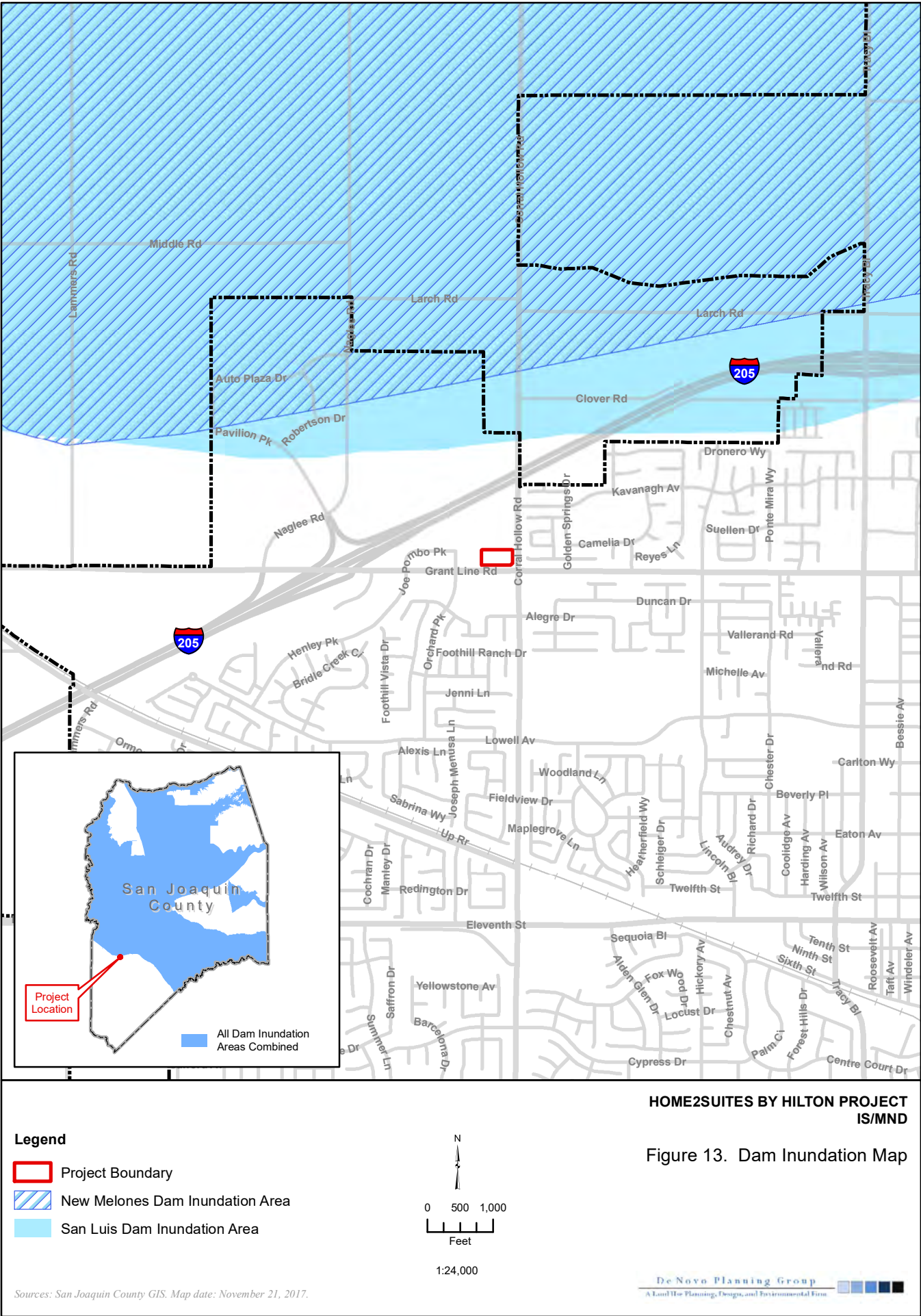
As shown in Figure 12, the Project site is not located within the FEMA designated 100-year or 500-year floodplain. This is a **less than significant** impact and no mitigation is required.

Responses i), j): Less than Significant. Figure 13 shows the dam inundation areas within the vicinity of the Project site. As shown in the figure, the Project site is not located within an inundation risk area. The nearest inundation areas are at the northernmost parts of the city (approximately 0.35 miles north of the Project site) and are subject to inundation by the San Luis Reservoir and New Melones Dams. The safety of dams in California is stringently monitored by the California Department of Water Resources, Division of Safety of Dams (DSD). The DSD is responsible for inspecting and monitoring the dam in perpetuity. The proposed Project would not result in actions that could result in a higher likelihood of dam failure at San Luis Reservoir and New Melones Dams. There will always be a remote chance of dam failure that results in flooding of portions of the city. However, the Project site lies outside of this risk area. Given the regulations provided in the California Dam Safety Act, and the ongoing monitoring performed by the DSD, the risk of loss, injury, or death to people or structures from dam failure is considered **less than significant**.

There are no significant bodies of water near the Project site that could be subject to a seiche or tsunami. Additionally, the Project site and the surrounding areas are essentially flat, which precludes the possibility of mudflows occurring on the Project site. This is a **less than significant** impact and no mitigation is required.

De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm

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X. LAND USE AND PLANNING -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?		X		

RESPONSES TO CHECKLIST QUESTIONS

Responses a): No Impact. The Project site is surrounded by residential, commercial, and agricultural land uses. The Project site is located adjacent to existing commercial and office uses and would be consistent and compatible with the surrounding land uses. The Project would not physically divide any established community. Therefore, there is **no impact**.

Responses b): Less than Significant. The Project site is currently designated Office by the City of Tracy General Plan Land Use Designations Map and is zoned General Highway Commercial. The proposed Project includes a request for a General Plan Amendment for APN 214-020-35 from Office to Commercial.

The key planning documents that are directly related to, or that establish a framework within which the proposed Project must be consistent, include:

- City of Tracy General Plan
- City of Tracy Zoning Ordinance

The Project site is located in the Grant Line Road and Corral Hollow Road Area of Special Consideration. The vision for this area is for a medical office area that takes advantage of the proximity of the Kaiser Medical Center. The following General Plan policies apply to areas within the Grant Line Road and Corral Hollow Road Area of Special Consideration:

- 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.

Additionally, the following standards apply to the O land use designation:

- 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. The Office designation provides sites for office and research and development uses that accommodate high-tech, medical, hospital, legal, insurance, government and similar users. Office parcels may have a maximum floor-area-ratio (FAR) of 1.0.

The following standards apply to the proposed C land use designation:

- **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. 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 are provided in the zoning code. Commercially designated land may have a maximum FAR of 1.0

The Project site is currently zoned GHC. A Zoning Amendment would not be required for the Project. The City of Tracy Zoning Ordinance (Municipal Code Title 10) provides the following designations relevant to the proposed Project:

- **General Highway Commercial (GHC).** The purpose of the General Highway Commercial zone is to provide areas for commercial activities which are automobile-oriented or for those uses which seek independent locations outside shopping centers or other business clusters.

The proposed uses on the Project site are consistent with the purpose of the General Plan designation of Commercial, which 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. Approval of the requested General Plan Amendment (from O to C) would be required to ensure that the proposed Project is consistent with the Tracy General Plan. The Project site is currently zoned GHC, and a re-zone would not be required. The Project's consistency with other General Plan policies that provide environmental protections are addressed within the relevant sections of this document. This is a **less than significant** impact, and no mitigation is required.

Response c): Less than Signification with Mitigation. As described under the Biological Resources section of this document, the proposed Project is classified as Urban under the SJMSCP. As required by Mitigation Measure 6, prior to issuance of grading permits, the Project proponent will be required to coordinate with SJCOG and will be responsible for the appropriate coverage, permits, compensatory mitigation or fees, and Project-specific avoidance, minimization, and mitigation measures as defined within the SJMSCP. Implementation of Mitigation Measure 6 would ensure that the Project would not conflict with the implementation of the SJMSCP and has appropriate measures to ensure compliance with payment of mitigation fees. The implementation of Mitigation Measure 6 would reduce this impact to a **less than significant** level.

MITIGATION MEASURE(S)*Implement Mitigation Measure 6*

XI. MINERAL RESOURCES -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): No Impact. As described in the Tracy General Plan EIR, the main mineral resources found in San Joaquin County, and the Tracy Planning Area, are sand and gravel (aggregate), which are primarily used for construction materials such as asphalt and concrete. According to the California Geological Survey (CGS) evaluation of the quality and quantity of these resources, the most marketable aggregate materials in San Joaquin County are found in three main areas:

- In the Corral Hollow alluvial fan deposits south of Tracy
- Along the channel and floodplain deposits of the Mokelumne River
- Along the San Joaquin River near Lathrop

Figure 4.8-1 of the General Plan EIR identifies Mineral Resource Zones (MRZs) throughout the Tracy Planning Area. The Project site is located within an area designated as MRZ-1. The MRZ-1 designation applies to areas where adequate information indicates that no significant mineral deposits are present, or where there is little likelihood for their presence. There are no substantial aggregate materials located within the Project site. Therefore, the Project would not result in the loss of availability of a known mineral resource. There is **no impact**.

XII. NOISE -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X	
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

BACKGROUND

A noise study for the proposed Project was performed by J.C. Brennan & Associates, Inc. in February of 2017.

KEY NOISE TERMS

Acoustics The science of sound.

Ambient Noise The distinctive acoustical characteristics of a given area consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.

Attenuation The reduction of noise.

A-Weighting A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.

Decibel or dB Fundamental unit of sound, defined as ten times the logarithm of the ratio of the sound pressure squared over the reference pressure squared.

CNEL Community noise equivalent level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.

Frequency	The measure of the rapidity of alterations of a periodic acoustic signal, expressed in cycles per second or Hertz.
Impulsive	Sound of short duration, usually less than one second, with an abrupt onset and rapid decay.
L_{dn}	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
L_{eq}	Equivalent or energy-averaged sound level. This section provides a general description of the existing noise sources in the project vicinity, a discussion of the regulatory setting, and identifies potential noise impacts associated with the proposed project. Project impacts are evaluated relative to applicable noise level criteria and to the existing ambient noise environment.
L_{max}	The highest root-mean-square (RMS) sound level measured over a given period of time.
L_(n)	The sound level exceeded a described percentile over a measurement period. For instance, an hourly L ₅₀ is the sound level exceeded 50 percent of the time during the one hour period.
Loudness	A subjective term for the sensation of the magnitude of sound.
Noise	Unwanted sound.
SEL	Sound exposure levels. A rating, in decibels, of a discrete event, such as an aircraft flyover or train passby, that compresses the total sound energy into a one-second event.

METHODOLOGY

The FHWA Highway Traffic Noise Prediction Model (FHWA-RD 77-108) was used to develop L_{dn} (24-hour average) noise contours for the primary Project-area roadways. The model is based upon the CALVENO noise emission factors for automobiles, medium trucks, and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. The FHWA Model predicts hourly L_{eq} values for free-flowing traffic conditions, and is generally considered to be accurate within 1.5 dB. To predict L_{dn} values, it is necessary to determine the hourly distribution of traffic for a typical 24-hour period.

Existing traffic volumes were obtained from the traffic consultant (Kimley Horn, February 8, 2017). Day/night traffic distributions were based upon file data for similar roadways and field-measured values where available. Using these data sources and the FHWA traffic noise prediction methodology, traffic noise levels were calculated for existing conditions.

Traffic noise levels are predicted at the sensitive receptors located at the closest typical setback distance along each Project-area roadway segments. In some locations, sensitive receptors may be located at distances which vary from the assumed calculation distance and may experience shielding from intervening barriers or sound walls. However, the traffic noise analysis is believed to be representative of the majority of sensitive receptors located closest to the Project-area

roadway segments analyzed in this report. Where sound walls occur, a -5 dB offset was applied to account for typical acoustic shielding provided by a 6-foot tall sound wall.

The actual distances to noise level contours may vary from the distances predicted by the FHWA model due to roadway curvature, grade, shielding from local topography or structures, elevated roadways, or elevated receivers.

A community noise survey was conducted to document existing ambient noise levels at the Project site. The data collected included the hourly average (L_{eq}), median (L_{50}), and the maximum level (L_{max}) during the measurement period.

Community noise monitoring equipment included a Larson Davis Laboratories (LDL) Model 820 precision integrating sound level meter equipped with an LDL ½" microphone. The measurement system was calibrated using a LDL Model CAL200 acoustical calibrator before and after testing. The measurement equipment meets all of the pertinent requirements of the American National Standards Institute (ANSI) for Type 1 (precision) sound level meters.

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant with Mitigation.

Exterior Noise Impacts

The proposed Project is located in an area consisting predominately of commercial and office land uses. The primary sources of noise currently present in the Project area are from vehicle traffic along I-205, Grant Line Road, and Corral Hollow Road.

The City of Tracy General Plan establishes allowable noise exposure levels for hotel land uses. As described under Goal N-1, Objective N-1.1, Policy P.8 of the Tracy General Plan, “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.” According to Figure 9-3 of the City of Tracy General Plan, new hotel development shall not exceed 65 dB L_{dn} (day/night average noise level) for exterior noise.

The FHWA traffic noise prediction model was used to predict Cumulative (Year 2035) Plus Project traffic noise levels at the proposed outdoor uses associated with Project, including the outdoor pool area and building facade. Table 4 shows the predicted traffic noise levels at the proposed outdoor areas. It should be noted that the future traffic volume shown for I-205 is based upon the Caltrans 2014 traffic count of 97,000 adjusted to represent an estimated 2040 traffic volume by adding 1% per year increase in traffic.

TABLE 4: CUMULATIVE + PROJECT TRANSPORTATION NOISE LEVELS AT PROPOSED PROJECT

Roadway	Receptor Description	Approximate Residential Setback, feet ¹	ADT	Predicted Traffic Noise Levels, L _{dn}				
				No Wall	6' Wall	7' Wall	8' Wall	9' Wall
I-205	Swimming Pool Area	980	125,640	67 dB	62	61	60	58
I-205	Building Facade	950	125,640	70 dB	N/A	N/A	N/A	N/A
Grant Line Rd.	Building Facade	150	36,320	66 dB	N/A	N/A	N/A	N/A
Corral Hollow Rd.	Building Facade	145	25,900	66 dB	N/A	N/A	N/A	N/A

¹ SETBACK DISTANCES ARE MEASURED IN FEET FROM THE CENTERLINES OF THE ROADWAYS TO THE CENTER OF RESIDENTIAL BACKYARD.

SOURCE: FHWA-RD-77-108 WITH INPUTS FROM ABRAMS ASSOCIATES, AND J.C. BRENNAN & ASSOCIATES, INC. 2017.

The Table 4 data indicate that a 6-foot tall sound wall would be required for the hotel pool area. This wall is predicted to reduce exterior noise levels to 65 dB L_{dn}, or less, which is the City's normally acceptable exterior noise level standard for hotel uses.⁹ Figure 14 shows the recommended wall location.

Interior Noise Impacts

Modern construction typically provides a 25 dB exterior-to-interior noise level reduction with windows closed. Therefore, sensitive receptors exposed to exterior noise of 70 dB L_{dn}, or less, will typically comply with the City of Tracy 45 dB L_{dn} interior noise level standard. Additional noise reduction measures, such as acoustically rated windows are generally required for exterior noise levels exceeding 70 dB L_{dn}.

The proposed Project is predicted to be exposed to a maximum exterior noise level of 70 dB L_{dn}. Based upon a 25 dB exterior-to-interior noise level reduction, interior noise levels are predicted to be 45 dB L_{dn}. This interior noise levels would meet the City of Tracy 45 dB L_{dn} interior noise level standard and no interior noise mitigation would be required.

Conclusion

As described above, the proposed Project would be subjected to vehicle roadway noise in excess of 65 dBA in exterior areas. The following mitigation measure will minimize noise impacts resulting from transportation noise impacts on the proposed Project site. Implementation of the following mitigation measure will ensure consistency with the City's noise standards, and will reduce this potentially significant impact to a **less than significant** level.

MITIGATION MEASURE(S)

Mitigation Measure 15: A 6-foot tall sound wall shall be constructed along the northern edge of the outdoor swimming pool area. The wall may include a combination of earthen

⁹ Existing Plus Project are lower than Cumulative (Year 2035) Plus Project noise levels. The sound wall would more than mitigate for the Existing Plus Project noise condition.

berm and concrete masonry to achieve the overall required wall height (e.g. 3-foot wall on 3-foot berm).

Response b): Less than Significant. No major stationary sources of groundborne vibration were identified in the Project area that would result in the long-term exposure of proposed onsite land uses to unacceptable levels of ground vibration. The primary vibration-generating activities associated with the proposed Project would occur during construction when activities such as grading, utilities placement, and roadway construction occur. Sensitive receptors which could be impacted by construction related vibrations, especially vibratory compactors/rollers, are located approximately 200 feet or further from the Project site. At this distance construction vibrations are not predicted to exceed acceptable levels. Additionally, construction activities would be temporary in nature and would likely occur during normal daytime working hours.

Construction vibration impacts include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural. Table 5 shows the typical vibration levels produced by construction equipment.

TABLE 5: REPRESENTATIVE VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

EQUIPMENT	PEAK PARTICLE VELOCITY AT 25 FEET (IN/SEC)
Large Bulldozers	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozers	0.003

SOURCE: FTA TRANSIT NOISE AND VIBRATION IMPACT ASSESSMENT GUIDELINES, 2006.

As indicated in Table 5, predicted vibration levels are not anticipated to exceed recommended criteria for structural damage and human annoyance (0.2 and 0.1 in/sec ppv, respectively) at nearby land uses. As a result, short-term groundborne vibration impacts would be considered **less than significant** and no mitigation is required.

Response c): Less than Significant. Generally, a project may have a significant noise effect on the environment if it will substantially increase the ambient noise levels for adjoining areas or expose people to severe noise levels. In practice, more specific professional standards have been developed. These standards state that a noise impact may be considered significant if it would generate noise that would conflict with local planning criteria or ordinances, or substantially increase noise levels at noise-sensitive land uses.

The proposed Project would not directly generate increased noise beyond those activities commonly found in commercial developments (i.e., landscaping noise, leaf blowers, automobile use etc.). The noise directly generated by the Project would not differ from the existing ambient noises currently generated by the surrounding commercial and office land uses.

However, the proposed Project may indirectly increase ambient noise levels in the Project vicinity through the introduction of additional vehicle trips to area roadways. To describe future noise levels due to traffic, the Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA RD-77-108) was used. Inputs to the model included traffic volumes provided by Kimley Horn. The FHWA model is based upon the Calven reference noise factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. The FHWA model was developed to predict hourly L_{eq} values for free-flowing traffic conditions. To predict L_{dn} /CNEL values, it is necessary to determine the day/night distribution of traffic and adjust the traffic volume input data to yield an equivalent hourly traffic volume.

Table 6 shows the noise levels associated with traffic on the local roadway network under the Existing and Existing + Project traffic conditions. Table 7 shows the noise levels under Existing + Background and Existing + Background Plus Project conditions.

TABLE 6: EXISTING TRAFFIC NOISE LEVELS VS. EXISTING + PROJECT TRAFFIC NOISE LEVELS

Roadway	Segment	Noise Levels (L _{dn} , dB)			Distance to Plus Project Traffic Noise Contours, feet ¹		
		No Project	Plus Project	Change (dB)			
					70 dB L _{dn}	65 dB L _{dn}	60 dB L _{dn}
Weekday							
Grant Line Rd.	East of Corral Hollow Rd.	60.3	60.3	0.0	18	39	84
Corral Hollow Rd.	North of Grant Line Rd.	62.2	62.3	0.1	23	49	106
Corral Hollow Rd.	South of Grant Line Rd.	60.9	60.9	0.0	20	43	92
Saturday							
Grant Line Rd.	East of Corral Hollow Rd.	60.2	60.3	0.1	18	39	83
Corral Hollow Rd.	North of Grant Line Rd.	62.1	62.3	0.2	23	49	107
Corral Hollow Rd.	South of Grant Line Rd.	61.4	61.4	0.0	22	46	100

¹ DISTANCES TO TRAFFIC NOISE CONTOURS ARE MEASURED IN FEET FROM THE CENTERLINES OF THE ROADWAYS. ACTUAL DISTANCES MAY VARY DUE TO SHIELDING FROM EXISTING NOISE BARRIERS OR INTERVENING STRUCTURES. TRAFFIC NOISE LEVELS MAY VARY DEPENDING ON ACTUAL SETBACK DISTANCES AND LOCALIZED SHIELDING.

SOURCE: FHWA-RD-77-108 WITH INPUTS FROM KIMLEY HORN AND J.C. BRENNAN & ASSOCIATES, INC., 2017.

As indicated by Table 6 and Table 7, the related noise level increases from development of the proposed Project are predicted to range between 0.0 to 0.2 dB. The traffic noise from the Proposed Project is not expected to produce noise levels that would exceed City standards. Increased Project related traffic would increase traffic noise levels by less than the City's 3-5 dB test of significance at existing sensitive receptors. As such, this is a **less than significant** impact and no mitigation is required.

TABLE 7: EXISTING PLUS BACKGROUND TRAFFIC NOISE LEVELS VS. EXISTING PLUS BACKGROUND + PROJECT TRAFFIC NOISE LEVELS

Roadway	Segment	Noise Levels (L _{dn} , dB)			Distance to Plus Project Traffic Noise Contours, feet ¹		
		No Project	Plus Project	Change (dB)			
					70 dB L _{dn}	65 dB L _{dn}	60 dB L _{dn}
Weekday							
Grant Line Rd.	East of Corral Hollow Rd.	60.8	60.9	0.1	20	42	91
Corral Hollow Rd.	North of Grant Line Rd.	62.3	62.4	0.1	32	50	108
Corral Hollow Rd.	South of Grant Line Rd.	61.5	61.5	0.0	22	47	100
Saturday							
Grant Line Rd.	East of Corral Hollow Rd.	60.8	60.9	0.1	20	42	91
Corral Hollow Rd.	North of Grant Line Rd.	62.3	62.4	0.1	23	50	108
Corral Hollow Rd.	South of Grant Line Rd.	62.0	62.0	0.0	23	50	109

¹ DISTANCES TO TRAFFIC NOISE CONTOURS ARE MEASURED IN FEET FROM THE CENTERLINES OF THE ROADWAYS. ACTUAL DISTANCES MAY VARY DUE TO SHIELDING FROM EXISTING NOISE BARRIERS OR INTERVENING STRUCTURES. TRAFFIC NOISE LEVELS MAY VARY DEPENDING ON ACTUAL SETBACK DISTANCES AND LOCALIZED SHIELDING.

SOURCE: FHWA-RD-77-108 WITH INPUTS FROM KIMLEY HORN AND J.C. BRENNAN & ASSOCIATES, INC., 2017.

Response d): Less than Significant. Construction activities at the Project site would result in temporary increases in noise levels that could expose adjacent residences to increased noise levels and noise nuisances. Activities involved in Project construction would typically generate maximum noise levels ranging from 85 to 90 dB at a distance of 50 feet. The nearest residential receptors would be located approximately 200 feet or more from the majority of Project construction activities.

As stated above, noise sensitive receptors near the construction site would, at times, experience elevated noise levels from construction activities; however, construction-related noise generally would occur during daytime hours only. General Plan Noise Element Policy 4 (Goal N-1.2) establishes the following construction requirements:

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:

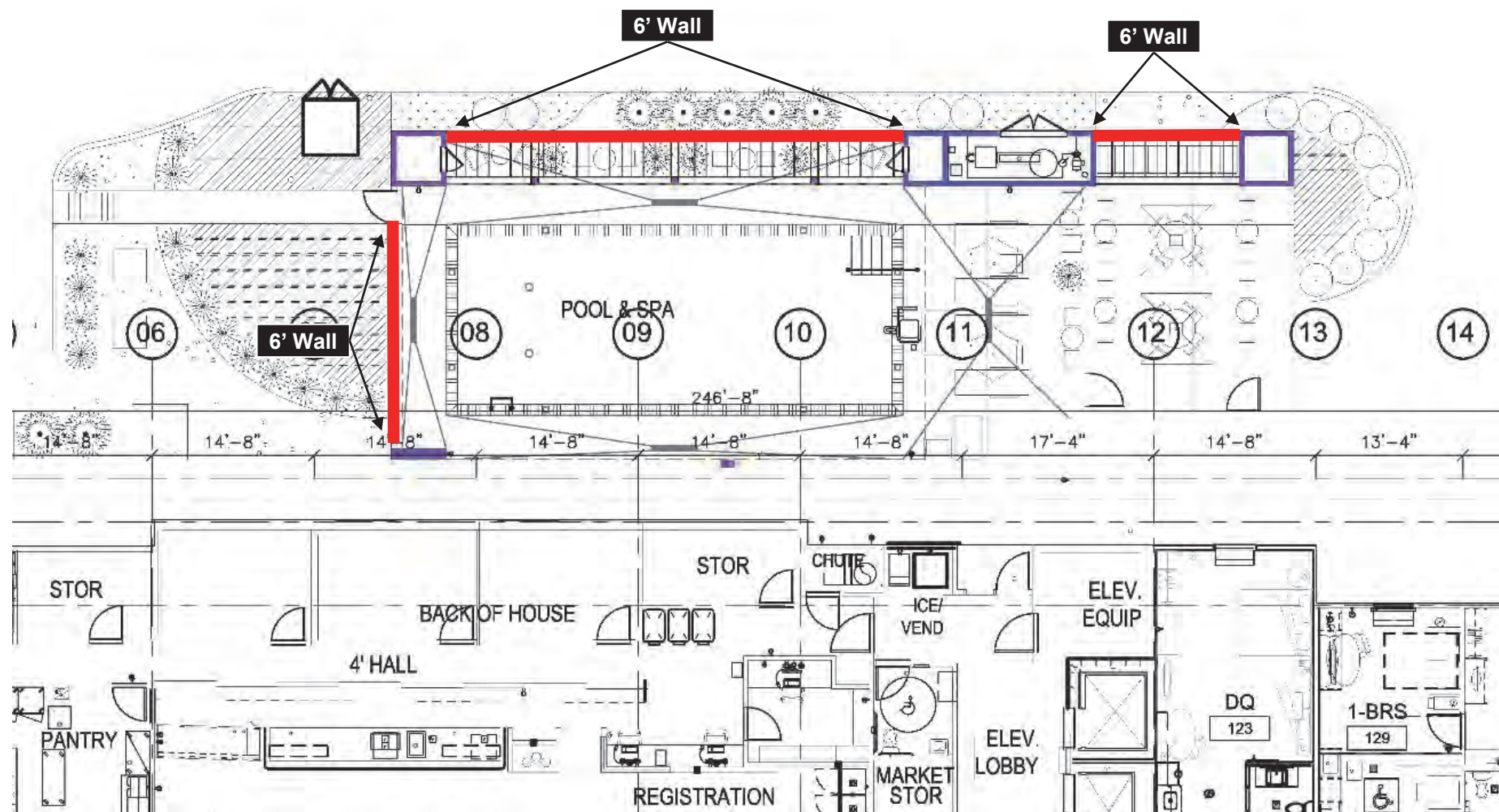
- *Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.*
- *Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction area.*
- *Utilize “quiet” air compressors and other stationary noise sources where technology exists.*

Implementation of these required measures (i.e., engine muffling, placement of construction equipment, and strategic stockpiling and staging of construction vehicles), and compliance with the City Municipal Code requirements, would serve to further reduce exposure to construction noise levels. Adherence to City General Plan, City Municipal Code Title 4.12, Article 9 (Noise Control Ordinance), would minimize any impacts from noise during construction. Requirements stated above are adopted by the City as Conditions of Approval (COAs) for all new development projects prior to project approval. Therefore, no additional noise control measures would be required and this impact would be considered **less than significant**.

Response e): Less than Significant. The Tracy Municipal Airport, located approximately 4.4 miles south, is the closest airport to the Project site. The Airport is a general aviation airport owned by the City and managed by the Public Works Department. The City of Tracy adopted an Airport Master Plan in 1998, analyzing the impacts to safety on surrounding development from the Tracy Municipal Airport.

The San Joaquin County Airport Land Use Plan establishes noise contours surrounding the Tracy Municipal Airport. The Project site is located outside of both the 65 dB CNEL and the 60 dB CNEL noise contours for the Tracy Municipal Airport. As such, the Project site would not be exposed to excessive noise from the Tracy Municipal Airport. This is a **less than significant** impact, and no mitigation is required.

Response f): No Impact. The Project site is not located in the vicinity of a private airstrip. Therefore, there is **no impact**.



Home2 Suites by Hilton

Figure 14: Recommended Noise Barrier Location

j.c. brennan & associates
consultants in acoustics

Rev. 02/22/17

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XIII. POPULATION AND HOUSING -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			X	
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			X	

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant. Implementation of the Project would result in the construction of a 94-room hotel on the Project site. The proposed Project is located near the northern edge of an existing urbanized area of the City. There is existing infrastructure (roads, water, sewer, etc.) in the immediate vicinity of the Project site. While the Project would extend these services onto the site to serve the proposed development, the Project would not extend infrastructure beyond an area of the City not currently served. Therefore, while the Project may induce population growth through the provision of a 94-room hotel in the short-term, the Project would not indirectly induce population growth in other areas of the City of Tracy.

This impact is **less than significant**, as demonstrated throughout this document. No additional mitigation is required.

Responses b), c): Less than Significant. There are no residential structures located on the Project site. Development of the Project would not create or remove housing. Therefore, the Project would not displace substantial numbers of people or existing housing, and would have a **less than significant** impact in this respect.

XIV. PUBLIC SERVICES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
• Fire protection?		X		
• Police protection?			X	
• Schools?			X	
• Parks?			X	
• Other public facilities?			X	

RESPONSES TO CHECKLIST QUESTIONS

Response a.i) Fire Protection: Less than Significant with Mitigation. On September 16, 1999, the City of Tracy Fire Department merged with the Tracy Rural Fire Protection District, forming the South County Fire Authority (SCFA). The SCFA was created to provide fire protection services to the entire jurisdictional area of both the corporate city limits and surrounding rural community. Employees of the Tracy Rural Fire Protection District became employees of the City of Tracy with the City of Tracy maintaining day to day administrative control of the department. Both the Tracy Rural Fire Protection District and the City of Tracy contract with the SCFA to receive fire protection services. The SCFA in turn contracts with the City of Tracy to provide employees and administrative services.

The SCFA/Tracy Fire Department provides emergency medical services to citizens located within the San Joaquin Emergency Medical Services Agency (SJEMSA) Zone C. Ambulance transport is provided by private provider, American Medical Response (AMR) under contract with the SJEMSA. The SCFA currently operates six fire stations and an administrative office. Twenty-four hour-per-day staffing is provided with six paramedic engine companies and one ladder truck company. Four fire stations are within the incorporated area of the City of Tracy, and two are in the surrounding rural Tracy area.

The Tracy Fire Department conducted a Standards of Response Coverage study in late 2007. Findings of the study indicated that the Department had challenges in meeting its established response time objectives in the areas of the West Valley Mall and Downtown Tracy utilizing existing resources. The Project site is located approximately 0.25 miles southeast of the West Valley Mall. Two new facilities were opened in June 2014, to replace Fire Stations 92 and

96. The new facilities allow the Fire Department to serve the greater community of Tracy (including the West Valley Mall) more effectively within the established response time standard of 6.5 minutes.

The nearest fire station, Station 96, is located approximately 0.15 miles southeast of the Project site. The City of Tracy Public Safety Master Plan identifies this fire station that will permanently serve the Project area as Station “96” (Figure 22).

Response time and fire department effectiveness once units arrive are critical considerations in mitigating emergencies. The response time standard is defined as total reflex time (1:30 call processing, 1:00 turn-out time, and 4:00 travel-time). In addition, the Fire Department performance standard to measure effectiveness is to confine moderate risk structure fires to the room of origin or less 90 percent of the time in the City. In order to successfully mitigate emergencies, it is essential the Fire Department assemble an adequate number of personnel to perform critical tasks at the scene once the unit(s) arrive.

Recognizing the potential need for increases in fire protection and emergency medical services, the City’s General Plan includes policies to ensure that adequate related facilities are funded and provided to meet future growth (Objective PF-1.1, P1). This policy is implemented through the review of all new projects with the City’s Sphere of Influence, prior to development, and through the collection of development impact fees for the funding of facilities.

Impact fees from new development are collected based upon projected impacts from each development. The adequacy of impact fees is reviewed on an annual basis to ensure that the fee is commensurate with the service facility and equipment needs.

Payment of the applicable impact fees by the Project applicant, and ongoing revenues that would come from property taxes, sales taxes, participation in the Community Facilities District or similar funding mechanism, and other revenues generated by the Project, would fund capital and labor costs associated with fire protection services.

All construction plans and development proposals are evaluated to determine fire protection needs. The Fire Prevention Division works closely with other City departments to ensure appropriate design and construction standards, including adequate fire protection water flows and that fire-resistant building materials are met within new development projects.

As noted in Section XVIII, Utilities and Service Systems, the hydraulic modeling analysis completed for the proposed Project confirms that the existing system can meet the Project water demands while maintaining City’s design criteria for average day, maximum day, maximum day demand with fire flow, and peak hour demands at the Project and throughout the existing water system. Based on the modeling results, the City’s existing potable water system is adequate to deliver average day, maximum day demands, maximum day plus fire flow, and peak hour demands for the Project. It is recommended that the looped private fire service on the Project site be an 8-inch diameter pipeline and a public fire hydrant be constructed along the Project frontage along W. Grant Line Road. The aforementioned recommendations are included in Mitigation

Measure 17 in Section XVIII. Therefore, with implementation of the following mitigation measure, this impact is considered **less than significant**.

MITIGATION MEASURE(S)

Implement Mitigation Measure 17

a.ii) Police Protection: Less than Significant. The Tracy Police Department provides police protection services to the City of Tracy. Its headquarters are located at 1000 Civic Center Drive, approximately 2.2 miles southeast of the Project site. There are no satellite offices or plans to construct any in the near future.

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 provides mutual aid to the San Joaquin County Sheriff's office, and vice versa, when a situation exceeds the capabilities of either department. Mutual aid is coordinated through the San Joaquin County Sheriff.

The City of Tracy General Fund provides approximately 96% of the Police Department's budget. The remaining 4% comes from various grants, fees, and assessments. The Police Department operates on a pre-approved annual budget, based on a fiscal year. New service demands are assessed when budget proposals are reviewed. Supplemental budget requests are considered on a case-by-case basis during the fiscal year.

It is not anticipated that implementation of the proposed Project would result in significant new demand for police services. Project implementation would not require the construction of new police facilities to serve the Project Area, nor would it result in impacts to the existing response times and existing police protection service levels. Therefore, impacts to police services will be **less than significant**.

a.iii) Schools: Less than Significant. The proposed Project includes development of a 94-room hotel in an area adjacent to existing commercial uses.

The Tracy Unified School District (TUSD) collects impact fees from new developments under the provisions of SB 50. Payment of the applicable impact fees by the Project applicant, and ongoing revenues that would come from taxes, would fund capital and labor costs associated with school services. The adequacy of fees is reviewed on an annual basis to ensure that the fee is commensurate with the service. Payment of the applicable impact fees by the Project applicant, and ongoing revenues that would come from property taxes, sales taxes, and other revenues generated by the Project, would fund improvements associated with school services. Under the provisions of SB 50, a project's impacts on school facilities are fully mitigated via the payment of

the requisite new school construction fees established pursuant to Government Code Section 65995. As such, the Project's impacts to school services are **less than significant**.

a.iv) Parks. Less than Significant. Potential Project impacts to parks and recreational facilities are addressed in the following Recreation section of this document.

a.v) Other Public Facilities: Less than Significant. Other public facilities in the City of Tracy include libraries, hospitals, and cultural centers such as museums and music halls. The proposed Project would increase demand on these facilities. The City of Tracy General Plan requires new development to pay its fair share of the costs of public buildings by collecting the Public Buildings Impact Fee. The Public Buildings Impact fee is used by the City to expand public services and maintain public buildings, including the Civic Center and libraries in order to meet the increased demand generated by new development. The collection of fees and determined fair share fee amounts are adopted by the City as Conditions of Approval (COAs) for all new development projects prior to Project approval. Payment of the applicable impact fees by the Project applicant, and ongoing revenues that would come from taxes, would ensure that Project impacts to libraries and public buildings are **less than significant**.

XV. RECREATION

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): Less than Significant. The proposed Project would increase demand for parks and recreational facilities within the City of Tracy, and would increase the use of the City's existing parks and recreation system. Patrons of the proposed hotel may visit existing park and recreational facilities within the City. As described in the Tracy General Plan, the City maintains 48 mini-parks, 15 neighborhood parks, and eight community parks, providing approximately 256 acres at 71 sites. The City is also in the process of constructing the Holly Sugar Sports Park at the northern edge of the City, which will provide an additional 166 acres of sports parks, 86 acres of passive recreation area, and a 46-acre future expansion area for additional park facilities.

The City strives to maintain a standard of 4 acres of park land for every 1,000 persons. In order to maintain this standard, the City requires new development projects to either include land dedicated for park uses, or to pay in-lieu fees towards the City's parks program. Chapter 13.12 of the Tracy Municipal Code states that, *"all development projects shall be required to maintain the City standard of four (4) acres of park land per 1,000 population. All development projects, as a condition of approval of any tentative parcel map or tentative subdivision map, or as a condition of approval of any building permit, shall dedicate land to the City or pay a fee in lieu thereof, or a combination of both, in order to maintain this City standard. The precise obligation of any development project to dedicate land or pay a fee pursuant to this section shall be incorporated in the implementing resolution for the park fee applicable to the development project."*

The City of Tracy requires the payment of the Project's fair share in-lieu parks fees, as required by the City's General Plan. The collection of fees and determined fair share fee amounts are adopted by the City as Conditions of Approval (COAs) for all new development projects prior to Project approval. Fees paid aid in the development of new park-space and maintenance as required, to ensure continued high quality park facilities for all city residents. Additionally, given that the City maintains an ample and diverse range of park sites and park facilities, and collects fees from new development to fund the construction of new parks and the maintenance of existing parks, the additional demand for parks generated by the proposed Project would not result in the physical deterioration of existing parks and facilities within Tracy. As such, this is a **less than significant** impact and no mitigation is required.

XVI. TRANSPORTATION AND CIRCULATION -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		X		
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?		X		
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			X	
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e) Result in inadequate emergency access?			X	
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X	

RESPONSES TO CHECKLIST QUESTIONS

Response a), b): Less than Significant with Mitigation. In order to determine potential impacts related to traffic generated by the proposed Project, a Traffic Impact Assessment (TIA) was prepared by Kimley-Horn and Associates in February 2017. The following existing and planned intersections have the greatest potential to be impacted by the proposed Project:

- Corral Hollow Road / Grant Line Road
- Southeast (SE) Project Driveway / Grant Line Road – New Intersection
- Northeast (NE) Project Driveway / Grant Line Road – New Intersection

This TIA was based on the following development conditions:

- **Project Characteristics:** Project Characteristics include descriptions of Project trip generation, distribution, and assignment. To determine the level of the Project's impact

at each of the study locations, an analysis was performed with Project-generated trips added to the baseline conditions.

The transportation system was analyzed for the following scenarios:

- **Existing Conditions:** Existing Conditions represent existing peak-hour traffic volumes on the existing roadway network. Existing traffic volumes were obtained from peak hour traffic counts at the study intersections.
- **Existing Plus Project Conditions:** Existing Plus Project Conditions represent existing traffic plus trips associated with the proposed Project. This scenario discusses traffic operations of the study locations under Existing Conditions with the addition of Project traffic. The roadway network for this scenario would remain the same as Existing Conditions except for roadways required to provide Project access driveways.
- **Existing Plus Background Traffic Conditions:** Existing Plus Background Traffic Conditions are based on existing traffic volumes added to traffic from approved projects in the study area (provided by the Tracy Grant Line TIA and the Tracy Harvest TIA).
- **Existing Plus Background Traffic Plus Project Conditions:** Existing Plus Background Traffic Plus Project Conditions are based on existing traffic volumes added to traffic from approved projects in the study area and traffic generated by the proposed Project.
- **Cumulative (Year 2035) Conditions:** Cumulative (Year 2035) Conditions represent build out of the City of Tracy Transportation Master Plan (TMP). Traffic volumes for 2035 were forecasted using the most recent update to the City of Tracy Travel Demand Model (TDM), which were also used in the *Tracy Grant Line Apartments TIA Consistency Memorandum*.¹⁰ This scenario addresses cumulative intersection and roadway operations on the future transportation network as discussed in the City's TMP.
- **Cumulative (Year 2035) Plus Project Conditions:** Cumulative (Year 2035) Plus Project Conditions analyzes the addition of Project trips to the Cumulative (Year 2035) Conditions baseline traffic volumes and roadway network.

Analysis of potential environmental impacts at intersections is based on the concept of Level of Service (LOS). The LOS of an intersection is a qualitative measure used to describe operational conditions. LOS ranges from A (best), which represents minimal delay, to F (worst), which represents heavy delay and a facility that is operating at or near its functional capacity. LOS for the TIA were determined using methods defined in the *Highway Capacity Manual, 2010* (HCM) and Synchro 9 traffic analysis software. Because the HCM 2010 methodology within Synchro 9 does not support the analysis of U-turns, vehicles making a U-turn were coded in Synchro as left turning vehicles.

The HCM 2010 methodologies include procedures for analyzing side-street stop-controlled (SSSC), all-way stop-controlled (AWSC), and signalized intersections. The SSSC procedure defines LOS as a function of average control delay for each minor street approach movement. Conversely, the AWSC and signalized intersection procedures define LOS as a function of average control

¹⁰ Tracy Grant Line Apartments TIA Consistency Memorandum, Kimley-Horn, July 30, 2014.

delay for the intersection as a whole. Table 8 relates the operational characteristics associated with each LOS category for signalized and unsignalized intersections.

TABLE 8: INTERSECTION LOS CRITERIA

LOS	Description	Average Control Delay Per Vehicle (Seconds)	
		Signalized Intersections	Unsignalized Intersections
A	Free flow with no delays. Users are virtually unaffected by others in the traffic stream.	≤ 10.0	≤ 10.0
B	Stable traffic. Traffic flows smoothly with few delays.	> 10.0 to 20.0	> 10.0 to 15.0
C	Stable flow but the operation of individual users becomes affected by other vehicles. Modest delays.	> 20.0 to 35.0	> 15.0 to 25.0
D	Approaching unstable flow. Operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak hours.	> 35.0 to 55.0	> 25.0 to 35.0
E	Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.	> 55.0 to 80.0	> 35.0 to 50.0
F	Forced or breakdown flow that causes reduced capacity. Stop and go traffic conditions. Excessive long delays and vehicle queuing.	> 80.0	> 50.0

SOURCE: HIGHWAY CAPACITY MANUAL, TRANSPORTATION RESEARCH BOARD, 2010.

Project impacts were determined by comparing conditions without the proposed Project to those with the proposed Project. Significant impacts for intersections are created when traffic from the proposed Project causes the LOS to fall below the LOS threshold and causes any impacted intersections to deteriorate further. Significant impact criteria are discussed further below.

Study Intersections

The proposed Project will generate new vehicular trips that will increase traffic volumes on the City street network. To assess changes in traffic conditions associated with the proposed Project, the following intersections were selected based on the City criteria for evaluation in the TIA:

1. Corral Hollow Road / Grant Line Road
2. SE Project Driveway / Grant Line Road
3. NE Project Driveway / Corral Hollow Road

A qualitative assessment was also conducted at the intersection of Grant Line Road / I-205 Eastbound (EB) Ramps. This assessment utilizes the LOS results from the *Harvest in Tracy Draft Transportation Impact Study*.¹¹

Study Segments

The proposed Project will generate new vehicular trips that will increase traffic volumes on the nearby street network. To assess changes in traffic conditions associated with the proposed Project, the roadway segments evaluated in the TIA include:

¹¹ Harvest in Tracy Draft Transportation Impact Study, SNG & Associates, Inc., January 2017.

1. Corral Hollow Road (SB) – I-205 to Grant Line Road
2. Corral Hollow Road (NB) – Grant Line Road to I-205
3. Grant Line Road (EB) – I-205 to Corral Hollow Road
4. Grant Line Road (WB) – Corral Hollow Road to I-205

Freeway Facilities

The TIA determined the Project would add 0.1% or less of the peak hour trips onto either I-205 immediately west of the Project site or I-580 under Cumulative (Year 2035) Conditions. This addition is insignificant. The Project applicant would pay Traffic Impact Fess to SJCOG and the City to offset incremental cumulative impacts as stated in the TIA. Therefore, impacts to freeway facilities will not be further evaluated.

Thresholds of Significance

Significance criteria are used to identify Project impacts. Currently, the City, SJCOG, and the County specify LOS thresholds that are utilized for roadways under their respective jurisdictions. The following significance criteria were used for the Project's TIA and are consistent with the thresholds from the 2011 General Plan Update, SJCOG criteria, San Joaquin County criteria, and Appendix G of the CEQA Guidelines. Accordingly, the Project would have a significant traffic impact under the jurisdiction of each of the following agencies if any of the criteria discussed below are met.

SAN JOAQUIN COUNCIL OF GOVERNMENTS

The Congestion Management Program (CMP) system for Project condition analysis includes Grant Line Road and Corral Hollow Road. Per the 2016 SJCOG CMP, the intersection LOS threshold is D.

CITY OF TRACY

The City has established LOS D, where feasible, as the minimum acceptable LOS for roadways and overall intersection operations (for roadways with a volume-to-capacity [v/c] ratio of 0.80 to 0.89 = LOS D). However, there are certain locations where this standard does not apply. The following provides a list and description of exceptions to the LOS D standard:

- LOS E or lower shall be allowed on streets and at intersections within ¼-mile of any freeway to discourage inter-regional traffic from using City streets.
- In the Downtown and Bowtie area of the City of Tracy, LOS E shall be allowed in order to create a pedestrian-friendly urban design character and densities necessary to support transit, bicycling, and walking.
- The City may allow individual locations to fall below the City's LOS D standard at intersections where construction of improvements is not feasible, prohibitively expensive, significantly impact adjacent properties or the environment, or have a significant adverse impact on the character of the community, including pedestrian mobility, crossing times, and comfort/convenience. 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.

Signalized Intersections

- Signalized intersections operating at an acceptable level (LOS D or better if located more than ¼-mile from a freeway) degrade to an unacceptable LOS E or F.
- Addition of Project trips causes a delay increase of more than four seconds to an intersection already operating at an unacceptable level.

Un-signalized Intersections

- Un-signalized intersections operating at LOS D or better degrade to an unacceptable LOS E or under (outside ¼-mile of a freeway), and LOS E or better degrade to an unacceptable LOS F (within ¼-mile of a freeway), and a traffic signal warrant is met.
- Addition of Project trips causes a volume increase of more than 10 percent at an intersection operating at an unacceptable level and meeting a signal warrant.

Existing Intersection and Roadway Network

To determine potential significant impacts related to the proposed Project, existing intersection and roadway segments were selected for analysis based on the City criteria. All intersections were analyzed for weekday AM and PM peak periods and Saturday peak periods, which are the peak periods during which the Project will generate the most trips onto the City road network.

Weekday and Saturday intersection turning movement volumes for the intersection of Corral Hollow Road and Grant Line Road were collected in January 2017. Volumes for the intersection were collected during the AM and PM peak periods of 7:00-9:00 AM and 4:00-6:00 PM, respectively, and during the Saturday peak period. Traffic counts taken during the weekday occurred when local schools were in session and the weather was fair.

Corral Hollow Road / Grant Line Road is a signalized intersection with marked crosswalks. It has two lanes in each direction on Corral Hollow Road, three lanes in each direction west of Grant Line Road, and two lanes in each direction east of Grant Line Road. This intersection has three 90-foot left turn bays and one 220-foot right turn bay in the northbound direction; two 240-foot left turn bays and one 265-foot right turn bay in the southbound direction; one 275-foot left turn bay and one 435-foot right turn bay in the eastbound direction; and two 170-foot left turn bays in the westbound direction.

Existing LOS at Study Intersections

Traffic operations were evaluated at the study intersections under Existing Conditions. Results of the analysis are presented in Table 9. As shown in Table 9, the intersection of Grant Line Road / Corral Hollow Road currently operates at LOS E during the Saturday peak hour, which is below the City's LOS D standard. The intersection of Grant Line Road / I-205 EB Ramps operates at a LOS C in the AM peak hour and LOS D in the PM peak hour, as reported in the *Harvest in Tracy Draft Transportation Impact Study*.

TABLE 9: EXISTING CONDITION LOS

#	Intersection	Control Type	Existing Condition								
			AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
			Move-ment	Delay	LOS	Move-ment	Delay	LOS	Move-ment	Delay	LOS
1	Corral Hollow Rd. / Grant Line Rd.	Signal	Overall	26.1	C	Overall	52.0	D	Overall	58.7	E
2	SE Project Driveway / Grant Line Rd.	N/A	-	-	-	-	-	-	-	-	-
3	NE Project Driveway / Corral Hollow Rd.	N/A	-	-	-	-	-	-	-	-	-

NOTES: N/A = NOT APPLICABLE (FUTURE INTERSECTION)

1. ANALYSIS PERFORMED USING HCM 2010 METHODOLOGIES.

2. DELAY INDICATED IN SECONDS/VEHICLE.

3. OVERALL LOS STANDARD FOR THE CITY IS D.

4. INTERSECTIONS THAT FALL BELOW CITY STANDARD ARE SHOWN IN **BOLD**.

5. THE AVERAGE CONTROL DELAY IS REPORTED FOR SIGNALIZED INTERSECTIONS. THE DELAY FOR THE WORST MOVEMENT IS REPORTED FOR SIDE-STREET STOP-CONTROLLED (SSSC) INTERSECTIONS

SOURCE: KIMLEY-HORN AND ASSOCIATES, 2017.

Existing LOS at Study Intersections

Traffic operations were evaluated at the study roadway segments under Existing Conditions. Results of the analysis are presented in Table 10. As shown in Table 10, all study roadway segments function at an acceptable LOS per City and CMP requirements.

TABLE 10: EXISTING CONDITION ROADWAY SEGMENT ANALYSIS

Street	Segment	Existing Capacity (vph)	Existing Condition					
			Volume (vph)			V/C		
			AM	PM	Sat.	AM	PM	Sat.
Corral Hollow Rd. (SB)	I-205 to Grant Line Rd.	1,350	386	529	521	0.286	0.392	0.386
Corral Hollow Rd. (NB)	Grant Line Rd. to I-205	1,350	429	615	620	0.318	0.456	0.459
Grant Line Rd. (EB)	I-205 to Corral Hollow Rd.	2,025	522	1,471	1,382	0.258	0.726	0.682
Grant Line Rd. (WB)	Corral Hollow Rd. to I-205	2,025	1,321	1,104	1,345	0.625	0.545	0.664

NOTES: VPH = VEHICLES PER HOUR. VOLUMES DERIVED FROM THE 2017 INTERSECTION COUNTS. CAPACITIES DERIVED FROM THE CITY OF TRACY 2035 TRAVEL DEMAND MODEL. V/C RATIOS ARE CORRELATED WITH LOS AS FOLLOWS: <0.60 = LOS A; 0.60-0.69 = LOS B; 0.70-0.79 = LOS C; 0.80-0.89 = LOS D; 0.90-0.99 = LOS E; ≥1.00 = LOS F.

SOURCE: KIMLEY-HORN AND ASSOCIATES, 2017.

Project Trip Generation

Trip generation for the Project was calculated using the rates from the Institute of Transportation Engineer's (ITE's) publication *Trip Generation 9th Edition*¹², which is a standard reference used by jurisdictions throughout the County for the estimation of trip generation. A trip is defined in *Trip Generation* as a single or one-directional vehicle movement with either the origin or

¹² *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.

destination at the Project site. In other words, a trip can be either “to” or “from” the site. In addition, a single customer visit to a site is counted as two trips (i.e., one to and one from the site).

For purposes of determining the worst-case impacts of traffic on the surrounding street network, the trips generated by a proposed development are typically estimated between the hours of 7:00-9:00 AM and 4:00-6:00 PM on weekdays and the peak hour generator on Saturdays. Trip generation calculations prepared per ITE methodology are based on the number of hotel guest rooms. Additionally, because the Project is single use hotel, no internal capture, linked trip, or pass-by trip reductions were considered. Table 11 shows trips generated during weekdays and Table 12 shows trips generated during Saturdays by the proposed Project.

TABLE 11: PROJECT TRIP GENERATION (WEEKDAY)

Land Use	ITE Land Use Code	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	In	Out	Total	Rate	In	Out	Total
Hotel ¹	310	94 Rooms	8.17	768	0.53	30	20	50	0.60	29	27	56
Net New Project Trips ²			-	768	-	30	20	50	-	29	27	56

NOTES:

1. ITE CODE 310, BASED ON AVERAGE RATE.
 2. EXISTING PROJECT SITE IS VACANT. NO TRIP REDUCTIONS OR PASS-BY TRIPS ASSUMED.
- SOURCE: KIMLEY-HORN AND ASSOCIATES, 2017.

TABLE 12: PROJECT TRIP GENERATION (SATURDAY)

Land Use	ITE Land Use Code	Size	Daily		Peak Hour of Generator			
			Rate	Rate	Rate	In	Out	Total
Hotel ¹	310	94 Rooms	8.19	770	0.72	38	30	68
Net New Project Trips ²			-	770	-	38	30	68

NOTES:

1. ITE CODE 310, BASED ON AVERAGE RATE.
 2. EXISTING PROJECT SITE IS VACANT. NO TRIP REDUCTIONS OR PASS-BY TRIPS ASSUMED.
- SOURCE: KIMLEY-HORN AND ASSOCIATES, 2017.

As illustrated in Table 4, during weekdays, the proposed Project is anticipated to generate 768 daily trips, 50 AM peak hour trips, and 56 PM peak hour trips. As illustrated in Table 5, during Saturdays, the proposed Project is anticipated to generate 770 daily trips with a total of 68 peak hour of generator trips.

Project Trip Distribution and Assignment

Trip distribution is a process that determines in what proportion vehicles would travel between a Project site and various destinations outside the Project study area. The process of trip assignment determines the various routes that vehicles would take from the Project site to each destination using the calculated trip distribution.

Due to the nature of the proposed Project, most guests staying at the proposed hotel are expected to travel predominantly to the west where they will have access to the regional highway, I-205. The remaining guests are anticipated to travel to the north, south, and east where retail land use

and downtown Tracy are located. The trip distribution was determined by the directional distribution provided by the Tracy Grant Line TIA.

Existing Plus Project Conditions

From the Corral Hollow Road / Grant Line Road intersection, approximately 40 percent of the Project trips would distribute westwards along Grant Line Road to I-205 and 20 percent would distribute eastwards to retail areas. Additional retail areas are located north of the proposed Project site where 15 percent of Project trips are distributed towards and the remaining 25 percent is distributed southward towards downtown Tracy.

In the AM peak hour, 50 peak hour trips will be generated, of which 30 trips will enter the site and 20 trips will exit the site. In the afternoon peak, 56 trips will be generated, of which 29 trips will enter the site and 27 trips will exit the site. In the Saturday peak, 68 trips will be generated, of which 38 trips will enter the site and 30 trips will exit the site.

EXISTING PLUS PROJECT INTERSECTION LOS

Traffic operations were evaluated at the study intersections under Existing Plus Project conditions for AM, PM, and Saturday peak hours. Project trips were added to Existing conditions volumes. Results of the analysis are presented in Table 13.

TABLE 13: EXISTING PLUS PROJECT CONDITION LOS

#	Intersection	Control Type	Existing Plus Project Condition									Delay Increase or Volume Increase?
			AM Peak Hour			PM Peak Hour			Saturday Peak Hour			
			Move-ment	Delay	LOS	Move-ment	Delay	LOS	Move-ment	Delay	LOS	
1	Corral Hollow Rd. / Grant Line Rd.	Signal	Overall	28.6	C	Overall	56.0	E	Overall	63.2	E	Yes
2	SE Project Driveway / Grant Line Rd.	SSSC	SSSC	-	-	SSSC	-	-	SSSC	-	-	-
		Worst Approach	Worst Approach	15.7	C	Worst Approach	14.1	B	Worst Approach	16.1	C	-
3	NE Project Driveway / Corral Hollow Rd.	SSSC	SSSC	-	-	SSSC	-	-	SSSC	-	-	-
		Worst Approach	Worst Approach	9.5	A	Worst Approach	10.0	B	Worst Approach	10.0	B	-

NOTES: DELAY INCREASE IS GREATER THAN 4 SECONDS/VEHICLE FOR SIGNALIZED INTERSECTIONS, OR VOLUME INCREASE IS GREATER THAN 10% FOR STOP CONTROLLED INTERSECTIONS.

1. ANALYSIS PERFORMED USING HCM 2010 METHODOLOGIES.

2. DELAY INDICATED IN SECONDS/VEHICLE.

3. OVERALL LOS STANDARD FOR THE CITY IS D.

4. INTERSECTIONS THAT FALL BELOW CITY STANDARD ARE SHOWN IN **BOLD**.

SOURCE: KIMLEY-HORN AND ASSOCIATES, 2017.

As shown in Table 13, all the intersections would operate at acceptable LOS, except for Grant Line Road / Corral Hollow Road. In the Existing Plus Project scenario, this intersection operates with a LOS E during the PM peak hour and Saturday peak hour with the addition of the Project traffic. The addition of the Project traffic increases the delay by more than 4 seconds per vehicle

(sec/veh) (the City significance threshold), and thus the Project would result in a significant impact at this intersection.

In addition, a qualitative assessment of the intersection of Grant Line Road and the I-205 EB Ramps was performed based on data and findings from the *Harvest in Tracy Draft Transportation Impact Study*. The Existing conditions showed that this intersection operated at a LOS C in the AM peak hour and LOS D in the PM peak hour. The proposed Project would add less than 12 vehicle trips in each direction in the AM and PM peak hours to this intersection and, therefore, this should not worsen the LOS to an unacceptable LOS F.

EXISTING PLUS PROJECT ROADWAY SEGMENT LOS

Traffic operations were evaluated at the study roadway segments under Existing Plus Project conditions. Results of the analysis are presented in Table 14. As shown in Table 14, all study roadway segments would function at an acceptable LOS per City requirements.

TABLE 14: EXISTING PLUS PROJECT CONDITION ROADWAY SEGMENT ANALYSIS

Street	Segment	Existing Capacity (vph)	Existing Plus Project Condition					
			Volume (vph)			V/C		
			AM	PM	Sat.	AM	PM	Sat.
Corral Hollow Rd. (SB)	I-205 to Grant Line Rd.	1,350	398	545	540	0.295	0.404	0.400
Corral Hollow Rd. (NB)	Grant Line Rd. to I-205	1,350	0.258	0.726	0.682	0.327	0.464	0.470
Grant Line Rd. (EB)	I-205 to Corral Hollow Rd.	2,025	534	1,483	1,397	0.264	0.732	0.690
Grant Line Rd. (WB)	Corral Hollow Rd. to I-205	2,025	1,335	1,117	1,363	0.659	0.552	0.673

NOTES: VPH = VEHICLES PER HOUR. VOLUMES DERIVED FROM THE 2017 INTERSECTION COUNTS. CAPACITIES DERIVED FROM THE CITY OF TRACY 2035 TRAVEL DEMAND MODEL. V/C RATIOS ARE CORRELATED WITH LOS AS FOLLOWS: <0.60 = LOS A; 0.60-0.69 = LOS B; 0.70-0.79 = LOS C; 0.80-0.89 = LOS D; 0.90-0.99 = LOS E; ≥1.00 = LOS F.

SOURCE: KIMLEY-HORN AND ASSOCIATES, 2017.

Existing Plus Background Conditions

Under Existing Plus Background conditions, it is anticipated that the intersection of Grant Line Road / Corral Hollow Road will change in lane geometry. In the near-term, the northbound left turn pocket of the intersection will be lengthened to provide additional left turn storage for northbound vehicles along Corral Hollow Road. This roadway improvement is associated with the Grant Line Apartments project as part of their mitigation. The mitigation also proposes to close the median along Corral Hollow Road, south of Grant Line Road. This will prohibit southbound left turn vehicles from entering the Rite Aid shopping center.

EXISTING PLUS BACKGROUND TRAFFIC VOLUMES

Approved project volumes from the Tracy Grant Line TIA and Tracy Harvest TIA were used to determine approved projects volumes that would be included in the Existing Plus Background scenario. These two projects are the only projects anticipated to generate traffic through the Project study area by opening year.

EXISTING PLUS BACKGROUND INTERSECTION LOS

Existing Plus Background volumes were evaluated at the study intersections. Results of the analysis are presented in Table 15. As shown in Table 15, the intersection of Grant Line Road and Corral Hollow Road would operate at LOS F during both the PM peak hour and Saturday peak hour, which is an unacceptable LOS.

TABLE 15: EXISTING PLUS BACKGROUND CONDITIONS

#	Intersection	Control Type	Existing Plus Background Condition								
			AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
			Move-ment	Delay	LOS	Move-ment	Delay	LOS	Move-ment	Delay	LOS
1	Corral Hollow Rd. / Grant Line Rd.	Signal	Overall	33.6	C	Overall	103.1	F	Overall	112.3	F
2	SE Project Driveway / Grant Line Rd.	N/A	-	-	-	-	-	-	-	-	-
3	NE Project Driveway / Corral Hollow Rd.	N/A	-	-	-	-	-	-	-	-	-

NOTES: N/A = NOT APPLICABLE (FUTURE INTERSECTION)

1. ANALYSIS PERFORMED USING HCM 2010 METHODOLOGIES.

2. DELAY INDICATED IN SECONDS/VEHICLE.

3. OVERALL LOS STANDARD FOR THE CITY IS D.

4. INTERSECTIONS THAT FALL BELOW CITY STANDARD ARE SHOWN IN **BOLD**.

5. THE AVERAGE CONTROL DELAY IS REPORTED FOR SIGNALIZED INTERSECTIONS. THE DELAY FOR THE WORST MOVEMENT IS REPORTED FOR SIDE-STREET STOP-CONTROLLED (SSSC) INTERSECTIONS)

SOURCE: KIMLEY-HORN AND ASSOCIATES, 2017.

EXISTING PLUS BACKGROUND LOS AT ROADWAY SEGMENTS

Traffic operations were evaluated at the study roadway segments under Existing Plus Background traffic conditions. Results of the analysis are presented in Table 16. As shown in Table 16, all study roadway segments function at an acceptable LOS per City requirements.

TABLE 16: EXISTING PLUS BACKGROUND CONDITION ROADWAY SEGMENT ANALYSIS

Street	Segment	Existing Capacity (vph)	Existing Plus Background Condition					
			Volume (vph)			V/C		
			AM	PM	Sat.	AM	PM	Sat.
Corral Hollow Rd. (SB)	I-205 to Grant Line Rd.	1,350	393	544	537	0.291	0.403	0.398
Corral Hollow Rd. (NB)	Grant Line Rd. to I-205	1,350	436	627	633	0.323	0.464	0.469
Grant Line Rd. (EB)	I-205 to Corral Hollow Rd.	2,025	681	1,755	1,687	0.336	0.867	0.833
Grant Line Rd. (WB)	Corral Hollow Rd. to I-205	2,025	1,437	1,411	1,672	0.710	0.697	0.826

NOTES: VPH = VEHICLES PER HOUR. VOLUMES DERIVED FROM THE 2017 INTERSECTION COUNTS. CAPACITIES DERIVED FROM THE CITY OF TRACY 2035 TRAVEL DEMAND MODEL. V/C RATIOS ARE CORRELATED WITH LOS AS FOLLOWS: <0.60 = LOS A; 0.60-0.69 = LOS B; 0.70-0.79 = LOS C; 0.80-0.89 = LOS D; 0.90-0.99 = LOS E; ≥1.00 = LOS F.

SOURCE: KIMLEY-HORN AND ASSOCIATES, 2017.

EXISTING PLUS BACKGROUND PLUS PROJECT INTERSECTION LOS

Existing Plus Background Plus Project conditions were evaluated at the study intersections. Results of the analysis are presented in Table 17. As shown in Table 17, the intersection of Grant Line Road and Corral Hollow Road would operate at LOS F during both the PM peak hour and Saturday peak hour, which is an unacceptable LOS. The addition of the Project traffic increases the delay by more than 4 sec/veh and, therefore, the Project has a significant impact at this intersection.

TABLE 17: EXISTING PLUS BACKGROUND PLUS PROJECT CONDITION LOS

#	Intersection	Control Type	Existing Plus Background Plus Project Condition									Delay Increase or Volume Increase?
			AM Peak Hour			PM Peak Hour			Saturday Peak Hour			
			Move-ment	Delay	LOS	Move-ment	Delay	LOS	Move-ment	Delay	LOS	
1	Corral Hollow Rd. / Grant Line Rd.	Signal	Overall	38.6	D	Overall	107.6	F	Overall	117.6	F	Yes
2	SE Project Driveway / Grant Line Rd.	SSSC	SSSC	-	-	SSSC	-	-	SSSC	-	-	-
		Worst Approach	Worst Approach	16.8	C	Worst Approach	16.5	C	Worst Approach	19.3	C	-
3	NE Project Driveway / Corral Hollow Rd.	SSSC	SSSC	-	-	SSSC	-	-	SSSC	-	-	-
		Worst Approach	Worst Approach	9.5	A	Worst Approach	10.1	B	Worst Approach	10.1	B	-

NOTES: DELAY INCREASE IS GREATER THAN 4 SECONDS/VEHICLE FOR SIGNALIZED INTERSECTIONS, OR VOLUME INCREASE IS GREATER THAN 10% FOR STOP CONTROLLED INTERSECTIONS.

1. ANALYSIS PERFORMED USING HCM 2010 METHODOLOGIES.
 2. DELAY INDICATED IN SECONDS/VEHICLE.
 3. OVERALL LOS STANDARD FOR THE CITY IS D.
 4. INTERSECTIONS THAT FALL BELOW CITY STANDARD ARE SHOWN IN **BOLD**.
- SOURCE: KIMLEY-HORN AND ASSOCIATES, 2017.

A qualitative assessment of the intersection of Grant Line Road and the I-205 EB Ramps was not performed because the Harvest in Tracy Draft Transportation Impact Study did not study the Existing Plus Background conditions. However, the proposed Project is adding less than 12 vehicle trips in each direction in the AM and PM peak hours to this intersection and, therefore, the Project's potential impact should be minimal.

EXISTING PLUS BACKGROUND PLUS PROJECT LOS AT ROADWAY SEGMENTS

Traffic operations were evaluated at the study roadway segments under Existing Plus Background Plus Project conditions. Results of the analysis are presented in Table 18. As shown in Table 18, all study roadway segments function at an acceptable LOS per City requirements.

TABLE 18: EXISTING PLUS BACKGROUND PLUS PROJECT CONDITION ROADWAY SEGMENT ANALYSIS

Street	Segment	Existing Capacity (vph)	Existing Plus Background Condition					
			Volume (vph)			V/C		
			AM	PM	Sat.	AM	PM	Sat.
Corral Hollow Rd. (SB)	I-205 to Grant Line Rd.	1,350	405	560	556	0.300	0.415	0.412
Corral Hollow Rd. (NB)	Grant Line Rd. to I-205	1,350	448	639	648	0.332	0.473	0.480
Grant Line Rd. (EB)	I-205 to Corral Hollow Rd.	2,025	0.693	1,767	1,702	0.342	0.873	0.840
Grant Line Rd. (WB)	Corral Hollow Rd. to I-205	2,025	1,451	1,424	1,690	0.717	0.703	0.835

NOTES: VPH = VEHICLES PER HOUR. VOLUMES DERIVED FROM THE 2017 INTERSECTION COUNTS. CAPACITIES DERIVED FROM THE CITY OF TRACY 2035 TRAVEL DEMAND MODEL. V/C RATIOS ARE CORRELATED WITH LOS AS FOLLOWS: <0.60 = LOS A; 0.60-0.69 = LOS B; 0.70-0.79 = LOS C; 0.80-0.89 = LOS D; 0.90-0.99 = LOS E; ≥1.00 = LOS F.

SOURCE: KIMLEY-HORN AND ASSOCIATES, 2017.

Cumulative (Year 2035) Condition

Traffic operations were evaluated under the following cumulative conditions:

- Cumulative (Year 2035) Conditions
- Cumulative (Year 2035) Plus Project Conditions

Results of the analysis are presented in the following sections.

CUMULATIVE (YEAR 2035) INTERSECTION AND ROADWAY SEGMENT IMPROVEMENTS

The Tracy TMP includes several improvements to City of Tracy intersections, primarily signalizing and incorporating additional turn pockets and through lanes where projected traffic is forecasted to increase substantially. Within the study area, additional turn pockets are projected at the intersection of Grant Line Road and Corral Hollow Road. TMP improvements have been identified along Corral Hollow Road from I-205 to Schulte Road. Additionally, the Tracy TMP includes several improvements to the City of Tracy roadway network that includes, but is not limited to, the roadway widening of Corral Hollow Road to six lanes from I-205 to Schulte Road. An additional southbound left turn pocket is proposed at the intersection of Grant Line Road and Corral Hollow Road.

CUMULATIVE (YEAR 2035) CONDITION LOS AT STUDY INTERSECTIONS

Traffic operations were evaluated at the study intersections under Cumulative (Year 2035) traffic conditions. Results of the analysis are presented in Table 19. As shown in Table 19, a would operate at an acceptable LOS per City requirements.

A qualitative assessment of the intersection of Grant Line Road and the I-205 EB Ramps was performed based on data and findings from the *Harvest in Tracy Draft Transportation Impact Study*. The Cumulative (Year 2035) Plus Project conditions showed that this intersection will operate at a LOS E in the AM peak hour and LOS F in the PM peak hour.

TABLE 19: CUMULATIVE (YEAR 2035) CONDITION LOS

#	Intersection	Control Type	Cumulative Condition								
			AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
			Move-ment	Delay	LOS	Move-ment	Delay	LOS	Move-ment	Delay	LOS
1	Corral Hollow Rd. / Grant Line Rd.	Signal	Overall	30.1	C	Overall	41.0	D	Overall	46.4	D
2	SE Project Driveway / Grant Line Rd.	N/A	-	-	-	-	-	-	-	-	-
3	NE Project Driveway / Corral Hollow Rd.	N/A	-	-	-	-	-	-	-	-	-

NOTES: N/A = NOT APPLICABLE (FUTURE INTERSECTION)

1. ANALYSIS PERFORMED USING HCM 2010 METHODOLOGIES.

2. DELAY INDICATED IN SECONDS/VEHICLE.

3. OVERALL LOS STANDARD FOR THE CITY IS D.

4. INTERSECTIONS THAT FALL BELOW CITY STANDARD ARE SHOWN IN **BOLD**.

5. THE AVERAGE CONTROL DELAY IS REPORTED FOR SIGNALIZED INTERSECTIONS. THE DELAY FOR THE WORST MOVEMENT IS REPORTED FOR SIDE-STREET STOP-CONTROLLED (SSSC) INTERSECTIONS).

SOURCE: KIMLEY-HORN AND ASSOCIATES, 2017.

CUMULATIVE (YEAR 2035) LOS AT ROADWAY SEGMENTS

Traffic operations were evaluated at the study roadway segments under Cumulative (Year 2035) traffic conditions. Results of the analysis are presented in Table 20. As shown in Table 20, the segment of Grant Line Road between I-205 and Corral Hollow Road would operate at a deficient v/c in the eastbound direction during the PM and Saturday peak hours and in the westbound direction during the Saturday peak hour.

TABLE 20: CUMULATIVE (YEAR 2035) CONDITION ROADWAY SEGMENT ANALYSIS

Street	Segment	Existing Capacity (vph)	Cumulative Condition					
			Volume (vph)			V/C		
			AM	PM	Sat.	AM	PM	Sat.
Corral Hollow Rd. (SB)	I-205 to Grant Line Rd.	1,350	1,013	1,440	1,427	0.500	0.711	0.705
Corral Hollow Rd. (NB)	Grant Line Rd. to I-205	1,350	1,037	1,122	1,198	0.512	0.554	0.592
Grant Line Rd. (EB)	I-205 to Corral Hollow Rd.	2,025	708	1,963	1,895	0.350	0.969	0.936
Grant Line Rd. (WB)	Corral Hollow Rd. to I-205	2,025	1,222	1,621	1,999	0.603	0.800	0.987

NOTES: VPH = VEHICLES PER HOUR. CAPACITIES DERIVED FROM THE CITY OF TRACY 2035 TRAVEL DEMAND MODEL. V/C RATIOS ARE CORRELATED WITH LOS AS FOLLOWS: <0.60 = LOS A; 0.60-0.69 = LOS B; 0.70-0.79 = LOS C; 0.80-0.89 = LOS D; 0.90-0.99 = LOS E; ≥1.00 = LOS F. SEGMENTS THAT FALL BELOW CITY STANDARD ARE SHOWN IN **BOLD**.

SOURCE: KIMLEY-HORN AND ASSOCIATES, 2017.

CUMULATIVE (YEAR 2035) PLUS PROJECT CONDITION LOS AT STUDY INTERSECTIONS

Trips generated by the Project were added to the Cumulative (Year 2035) conditions to assess the Cumulative (Year 2035) Plus Project traffic volumes. Cumulative (Year 2035) Plus Project conditions were evaluated at study intersections and are presented in Table 21. As shown in Table 21, Intersection #1 – Grant Line Road / Corral Hollow Road would operate at an unacceptable LOS E for the Saturday peak hour with the addition of the Project traffic. The

addition of the Project traffic worsens the intersection from an acceptable LOS D to an unacceptable LOS E and, thus, the Project would result in a significant impact at this intersection.

TABLE 21: CUMULATIVE (YEAR 2035) PLUS PROJECT CONDITION LOS

#	Intersection	Control Type	Cumulative Plus Project Condition									Delay Increase or Volume Increase?
			AM Peak Hour			PM Peak Hour			Saturday Peak Hour			
			Move-ment	Delay	LOS	Move-ment	Delay	LOS	Move-ment	Delay	LOS	
1	Corral Hollow Rd. / Grant Line Rd.	Signal	Overall	35.2	D	Overall	49.7	D	Overall	58.5	E	Yes
2	SE Project Driveway / Grant Line Rd.	SSSC	SSSC	-	-	SSSC	-	-	SSSC	-	-	-
		Worst Approach	Worst Approach	15.0	C	Worst Approach	18.8	C	Worst Approach	23.9	C	-
3	NE Project Driveway / Corral Hollow Rd.	SSSC	SSSC	-	-	SSSC	-	-	SSSC	-	-	-
		Worst Approach	Worst Approach	13.5	B	Worst Approach	16.9	C	Worst Approach	16.9	C	-

NOTES: DELAY INCREASE IS GREATER THAN 4 SECONDS/VEHICLE FOR SIGNALIZED INTERSECTIONS, OR VOLUME INCREASE IS GREATER THAN 10% FOR STOP CONTROLLED INTERSECTIONS.

1. ANALYSIS PERFORMED USING HCM 2010 METHODOLOGIES.

2. DELAY INDICATED IN SECONDS/VEHICLE.

3. OVERALL LOS STANDARD FOR THE CITY IS D.

4. INTERSECTIONS THAT FALL BELOW CITY STANDARD ARE SHOWN IN **BOLD**.

SOURCE: KIMLEY-HORN AND ASSOCIATES, 2017.

A qualitative assessment of the intersection of Grant Line Road and the I-205 EB Ramps was performed based on data and findings from the *Harvest in Tracy Draft Transportation Impact Study*. The Cumulative Plus Project conditions showed that this intersection will operate at a LOS E (with 59.4 seconds of delay) in the AM peak hour and LOS F (with 282.1 seconds of delay) in the PM peak hour. The proposed Project is adding less than 12 vehicle trips in each direction in the AM and PM peak hours to this intersection and, therefore, this should not worsen the LOS in the AM peak hour to LOS F (at least 80 seconds of delay). However, in the PM peak hour, the intersection is already failing and, therefore, the Project would worsen the intersection slightly. No mitigations were proposed in the *Harvest in Tracy Draft Transportation Impact Study*.

CUMULATIVE (YEAR 2035) PLUS PROJECT LOS AT ROADWAY SEGMENTS

Traffic operations were evaluated at the study roadway segments under Cumulative (Year 2035) Plus Project traffic conditions. Results of the analysis are presented in Table 22. As shown in Table 22, the segment of Grant Line Road between I-205 to Corral Hollow Road would operate a deficient v/c in the eastbound direction during the PM and Saturday peak hours and in the westbound direction during the Saturday peak hour. However, the Project increases the v/c by less than 0.01 and, therefore, this is not a significant impact.

TABLE 22: CUMULATIVE (YEAR 2035) PLUS PROJECT CONDITION ROADWAY SEGMENT ANALYSIS

Street	Segment	Existing Capacity (vph)	Cumulative Plus Project Condition					
			Volume (vph)			V/C		
			AM	PM	Sat.	AM	PM	Sat.
Corral Hollow Rd. (SB)	I-205 to Grant Line Rd.	1,350	1,025	1,456	1,446	0.506	0.719	0.714
Corral Hollow Rd. (NB)	Grant Line Rd. to I-205	1,350	1,049	1,134	1,213	0.518	0.560	0.599
Grant Line Rd. (EB)	I-205 to Corral Hollow Rd.	2,025	720	1,975	1,910	0.356	0.975	0.943
Grant Line Rd. (WB)	Corral Hollow Rd. to I-205	2,025	1,236	1,634	2,017	0.610	0.807	0.996

NOTES: VPH = VEHICLES PER HOUR. CAPACITIES DERIVED FROM THE CITY OF TRACY 2035 TRAVEL DEMAND MODEL. V/C RATIOS ARE CORRELATED WITH LOS AS FOLLOWS: <0.60 = LOS A; 0.60-0.69 = LOS B; 0.70-0.79 = LOS C; 0.80-0.89 = LOS D; 0.90-0.99 = LOS E; ≥1.00 = LOS F. SEGMENTS THAT FALL BELOW CITY STANDARD ARE SHOWN IN **BOLD**.

SOURCE: KIMLEY-HORN AND ASSOCIATES, 2017.

Conclusion

The intersection of Grant Line Road and Corral Hollow Road operates at an unacceptable LOS in the Existing Plus Project, Existing Plus Background Plus Project, and the Cumulative (Year 2035) Plus Project scenarios. For the Existing Plus Project scenario, optimizing the cycle length would mitigate the significant impact to less than significant. In both the PM and Saturday peak hours, the LOS would improve from an unacceptable LOS E to an acceptable LOS C. For the Existing Plus Background Plus Project scenario, optimizing the cycle length would mitigate the significant impact to less than significant. In both the PM and Saturday peak hours, the LOS would improve from an unacceptable LOS F to an acceptable LOS D. For the Cumulative (Year 2035) Plus Project scenario, changing the northbound left turn phase to a lagging phase would mitigate the significant impact to less than significant. In the Saturday peak hour, the LOS would improve from an unacceptable LOS E to an acceptable LOS D. Table 23 illustrates the LOS at Grant Line Road / Corral Hollow Road with the proposed mitigations.

The Project applicant would be required to pay SJCOG, County of San Joaquin, and City of Tracy Traffic Impact Fees. The fees will be utilized to pay a proportionate fair share towards lengthening the northbound left turn pocket and shortening the bay taper to provide additional left turn storage from northbound Corral Hollow Road onto Grant Line Road, and also contribute towards Citywide cumulative incremental impacts and closing the median south of Grant Line Road to allow for the lengthening of the northbound left turn pocket. Based on the Saturday peak hour, the Project's fair share percentage is two percent. Implementation of the following mitigation measure would ensure that the Project would have a **less than significant** impact related to the intersection of Grant Line Road and Corral Hollow Road.

TABLE 23: IMPROVED CONDITIONS LOS

#	Intersection	Control Type	Without Project Conditions									Plus Project Conditions (Mitigated)								
			AM Peak Hour			PM Peak Hour			Saturday Peak Hour			AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
			Move- ment	Delay	LOS	Move- ment	Delay	LOS	Move- ment	Delay	LOS	Move- ment	Delay	LOS	Move- ment	Delay	LOS	Move- ment	Delay	LOS
Existing Conditions and Existing Plus Project Conditions																				
1	Corral Hollow Rd. / Grant Line Rd.	Signal	Over-all	26.1	C	Over-all	52.0	D	Over-all	58.7	E	Over-all	26.1	C	Over-all	30.0	C	Over-all	31.6	C
Existing Plus Background Conditions and Existing Plus Background Plus Project Conditions																				
1	Corral Hollow Rd. / Grant Line Rd.	Signal	Over-all	33.6	C	Over-all	103.1	F	Over-all	112.3	F	Over-all	37.5	D	Over-all	40.3	D	Over-all	40.6	D
Cumulative (Year 2035) Conditions and Cumulative (Year 2035) Plus Project Conditions																				
1	Corral Hollow Rd. / Grant Line Rd.	Signal	Over-all	30.1	C	Over-all	41.0	D	Over-all	46.4	D	Over-all	35.1	D	Over-all	49.5	D	Over-all	54.5	D

NOTES:

1. ANALYSIS PERFORMED USING HCM 2010 METHODOLOGIES.

2. DELAY INDICATED IN SECONDS/VEHICLE.

3. OVERALL LOS STANDARD FOR THE CITY IS D.

4. INTERSECTIONS THAT FALL BELOW CITY STANDARD ARE SHOWN IN **BOLD**.

SOURCE: KIMLEY-HORN AND ASSOCIATES, 2017.

MITIGATION MEASURE(S)

Mitigation Measure 16: *Prior to the issuance of a building permit, the applicant shall pay all applicable SJCOG, County of San Joaquin, and City of Tracy Traffic Impact Fees. The payment of Traffic Impact Fees would satisfy the obligation of the Project towards the cost to improve the intersection of Grant Line Road and Corral Hollow Road. The improvements include lengthening the northbound left turn pocket and shortening the bay taper to provide additional left turn storage from northbound Corral Hollow Road onto Grant Line Road, and would also contribute towards Citywide cumulative incremental impacts and closing the median south of Grant Line Road to allow for the lengthening of the northbound left turn pocket. Fair share cost of the Project shall be determined by the City Engineer. Based on the Saturday peak hour, the Project's fair share percentage may be two percent.*

Response c): Less than Significant. The Tracy Municipal Airport is the closest airport to the Project site, located approximately 4.4 miles south of the site. The Airport is a general aviation airport owned by the City and managed by the Public Works Department. As discussed previously in the Hazards and Hazardous Materials section, the Project site is not located within any of the safety restriction zones or within the airport influence area as designated by SJCOG. The proposed Project includes one four-story hotel structure that would not protrude into active airspace, or disrupt aviation patterns. The distance, and development characteristics precludes the possibility of the proposed Project altering aviation patterns or creating aviation hazards. Additionally, the addition of a 94-room hotel would not be expected to significantly increase air travel demand. Therefore, Implementation of the proposed Project would not result in any needed changes to airport operations or air travel patterns at the Tracy Municipal Airport. This impact is **less than significant**, and no mitigation is required.

Responses d) and e): Less than Significant. Based on the preliminary site plan, two driveway access points to the site will be provided: one driveway off West Grant Line Road and one shared driveway connecting the Project site to the adjacent commercial parcel to the west. As part of the Project's TIA, on-site circulation was evaluated at the Project's internal intersections and all internal intersections shall be SSSC.

Vehicle queuing for each proposed study intersection/driveway was analyzed using the 2010 HCM methodology. The 95th percentile queue length was compared to the turn pocket storage length to determine if queues would exceed the storage length. Only left turn queues were evaluated for operational deficiencies. The analysis showed that queuing storage deficiencies would occur at the intersection of Grant Line Road and Corral Hollow Road for the eastbound right approach due to the proposed Project in the Cumulative (Year 2035) Plus Project scenario.

The effects of vehicle queuing were analyzed and the 95th percentile queue is reported for the intersection of Grant Line Road / Corral Hollow Road. The 95th percentile queue length represents a condition where 95 percent of the time during the peak hour, traffic volumes will be less than or equal to the queue length determined by the analysis. This is referred to as the "95th percentile queue."

Queues that exceed the turn pocket length can create potentially hazardous conditions by blocking or disrupting through traffic in adjacent travel lanes. However, these potentially hazardous queues are generally associated with left turn movements. Locations where the right turn pocket storage is exceeded are not typically considered potentially hazardous because the right turn movement progresses at the same time as the through movement and the additional vehicles that spill out of the turn pocket are less likely to hinder or disrupt the adjacent through traffic.

As congestion increases, it is common for traffic at intersections to form lines of stopped (or queued) vehicles. Queue lengths were determined for each turn lane and measure the distance that vehicles will back up in each direction approaching an intersection. The 95th percentile queue is used to account for fluctuations in traffic and represents a condition where 95 percent of the time during the peak period, traffic volumes will be less than or equal to the queue determined by the analysis. It is used as a benchmark for determining deficiencies as a standard transportation engineering practice. A typical vehicle length of 25 feet was used in the queuing analysis. Because there are no defined thresholds for vehicle queues, an operational deficiency was assumed to occur if the queue increases by one or more vehicles and the vehicle queue exceeds the turn pocket length.

The queuing analysis showed that several existing turn bay storage lengths are exceeded, but these are all pre-existing deficiencies. The northbound left turn lane queue of 180 feet, 240 feet, and 342 feet in the AM, PM, and Saturday peak hours, respectively, in the Existing condition exceed the 90-foot turn pocket length. The Project would not add more than one vehicle length (i.e., 25 feet) to the queue and, therefore, this is not an operational deficiency due to the proposed Project.

In the Existing Plus Background Plus Project condition, the northbound left turn storage pocket length is extended as a mitigation for the Grant Line Apartments project. The length of the turn pocket lane is not specified. Nonetheless, the proposed Project would not add more than a vehicle to the queue length. With the mitigation of optimizing the cycle length at this intersection to address the LOS impact, the northbound left turn lane queue is 380 feet.

The proposed site plan provides adequate access to the Project site, which would adequately accommodate emergency vehicles. Implementation of the proposed Project would have a less than significant impact related to emergency access, and would not interfere with an emergency evacuation plan. Overall, this is a **less than significant** impact and no mitigation is required.

Response f): Less than Significant. The guests and employees of the proposed Project will have the option of driving, taking transit, walking or bicycling to and from the proposed Project. As part of the Project's TIA, the proposed Project was evaluated to determine if it would likely conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks) or generate pedestrian, bicycle, or transit travel demand that would not be accommodated by existing transit, bicycle, or pedestrian facilities and plans.

Transit

Those taking transit from the Project site may utilize Route 90 of the County Hopper service that operates along Grant Line Road, with a stop at the intersection of Grant Line Road and Orchard Parkway. This is the only transit route that runs adjacent to the Project site along Grant Line Road and Corral Hollow Road. The Project would likely not conflict with existing or planned transit facilities. Because the number of options for transit to and from the site is limited due to the proximity to the site, the Project will likely add few transit riders and, therefore, not degrade the transit operations. Because the Project does not conflict with existing or planned transit facilities and there are adequate facilities for pedestrian and bicycles to access transit stops, the Project will have a **less than significant** impact on transit services.

Pedestrian

Sidewalks currently exist along the Project site's frontage on Corral Hollow Road and on Grant Line Road. The Project is proposing to close the existing sidewalk gap on the north side of Grant Line Road fronting the proposed Project. It is anticipated that pedestrians would use these sidewalks along the Project site's frontages to access the adjacent land uses and the transit stop nearby. At the intersection of Corral Hollow Road and Grant Line Road, there are striped crosswalks for each direction, allowing pedestrians to more safely cross the adjacent roadways. The Project will have a **less than significant** impact on pedestrian service.

Bicycle

Bicyclists will have direct access to the Project site using bicycle lanes on Grant Line Road and Corral Hollow Road. These bicycle lanes provide access to the Project site and other bicycle facilities throughout the City. The Project is proposing to extend the curb return for the southbound right turn movement at the intersection of Grant Line Road and Corral Hollow Road. In addition, the Project proposes to restrict right turns on red for the southbound right turn movement. This improvement should improve bicycle movement because westbound bicycle riders at this intersection would not be conflicted with southbound right turning vehicles making the right turn on red when the westbound approach has the green light.

The proposed Project does not impact the safety of bicyclists or have any hazardous design features impeding the use of bicycles facilities. Because the proposed Project does not conflict with any adopted policies or plans related to bicycle activity, the proposed Project will have a **less than significant** impact on bicycle service.

Conclusion

Overall, Project implementation would assist the City in providing connections and access to alternative transportation in the Project area by closing existing sidewalk gaps, improving the pedestrian facilities on adjacent roadways, and improving bicycle movement by restricting right turns on red for the southbound right turn movement. Therefore, the Project would have a **less than significant** impact on public transit, bicycle, or pedestrian facilities.

XVII. TRIBAL CULTURAL RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?		X		
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resources to a California Native American tribe.		X		

BACKGROUND

Assembly Bill 52 (AB 52) requires a lead agency, prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project, to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project if: (1) the California Native American tribe requested to the lead agency, in writing, to be informed by the lead agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe, and (2) the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification, and requests the consultation. The City of Tracy has not received any requests from California Native American tribes to be informed through formal notification of proposed projects in the City's geographic area.

RESPONSES TO CHECKLIST QUESTIONS

Responses a-b): Less than Significant with Mitigation. The City of Tracy General Plan and subsequent EIR does not identify the site as having prehistoric period cultural resources. Additionally, there are no known unique cultural resources known to occur on, or within the immediate vicinity of the Project site. The site has previously been used for agricultural uses. No instances of cultural resources or human remains have been unearthed on the Project site. Based on the above information, the Project site has a low potential for the discovery of prehistoric, ethnohistoric, or historic archaeological sites that may meet the definition of Tribal Cultural Resources. Although no Tribal Cultural Resources have been documented in the Project site, the Project is located in a region where cultural resources have been recorded and there remains a potential that undocumented archaeological resources that may meet the Tribal Cultural Resource definition could be unearthed or otherwise discovered during ground-disturbing and

construction activities. Examples of significant archaeological discoveries that may meet the Tribal Cultural Resources definition would include villages and cemeteries.

Due to the possible presence of undocumented Tribal Cultural Resources within the Project site, construction-related impacts on tribal cultural resources would be potentially significant. Implementation of the Mitigation Measure 7 would require appropriate steps to preserve and/or document any previously undiscovered resources that may be encountered during construction activities, including human remains. Implementation of this measure would reduce this impact to a **less than significant** level.

MITIGATION MEASURE(S)

Implement Mitigation Measure 7

XVIII. UTILITIES AND SERVICE SYSTEMS -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		X		
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?		X		
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b) and e): Less than Significant. Wastewater generated by the proposed Project would be conveyed to the Tracy Wastewater Treatment Plan (WWTP) for treatment and disposal. The City's wastewater collection system consists of gravity sewer lines, pump stations and the 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.

The City's WWTP provides secondary-level treatment of wastewater followed by disinfection. Treated effluent from the WWTP is conveyed to a submerged diffuser for discharge into the Old River. The WWTP has an NPDES permit for discharge into the Old River from the State Regional Water Quality Control Board. The City of Tracy expanded the treatment capacity to 10.8 mgd in 2008 as part of Phase 1 of the expansion. The current wastewater flow, because of water conservation during the prolonged drought, is 9.0 mgd. Funds are currently being collected through development impact fees to expand the WWTP to the Phase 2 capacity of 12.0 mgd. The

expansion also will result in improvements to the quality of the effluent discharged from the Plant by upgrading the facility from secondary to tertiary treatment.

The Phase 2 expansion would likely take a year to design and two years to construct the improvements. Design plans for the Phase 2 expansion have not yet started and development of the design plans will be based on future growth within the City. Design plans on Phase 2 of the expansion are estimated to commence within the next five years.

The City's WWTP currently treats approximately 9.0 mgd of wastewater. City residents generated an average dry weather flow (ADWF) of 7.6 million gallons per day (mgd). The City's wastewater treatment plant (WWTP), has an ADWF design capacity of 10.8 mgd.¹³ For this analysis, a per capita generation factor of 80 gallons per capita day of wastewater was used.¹⁴ Therefore, the proposed 94-rooms would generate up to 7,520 gallons per day of wastewater, or 0.00752 mgd of wastewater. The addition of 0.00752 mgd of wastewater would not exceed the current treatment capacity of the City's WWTP, and the addition of Project-generated wastewater would not result in any RWQCB violations related to effluent treatment or discharge. As of January 2015, the City had an unused capacity of approximately 4,200 EDU's (Equivalent Dwelling Units, equal the wastewater demand generated by a single-family residence) within its wastewater treatment plant (WWTP), available to new development within the City on a first-come, first-served basis. These EDU's are currently available to serve the proposed Project.

As other development projects within the City come forward, and building permits are issued, this remaining capacity will be reduced. Accordingly, as noted above and to ensure that capacity at the WWTP is available and sufficient to respond to planned future development demands, the City is proceeding with the next phase of expansion of the WWTP, which has been approved by the City and subject to comprehensive environmental review under the California Environmental Quality Act, as documented in that certain environmental impact report certified by the City in November 2002 under State Clearinghouse Number 2000012030.

The development of the 94-room hotel would be required to pay sewer impact fees at time of building permit issuance, ensuring fair-share contribution towards the future WWTP expansion project. With this condition of approval, impacts related to City sewer services will be **less than significant**.

Response d): Less than Significant with Mitigation. Potable water for the proposed Project would be supplied from the City's municipal water system. The City of Tracy obtains water from both surface water and groundwater sources. The amount of water that Tracy uses from each of its water supply sources to make up its total water use varies from year to year based on contractual agreements, annual precipitation, and City policies about how to expand, utilize, and manage its water resources. As described in the 2011 City of Tracy Urban Water Management Plan, Tracy's maximum annual water supply amounts to over 31,500 acre feet per year (AFY)

¹³ Source: http://www.ci.tracy.ca.us/documents/Tracy_Wastewater_Master_Plan.pdf (does not take into account increased capacity with upgrades).

¹⁴ Wastewater Flow and Loading Generation Factors Tracy Wastewater Master Plan (Per Capita Flow and Loading factors).

from its various supply sources. Future agreements may increase the City's available potable water supply to over 49,500 AFY.

Water infrastructure to serve the Project includes: 2-inch diameter pipelines for domestic service to the hypothetical building pad on APN 214-020-34 and irrigation service via connections to existing 2-inch diameter service laterals from the existing water main at W. Grant Line Road; 4-inch diameter pipelines for domestic service to the proposed hotel building via a connection to an existing 6-inch service lateral from the 12-inch water main at N. Corral Hollow Road; and a 6-inch diameter looped fire service line with connections to the existing 16-inch water main in W. Grant Line Road and existing 12-inch diameter water main in N. Corral Hollow Road. The proposed hotel would be equipped with a sprinkler system for fire protection. The Project includes the installation of three on-site fire hydrants.

The Water Distribution System Hydraulic Network Analysis prepared for the proposed Project (Blackwater Consulting Engineers, Inc.) in February 2017 includes the estimated Project water demands and hydraulic steady-state analysis. Both subjects are discussed in detail below.

Estimated Project Water Demands

Water demands for the Project were estimated based on the unit water demand factors adopted in the December 2012 City of Tracy Citywide Water System Master Plan (2012 Water Master Plan). The total annual potable water demand for the Project is approximately 23 AFY based on a unit water demand factor of 150 gallons per day per dwelling unit for the very high density residential land use, 1.5 AFY for the office land use, and 4.0 AFY for irrigation land use (approximately 15 percent of the total gross acreage). Maximum day demands are estimated to be 200 percent of average day demands, and peak hour demands are estimated to be 340 percent of average day demands. Table 24 summarizes the estimated water demands for the Project. Table 25 summarizes the calculations to estimate average day demands, maximum day demands, and peak hour demands used in the water model.

TABLE 24: ESTIMATED PROJECT WATER DEMANDS

<i>Land Use Designation</i>	<i>Gross Acreage</i>	<i>Dwelling Units</i>	<i>Landscaped Area (Acres)</i>	<i>Unit Potable Water Demand</i>		<i>Annual Potable Water Demand (AFY)</i>
				<i>gpd/du</i>	<i>AFY</i>	
Residential – Very High Density	2.55	114	-	150	-	19.2
Office	0.64	-	-	-	1.5	1.0
Irrigation	-	-	0.38	-	4.0	1.5
UAFW ¹	-	-	-	-	-	1.6
Total	3.19	114	0.38	-	-	23.3

NOTES: THESE CALCULATIONS ARE BASED ON THE 2012 WATER MASTER PLAN. CONSISTENT WITH THE ASSUMPTIONS IN THE MASTER PLAN, 15 PERCENT OF THE GROSS ACRES ARE ASSUMED TO BE LANDSCAPED.

¹ UNACCOUNTED-FOR WATER (UAFW) IS EQUAL TO 7.5 PERCENT OF TOTAL WATER DEMAND.

SOURCE: BLACKWATER CONSULTING ENGINEERS, INC., 2017.

TABLE 25: SUMMARY OF AVERAGE DAY DEMANDS, MAXIMUM DAY DEMANDS, AND PEAK HOUR DEMANDS

Average Day Demand		Maximum Day Demand¹		Peak Hour Demand²	
<i>gpm</i>	<i>mgd</i>	<i>gpm</i>	<i>mgd</i>	<i>gpm</i>	<i>mgd</i>
14	0.02	29	0.04	49	0.07

NOTES: GPM = GALLONS PER MINUTE, MGD = MILLION GALLONS PER DAY.

¹ MAXIMUM DAY DEMAND IS 2.0 TIMES THE AVERAGE DAY DEMAND, PER THE 2012 WATER MASTER PLAN.

² PEAK HOUR DEMAND IS 3.4 TIMES THE AVERAGE DAY DEMAND, PER THE 2012 WATER MASTER PLAN.

SOURCE: BLACKWATER CONSULTING ENGINEERS, INC., 2017.

It is noted that no office buildings are currently proposed for the hypothetical building pad on APN 214-020-34. Approval of the proposed hotel Project would not result in any entitlements or approvals to construct office uses on the western portion of the Project site. Additionally, the above water demands assume that the hotel would have 114 rooms, while the proposed Project includes 94 rooms. Therefore, the above water demand estimates are considered conservative as the estimates.

Water Distribution System Hydraulic Network Analysis

Water system performance design criteria and analyses requirements for new development are summarized in Table 26.

TABLE 26: DESIGN CRITERIA AND REQUIREMENTS

<i>Component</i>	<i>Criteria</i>
<i>Fire Flow Requirements</i>	
Commercial/Office Fire Flow (Sprinklered) ¹	3,500 gpm
<i>Water Distribution Line Sizing (Pipes Less than 18-Inches in Diameter)</i>	
Average Day Demand Condition	--
Minimum Pressure / Maximum Pressure	40 psi / 80 psi
Maximum Headloss	7 ft / kft
Maximum Velocity	6 fps
Maximum Day with Fire Flow Demand Condition	--
Minimum Pressure (at fire node)	30 psi (single event)
Maximum Headloss	10 ft / kft
Maximum Velocity	12 fps
Peak Hour Demand Condition	--
Minimum Pressure	40 psi
Maximum Headloss	7 feet / kft
Maximum Velocity	8 fps
Minimum Pipe Diameter	8 inches
Hazen/Williams "C" Factor	130
Pipeline Material	Ductile Iron

NOTES: GPM = GALLONS PER MINUTE, FPS = FEET PER SECOND, PSI = POUNDS PER SQUARE INCH.

¹ INCLUDES COMMERCIAL, OFFICE, MOTEL/HOTEL, AND MIXED USE.

SOURCE: BLACKWATER CONSULTING ENGINEERS, INC., 2017.

The results of the existing potable water system hydraulic steady-state analysis are provided for the following potable water demand scenarios:

- **Average Day Demand** – An average day demand condition was simulated for the water distribution facilities to evaluate the system’s capability to meet the average day demand scenario for the Project. Average day demands are met by the combined supply from treated surface water, storage tanks, and groundwater.
- **Maximum Day Demand** – A maximum day demand condition was simulated for the water distribution facilities to evaluate the system’s capability to meet the maximum day demand scenario for the Project. Maximum day demands are met by the combined supply from treated surface water, storage tanks, and groundwater.
- **Maximum Day Demand plus Fire Flow** – To evaluate the potable water system during the maximum day demand with fire flow scenario for the Project, individual fire flow demands were simulated at locations along the project where fire service connections are proposed. The maximum day demand scenario is evaluated during the simulated fire flow event at the specified model junction to evaluate that the required minimum pressures are met and maximum velocity requirements are not exceeded. Maximum day plus fire flow demands are met by the combined supply from treated surface water, storage tanks, and groundwater.
- **Peak Hour Demand** – A peak hour flow condition was simulated for the water distribution facilities to evaluate the system’s capability to meet the peak hour demand scenario for the Project. Peak hour demands are met by the combined supply from treated surface water, storage tanks, and groundwater.

The Project water distribution system is evaluated based on meeting minimum pressures and maximum velocities, consistent with the criteria in Table 26, for each scenario. The Project water distribution system is evaluated based on meeting minimum pressures and maximum velocities, consistent with the criteria in Table 26, for each scenario. The maximum day demand with fire flow scenario is evaluated first, as this is the highest demands scenario.

MAXIMUM DAY WITH FIRE FLOW DEMAND SCENARIO

System pressures at the Project are approximately 45 pounds per square inch (psi) with a maximum velocity of six feet per second (fps) for the maximum day demand with fire flow scenario with an applied fire flow demand of 3,500 gallons per minute (gpm) at the location identified as having the least available fire flow, J-1-5400. The existing potable water system adequately delivers maximum day demand with fire flow to the Project while meeting the City’s minimum pressure criterion of 30 psi and maximum velocity criterion of 12 fps at the Project site and throughout the existing water system.

PEAK HOUR DEMAND SCENARIO

System pressures at the service connections to the Project are approximately 64 psi with a maximum velocity of less than one fps for the peak hour demand scenario. The existing potable water system adequately delivers peak hour demands to the Project site while meeting the City’s

minimum pressure criterion of 40 psi and maximum velocity criterion of eight fps at the Project site and throughout the existing water system.

MAXIMUM DAY DEMAND SCENARIO

The system pressures at the service connections to the Project are approximately 60 psi for the maximum day demand scenario with a maximum velocity of less than one fps. The existing potable water system adequately delivers maximum day demands to the Project site while meeting the City's minimum pressure criterion of 40 psi and maximum velocity criterion of 6 fps at the Project site and throughout the existing water system.

AVERAGE DAY DEMAND SCENARIO

System pressures at the service connections to the Project are approximately 70 psi for the average day demand scenario with a maximum velocity of one fps. The existing potable water system adequately delivers average day demands to the Project site while meeting the City's minimum and maximum pressure criterion of 40 psi and 80 psi, respectively, and a maximum velocity criterion of 3 fps at the Project site and throughout the existing water system.

System Deficiencies and Recommended Improvements

The hydraulic modeling analysis confirms that the existing system can meet the Project demands while maintaining City's design criteria for average day, maximum day, maximum day demand with fire flow, and peak hour demands at the Project and throughout the existing water system. Based on review of the proposed utility plan and modeling results, the following improvements are recommended:

- Although the analysis did not include modeling of the proposed private on-site infrastructure, the utility plan proposes a 6-inch diameter pipeline for fire service. The minimum pipeline diameter required and recommended for fire serviced is 8-inches.
- An off-site public fire hydrant shall be constructed on W. Grant Line Road.

This analysis assumes the recommended Capital Improvement Project (CIP) Pipeline Improvements 1a, 1b, and 2 to the City's water system as described in Chapter 10 of the 2012 Water Master Plan have been completed. These improvements are recommended to be completed in order to serve the development. Any changes or modifications to the proposed Project or water system layout will require additional hydraulic evaluation.

Conclusion

Based on the modeling results, the City's existing potable water system is adequate to deliver average day, maximum day demands, maximum day plus fire flow, and peak hour demands for the Project. It is recommended that the looped private fire service on the Project site be an 8-inch diameter pipeline and a public fire hydrant be constructed along the Project frontage along W. Grant Line Road. The aforementioned recommendations are included in Mitigation Measure 17. With implementation of the following mitigation, this impact would be **less than significant**.

MITIGATION MEASURE(S)

Mitigation Measure 17: *Prior to the issuance of a building or grading permit, the Project applicant shall submit the utility plans to the City of Tracy for review and approval. The utility plans shall show that the looped private fire service water lines shall have a minimum 8-inch diameter and that a public fire hydrant shall be constructed along the Project frontage along W. Grant Line Road. The plan shall comply with the recommendations of the Water Distribution System Hydraulic Network Analysis prepared for the proposed Project (Blackwater Consulting Engineers, Inc.) in February 2017.*

Responses c): Less than Significant with Mitigation. Development of the Project site would place impervious surfaces on the approximately 2.56-acre Project site. Development of the Project site would potentially increase local runoff production, and would introduce constituents into storm water that are typically associated with urban runoff. These constituents include heavy metals (such as lead, zinc, and copper) and petroleum hydrocarbons. BMPs will be applied to the proposed site development to limit the concentrations of these constituents in any site runoff that is discharged into downstream facilities to acceptable levels.

According to the Storm Drainage Assessment and Recommendations prepared for the proposed Project (Storm Water Consulting, Inc.) in January 2017, the proposed Project is located within the “Westside Channel Area” served by provisions of the 2010 Drainage Agreement Between the City of Tracy and the West Side Irrigation District (WSID). As such, the proposed development may drain to an existing 72-inch storm drain (WSID) on the south side of Grant Line Road that ultimately discharges to the WSID Main Drain canal to the west.

There are two existing 12-inch storm drain laterals with drop inlets on the north side of Grant Line Road adjacent to the proposed Project. These 12-inch laterals extend to the south underneath the roadway and connect with the existing 72-inch storm drain (WSID). One drop inlet is located just west of the Corral Hollow Road intersection and the second drop inlet is located at the “common entrance” at the west end of the proposed Project site. The existing 12-inch storm drain laterals are the most viable points of connection for onsite drainage and will not require trench cutting across Grant Line Road (which is considered to be undesirable).

Storm water quality treatment control measures will be required with the development of the proposed Project in conformance with the City’s Stormwater Standards Manual. Using a site development impervious surfaces percentage of 90 percent for the proposed land use (per the Citywide Storm Drainage Master Plan), the storm water quality design volume (SDV) required for storm water quality treatment is estimated at approximately 4,379 cubic feet. Bioretention will need to be provided to achieve the SDV, and the sub-drains and overflow devices serving the bioretention areas should be connected to the existing drop inlets on the north side of Grant Line Road. The incorporation of bioretention facilities into the Project development in conformance with the Stormwater Standards Manual will mitigate the impact of the site development on downstream stormwater quality. Site design measures described in the Stormwater Standards Manual may be utilized to further augment storm water quality. Reducing the SDV requirement for the bioretention facilities is not recommended as flow attenuation will be needed in order for

the site to be able to utilize the available drop inlets on the north side of Grant Line Road as the points of outfall for onsite drainage.

No onsite runoff should be allowed to discharge directly to the existing drop inlets on the north side of Grant Line Road without first discharging to the bioretention areas, to be subsequently delivered to the drop inlets via the subdrains, overflow devices and drop inlet connections serving the bioretention areas. This approach will mitigate the impact of the site development on downstream stormwater quantity.

Per information provided in the Citywide Storm Drainage Master Plan, segments of the existing 72-inch storm drain (WSID) in Grant Line Road will become surcharged during storms approaching a 10-year 24-hour storm and larger storms, including adjacent to the Project site, under fully developed conditions for the contributing watershed. The finished floor elevations for proposed site buildings should be elevated a minimum of one foot above the highest top of curb elevation along the frontage of Grant Line Road adjacent to the Project to provide flood protection for the site in the event that surcharging occurs. Drainage should also be directed away from the proposed building.

All or most of this property is identified as an “infill property” in the Storm Drainage Analysis – Infill Properties Final Technical Report. As such, the proposed Project would be required to pay the current Storm Drainage Impact Fees and Outfall Fees established by the City of Tracy for Infill Properties.

All of the storm drainage facilities required for the proposed Project would be located on the Project site. As such, there is no potential for the Project to result in environmental impacts associated with the construction of off-site drainage facilities. The environmental impacts associated with the construction of onsite drainage facilities fall within the Project “footprint” and have been addressed throughout this environmental document.

The following mitigation measures requires the Project applicant to pay the City’s Storm Drainage Impact Fees and Outfall Fees, install a drainage system that complies with the recommendations of the m Drainage Assessment and Recommendations prepared for the proposed Project (Storm Water Consulting, Inc.) and, prior to issuance of grading permits, provide a drainage plan and report to the City of Tracy for review and approval. With the implementation of the following mitigation measures, drainage impacts would be reduced to **less than significant**.

MITIGATION MEASURE(S)

***Mitigation Measure 18:** Prior to the issuance of a building or grading permit, the Project applicant shall submit a drainage plan to the City of Tracy for review and approval. The plan shall include an engineered storm drainage plan that demonstrates attainment of pre-Project runoff requirements prior to release and describes the volume reduction measures and treatment controls used to reach attainment consistent with the Tracy Citywide Storm Drain Master Plan. The plan shall also comply with the recommendations of the Storm*

Drainage Assessment and Recommendations prepared for the proposed Project (Storm Water Consulting, Inc.) in January 2017.

Mitigation Measure 19: *Prior to the issuance of a building or grading permit, the Project applicant shall pay the current Storm Drainage Impact Fees and Outfall Fees established by the City of Tracy for Infill Properties. The Project's fees shall be determined by the City Engineer.*

Responses f) and g): Less than Significant. The City of Tracy has an exclusive franchise agreement with Tracy Disposal Service for solid waste collection and disposal and recycling collection. Solid waste is collected and taken to the 40-acre Tracy Material Recovery Facility (MRF) and Transfer Station on South MacArthur Drive before being sent to the Foothill Sanitary landfill, 48 miles northeast of Tracy, off of Shelton Road east of Linden, California. The MRF is operated by Tracy Material Recovery and Solid Waste Transfer, Inc., and has capacity of approximately 1,000 tons per day, but averages approximately 350 tons per day, of which 85 percent is generated in Tracy. Approximately 175,000 tons of solid waste is generated in Tracy each year, of which approximately 27 percent is residential garbage.

The approximately 800-acre Foothill landfill, owned by San Joaquin County, is the primary disposal facility accepting the City's solid waste. The Foothill landfill receives approximately 810 tons per day. The landfill is permitted to accept up to 1,500 tons per day, and has a permitted capacity of 138 million cubic yards, of which approximately 125 million cubic yards of capacity remains.¹⁵ It is estimated that the Foothill landfill will have the capacity to accept solid waste from the City of Tracy until 2054.

The proposed Project would not generate significant volumes of solid waste, beyond levels normally found in hotel developments. The proposed Project would not generate hazardous waste or waste other than common commercial solid waste. As described above, there is adequate landfill capacity to serve the proposed Project, and the Project will comply with all applicable statutes and regulations related to solid waste. This is a **less than significant** impact.

¹⁵ California Integrated Waste Management Board, Solid Waste Information System (SWIS). Available at: <http://www.calrecycle.ca.gov/SWFacilities/Directory/Search.aspx>.

XVIV. MANDATORY FINDINGS OF SIGNIFICANCE

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant. As described throughout the analysis above, the proposed Project would not result in any significant impacts that would substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal to the environment. All potentially significant impacts related to plant and animal species would be mitigated to a less than significant level. The proposed Project would be required to implement mitigation measures aimed at reducing stormwater pollutants and runoff through Mitigation Measure 13, as well as through compliance of various state, regional and local standards. Specifically related to ensuring the continued sustainability of biological resources through adaptive management, Mitigation Measure 6 requires the SJMSCP Monitoring Plan an Annual Report process, Biological Monitoring Plan, SJMSCP Compliance Monitoring Program, and the SJMSCP Adaptive Management Plan. The Project proponent shall seek coverage under the SJMSCP to mitigate for habitat impacts to covered special status species that would reduce any potentially significant impacts to a less than significant level. Through the full mitigation of biological impacts, the Project would not result in any cumulative impacts, related to biological resources. These are **less than significant** impacts.

Response b): Less than Significant. As described throughout the analysis above, the proposed Project would not result in any significant individual or cumulative impacts that would not be mitigated to less than significant levels. Therefore, these are **less than significant** impacts.

Response c): Less than Significant. As described throughout the analysis above, the proposed Project would not result in any significant impacts that would have environmental effects which will cause substantial adverse effects on humans. The analysis in the relevant sections above provides standards and mitigation measures to reduce any potentially significant impacts on humans to less than significant levels. A variety of mitigation measures including those related to aesthetics and light and glare, GHG and air quality, cultural resources, hazardous materials, seismic hazards, water pollution and water quality, and noise, ensure any adverse effects on humans are reduce to an acceptable standard. Therefore, these are **less than significant** impacts.

REFERENCES

- Blackwater Consulting Engineers, Inc. Technical Memorandum RE: Home 2 Suites Water Distribution System Hydraulic Network Analysis. February 23, 2017.
- City of Tracy. 2010 Urban Water Management Plan (Erler & Kalinowski, Inc., 2011).
- City of Tracy. Airport Master Plan (P&D Aviation, 1998).
- City of Tracy. City of Tracy General Plan (City of Tracy, 2011).
- City of Tracy. City of Tracy General Plan Amendment to the Draft Environmental Impact Report (City of Tracy, 2006).
- City of Tracy. City of Tracy General Plan Draft Environmental Impact Report (City of Tracy, 2005).
- City of Tracy. City of Tracy General Plan Draft Supplemental Environmental Impact Report (City of Tracy, 2009).
- City of Tracy. Citywide Storm Drainage Master Plan 2012 (Stantec, 2012).
- City of Tracy. Manual of Stormwater Quality Standards for New Development and Redevelopment (Larry Walker Associates, 2008).
- City of Tracy. Municipal Services Review 2011 (Design Community & Environment, 2011).
- City of Tracy. Wastewater Master Plan 2012 (CH2MHILL, 2012).
- Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004. (Staff Final Report), California Energy Commission, 2006.
- J.c. brennan & associates, Inc. Home2Suites by Hilton, City of Tracy, California, Noise Study. February 22, 2017.
- Kimley-Horn and Associates. Hilton-Home 2 Suites, City of Tracy, CA, Traffic Impact Study. February 23, 2017.
- Meteorology Today: An Introduction to Weather, Climate, & the Environment, 2003, D.C. Ahrens.
- San Joaquin Council of Governments (SJCOG) Airport Land Use Compatibility Plan (ALUCP). 2009 ALUCP, and 1993 ALUCP.
- San Joaquin Valley Air Pollution Control District. Final Draft, Guidance for Assessing and Mitigating Air Quality Impacts. March 19, 2015. Available at: http://www.valleyair.org/transportation/GAMAQI_3-19-15.pdf.
- San Joaquin Valley Air Pollution Control District. Small Project Analysis Level (SPAL). June 2012. Available at: <https://www.valleyair.org/transportation/CEQA%20Rules/SPALTables61912.pdf>.
- Storm Water Consulting Inc. Memorandum RE: Home 2 Hotel Storm Drainage Assessment and Recommendations. January 5, 2017.
- Tracy Unified School District. School Facilities Needs Analysis. August 11, 2016. Available at: <https://www.tracy.k12.ca.us/businessservices/facilities/School%20Facility%20Needs%20Analysis/SFNA%20August%202016.pdf>.
- U.S. Environmental Protection Agency (EPA). U.S. Environmental Protection Agency, Water Conservation Plan Guidelines. August 6, 1998. Available at: <https://www3.epa.gov/watersense/pubs/guide.html>.

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**Home2 Suites Hotel
Conditions of Approval
Application Number D16-0029
Planning Commission – March 22, 2017**

These Conditions of Approval shall apply to the real property described as the Home2 Suites Hotel Project, Development Review (Application Number D16-0029). The approximately 2.6-acre subject property is located at the northwest corner of Grant Line Road and Corral Hollow Road, 2025 and 2075 W. Grant Line Road, Tracy; (Assessor's Parcel Numbers 214-020-34 and 35).

A. The following definitions shall apply to these Conditions of Approval:

1. "Applicant" means any person, or other legal entity, defined as a "Developer", who applies to the City to develop or improve any portion of the real property within the project boundaries. The term "Developer" shall include all successors in interest.
2. "City Engineer" means the City Engineer of the City of Tracy, or any other duly licensed engineer designated by the City Manager, or the Development Services Director, or the City Engineer to perform the duties set forth herein.
3. "City Regulations" means all written laws, rules and policies established by the City, including those set forth in the City of Tracy General Plan, the Tracy Municipal Code, ordinances, resolutions, policies, procedures, and the City's Design documents (the Streets and Utilities Standard Plans, Design Standards, Parks and Streetscape Standard Plans, Standard Specifications, and the June 2015 Multi-Agency Post Construction Stormwater Standards Manual, and Relevant Public Facilities Master Plans).
4. "Conditions of Approval" shall mean the conditions of approval applicable to the real property described as the Home2 Suites Hotel, 2025 and 2075 W. Grant Line Road, Development Review (Application Number D16-0029). The approximately 2.6-acre subject property is located at the northwest corner of Grant Line Road and Corral Hollow Road, (Assessor's Parcel Numbers 214-020-34 and 35).
5. "Development Services Director" means the Development Services Director of the City of Tracy, or any other person designated by the City Manager or the Development Services Director to perform the duties set forth herein.
6. "Project" means the real property consisting of approximately 2.6 acres proposed for the Home2 Suites Hotel Project located at the northwest corner of Grant Line Road and Corral Hollow Road, 2025 and 2075 W. Grant Line Road, Tracy (Assessor's Parcel Numbers 214-020-34 and 35).
7. "Property" means the real property located at 2025 and 2075 W. Grant Line Road, Tracy (Assessor's Parcel Numbers 214-020-34 and 35).

B. General Conditions of Approval:

1. The Developer shall comply with all laws (federal, state, and local) related to the development of real property within the Project, including, but not limited to: the Planning and Zoning Law (Government Code sections 65000, *et seq.*), the Subdivision Map Act (Government Code sections 66410, *et seq.*), the California Environmental Quality Act (Public Resources Code sections 21000, *et seq.*, "CEQA"), and the Guidelines for California Environmental Quality Act (California Administrative Code, title 14, sections 15000, *et seq.*, "CEQA Guidelines").
2. Unless specifically modified by these Conditions of Approval, the Project shall comply with all City Regulations.
3. Unless specifically modified by these Conditions of Approval, the Developer shall comply with all mitigation measures identified in the General Plan Environmental Impact Report, dated February 1, 2011.
4. Pursuant to Government Code section 66020, including section 66020(d)(1), the City HEREBY NOTIFIES the Developer that the 90-day approval period (in which the Developer may protest the imposition of any fees, dedications, reservations, or other exactions imposed on this Project by these Conditions of Approval) has begun on the date of the conditional approval of this Project. If the Developer fails to file a protest within this 90-day period, complying with all of the requirements of Government Code section 66020, the Developer will be legally barred from later challenging any such fees, dedications, reservations or other exactions.
5. Except as otherwise modified herein, all construction shall be consistent with the plans received by the Development Services Department on March 22, 2017.
6. Prior to the issuance of a building permit, the applicant shall provide a detailed landscape and irrigation plan consistent with City landscape and irrigation standards, including, but not limited to Tracy Municipal Code Section 10.08.3560, the City's Design Goals and Standards, to the satisfaction of the Development Services Director; and with the applicable Department of Water Resources Model Efficient Landscape Ordinance to the satisfaction of the Utilities Director. Said landscape plans shall include documentation which demonstrates there is no less than 20 percent of the parking area in landscaping, 40 percent canopy tree coverage at tree maturity, and canopy shade trees shall be included and evenly distributed throughout the landscape strip along the public right-of-way where compatible with the bio-retention function and in coordination with the location of street trees, in accordance with City Regulations. Newly planted, on-site trees shall be a minimum size of 24-inch box and shrubs shall be a minimum size of five gallons.
7. Where landscape planters are parallel and adjacent to vehicular parking spaces, the planter areas shall incorporate a 12-inch wide concrete curb along their perimeter that is adjacent to the sides of the parking space in order to allow access to vehicles without stepping into landscape planters.
8. Prior to the issuance of a building permit, an Agreement for Maintenance of

Landscape and Irrigation Improvements shall be executed and financial security submitted to the Development Services Department. The Agreement shall ensure maintenance of the on-site landscape and irrigation improvements for a period of two years following Project occupancy. Said security shall be equal to the actual material and labor costs for installation of the on-site landscape and irrigation improvements, or \$2.50 per square foot of on-site landscape area.

9. No roof mounted equipment, including, but not limited to, HVAC units, fans, antennas, and dishes whether proposed as part of this application, potential future equipment, or any portion thereof, shall be visible from Grant Line Road, Corral Hollow Road, or any other public right-of-way. All roof-mounted equipment shall be screened from view from the public rights-of-way by the exterior parapet walls, to the satisfaction of the Development Services Director.
10. All vents, gutters, downspouts, flashing, electrical conduit, gas meters, electrical panels and doors, and other wall-mounted or building-attached utilities shall be painted to match the color of the adjacent surface or otherwise designed in harmony with the building exterior to the satisfaction of the Development Services Director.
11. Prior to final inspection or certificate of occupancy, all exterior and parking area lighting shall be directed downward or shielded, to prevent glare or spray of light into the public rights-of-way, to the satisfaction of the Development Services Director.
12. Prior to the issuance of a building permit, bicycle parking spaces shall be provided in accordance with Tracy Municipal Code Section 10.08.3510 to the satisfaction of the Development Services Director.
13. All PG&E transformers, phone company boxes, Fire Department connections, backflow preventers, irrigation controllers, and other on-site utilities, shall be vaulted or screened from view from any public right-of-way, behind structures or landscaping, to the satisfaction of the Development Services Director.
14. Trash enclosure(s) shall be at least seven feet tall, of masonry construction, with solid metal doors, and exterior colors and materials to match the building exterior to the satisfaction of the Development Services Director. Prior to the issuance of a building permit, the developer shall demonstrate that the trash enclosure contains sufficient space and access for recycled material in accordance with State law and local standards to the satisfaction of the Public Works Director.
15. Improvements of and around the pool area designated on the north side of the building may change from time to time. Improvements of this area shall include active or passive amenities for patrons of the hotel or the general public. This area is not intended for permanent storage, automobile parking, or other uses inconsistent with its intent as an amenity area. All improvements of this area shall be consistent with City standards to the satisfaction of the Development Services

Director.

16. No signs are approved as part of this development application. Prior to the installation of any signs, the applicant shall submit a sign permit application and receive approval from the Development Services Director in accordance with City Regulations. All signs shall be designed and constructed in accordance with the size, height, and other standards of the I-205 Corridor Specific Plan.
17. Prior to the issuance of a building permit, the developer shall document compliance with the City of Tracy June 2015 Multi-Agency Post Construction Stormwater Standards Manual to the satisfaction of the Utilities Director, which includes submittal of site design and source and treatment controls along with hydromodification. Compliance with the Manual includes, but is not limited to, addressing outdoor storage areas, loading and unloading areas, trash enclosures, parking areas, any wash areas and maintenance areas and compliance with Tracy Municipal Code Chapter 11.34 and the California Green Building Standards Code, Chapter 5.
18. Prior to issuance of a grading or building permit, the applicant shall submit a Department of Water Resources Model Efficient Landscape Ordinance (MWELo) Project Information Sheet prepared in compliance with City standards to the Utilities Director. The submittal must show compliance with the MWELo by choosing either the Prescriptive or Performance Approach through inclusion in submitted plans and documents. The submittal shall demonstrate compliance with Tracy Municipal Code Chapter 11.28 and California Green Building Standards Chapter 5.
19. The project shall comply with all applicable provisions of the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan, including Incidental Take Minimization Measures applicable at the time of permit and a pre-construction survey prior to ground disturbance, to the satisfaction of San Joaquin Council of Governments.
20. Prior to the issuance of a building permit, the developer shall provide emergency responder radio coverage system in accordance with section 510 of the 2013 California Fire Code (or later applicable code) to the satisfaction of the Chief Building and Fire Code Official.
21. All parking spaces and drive aisles shall meet the minimum dimensional requirements of the City of Tracy Standard Plan 154. Two-way drive aisles serving 90-degree parking spaces shall be at least 26 feet wide and 90-degree parking spaces shall be at least nine feet wide by 18.5 feet long. Planters or sidewalks at the head of parking spaces may be constructed two feet into the front of parking spaces. Such two-foot overhang of landscape planters into the head of parking spaces is not included in the minimum area of required landscaping.
22. Prior to occupancy or final inspection, bollards constructed on site shall be painted to match the color of the adjacent building, to the satisfaction of the Development Services Director.

23. Consistent with General Plan Noise Element Policy 4 (Goal N-1.2), all construction activity producing any noise beyond the site's property line shall not occur after 7:00 p.m. or before 7:00 a.m.
24. Except for the wall required by law around the pool area and the wall required for noise mitigation, no fence or wall is proposed or allowed for this project except as may be proposed by the developer along the north or west property lines. If constructed, such wall shall be outside of the yard setback areas; no taller than six feet; have a masonry base of no more than four feet tall to match the exterior of the building; a decorative wrought iron, tube steel, or similar top portion at least three feet tall; and receive DS Director approval for consistency with this Development Review permit prior to construction.
25. Prior to the issuance of a building permit, the developer shall cause to be recorded a lot line adjustment, lot merger, or other instrument to remove or relocate the lot line bisecting the project site so it is not passing through the proposed structure and meeting requirements of applicable City zoning. If the lot line is relocated, both resulting lots shall be consistent with City regulations regarding minimum lot frontage, access, and other regulations to the satisfaction of the Development Services Director.
26. If the lot line adjustment, lot merger, or other instrument referred to in Condition Number 24, above, results in two or more lots (as shown on the approved site plan), an instrument shall be recorded consistent with City regulations to the satisfaction of the Development Services Director and in a form satisfactory to the City Attorney. The instrument shall be recorded prior to the issuance of a building permit. The recorded instrument shall ensure that the two or more lots have combined parking areas and common ingress and egress, and that the western parcel(s) will not be permitted to have a driveway or curb cut directly onto Grant Line Road.
27. Prior to the issuance of a building permit, the developer shall cause to be recorded an instrument that ensures the site will provide and participate in vehicle and pedestrian access to the property adjacent to the north and/or to the west upon development of adjacent property. The access shall occur at the locations identified as "Possible Future Access Route" on the approved plans, or as otherwise approved by the Development Services Director. The access may include indirect connection to Kavanagh Avenue to the north or to Grant Line Road, Orchard Parkway, or Joe Pombo Parkway to the west. The recorded instrument shall be consistent with City regulations to the satisfaction of the Development Services Director and in a form satisfactory to the City Attorney.

C. Engineering Division Conditions of Approval

The contact person is Criseldo Mina, Senior Civil Engineer, PE, at (209) 831-6425 or by email at cris.mina@cityoftracy.org.

C.1. General Conditions

Developer shall comply with the applicable sections of approved documents and/or recommendations of the technical analyses/ reports prepared for the Project listed as follows:

- C.1.1. Storm Drainage Assessment and Recommendations Report prepared by Storm Water Consulting, Inc., dated January 5, 2017, and all of the updates ("Storm Drainage Analysis"). The Storm Drainage Analysis is on file with the office of the City Engineer.
- C.1.2. Hilton - Home 2 Suites Suites, Traffic Impact Study prepared by Kimley-Horn and Associates, Inc, dated February 23, 2107, and all of the updates ("Traffic Analysis"). The Traffic Analysis is on file with the office of the City Engineer.
- C.1.3 Water Distribution System Network Analysis for Tracy Home 2 Suites prepared by Blackwater Consulting Engineers, Inc., dated February 23, 2017, and all of the updates ("Water Analysis"). The Water Analysis is on file with the office of the City Engineer.

C.2. Grading Permit

The City will not accept the grading permit application for the Project as complete until the Developer has provided all relevant documents related to said grading permit required by the applicable City Regulations and these Conditions of Approval, to the satisfaction of the City Engineer, including, but not limited to, the following:

- C.2.1. Grading and Drainage Plans prepared on a 24" x 36" size polyester film (mylar). Grading and Drainage Plans shall be prepared under the supervision of, and stamped and signed by, a Registered Civil Engineer. The Developer shall obtain all applicable signatures by City departments and outside agencies (where applicable) on the mylars, including signatures by the Building Official and Fire Code Official, prior to submitting the mylars to the Engineering Division for the City Engineer's approval.
- C.2.2. Payment of the applicable Grading Permit fees, which include grading plan checking and inspection fees, and other applicable fees, as required by these Conditions of Approval.
- C.2.3. Three (3) sets of the Project's Geotechnical Report signed and stamped by a licensed Geotechnical Engineer licensed to practice in the State of California, as required in Condition C.4.3.c, below. The technical report must include relevant

information related to soil types and characteristics, soil bearing capacity, and elevation of the highest observed groundwater level.

C.2.4. Documentation from San Joaquin Valley Air Pollution Control District (SJVAPCD) stating that this Project meets its requirements related to dust control.

C.3. Encroachment Permit - No applications for encroachment permit will be accepted by the City as complete until the Developer provides all relevant documents related to said encroachment permit required by the applicable City Regulations and these Conditions of Approval, to the satisfaction of the City Engineer, including, but not limited to, the following:

C.3.1. Improvement Plans prepared on a 24" x 36" size 4-mil thick polyester film (mylar) that incorporate all of the requirements described in these Conditions of Approval. Improvement Plans shall be prepared under the supervision of, and stamped and signed by, a Registered Civil, Traffic, Electrical, or Mechanical Engineer, and Registered Landscape Architect, for the relevant work. The Developer shall obtain all applicable signatures by City departments and outside agencies (where applicable) on the mylars, including signatures by the Building Official and Fire Code Official prior to submitting the mylars to the Engineering Division for the City Engineer's approval.

C.3.2. Check payment for the applicable engineering review fees, which include plan checking, permit and agreement processing, testing, construction inspection, and other applicable fees as required by these Conditions of Approval. The engineering review fees shall be calculated based on the fee rate adopted by the City Council on May 17, 2016, per Resolution 2016-094.

C.3.3. Signed and stamped Engineer's Estimate that summarizes the cost of constructing all of the public improvements shown on the Improvement Plans.

C.3.4. If required, signed and notarized Offsite Improvement Agreement (OIA) and Improvement Security, to guarantee completion of the identified public improvements that are necessary to serve the Project as required by these Conditions of Approval. The form and amount of Improvement Security shall be in accordance with Section 12.36.080 of the Tracy Municipal Code (TMC), and the OIA. The Developer's obligations in the OIA shall be deemed to be satisfied upon the City Council's acceptance of the public improvements and release of the Improvement Security.

C.3.5. Traffic Control Plan, if necessary, signed and stamped by a Registered Civil Engineer or Traffic Engineer licensed in the State of California, as required in Condition C.4.8, below.

C.3.6. Tracy's Fire Code Official's signature on the Improvement Plans indicating their approval for the fire service connection and fire and emergency vehicle access for the Project.

C.4. Improvement Plans - Improvement Plans shall contain the design, construction details and specifications of public improvements that are necessary to serve the Project. The Improvement Plans shall be drawn on a 24" x 36" size 4-mil thick polyester film (mylar) and shall be prepared under the supervision of, and stamped and signed by, a Registered Civil or Traffic Engineer, and Registered Landscape Architect, for the relevant work. The Improvement Plans shall be completed to comply with City Regulations, these Conditions of Approval, and the following requirements:

C.4.1. The Developer shall pay to the City \$20,000 towards Initial Plan Check Deposit with the first submittal of the Improvement Plans.

C.4.2. The Improvement Plans, including the Grading and Drainage Plans, shall be prepared in accordance with the City's Subdivision Ordinance and Design Standards. The improvement plans for all improvements (on-site and off-site) required to serve the Project in accordance with the City Design Documents, and these Conditions of Approval. The Developer shall obtain all applicable signatures by City departments and outside agencies (where applicable) on the mylars, including signatures by the Building Official and Fire Code Official, prior to submitting the mylars to the Engineering Division for the City Engineer's approval.

C.4.3. The improvement plans shall be prepared to specifically include, but not be limited to, the following items:

- a. All existing and proposed utilities such as domestic water line, irrigation service, fire service line, storm drain, and sanitary sewer, including the size and location of the pipes.
- b. All supporting engineering calculations, materials information or technical specifications, cost estimate, and technical reports.
- c. Three (3) copies of the Project's Geotechnical /Soils Report, prepared or signed and stamped by a Geotechnical Engineer.
- d. The Project's on-site drainage connections to the City's storm drainage system and on-site storm water treatment, as approved by the City Engineer. Improvement Plans shall be submitted with the hydrology and storm drainage calculations for the sizing of the on-site storm drainage system.
- e. Three (3) sets of the Project's Storm Water Pollution Prevention Plan (SWPPP), Best Management Practices (BMPs), and a copy of the Notice of Intent (NOI) with the State-issued Wastewater Discharge Identification number (WDID#).

C.4.4. Grading and Storm Drainage Plans

Site Grading

- a. If the portion of the property shown as "Future Development" will be graded with the grading proposed with the Project, the improvement plans shall address grading transitions along the boundaries of the "Future Development" Parcel and include measures to prevent erosion of the graded surfaces that will not be improved with the Project, for approval by the City Engineer.
- b. Include all proposed erosion control methods and construction details to be employed and specify materials to be used. All grading work shall be performed and completed in accordance with the recommendation(s) of the Project's Geotechnical Engineer. A copy of the Project's Geotechnical Report must be submitted with the Grading and Storm Drainage Plans.
- c. Grading for the site shall be designed such that the Project's storm water can overland release to a public street that has a functional storm drainage system with adequate capacity to drain storm water from the Project Site, in the event that the on-site storm drainage system fails or it is clogged. The storm drainage release point is recommended to be at least 0.70 foot lower than the building finish floor elevation and shall be improved to the satisfaction of the City Engineer.

Storm Drainage

- d. The proposed project is located within the "Westside Channel Area" served by provisions of the 2010 Drainage Agreement Between the City of Tracy and the West Side Irrigation District (WSID). As such, the proposed development may drain to an existing 72" storm drain on the south side of Grant Line Road that ultimately discharges to the WSID Main Drain canal to the west.
- e. Project's permanent storm drainage connection to the storm drain system in Grant Line Road and on-site stormwater treatment shall comply with the recommendations of the Storm Drainage Analysis.
- f. The project site will need to include storm water quality treatment provisions that conform to the **Multi-Agency Post-Construction Stormwater Standards Manual**. Calculations related to the design and sizing of on-site storm water treatment facilities must be submitted with the Grading and Storm Drainage Plans, and approved by City's Water Resources Coordinator, prior to issuance of the Grading Permit for the Project.
- g. Prior to the issuance of the building certificate of occupancy, the Developer shall submit a signed and notarized Stormwater Treatment Facilities Maintenance Agreement (STFMA) as a guarantee of the fulfillment of the Developer's responsibility relative to the repair and maintenance of on-site storm water treatment facilities.

C.4.5. Sanitary Sewer

- a. The Developer shall design and construct all on-site sewer improvements in accordance with the City's Design Standards and Standard Specifications. The Developer shall submit improvement plans that include the design of the sanitary sewer line from the Property to the point of connection. The Developer is responsible for the cost of installing the Project's sanitary sewer connection, including, but not limited to: replacing asphalt concrete pavement, reconstructing curb, gutter and sidewalk, restoring pavement marking and striping, and other improvements that are disturbed as a result of installing the Project's permanent sanitary sewer connection.
- b. Sewer service connections for the Project shall be made to the existing lateral on West Grant Line Road, or to the existing lateral to the secondary sanitary sewer main on Corral Hollow Road.
- c. The City's responsibility to maintain the sewer lateral is from the onsite sewer manhole at the right-of-way line/property line to the point of connection with the sewer main.
- d. The Developer is hereby notified that the City has limited wastewater treatment capacity in the City's Wastewater Treatment Plant until current and future expansion capital improvement projects are completed and operational. As of January 2016, the City had an unused capacity of approximately 2846 EDU's within its wastewater treatment plant available to new development within the City on a first-come, first-served basis. These EDU's are currently available to serve the proposed project; however, as other development projects within the City come forward and building permits are issued, this remaining capacity will be reduced.

C.4.6. Water System

- a. Developer shall comply with the recommendations of the Water Analysis. Water line sizing, layout and looping requirements for this project shall comply with recommendations of the analysis by the City's Water Consultant.
- b. As recommended in the Water Analysis, the fire lines shall be revised to 8" pipes. The Developer shall also install a fire hydrant along the frontage on Grant Line Road.
- c. During the construction of the Project, the Developer is responsible for providing water infrastructure (temporary or permanent) capable of delivering adequate fire flows and pressure appropriate to the various stages of construction and as approved by the City of Tracy Fire Code Official.
- d. Interruption to the water supply to the existing businesses and other users will not be allowed in facilitating construction of improvements related to the Project. The Developer shall be responsible for notifying business owner(s) and users regarding construction work. The written notice, as approved by the City Engineer, shall be delivered to the affected residents and/or business

owner(s) at least 72 hours before start of work. Prior to starting the work described in this section, the Developer shall submit a Work Plan acceptable to the City that demonstrates no interruptions to the water supply, and Traffic Control Plan to be used during the installation of the offsite water mains and connections.

- e. Domestic and Irrigation Water Services – The Developer shall design and install domestic and irrigation water service connection(s), including a remote-read water meter (the water meter to be located within City's right-of-way) and a Reduced Pressure Type back-flow protection device, in accordance with City Regulations. The domestic and irrigation water service connection(s) must be completed before the final inspection of the building. The City shall maintain water lines from the water meter to the point of connection with the water distribution main (inclusive) only. Repair and maintenance of all on-site water lines, laterals, valves, fittings, fire hydrant and appurtenances shall be the responsibility of the Developer.
- f. All costs associated with the installation of the Project's water connection(s), including the cost of removing and replacing asphalt concrete pavement, pavement marking and striping such as crosswalk lines and lane line markings on existing street or parking area(s) that may be disturbed with the installation of the permanent water connection(s) or domestic water service and other improvements, shall be paid by the Developer.
- g. Fire Service Line – Location and construction details of the fire service line, including fire hydrant(s) that are to serve the Project, shall be approved by the City's Fire Code Official and Chief Building Official. Prior to approval of the Improvement Plans, the Developer shall obtain written approval from the City's Fire Code Official and Chief Building Official for the design, location and construction details of the fire service connection to the Project, and for the location and spacing of fire hydrants that are to be installed or planned to serve the Project.

C.4.7. Project Access and Traffic Circulation

- a. The Developer shall take all steps necessary to plan and construct site improvements such that construction operations do not impact safety and access (including emergency vehicles) to the existing businesses and residents throughout the duration of construction. Developer shall coordinate with the owners and cooperate to minimize impacts on existing businesses. All costs of measures needed to provide safe and functional access shall be borne by the Developer.
- b. To obtain project access from West Grant Line and North Corral Hollow Road, the Developer shall construct new driveways per the recommendations in the Traffic Report. Project access driveways and traffic circulation shall comply with the findings of the traffic analysis by Kimley-Horn and Associates, Inc.

- c. The proposed driveway on Corral Hollow Road, as shown on the Site Plan dated 1/28/17 prepared by Lee Gage & Associates, Inc. ("Site Plan"), is approved as an interim driveway only. This driveway will need to be modified in the future to serve as a joint use driveway with the adjacent parcel to the north (APN 214-02-08) at the time of development on the adjacent parcel. Prior to issuance of building permit for the Project, the Developer shall enter into a Deferred Improvement Agreement with the City to guarantee removal of the interim driveway, reconstruction of future joint driveway and related modifications within the Project site.
- d. Prior to issuance of a Grading Permit, the Developer shall prepare Joint Access (Mutual Ingress/Egress) Easement documents for the driveway on Corral Hollow Road for the benefit of the adjacent property for review and approval by the City Engineer. The Deferred Improvement Agreement shall address timing of recordation of the easement document.
- e. The proposed driveways on Grant Line Road and Corral Hollow Road shall be designed to allow access to the site by fire trucks as required by the Fire Code Official. The improvement plans shall include truck turning templates to demonstrate sufficient widths and turning radii throughout the site as acceptable to the Fire Code Official.
- f. No additional driveway on Grant Line Road will be permitted for the "Future Development Parcel" shown on the Site Plan.
- g. Prior to issuance of a Grading Permit, the Developer shall prepare Joint Access (Mutual Ingress/Egress) Easement documents for locations shown as "Possible Future Access Routes" on the Site Plan for review and approval by the City Engineer. The Deferred Improvement Agreement shall address timing of recordation of the easement documents.
- h. The Developer shall install stop bar, stop legend, right turn-only arrow, and traffic signs at each driveway where necessary, and traffic signs at both driveways to indicate that these access points will be restricted to "right-turn-in" and "right-turn-out" movements only.

C.4.8. Frontage Improvements

- a. The Developer shall dedicate the required right-of-way on Grant Line Road and Corral Hollow Road to construct frontage improvements to comply with the recommendations contained in the Traffic Report. The Developer shall also dedicate a 10-foot-wide Public Utility Easement along the full frontage of Grant Line Road and Corral Hollow Road. The Developer shall submit improvement plans showing details of improvements on Corral Hollow Road and Grant Line Road for review and approval by the City Engineer.

The Developer shall design and construct frontage improvements on West Grant Line and North Corral Hollow Road. The roadway improvements to be constructed with this Project shall include, but not be limited to, 10-foot-wide

commercial sidewalk, removal of existing concrete curb and gutter, and construction of a new concrete curb and gutter, commercial driveways, accessible ramps, asphalt concrete pavement, signing and striping, storm drains, fire hydrant, catch basins, LED street lights, landscaping and street trees with automatic irrigation system, and other improvements as determined by the City Engineer that are necessary for a safe transition from a newly improved street to existing street sections.

Asphalt concrete pavement matching with the existing pavement structural section shall be required between the new gutter and existing pavement. Appropriate pavement marking(s) and striping and traffic sign(s) shall be required on Grant Line Road and Corral Hollow Road. Pavement and sidewalk transitions, including modifications to pavement marking and signing, shall be required at the terminus of the new asphalt concrete paving. The improvements shall be completed prior to issuance of a building certificate of occupancy.

These roadway improvements, including utility(s) relocation and extension(s), are considered to be the property owner's frontage improvements obligation to design and construct, all at the property owner's expense and cost, and no reimbursements shall be applicable.

The Developer will be required to enter into an improvement agreement (Offsite Improvement Agreement) and post improvement security in the amounts and form approved by the City, in order to guarantee completion of the frontage and program roadway improvements on Grant Line Road and Corral Hollow Road, prior to the issuance of a building permit.

- b. Developer shall design and install private landscape improvements and street trees that shall meet requirements related to horizontal sight distance.
- c. Traffic Control Plan - Prior to starting any work within the City's right-of-way, the Developer shall submit a Traffic Control Plan for each phase of work, to show the method and type of construction signs to be used for regulating traffic at the work areas within these streets. The Traffic Control Plan shall be prepared by a Civil Engineer or Traffic Engineer licensed to practice in the State of California.
- d. Developer shall pay for cost of preparation of signal timing plans for modifications to traffic signal operations as identified in the Traffic Analysis for the existing traffic signal at Grant Line Road and Corral Hollow Road. The City will complete the required modifications to the traffic signal.

C.4.9. Traffic Impact Mitigations - Prior to issuance of the first Building Permit, the Developer shall pay Project's fair share cost towards Project's Traffic Impacts identified in the Traffic Study listed below.

Grant Line Road / Henley Pkwy northbound left turn lane: Per the findings of the Traffic Study, the Project's proportionate share of the LOS deficiency at this

intersection in the Cumulative plus Project Scenario is 1.6%. The Developer shall pay for the Project's fair share cost of \$3,200 towards the construction of this improvement.

Grant Line Road / Corral Hollow Road northbound left turn lane: Per the findings of the Traffic Study, the Project's proportionate share of the LOS deficiency at this intersection in the Cumulative plus Project Scenario is 2.4%. The Developer shall pay for the Project's fair share cost of \$4,800 towards the construction of this improvement.

- C.4.10. Joint Utility Trench Plans - All private utility services to serve the Project, such as electric, telephone and cable TV, must be installed underground, and be installed at the location approved by the respective owner(s) of the utilities from the street or an existing utility easement to the building. The Developer shall submit improvement plans for the installation of new electric, gas, telephone and TV cable lines to serve the Project.
- C.4.11. Street Cut(s): When street cuts are made for installation of utilities, the Developer is required to install 2-inch-thick asphalt concrete overlay with reinforcing fabric at least 25 feet from all sides and for the entire length of the utility trench. A 2-inch-deep grind on the existing asphalt concrete pavement will be required where the asphalt concrete overlay will be applied and shall be uniform thickness in order to maintain current pavement grades, cross and longitudinal slopes. If the utility trench extends beyond the median island, the limit of asphalt concrete overlay shall be up to the lip of the existing gutter located along that side of the street.
- C.4.12. The Developer shall be responsible for any repairs or reconstruction of street pavement, curb, gutter and sidewalk and other public improvements along the frontage of the Project along West Grant Line and North Corral Hollow Road, if determined by the City Engineer to be in poor condition or damaged by construction activities related to the Project.
- C.5. Building Permit: No building permit within the Project boundaries will be approved by the City until the Developer demonstrates, to the satisfaction of the City Engineer, compliance with all required Conditions of Approval, including, but not limited to, the following:
- C.5.1. Payment of Infill Development Impact Fees for Roadway and Traffic, Water, Recycled Water, Wastewater, Storm Drainage, Public Safety, Public Facilities, and Park, per the Infill Properties Finance Implementation Plan.
- C.5.2. Payment of San Joaquin County Facilities Fees, as required in Chapter 13.24 of the Tracy Municipal Code and these Conditions of Approval.
- C.5.3. Payment of the Regional Traffic Impact Fees (RTIF), as required in Chapter 13.32 of the Tracy Municipal Code and these Conditions of Approval.

- C.5.4. Lot Merger to merge two existing parcels, or Lot Line Adjustment, shall be prepared and submitted for approval by the City Engineer. The existing easements for the Septic System and Proposed Well, as shown on Book 03, Page 03 of Tract Maps, shall be relinquished/ abandoned.
- C.6. Acceptance of Public Improvements - Public improvements will not be accepted by the City Council until after the Developer completes construction of the relevant public improvements, and also demonstrates to the City Engineer satisfactory completion of the following:
- C.6.1. Correction of all items listed in the deficiency report prepared by the assigned Engineering Inspector relating to public improvements, subject to City Council's acceptance.
- C.6.2. Certified "As-Built" Improvement Plans (or Record Drawings). Upon completion of construction by the Developer, the City shall temporarily release the originals of the Improvement Plans to the Developer so that the Developer will be able to document revisions to show the "As Built" configuration of all improvements.
- C.7. Temporary or Final Building Certificate of Occupancy - No Temporary or Final Building Certificate of Occupancy will be issued by the City until the Developer provides reasonable documentation which demonstrates, to the satisfaction of the City Engineer, that:
- C.7.1. The Developer has satisfied all of the requirements set forth in Condition C.6, above.
- C.7.2. The Developer has completed construction of all required public facilities for the building for which a certificate of occupancy is requested and all of the improvements required in these Conditions of Approval. Unless specifically provided in these Conditions of Approval or some other applicable City Regulations, the Developer shall use diligent and good faith efforts in taking all actions necessary to construct all public facilities required to serve the Project, and the Developer shall bear all costs related to construction of the public facilities (including all costs of design, construction, construction management, plan check, inspection, and contingency).
- C.7.3. The Developer shall obtain an account for water service to the Project and register the water meter with the City's Finance Department. The Developer shall also prepare and submit a map depicting the location of the water meter on an 8.5"X11" sheet to the Finance Department.
- C.8. Special Conditions
- C.8.1. When street cuts are made for installation of utilities, the Developer is required to install 2-inch-thick asphalt concrete overlay with reinforcing fabric at least 25 feet from all sides and for the entire length of the utility trench. A 2-inch-deep grind

on the existing asphalt concrete pavement shall be required where the asphalt concrete overlay will be applied and shall be uniform thickness in order to maintain current pavement grades, cross and longitudinal slopes. If the utility trench extends beyond the median island, the limit of asphalt concrete overlay shall be up to the lip of the existing gutter located along that side of the street. This pavement repair requirement applies to cuts/trenches that are perpendicular to the street direction; where the street cut is parallel to the street direction, the width of overlay shall be the width of the affected lane.

- C.8.2. All existing on-site wells, if any, shall be abandoned or removed in accordance with City and San Joaquin County requirements. The Developer shall be responsible for all costs associated with the abandonment or removal of the existing well(s), including the cost of permit(s) and inspection. Prior to issuance of the Grading Permit, the Developer shall submit a copy of written approval(s) or permit(s) obtained from San Joaquin County regarding the removal and abandonment of any existing well(s).
- C.8.3. All improvement plans shall contain a note stating that the Developer (or Contractor) will be responsible to preserve and protect all existing survey monuments and other survey markers. Any damaged, displaced, obliterated or lost monuments or survey markers shall be re-established or replaced by a licensed Land Surveyor at the Developer's (or Contractor's) sole expense. A corner record must be filed in accordance with State law for any reset monuments (California Business and Professions Code Section 8871).
- C.8.4. Nothing contained herein shall be construed to permit any violation of relevant ordinances and regulations of the City of Tracy or other public agency having jurisdiction. This Condition of Approval does not preclude the City from requiring pertinent revisions and additional requirements to the Grading Permit, Encroachment Permit, Building Permit, and Improvement Plans, if the City Engineer finds it necessary due to public health and safety reasons, and it is in the best interest of the City. The Developer shall bear all costs for the inclusion, design, and implementation of such additions and requirements, without reimbursement or any payment from the City.

AGENDA ITEM 1-C

REQUEST

REVIEW AND RECOMMEND APPROVAL OF REVISED CITY WIDE DESIGN GOALS AND STANDARDS, A REVISED PLANNED UNIT DEVELOPMENT ORDINANCE (PUD) AND A REVISED DEVELOPMENT REVIEW ORDINANCE, APPLICATION NUMBER ZA17-0002.

DISCUSSION

Background

On September 6, 2016, City Council held a workshop to discuss potential changes to the Citywide Design Goals and Standards, and streamlining the development process. Out of that workshop came direction to have more projects reviewed at the staff level, for streamlining purposes, and to amend the Design Goals and Standards to be more thorough and complete for all types of development.

Changes to PUD Ordinance and Development Review

Planned Unit Development (PUD) Ordinance

The City's current PUD ordinance allows for individual properties or projects to establish their own complete set of development standards (land use, building setbacks, architectural standards, etc.) through City Council approvals of Concept, Preliminary, and Final Development Plans. The purpose of the PUD zone as stated in the Tracy Municipal Code section 10.08.1760 is "to allow flexibility and creativity in site planning for residential, commercial, or industrial uses to achieve greater efficiency in land use by maximizing open space, preserving natural amenities, and creating additional amenities". However, more often than not, the actual outcome of PUD-zoned projects has become that this specialty zoning is used as a tool to modify standards such as lot size, building setbacks, lot coverage and land uses without the added creativity in site planning or additional amenities above the minimum otherwise required. In other words, the PUD Zone designation has been mostly utilized to avoid typical zoning requirements.

In order to restore the PUD Zone for its intended purpose, the proposed revised ordinance focuses on ensuring that the zone is only used when a project may be able to provide benefits or amenities to the public that would otherwise not be attainable through traditional zoning (Exhibit 1 to resolution). The specific provisions establishing what constitutes a benefit will prevent the unintended consequences of overuse of the PUD zone district.

Another difference between PUDs and the other zoning designations within the City is that the current PUD regulations require every new approval, and all revisions to existing approvals to be reviewed by staff, Planning Commission, and ultimately acted on by City Council. This extensive review process is time consuming and can cause projects (or revisions) within a PUD zone to require a level of review much higher than the same

project that lies within a different zone district (potentially on the adjacent property). While City Council would still be the approving authority to establish each new PUD zone and the development regulations therein (after Planning Commission review), it is sensible for Development Review Permits for similar projects in different zoning districts to require the same review process. These changes will equalize and streamline the development process for all involved.

Development Review

The proposed amendments to the Development Review ordinance are intended to provide clarity as to what requires a Development Review Permit, and with which authority the approval rests (Staff, Planning Commission, or City Council) (Exhibit 1 to resolution).

The draft ordinance proposes that a Development Review Permit would be required for all improvements and changes to improvements that previously received a Development Review Permit. There three exceptions to this requirement, including small residential projects (four or fewer single-family or duplex units), residential accessory units and structures (sheds, shade structures) and any improvements where no exterior alterations are proposed (such as interior remodels and tenant improvements). The language in this section of the draft ordinance contains the same intent and requirements as the existing ordinance but is reworded for clarity.

The more significant proposed change to the ordinance is the level of review required for each application. The proposed changes include a three-tier system for review of Development Review applications. This would standardize the process for all applicants, allowing for faster, staff-level determinations in most cases, rather than the level of review being determined by the zoning district, as noted in the PUD revisions above.

Tier 1: These applications would be reviewed by City Council (after recommendation by Planning Commission) and include the following:

- Any Development Review Permit paired with another application that must be reviewed by City Council (including appeals). For example, projects seeking Vesting Tentative Subdivision Maps.
- Any Development Review Permit where the project site is located within the I-205 Overlay Zone (industrial properties within 500 feet of the freeway)
- Any Development Review Permit in an area where a Specific Plan or Design Guidelines requires City Council review. For example, Tracy Hills Specific Plan contains certain provisions where permits must be approved by City Council.

Tier 2: These applications would be reviewed by Planning Commission:

- Any Development Review Permit paired with another application where the approval rests with the Planning Commission (such as a Conditional Use Permit).
- Any Development Review Permit for a project located on a site within 500 feet of a freeway.
- Any Development Review Permit in an area where a Specific Plan or Design Guidelines requires Planning Commission review

- Any Development Review Permit that the Director refers to the Planning Commission

Tier 3: All Development Review Permits that do not fall within Tier 1 or Tier 2 above would be approved at the Director level.

All three tiers of approval still require noticed public hearings.

These proposed changes to the ordinances would increase consistency in the review process as well as streamline the processing time for most applications, eliminating Planning Commission and City Council steps for many projects. The revised Design Goals and Standards discussed below will ensure that staff has a comprehensive set of City Council approved standards by which to evaluate Development Review Permit applications. Under the proposed approach to amending the Development Review and PUD ordinances, more emphasis is placed on the clarity of the Design Goals and Standards to ensure development outcomes consistent with community expectations.

Design Goals and Standards

In 2002, the City adopted Design Goals and standards, to help the development community understand the City's expectations for architectural and site design. With those standards in place, both the quality and timelines of application approvals improved as applicants and designers better understood City expectations. In general, project processing times greatly improved (especially on residential projects) because initial applications were of higher quality, thereby cutting down on high numbers of subsequent submittals. Where once it had been typical for projects to go through several rounds of comments and corrections before being ready for approval, the written standards helped save time.

Most of the emphasis of the original Design Goals and Standards document was on single family residential development, as that was the most prolific (and problematic) project type at the time. Since then, small sections have been added or changed, however the current proposed draft is a significant change. All of the original goals and standards of the 2002 document remain, as they have served the City well. New sections have been added, others expanded, and the overall document re-formatted to better serve the needs of staff and the applicants through the review process. The formatting is based on the draft standards that were created for the I-205 Overlay Zone area that was well-received by Council in December 2015. After a workshop in September 2016, Council gave staff a sense of what the City's revised Design Goals and Standards should contain, which is presented for public review as part of this agenda item (Exhibit 2 to resolution).

RECOMMENDATION

Staff recommends that the Planning Commission review the proposed changes to the Development Review and PUD zone text amendments and the revised Design Goals and Standards and recommend City Council approval of the amendments and revised standards.

Prepared by: Victoria Lombardo, Senior Planner

Approved by: Bill Dean, Assistant Development Services Director

ATTACHMENT

Attachment A—Planning Commission Resolution including Exhibit 1-Ordinance revisions,
and Exhibit 2, Draft Design Goals and Standards

RESOLUTION 2017-_____

RECOMMENDING APPROVAL OF REVISED CITY WIDE DESIGN GOALS AND STANDARDS, A REVISED PLANNED UNIT DEVELOPMENT ORDINANCE (PUD) (ARTICLE 13, CHAPTER 10.08) AND A REVISED DEVELOPMENT REVIEW ORDINANCE (ARTICLE 30, CHAPTER 10.08) OF THE TRACY MUNICIPAL CODE

WHEREAS, City Council has directed staff to streamline the application processing timeframe for development, and

WHEREAS, a comprehensive update to the City's Design Goals and Standards will assist in streamlining the development process as well as provide clarity of the City's design expectations for development applicants, property owners and the community, and

WHEREAS, Planning Commission conducted a workshop on March 8, 2017 to discuss the proposed ordinance and Design Goals and Standards revisions, and

WHEREAS, the proposed revisions are consistent with the City's General Plan goals, policies and actions, and

WHEREAS, the Planning Commission held a public hearing to review the proposed revisions on March 22, 2017;

NOW, THEREFORE BE IT RESOLVED, that the Planning Commission hereby recommends that the City Council approve the amendments to the PUD and Development Review Ordinances, and the revisions to the Design Goals and Standards, Application Number ZA17-0002, as indicated in Exhibit 1 (Ordinance) and Exhibit 2 (Design Goals and Standards).

The foregoing Resolution 2017-_____ was adopted by the Planning Commission on the 22nd day of March, 2017, by the following vote:

AYES:	COMMISSION MEMBERS:
NOES:	COMMISSION MEMBERS:
ABSENT:	COMMISSION MEMBERS:
ABSTAIN:	COMMISSION MEMBERS:

CHAIR

ATTEST:

STAFF LIAISON

ORDINANCE 2017-_____

AN ORDINANCE OF THE CITY OF TRACY AMENDING ARTICLES 13 (PLANNED UNIT DEVELOPMENT ZONE – PUD) AND 30 (DEVELOPMENT REVIEW) OF CHAPTER 10.08, ZONING REGULATIONS, OF THE TRACY MUNICIPAL CODE

WHEREAS, The City wishes to improve the development application process by streamlining regulations governing the reviews and approvals that must occur prior to the issuance of building permits, and,

WHEREAS, The Planning Commission considered this Ordinance at a noticed public hearing held on March 22, 2017, and recommended_____

WHEREAS, The City Council considered this Ordinance at a noticed public hearing held on _____.

WHEREAS, The City Council finds that this Ordinance is consistent with the Environmental Impact Report (EIR) that was prepared for the General Plan and certified on February 1, 2011. Therefore, no further environmental assessment is required pursuant to CEQA Guidelines Section 15183 because there will be no significant on or off-site impacts as a result of this Ordinance that were not already discussed in the General Plan EIR.

The City Council of the City of Tracy does ordain as follows:

SECTION 1: Article 13, Planned Unit Development Zone, of Chapter 10.08, Zoning Regulations, of the Tracy Municipal Code, is amended in its entirety to read as set forth in the attached Exhibit A.

SECTION 2: Article 30, Development Review permit, of Chapter 10.08, Zoning Regulations, of the Tracy Municipal Code, is amended in its entirety to read as set forth in the attached Exhibit B.

SECTION 3: The Development Services Director shall assign and maintain the PUD numbering on the Zoning Map consistent with Section 10.08.1780(c).

SECTION 4: This Ordinance shall take effect thirty (30) days after its final passage and adoption.

SECTION 5: This Ordinance shall either (1) be published once in a newspaper of general circulation, within 15 days after its final adoption, or (2) be published in summary form and posted in the City Clerk's office at least five days before the Ordinance is adopted and within 15 days after adoption, with the names of the Council Members voting for and against the Ordinance. (Gov't. Code §36933.)

* * * * *

The foregoing Ordinance _____ was introduced at a regular meeting of the Tracy

City Council on the _____ day of _____, 2017, and finally adopted on the _____ day of _____, 2017, by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ATTEST:

Mayor

City Clerk

[document name]

Exhibit A
“Article 13, Planned Unit Development Zone (PUD)”

10.08.1760 – Purpose and Intent; Applicability (PUD).

(a) Purpose. The Planned Unit Development (PUD) Zone allows a single zoning district to combine a variety of uses, densities, and design characteristics. It applies to projects that:

- (1) are of substantial public benefit or are in furtherance of some City objective; and
- (2) have one or more of the following characteristics:
 - (i) common or public open space areas;
 - (ii) the maintenance of common spaces at the expense of those directly benefiting from it;
 - (iii) a mixture of uses;
 - (iv) a variety of housing types, and a mixture of densities and lot sizes in residential areas;
 - (v) preservation of natural amenities; and/or
 - (vi) creation of additional amenities.

It is not the purpose nor intent of the PUD Zoning simply to bypass standard zoning district regulations.

(b) Applicability. The specific regulations and the general rules set forth in this article apply in a PUD Zone. In case of a conflict, PUD Zone requirements supersede other zoning requirements.

10.08.1770 - Application.

(a) General. PUD zoning may be established consistent with Article 29, Amendments (section 10.08.3800 and following).

(b) Pre-application conferences. Before filing an application for PUD zoning, the prospective applicant must submit to the Development Services Department preliminary plans, sketches, and other basic site information as required by the Department, and consult with the Department as to the relation of the proposal to the General Plan, any applicable specific plan, and this Article 13.

(c) Application. An application for PUD zoning must be made in accordance with the provisions of Article 29. In addition to the standard requirements set forth on the City's application form, the application must include the following:

(1) Written documents as follows:

- (i) A legal description or assessor's parcel numbers and a map of the total site proposed for development, including a statement of the present ownership and zoning;
- (ii) The proposed amenities and benefits to the public and/or the project that would not be attainable through traditional zoning. (See section 10.08.1760(a).) This includes a concise statement of one page or less describing these public benefits and a statement of the planning objectives to be achieved by the PUD zoning through the particular approach proposed, including a description of the character of the proposed development and the rationale behind the assumptions and choices made by the applicant;
- (iii) In narrative and diagrams, describe all land uses to be established in various areas and buildings of the district in detail sufficient to generally describe the proposed PUD Zone;
- (iv) Quantitative data for the following: the total number and type of dwelling units; the parcel size; the proposed maximum lot coverage of structures; the approximate gross and net residential densities; the total amount of open space; the total amount of usable open space; the total amount of nonresidential construction; and other studies as may be required by the Development Services Director; and

(2) Site plan and supporting maps are required when needed to support an assertion of public benefit under section 10.08.1760 (a), as follows:

- (i) Architectural renderings of typical structures and improvements, including elevations. Such drawings shall be sufficient to relay the basic architectural intent of the proposed improvements but need not be encumbered with final details at this stage;
- (ii) The tentative street and lot pattern;
- (iii) The location and floor area size of all existing and proposed buildings, structures, and other improvements, including maximum heights, types of dwelling units, density per type, and nonresidential structures, including recreational and/or commercial facilities.
- (iv) The location and size in acres or square feet of all areas to be conveyed, dedicated, or reserved as common open spaces, public parks, recreation areas, school sites, and similar public and semi-public uses;
- (v) The existing and proposed circulation system of arterial, collector, and

local streets, including off-street parking areas, service areas, loading areas, major points of access of public rights-of-way, and points of ingress and egress to the development;

(vi) The existing and proposed pedestrian walk areas, including their possible inter-relationships with the vehicular circulation plan;

(vii) The existing and proposed utility systems, including, but not limited to sanitary sewers, storm sewers, water, electric, gas, telephone, cable and internet lines;

(viii) A map of the PUD showing topography data indicating clearly the character of the terrain; the type, location, and condition of the trees or tree groups and other natural vegetation; other natural features; and the existing development to be retained;

(ix) A landscape plan indicating the quantity, size, and type of materials. An irrigation plan shall also be required;

(x) Sufficient information on land areas adjacent to the proposed PUD Zone to indicate the relationships between the proposed development and the existing and proposed adjacent areas, including land uses, zoning classifications, densities, circulation systems, public facilities, and unique natural features of the landscape;

(xi) The proposed treatment of the perimeter of the PUD, including the materials and techniques used, such as screens, fences, walls, dedications and vehicle and pedestrian connection points;

(xii) For residential uses, a residential lot plan; and for commercial uses, a commercial site plan (including lots, driveways, buildings, parking, internal circulation patterns and access to public right of way). For residential development, the lotting plan must include lot sizes and locations, public streets, open space, parks, landscape features and other amenities; and

(xiii) Any additional information required by the City necessary to evaluate the character, impact, or proposed public benefit of the proposed PUD Zoning.

10.08.1780 Approval

(a) Approval. The Planning Commission and City Council will review the proposed PUD. If approved, the City Council will take the action by ordinance, which establishes the PUD zoning regulations for the area.

(b) Format and contents. The ordinance will set forth the basic elements of the PUD Zone in the City's standard PUD Zone ordinance format, including:

- (1) Purpose and intent.
 - (2) Permitted uses: a listing of all uses to be permitted within the district, or in specific locations within the district. Any use may be permitted in a PUD Zone as long as the use is in conformance with the General Plan and any applicable specific plan.
 - (3) Conditional uses: a listing of uses to be conditionally allowed within the district or within specific locations within the district.
 - (4) Site development regulations: the maximum or minimum regulations, as appropriate, governing site dimensions, required yards and distances between buildings, site coverage, building height, residential density, floor area ratio, open space requirements, accessory facilities and uses, and other aspects of the proposed development.
 - (5) Parking and loading requirements.
 - (6) Special requirements: additional regulations as are appropriate to assure a harmonious relationship between uses and a compatible relationship with existing or potential uses within adjoining districts. This may include additional height limitations, yard requirements, landscaping and screening, provisions governing outdoor activities, and other requirements.
 - (7) A concise description in one page or less setting forth what qualifies the PUD under section 10.08.1760(a).
 - (8) Incorporating by reference specific site plan or design exhibits when these elements are used to support an assertion of public benefit under section 10.08.1760 (a).
- (c) Zoning map. PUD Zones shall be numbered, the first adopted being shown as "PUD-1", and each subsequently adopted zone shall be numbered successively. (This applies to all PUD zones, regardless of adoption date.)
- (d) Condominiums. A PUD with condominiums must also comply with Title 12, Subdivisions.

10.08.1790 Development Review Permit Required in PUD.

A development review permit is required prior to the issuance of building permits in a PUD Zone as specified in Article 30 (section 10.08.3920 and following).

10.08.1800 - Amendments to an approved PUD.

The City will process a proposed amendment to a PUD Zone in the same manner as any zoning amendment under Article 29 (section 10.08.3800 and following).

10.08.1810 Pre-existing PUDs.

(a) Applicability. This section applies to a pre-existing PUD which means: a PUD existing as of the effective date of this Article 13 (____ 2017), approved under the former PUD ordinance (former sections 10.08.1760 through 10.08.1880), including: (1) an approved concept development plan (CDP); (2) an approved preliminary development plan (PDP); (3) an approved final development plan (FDP); or (4) a proposed amendment to any of them.

(b) CDP amendment. If an applicant proposes a change to an existing concept development plan, the applicant must:

(1) obtain a zoning ordinance amendment under sections 10.08.3800 and following (Amendments) and 10.08.1800 (Amendments to an approved PUD); and

(2) convert the relevant portion of the CDP to a PUD under section 10.08.1780. Upon approval the zoning map will reflect the new PUD number as prescribed in section 10.08.1780 (c).

When processing a PUD amendment under this section, the City may initiate the conversion of the entire PUD to the requirements under section 10.08.1780.

(c) PDP-FDP amendment. If an applicant proposes to amend a PDP or a FDP, the applicant must instead obtain a development review permit under Article 30 (section 10.08.3920 and following).

(d) Construction under an existing FDP. If an applicant proposes to construct improvements under an existing FDP, with no changes proposed, the applicant need only apply for a building permit.”

Exhibit B
“Article 30, Development Review Permit

10.08.3920 – Intent and purpose.

The City Council determines that appropriate building and site design improvements enhance the health, safety, and welfare of the residents of the City by:

- (a) improving the desirability of properties within the area for future uses;
- (b) improving the benefits of occupancy of other property in the area;
- (c) increasing property values within the area;
- (d) encouraging the most appropriate development of other properties within the area;
- (e) encouraging other property owners to properly maintain and improve their properties, benefiting the health, safety, comfort and general welfare of the residents of the area and the City at large;
- (f) positively affecting the proper relationship between the taxable value of real property in the area and the cost of municipal services to those properties;
- (g) avoiding unsightliness which, if permitted to exist, causes a decrease in the value of surrounding properties; and
- (h) assuring appropriate City utilities, public infrastructure, circulation and roadway access.

The development review permit process is intended as a comprehensive review to facilitate the efficient processing of project applications, by combining environmental and public infrastructure review with site and architectural plan review before a building permit is issued.

10.08.3930 - Applicability.

A development review permit is required for any of the following:

- (a) Improvements. A permit is required for an improvement except for:
 - (1) new construction of or an improvement to a single-family home or residential duplex or a project consisting of four or fewer single-family homes;
 - (2) an addition or repair to an existing improvement if the exterior is not to be altered; and
 - (3) an accessory dwelling unit or residential accessory structure.
- (b) Changes. A permit is required for a change made to an improvement under a prior approval, including prior development review permit approval. However, a

change substantially consistent with the prior approval, as determined by the director, does not require a new permit.

In this article, *improvement* means: construction or a modification that requires a building permit under chapter 9.04 or an exterior change to color, building materials, landscape, hardscape, window replacement, or façade treatment.

10.08.3940 - Application.

The application for a development review permit must be in the form required by the Development Services Department and must include the fee established by City Council resolution.

10.08.3950 – Approval authority

Each development review application will be considered in one of three tiers, depending on the nature of the application, as follows:

- (a) Tier 1. A Tier 1 application is reviewed by the City Council, and occurs when:
- (1) the development review permit application is paired with another application being reviewed by the City Council (including an appeal);
 - (2) the affected property is located within the I-205 overlay zone (Article 21-2);
 - (3) a specific plan or design guidelines requires City Council review.

The City Council will consider a development review permit after notice and a public hearing.

- (b) Tier 2. A Tier 2 application is reviewed by the Planning Commission and occurs when:
- (1) the development review permit application is paired with another application being reviewed by the Planning Commission (including an appeal);
 - (2) the development review application is for a site located within 500 feet of a freeway;
 - (3) a specific plan or design guidelines requires Planning Commission review; or
 - (4) the Director refers a development review permit to the Planning Commission.

The Planning Commission will consider a development review permit after notice and a

public hearing.

(c) Tier 3. A Tier 3 application is reviewed by the Director and occurs when not covered by Tier 1 or Tier 2, above. The Director may refer review and approval of an application to the planning commission.

The Director will consider a development review permit after notice and a public hearing.

10.08.3960 – Decision and findings.

The reviewing body will consider the following factors: general site considerations including height, bulk, and area of buildings; physical and architectural relationship with the existing and proposed structures; site layout, orientation, and location of the buildings and relationships with open areas and topography; location and type of landscaping; off-street parking areas; height, materials, colors and variations in boundary walls, fences, and screen plantings; and appropriateness of the sign design and exterior lighting; and appropriate City utilities, public infrastructure, circulation, and roadway access.

Before approving a development review permit, the reviewing body (under section 10.08.3950) must make written findings that:

- (1) the proposal increases the quality of the project site, and enhances the property in a manner that therefore improves the property in relation to the adjacent property owners and citizens of Tracy.
- (2) the proposal conforms to this chapter, the general plan, any applicable specific plan, the Design Goals and Standards, any applicable Infrastructure Master Plans, and other City regulations.

10.08.3970 Appeal.

Any person dissatisfied with the action taken on an application for a development review permit may file an appeal to the Planning Commission within ten working days after the Director's notice of decision. An action of the Planning Commission may likewise be appealed to the City Council, by filing a written appeal within ten days after the Commission's action, all in accordance with the procedures for appeals set forth in sections 10.08.3730 – 10.08.3790.

10.08.3980 - Time limits; extensions.

(a) Time Limits. A development review permit approval lapses two years after the date it became effective unless:

- (1) By condition of the permit a greater time is allowed, up to three years, based on the size, complexity or other project characteristics; or
- (2) A building permit is issued and construction is begun and diligently pursued toward completion.

(b) Extensions.

- (1) The property owner may apply for one or more extensions before the development review permit has lapsed. Submittal of the application for extension together with the application fee suspends the expiration date until the decision on the extension, and the City will not issue a building permit during the period of suspension.
- (2) The approval body for the permit shall conduct a public hearing. If the approval body was the Director, he or she may refer the extension request to the Planning Commission for a public hearing and decision.
- (3) The Director (or Planning Commission upon referral) may approve an extension for up to three years if it finds there are no substantial changes in: (i) the project; or (ii) the circumstances, City policies, standards, or laws that affect the approval.
- (4) The development review permit is automatically extended (without separate notice or public hearing) for a corresponding period of time if the Planning Commission approves extension of a conditional use permit for the same project, under section 10.08.4250.
- (5) The extension decision may be appealed under section 10.08.3960."

CITY OF TRACY

DESIGN GOALS AND STANDARDS

April 18, 2017
Resolution No. 2017-____

Draft March 22, 2017



TABLE OF CONTENTS

1	INTRODUCTION	1-2
1.1	General Design Goals	1-2
2	SITE PLANNING & DESIGN	2-1
2.1	Site Planning and Building Orientation	2-1
2.2	On-site Circulation & Parking	2-3
2.3	Service Areas.....	2-4
2.4	Walls and Fences.....	2-6
2.5	Lighting.....	2-7
3	ARCHITECTURE	3-1
3.1	General Architectural Design	3-1
3.2	Industrial Business Park Uses	3-3
3.3	Office Uses.....	3-8
3.4	Retail Uses	3-1
3.5	Residential Uses	3-14
4	LANDSCAPE	4-1
4.1	Landscape Planting Characteristics.....	4-11
4.2	Project Site Perimeter	4-3
4.3	Parking Lots	4-4
4.4	Pedestrian Paths	4-5

4.5	Impact Considerations.....	4-6
4.6	Planting Palette	4-9

5	SIGNAGE	4-1
----------	----------------------	------------

LIST OF TABLES

Table 3-1:	Housing Variation	3-15
------------	-------------------------	------

Table 4-1:	Plant Palette	4-9
------------	---------------------	-----



1 INTRODUCTION

As the City of Tracy has grown, so have the standards and expectations of new developments with regard to architecture and site planning. A City Council/Planning Commission ad hoc committee (Design Review Subcommittee) was formed to address design and design review issues. The Design Review Subcommittee, working with staff, developed design goals and specific standards, including pictures, to illustrate the City's goals and standards for design of the built environment. An adopted and published set of design goals and standards will assist developers, architects, designers, and landscape architects in understanding the level of architectural design that is required and must be submitted prior to approval in Tracy. They will also aid in City staff's evaluation process of applications for architectural review. The City believes that the more information that can be provided to the developer and designer early on in the process the better. The process is simpler and can be expedited when developers and designers understand the expectations.

The City of Tracy Design Goals and Standards have been developed in response to problems and solutions that have occurred in Tracy and most cities and describe what the City is looking for in most cases. However, the Design Goals and Standards are flexible. They are not intended to restrict creativity. A higher design standard is always encouraged. An unconventional design solution may be allowed, even if it doesn't precisely meet the Goals and Standards, if it is excellent in every respect.

This document addresses general design goals for all development as well as specific site design, architectural, landscaping, and signage standards for the following land uses: industrial, office, retail, and residential. This document also establishes design standards for development within the I-205 Overlay Zone. Development of other uses not addressed in these guidelines should consider the architectural and landscape guidelines as applicable. Other uses may include wind turbines and other energy-related development. Implementation of these guidelines will assist in ensuring a base level of quality of architecture, landscaping, and signage design in the project area and further the goals and intent of the General Plan.

The City of Tracy Design Goals and Standards were approved by the Tracy City Council on October 15, 2002 (Resolution Number 2008-433) and subsequently amended on April 15, 2008 (Resolution Number 2008-064) and on April 18, 2017 (Resolution Number 2017-).



1.1 General Design Goals

1. Facilitate and achieve the highest possible quality of site planning, architecture, and landscaping throughout the City.
2. Preserve and enhance the City's aesthetic values, as well as enhance the public health, safety, and welfare.
3. Ensure that high quality architectural design is integral to the building design rather than applied as an afterthought.
4. Stimulate high-quality design encouraging creativity and diversity and improving impressions of the community, especially along highly traveled thoroughfares.
5. Provide developers and designers with the City's expectations prior to the submittal of project plans, guiding them in preparing plans for City review, and facilitating consistent City review of projects.
6. Streamline and simplify the design review process by Planning Staff, Planning Commission, and City Council.
7. Provide a basis for solid decisions and findings upon which to make design review decisions.

2 SITE PLANNING & DESIGN

GOAL 1. To integrate automobile, pedestrian, and alternative travel methods into site planning for optimal results for both the consumer and the business owner.

GOAL 2. To screen and de-emphasize parking areas by utilizing low hedges, walls, and berms and enhance and provide shade with significant and fast-growing canopy trees distributed evenly throughout parking areas.

2.1 Site Planning and Building Orientation

The following general site design guidelines should be used in support of the design standards for each land use as described in the subsequent sections below.

- When possible, parking areas should be de-emphasized by placing parking to the rear of well-designed buildings. Grade differences between the street and a parking lot are also helpful to detract from the view of a “sea of cars” and direct attention to the buildings on the site while also giving a feeling of separation from the commercial area to the street.
- Main vehicle access drives shall be oriented to terminate at the building entrances to provide visitors with a clear pathway to entries.
- Provide for vehicle circulation and parking in front of buildings that will assist with creating appropriate building massing at public streets.
- Site planning and parking lot design should consider travel speeds and view corridors from the freeway to businesses, placement of signage, and scale and location of special architectural features.
- Establish visual links in multi-building complexes by using landscaping and other site design elements that allow pedestrians to easily navigate within a complex of buildings.



- Buildings at corners and vehicle entries should frame the street and provide pedestrian connections between the street and the buildings.
- The office portions of buildings should be oriented to the main public street or located at the building corner.
- Buildings should be oriented to include adequate setbacks to create public spaces.
- For office and retail uses, design building footprints with offsets, recesses, and orient buildings to create courtyards, and/or plazas to provide for a variety of gathering places.
- Landscaping at site entries should support the character of the project and provide a sense of arrival. Design features may include monoliths, low ornamental walls or fences, accent planting, and special paving.
- Signage and landscape treatment should distinguish the entries that serve the main building from service entries. Service vehicle traffic should be separated from employee and visitor circulation. A clear travel route should be provided between the street and the building or complex entry.
- Alternative sources of energy should be considered and integrated into project design, including the utilization of solar panels and wind turbines (compatible with building design), sustainable site and landscaping layout, and passive solar building design, when possible.



2.2 On-site Circulation & Parking

- Where practical, provide separate entrances for automobiles and trucks clearly marked to promote safe site circulation.
- Parking, when located adjacent to frontage streets, shall incorporate landscaping to screen the parking areas from the public view.
- Provide for efficient site circulation by creating landscaped drive aisles that divide parking fields and direct vehicles to parking adjacent to buildings.
- When pedestrian access to a site is in the same location as auto entries, the auto and pedestrian paths shall be separated by a curb. The pedestrian access should be integrated with parking lot landscaping so as to provide a shaded walkway.
- On sites adjacent to the freeway, tree planting in parking areas for employee and customer service areas should create an “orchard” effect, shading and softening the appearance of the parking lot and setback from freeway.
- Where landscape planters are parallel and adjacent to vehicular parking spaces in customer parking lots, planter areas should incorporate 12-inch concrete curbs along their perimeter that is parallel and adjacent to the parking space to allow access to vehicles without stepping into landscape planters.
- Avoid locating signage, service areas, landscaping, or other features that block line-of-site views for motorists, pedestrians, and bicyclists.
- Provide adequate stacking length at main entries and the first drive aisle to limit vehicle ingress and egress conflict, as appropriate for the proposed land use, and prevent stacking of trucks and cars into the right-of-way.
- Provide the minimum required turning radius and roadway widths for driveways isles and fire lanes, or otherwise consistent with the adopted City standards.

- To maximize development potential and efficiency, adjacent properties are strongly encouraged to share driveway access to parking lots and service/loading areas for smaller properties.



2.3 Service Areas

- Storage areas, trash enclosures, and mechanical equipment should be located behind or to the sides of buildings and screened from view from all public rights-of-way (including freeways) through a combination of walls/fences and/or landscaping.
- To minimize visibility from the public right-of-way, all parking lots, loading docks, trailer parking, and service areas shall be visually screened using berms, landscaping, walls or fencing, or other appropriate means.
- Parcels with more than one building should cluster buildings so that service doors and loading docks oppose each other to screen views from public rights-of-way.
- Site planning shall anticipate the location of any above-ground utilities including, but not limited to, PG&E transformers, phone company boxes, fire department connections, backflow preventers, irrigation controllers, and other on-site utilities, which shall be screened from view from any public right-of-way behind landscaping, structures, walls, or fences that are designed to be compatible with the buildings and landscape features on the site.
- Trash and recycling enclosures shall be designed with solid doors and roofs, interior concrete curbs, and exterior materials and colors that are architecturally compatible with the adjacent building exteriors on a site. All enclosures shall be sized to fit both trash and recycling containers that will be necessary to serve the users of the site. Bollard pipes should not be used on the exterior of enclosures, but may be used on the interior of enclosure walls.
- Enclosed metal trash compactors adjacent to the loading docks are permitted only if screened from public view as part of the truck court/trailer storage screening.



- Enhanced Vapor Recovery (EVR) equipment at gasoline dispensing facilities (i.e. auto service stations) shall be designed as an architectural enhancement to the site or not readily visible and/or screened from public view.
 - EVR equipment shall be architecturally integrated with the site in respect to location, size, color(s) and material(s), and substantial architectural and/or landscape screening as appropriate.
 - Screens shall be designed to de-emphasize EVR equipment visibility to the greatest extent possible.
 - Architectural screens should incorporate materials, colors, and designs of the main building(s) or on-site improvements wherever possible.
 - Landscape screens should be consistent with existing on-site landscaping in respect to plant species, planting density, and water efficiency. This may require additional planting in other areas of the site to ensure consistency in landscaping used throughout the site.
 - EVR systems should be selected based on characteristics which render the vapor processing unit to be most effectively de-emphasized and/or screened from public view. Because smaller units are typically less readily visible and easier to screen than larger units, vapor processing units should be considered in the following order of preference:
 - Vapor processing unit smaller than listed below;
 - Compact canister vapor processing unit;
 - Small, boxy vapor processing unit;
 - Large vapor processing unit in a horizontal tank configuration;
 - Large vapor processing unit in a vertical tank configuration;
 - Vapor processing unit larger than listed above.
 - EVR systems should be located in the following order of preference:
 - EVR equipment is located on the roof of a building or structure so that it is not visible from any portion of any public right-of-way and that the architectural integrity of the roof is not compromised;
 - EVR equipment is enclosed within a structure designed as an extension of a building or trash enclosure;
 - EVR equipment is screened by existing building(s) and/or trash enclosure and not visible from any portion of any public right-of-way;
 - EVR equipment is located so that is not readily visible from any public right-of-way and substantially screened in accordance with the standards above;
 - When EVR equipment is located adjacent to a public right-of-way, the system with the smallest vapor processing unit is used and screened in accordance to Standard 8(b) above;
 - EVR equipment is installed on site and substantially screened in accordance with the standards above.



Successful Design

The EVR unit is low profile, screened on all sides by a solid enclosure painted a subtle color that does not attract attention and screened with lush landscaping.

2.4 Walls and Fences

- Landscape walls and fences should be of high quality materials compatible with the architecture and landscape design. Decorative fencing is encouraged, where appropriate.
- Walls and fences should be designed and constructed of materials similar to and compatible with the overall design character and style of the development.
- Permitted materials include pre-cast concrete walls, split-face masonry, stone or stone veneer, brick, tubular steel, wrought iron, or similar high-quality material.
- Site security may sometimes call for walls and/or fences, which may be comprised of a variety of different materials, including but not limited to tube steel, masonry, or any combinations thereof. The use of chain link fencing is allowable if it is designed in conjunction with the overall site and landscape plan and not visible from public view.
- Security gates should be constructed of the same materials and detailing as the fencing for the project.
- Fencing should be limited to a maximum height of 8 ft unless otherwise necessary due to unique site circumstances (e.g. high security needs). If security fencing is constructed adjacent to the landscape setback area, it should be constructed using a durable low-maintenance material such as tubular steel or similar material.
- Gates for pedestrian and vehicular access to restricted areas that are visible from public areas (i.e., parking lots, drive aisles) shall be constructed of solid durable material, tubular steel, or similar material.
- Chain-link is not preferred and only permitted when not in public view, such as on the side or rear project boundary when not visible from public view. Barbed wire, razor wire, integrated corrugated metal, electronically charged or plain exposed plastic concrete/PCC fences, vinyl slats, and woven fabric are not permitted.



Successful Design

The tube steel fencing is well designed in a muted color, is incorporated thoughtfully into the landscaping, and allows for view of the building.



Unsuccessful Design

The galvanized chain link detracts from the lush landscaping and the colored vinyl slats do not effectively screen the view of the dumpster bin that they were intended to hide.



2.5 Lighting

- Site lighting should be attractive and consistent with the overall character of the project.
- Energy efficient light (e.g. LED lighting) consistent with or exceeding Title 24 requirements is strongly encouraged.
- Lighting should be architecturally compatible with the building and site design, and should have a 40' maximum height for a freestanding light pole. A 60' maximum height may be allowed with a Conditional Use Permit (CUP). Lighting should utilize ornamental fixtures rather than unattractive "cobra heads" and be low profile and in scale with the setting and may include post lights and light bollards.
- Accent lighting shall be used to enhance the appearance of a structure, draw attention to points of interest, and define open spaces and pathways. Accent lighting will only be permitted when it does not impact adjacent development, roadways, or residences.
- Outdoor lighting and other means of illumination for signs, structures, landscaping, and similar areas, shall be made of durable materials. All lighting fixtures shall be fully shielded with cut-off fixtures so that there is no glare emitted onto adjacent properties or above the lowest part of the fixture.
- Pedestrian scale lighting should be used for pedestrian walkways through parking areas. Lighting should not interfere with passage along pedestrian walkways.
- Parking areas shall have lighting which provides adequate illumination for safety and security. Parking lot lighting fixtures shall avoid conflict with tree planting locations so they do not displace intended tree plantings.
- Pole footings in traffic areas shall be designed and installed to protect the light standard from potential vehicular damage. The use of bollards around light standards is discouraged where visible to the general public.



Unsuccessful Design

The light pole blocks the walkway.



Successful Designs

3 ARCHITECTURAL STANDARDS

GOAL 1. To promote well-designed structures through attention to rich architectural details.

GOAL 2. To meet or exceed the highest quality design offered by projects having corporate identity.

3.1 General Architectural Design

These architectural design standards provide direction for the development of all buildings and associated structures.

- All publicly visible building sides shall be designed with a complementary level of detailing and quality of materials. A design concept shall be established for each project and developed on all visible faces of each building and on all accessory structures, such as trash enclosures.
- Visual interest on buildings with simple shapes shall be provided through the use of both vertical and horizontal façade breaks that should be visible from street view, including, but not limited to; varying roof heights and pitches, stepped out columns, awnings, windows, recessed entries, score lines, and a mix of colors and materials.
- Details should be used whenever possible to break up large surfaces and add interest to a structure.
- All buildings should utilize a variety of colors and materials. Building base materials may consist of, but not be limited to; wood, stucco, stone, brick, concrete or slump block, and concrete tilt-up panels. Accent materials may consist of, but not be limited to, tile, glass, stone, brick, wood, stucco and metal.
- The primary entries of a building should provide protection from inclement weather in the form of integrated architectural elements such as canopies and arcades.



- All buildings shall be designed to completely screen any roof-mounted equipment, including, but not limited to, HVAC units, vents, fans, antennas, sky lights and dishes from view of all public rights-of-way. A separate plan shall be submitted to the Department of Development Services for review and approval demonstrating compliance with such screening prior to issuance of a building permit.
- Corporate identity shall be secondary in the design of projects, and projects should be consistent in quality and integrity with the architecture of the surrounding community.
- All separate structures on a site shall have consistent architectural detail and design elements to create a visually cohesive development. It is not necessary or even desired for buildings to “match,” but they should utilize similar architectural elements, colors and materials, or styles so that there is not an aesthetic disconnect between buildings on a site.
- Utilitarian portions of buildings, such as vents, gutters, downspouts, flashing, electrical conduit, and other similar utilities shall be internal to the building whenever possible, and other ground-mounted or building-attached utilities shall be painted to match the color of the adjacent surface or otherwise designed in harmony with building exteriors where infeasible to be internal to the building.
- Concrete bollard pipes shall not be used in areas visible to the general public. Large boulders, planter boxes, decorative walls, or other architectural features that complement the character of the site may be used as needed for protection of site improvements from potential vehicular impact.
- Landscape areas shall be used to enhance sites.
- Sustainable building techniques for energy efficiency, water conservation, and resource conservation beyond applicable CalGreen Code requirements are encouraged.



3.2 Industrial Business Park Uses

GOAL 1. To achieve a high quality visual and design character for the City's industrial areas and dispel traditional thinking that such uses are inherently unsightly.

GOAL 2. To protect visual character along major entry corridors into the City from the freeway.

GOAL 3. To provide development guidelines which will encourage development of visually cohesive and functionally unified industrial areas while allowing enough design flexibility to encourage innovative building and site design.

- All structures on a site should be designed to be compatible with each other and with neighboring developments, while contributing to the overall architectural character of the area.
- To prevent long, straight building façades that are uninteresting and uninviting, industrial business park buildings should be designed with visual variety that may include color, changes in parapet wall height, score lines, and similar design elements without compromising the functional aspects necessary to serve the occupants, such as their large scale, dock doors, and simple (rectangular) shapes.
- Buildings should be constructed in a flexible manner to respond to changing market conditions and tenancy requirements and suit a broad economic market.

3.2.1 Building Placement and Orientation

- Building setbacks should be varied and all facades articulated to add visual variety, distinctiveness, and human scale to industrial projects.
- For all buildings over 50,000 sf. in size, high-quality outdoor employee break spaces shall be incorporated as part of site design and include special paving, tables, benches, shade trees and other amenities that support employee events and serve as an informal gathering space.
- Buildings should orient towards the freeway and public rights-of-way where appropriate by providing elements of interest such as architectural features appropriate to project and building type.
- Dock doors or other loading areas shall be screened from or faced away from the street and freeway so they are not readily visible from any public right-of-way.



3.2.2 Building Façades

Building façades should be articulated and present the building in a quality and attractive manner. These façades should include architectural variation. Unbroken façades in excess of 100 feet are discouraged. The following techniques are encouraged:

- Various changes in wall directions or façades
- Stepping back an upper floor
- Maximize the number and/or size of window openings
- Projecting trellises, canopies or awnings over window openings
- Recess entrances and windows into the façade
- Towers, buildings projections, unique or design features at building entrances and/or corners
- Accent landscaping



3.2.3 Quality Design

Building should be made of high quality materials, used in a simple and straight-forward design. Functional building elements should be used to help articulate its design where appropriate. The following techniques are encouraged:

- Articulated structural elements of the building
- Variation in window placement, size, and operation
- Articulated entries and stairways
- Solar shading devices or other weather protection devices
- Trellises or other structures to support vegetation
- Relief techniques should be used to break up large building faces. Glass, brick, or other surface treatments to the office portions of such structures in view of a public right-of-way are required.



Building Materials

Use high quality building materials. All main and accessory buildings should be of reinforced concrete and steel, masonry, or wood frame construction.

Building exteriors comprised wholly of metal are not permitted. Metal exteriors and prefabricated metal buildings may be allowed provided that the exterior incorporates material changes, decorative features, or textural changes.

Building Height and Mass

Building heights, massing and setbacks should be varied to define different functions and uses such as office and warehouses. Office spaces should be located along the front perimeter of the building whenever practical. Appropriate techniques for varying building height and mass include:

- Varying rooflines
- Incorporating tower elements
- Incorporating vaulted areas

Building Corners

Where appropriate, key building corners should include design features that provide clear articulation of building shape and wall direction. Consider the following design techniques:

- Towers or projecting columns
- Color or material variations
- Accent landscaping at the base of the building



Roof Design

- Roof designs that use a combination of pitched and flat articulation are encouraged.
- Roof overhangs are encouraged on sloping roofs, and should be appropriately proportioned with the overall frame of the building.
- Roofing should be of light color and use reflective and/or green materials, reducing heat island effect.
- Installation of solar panels on roofing is strongly encouraged. Roof design should incorporate design features that allow for easy installation as well as optimum placement of panels for sun exposure.



Discouraged Architectural Design



Minimal architectural variation and landscaping



Lack of a variety of building materials; no landscaping



Signage out of scale with building, lack of articulation



Obtrusive color, lack of windows, minimum landscaping



Poor building articulation, indistinguishable entrance,



Minimal architectural variation and landscaping

3.3 Office Uses

These office design standards provide direction for the development of high-quality office buildings. Offices may be single or multi-story, and may stand alone or be grouped in a campus-style design. The following design techniques are encouraged.

3.3.1 Building Placement and Orientation

- Building entries should be highlighted with pedestrian-scale elements to direct customers and employees to the entrance and distinguish it from the remainder of the building.
- Buildings at corners and vehicle entries should frame the street and include plazas, or gateway openings and pedestrian connections between the street and the campus of buildings.
- Commercial and office buildings along the freeway should be setback an appropriate distance to accommodate ample landscaping and other visual screening methods.
- Buildings should be oriented to include adequate setbacks to create public spaces and plazas.
- Large parking areas should include dedicated landscaped drive aisles that divide parking fields to provide clear circulation to parking adjacent to buildings.



3.3.2 Architectural Standards

- Buildings should be designed with a high window to wall ratio. The use of glass walls is encouraged. Spandrel glazing may be used to provide the illusion of glass for large portions of a building where structural elements constrict the use of full glass walls.
- Colors and materials should be used strategically in keeping with the building's architectural theme.
- Repetition of shapes, lines and dimensions should be strategically used to create a sense of architectural rhythm that visually unites the building features.
- Establish visual links in multi-building complexes by using landscaping and other site design elements that allow pedestrians to easily navigate within a complex of office buildings.



3.4 Retail Uses

These retail design standards provide direction for the development of buildings that will house commercial retail and consumer service land uses. These buildings should be designed with elements that consider the human scale to promote the comfort of the customers by providing protection from the elements through awnings, covered walkways, and other pedestrian-friendly elements.

Often times, all sides of commercial buildings will be visible to the public and should be designed in a manner where they are welcoming to customers from the street as well as the parking lot and service areas. Site planning should orient buildings to face the primary highway/street frontage and/or entry drives to the greatest extent feasible. When this is not possible, design features and amenities shall be incorporated to create a pleasant and attractive street frontage.

3.4.1 Building Orientation

- Building façades should be oriented to face the freeway and public streets so that businesses and commercial uses are highly visible.
- Avoid placing main building entries directly against parking lots. Design techniques that allow main building entries to open up to courtyards or public space is encouraged.
- Encourage building configurations that create usable outdoor public space where appropriate.



3.4.3 Architectural Design

- Elements that promote pedestrian activity such as awnings, covered arcades, windows, and hardscape features (benches, stepping stones, etc.) shall be incorporated into the design of commercial/retail buildings.
- Design building footprints with offsets, recesses, and orient buildings to create courtyards, and/or s to provide for a variety of gathering places.
- All publicly visible sides of commercial buildings shall be designed with a complementary level of detailing and quality of materials so that there is equal visual interest on all sides. This may include, but not be limited to, the use of spandrel glazing, awnings, trims, covered doorways, accent colors and accent materials. Multiple building entries are encouraged when feasible.
- Awnings and arcades should be appropriately sized to accommodate and encourage pedestrian use.



Façade Design

Façades should incorporate architectural variation and character that is visually attractive and appealing. The following techniques are encouraged:

- Provide windows, entries, transoms, awnings, cornice treatments, etc.
- Segment façade using a series of columns, masonry piers, tower elements or other architectural treatments.
- Incorporate attractive signage as an integrated element of the building façade.



Building Height and Mass

- Building elevations should be a mix of one and two stories and should vary so that the building appears to be divided into distinct components.
- Buildings should be segmented into distinct massing elements. Consider designing building with horizontal and vertical offsets to minimize large blank walls and reduce building bulk.

Building Materials

Use quality economical building materials. Refer to [Section 3.1: General Architectural Design](#) for recommended building materials. Additional appropriate materials may include but are not limited to a combination of:

- Stucco, smooth, sand or light lace finish
- Clay or concrete roof tiles
- Native fieldstone, sandstone and flagstone
- Brick or tile as accent material
- Metal accents



3.5 Residential Uses

These residential development standards provide direction for the development of single and multifamily houses and streetscapes.

- GOAL 1.** Provide high quality architectural design for all sectors of the housing market.
- GOAL 2.** Decrease the visual prominence of the automobile and related facilities (streets and parking areas) in residential neighborhoods.
- GOAL 3.** Encourage greater variety in housing types, development styles, site planning, and density mixes in order to provide increased diversity and visual interest in the City's residential development.
- GOAL 4.** Encourage the development of distinct, identifiable neighborhoods that provide a high quality of living and generate civic pride.

3.5.1 Single-Family Residential Standards

- A variety of architectural styles is encouraged and contributes to interest, vitality, and accommodates different ideas about what looks good.
- The architectural style shall be clearly identified on all sides of the building, including the roof. The garage shall be treated with architectural detailing to complement the house.
- Enhanced architectural emphasis and stronger adherence to the architectural style should be applied to facades facing streets, e.g. greater amount of or more creative use of building relief or popouts, roofline variation, gables, materials, trims, and ornamental accents. This does not allow the architectural integrity of the overall house design to be reduced to a lower standard. The house design shall still meet the high quality architectural standards established in this document, with further emphasis applied to street-facing facades.



The Redbridge development built by Surland Homes in Tracy was awarded the very prestigious Gold Nugget Award in 2001 by the West Coast Builder's Conference for "residential Community of the Year." The quality of design represented by Gold Nugget Award winning projects are the target for all residential developments in Tracy.



- Each subdivision shall offer a variety of floor plans and elevations to provide sufficient variation of houses within a subdivision based on the number of lots within that subdivision, as shown in the table below. Any project that deviates from the table below must be approved by the City Council.

Table 3-1: Housing Variation

Number of Lots	Minimum Number of House Designs (derived from various combinations of different floor plans and elevations)
Under 50 lots	12
50 – 100 lots	16
101 – 150 lots	20
151 – 200 lots	24
201 – 300 lots	28
301 – 400 lots	32
401 – 500 lots	36

Each house design should be distributed throughout the subdivision in a manner that achieves a sufficient mix and variety in the streetscape views. Examples of how to achieve the desired mix and variety include the following: not having the same floor plan used on three consecutive lots, not having the same floor plan with the same elevation used on two consecutive lots, and requiring minimum and maximum limits for using each floor plan and elevation within a subdivision. An additional approach that has been successful in the past, is to ensure that for a subdivision with three floor plans, each floor plan is used at least once for every six consecutive lots; for a subdivision with four floor plans, each floor plan is used at least once for every eight consecutive lots; for a subdivision with five floor plans, each floor plan is used at least once for every ten consecutive lots; and for a subdivision with six floor plans, each floor plan is used at least once for every twelve consecutive lots.

Housing variation (i.e., number of times each type of house design is used within the subdivision) and the project's development plan shall be determined on a project by project basis during the approval process for the architecture. Subsequent changes to the development plan may be approved by the Development Services Director if the approved number of house designs is still being achieved and the frequency of each house design is comparable to the approved project.

DESIGN GOALS AND STANDARDS

- Facades, materials, and architectural details should be varied to create an impression that the residential structures have been individually built. This may be achieved with varying window sizes, building materials, textures, finishes, colors, roof pitches, and roof materials.



ARCHITECTURAL GUIDELINES | 3-5



- To promote a well-balanced streetscape in terms of variation, there should be a range in the size and height of houses built. In low density subdivisions, there shall be at least one single-story floor plan designed within each subdivision used on approximately 25% of the lots.
- A clear sense of entry and design interest to a home is encouraged through the inclusion of porches, verandas, porte cocheres, trellises and other architectural elements that contribute to a sense of place and activity. Shutters, if used, should be of design where they appear to be functional and would completely cover a window when shut. Shutters should never be used in conjunction with corner windows. Where shutters are used, but not used on all windows, there should be a design reason why shutters are used on some windows and not others.
- Architectural detailing, including, but not limited to windows, shutters, window sills and trims, potshelves, decorative trim, belly bands, accent materials, window grids, and room pop-outs should be carried around to all sides of each house rather than used only on the fronts of houses.
- Any rich accent material, including, but not limited to, stone, brick, and wood siding which is used on the front elevation, should be incorporated in some fashion on the sides rear of the house. For example, if brick is used as a wainscot material or in an entry feature, it may also be used on the fireplace.
- All material transition points should carry around corners to an architectural stopping point, such as a popout or recess in the building.
- Color in residential design should be used to add more interest and variation to homes than the architectural elements can alone. Color should be used wisely to bring out architectural features without creating a garish look.



- The use of low cost, non-durable building materials, such as aluminum framed windows and T-111 siding, is strongly discouraged. Materials such as high quality windows, genuine wood siding, and masonry are better alternatives.
- The garages of homes shall be designed so that the garage does not dominate the streetscape. Enhanced visual appeal, perception of “eyes on the street” and neighborhood interaction is encouraged by reducing the prominence of garages. The garage façade shall be placed back at least 5 feet behind the front façade of the house, with a garage setback of 20 feet or greater (measured from the front façade of the house) being preferred for a portion of the project. Rear or alley-loaded garages are encouraged whenever possible to completely eliminate garage views from the street.
- The width of garage doors visible from the street shall not exceed a total of 22 feet. “Side swing” three car garages may be permitted on a limited basis, as they tend to create front yards comprised almost entirely of pavement, but “split” garages are otherwise discouraged. Driveways should not exceed a width of 20 feet with an 18 foot wide curb cut.
- Front yards are encouraged to be landscaped by the builder prior to occupancy with trees of at least 24” box size and other planting materials and irrigation methods which conform to the MWEL, further discussed in section 4.5.1 below.
- Developers are encouraged to create usable side yard areas when placing houses on lots. A side yard should not be narrower than 3 feet (including pop-outs, such as chimneys) at any point to allow access. It is desirable to have at least one wide side yard to provide recreational and storage areas.
- Alternative sources of energy should be considered and is strongly encouraged that it be integrated into project design, including the utilization of sustainably-sourced and/or salvaged building materials, solar panels and solar shingles (compatible with the design of the house), passive solar house design, energy efficient, and other energy efficient and water conserving house design and site layout measures.



Encouraged Architectural Design



Discouraged Architectural Design



3.5.2 Multi-Family Residential Design Standards

- Building façade elements should be emphasized by the use of color, layout, and variety of materials. Very long façades should be designed with sufficient building articulation, reveals, mass variations, window treatments, rooflines and landscaping to avoid a monotonous and institutional appearance.
- Entry features should be a dominant feature, providing weather protection with front porches, overhangs and arbors for entrances facing the street. For security and a feeling of separation between public and private areas, significant landscaping, grade separation or other suitable barriers should be provided between sidewalks and entrances.
- Multi-family and attached single-family units shall be designed to have a relationship with public streets. This can be achieved by distributing parking areas evenly on the site, preventing mazes of parking areas. Exterior doors into individual units are also discouraged above the first floor.
- A mix of densities is encouraged within developments. Multi-family housing, including duets, townhomes, apartments, and condominiums, can work well when intermixed within neighborhoods of single-family homes and in close vicinity to commercial areas.
- Carports and trash and recycling enclosures shall be designed to architecturally match the residential building(s), i.e. materials, rooflines, colors, and accent details.



4 LANDSCAPE

These landscape standards provide a framework for achieving the high quality landscape character envisioned for a particular project. These guidelines are not intended to limit innovation, but rather to provide clear direction on design elements that are key to achieving the desired character.

- GOAL 1.** To provide for a significant tree canopy throughout the City.
- GOAL 2.** To maximize and balance landscape areas throughout each site.
- GOAL 3.** To screen any unavoidable plain or unattractive building areas with ample landscaping to provide all sites with an attractive appearance from all rights-of-way.
- GOAL 4.** To create shaded parking areas with 40% canopy tree coverage in the shortest possible time frame with the use of fast-growing trees and/or a larger quantity of trees.
- GOAL 5.** To maintain mature landscape areas long past their approval and construction.

4.1 Landscape Planting Characteristics

Design should be generally consistent with the overall contemporary agrarian character of the project. Sites should be landscaped to optimize the aesthetic appeal and comfort for employees and visitors. All portions of a site not devoted to buildings, structures, parking, or paving should be landscaped, to the extent feasible.

- Live plant materials shall be used in all landscape areas. Each landscape area should contain a combination of trees, shrubs, and groundcover. The use of gravel, colored rock, bark, decomposed granite, and other similar materials are not acceptable as sole landscaping material.



- Landscape areas shall be provided on site in addition to the required parking area landscape areas, i.e. around main building entries, outdoor gathering areas, and along long building elevations. In these areas, trees shall be provided at a ratio of an average of at least one tree for every 1,000 square feet of landscape/hardscape area, not including required parking lot trees.
- Trees shall be installed at a minimum size of 24" box size, and shrubs shall be installed at a minimum size of 5 gallons. In some areas, larger trees and shrubs may be required at the discretion of the Development Services Director, Planning Commission, or City Council.
- All landscape plans should include berming, hardy accent plants, shrubs, and trees of varying heights and textures in order to create a multi-textured and interesting landscape plan which will be full and lively throughout all seasons.
- Fast-growing trees closely spaced in groupings to create visual mass are encouraged.
- Landscape designs with simple plant palettes, such as rows and masses of native and climate adapted grasses and orchard style tree plantings are encouraged. There should be a consistency of landscape design throughout a development. Unrelated random placement of plant materials should be avoided.
- Large scale buildings should be screened by large scale planting.
- Pedestrian and visual amenities, such as fountains, benches, sidewalks and sculptures, should be integrated within landscape areas where appropriate.
- Additional landscaping and/or berming in excess of the required building and landscape setbacks may be required to mitigate potential visual and noise impacts in sensitive areas.
- Natural materials, including stone, and wood in keeping with the general character of the project are preferred.

- Property owners are responsible for installing and maintaining the landscape setbacks within their properties, in accordance with the Tracy Municipal Code. All landscaping as approved for a site shall be maintained and replaced as necessary. If at any time the landscaping degrades to a point which is below the standard at which it was approved at the final certificate of occupancy, the owner/leaser shall be required to immediately replace the landscaping at his or her own expense to the satisfaction of the Development Services Director. (See Agreement for Maintenance of Landscape and Irrigation Improvements, attached)



Unsuccessful Design

The small, low shrubs in these landscape planters will never compensate for the lack of trees and the shade that those trees would provide.

4.2 Project Site Perimeter

Landscaping should be provided in various locations throughout the project site to be used for aesthetics, shading, screening, noise buffering, and to soften edges. Requirements are as follows:

- A landscape strip should be placed along lot lines to separate different land uses or to mark a perimeter. Such a division may not be necessary to separate adjacent sites with the same land use type.
- Landscaping should include trees for screening and noise buffering between adjacent non-residential and residential uses.
- Trees should be grouped at various intervals to soften the visual appearance of buildings and screen view of parking lots and service areas.
- All development fronting the freeway should incorporate a uniform landscaping theme to create a consistent visual aesthetic.
- Screening and sound attenuation along roads should be achieved through siting, berming and landscaping.
- Trees on private property and public street trees shall be planted in a staggered pattern to allow the double row of canopies to grow without obstructing one another.



4.3 Parking Lots

The Tracy Municipal Code contains several regulations relating to landscaping within parking areas. In addition to those regulations, parking lot treatments should be consistent and contribute to the project landscape unity by adhering to these additional standards. Parking lots should be planted with trees in such a manner as to provide shade for vehicles and pedestrians. Planting areas should be provided between parking and roads to provide visual relief in large expanses of hardscape. To achieve this, parking lots should be landscaped as follows:

- Landscape strip medians between bays of parking should be installed with trees to soften visual appearance of parking areas. Consider the use of bulb-outs (i.e. one for every eight parking spaces).
- Parking access drives should be easily identifiable and marked with landscaping treatment. (Note: trees should be located a sufficient distance from the face to the street curb to avoid interference with drivers' line-of-sight).
- Perimeter parking lots adjacent to public streets and fronting the freeway should be provided with additional landscape treatment to ensure that parking areas are adequately screened from adjacent street views.
- Trees may be clustered in parking areas to define circulation routes, frame site views, and reinforce freeway and street edge planting. Large scale, high branching shade trees should be used in all parking areas.
- Vegetated bioretention planters and bioswales are allowed in parking lot planting islands to treat on-site stormwater and provide visual relief within the hardscape and may be counted toward parking area landscape requirements provided that the slope does not exceed 1:4. Breaks in the concrete curb required by the Tracy Municipal Code around landscape areas may be provided as necessary for the function of the bioretention and bioswale.



4.4 Pedestrian Paths

Pedestrian paths should be designed to unify the entire project area and provide pedestrian site access to buildings, parking and site activity areas. The following design should be considered:

- Pedestrian paths are strongly encouraged and should be incorporated in parking areas.
- Pedestrian paths should be a minimum of four feet in width or wider, appropriate to the pedestrian use demands of the site. When appropriate, include landscape strips on one or both sides.
- Provide clear, convenient pedestrian connections from the public streets, sidewalks, transit stops and trails to business entries.
- Distinguish pedestrian pathways from vehicular drives through the use of differing paving texture, color and/or materials. Where pedestrian pathways cross vehicular drives, provide clearly delineated crosswalks and consider raising the pedestrian paving surface for more visual differentiation.
- Provide adequate lighting for pedestrian safety.



4-5 Impact Considerations

4.5.1 Water Conservation

All projects must be consistent with the City of Tracy Municipal Water Management Plan as well as the amendments prescribing emergency water conservation measures (Ordinance 1196). All projects must also be consistent with the regulations set forth by the Water Efficient Landscape Ordinance (MWELo).

Water conservation techniques should include the following general irrigation and planting practices.

- Water-efficient irrigation systems, irrigation control systems, low-flow sprinkler heads, water-efficient scheduling practices, and Xeriscape should be employed to limit water usage.
- Recycled water should be used for landscape irrigation when available.
- Drip irrigation should be utilized whenever possible.
- Landscaped areas should be designed without the use of turf and with 100% water wise plants. Drought tolerant trees should be utilized whenever possible to achieve the desired tree canopies without compromising efforts of water conservation.
- Drought tolerant trees should be utilized whenever possible to achieve the desired tree canopies without compromising efforts of water conservation.
- Turf should be minimized in the landscape, except where needed for recreational purposes. The use of turf for solely decorative purposes is strongly discouraged.



4.5.2 Sustainability

- Sustainable landscape design employing the most current technologies is strongly encouraged.
- Appropriate placement of landscape materials should provide summer shade on buildings, parking spaces, drives and paths.
- Enhanced building entries and other special landscape features are encouraged and should feature bold foliage accent planting in pots or planters, colored paving, spreading shade trees and seating elements.
- Accent lighting of prominent landscape features is encouraged.
- Locally sourced, salvaged and recycled content materials in the landscape are encouraged.
- The use of renewable energy in the landscape such as photovoltaics and wind turbines should be considered.
- Species listed on the California Invasive Plant Council (CAL-IPC) list of invasive species shall not be used in the landscape.



4.5.3 Low-Impact Development

Roads and parking lots play a major role in transporting increased stormwater runoff and contaminant loads to receiving waters. The following guidelines serve to address ways in which Low-Impact Development techniques address stormwater management that mimic a site's predevelopment hydrology.

- Stormwater Best Management Practices, such as rain gardens, bioswales and rainwater harvesting, should be incorporated into the landscape to maximize on-site infiltration of stormwater, to the extent possible.
- Tree box filters should be considered to address bioretention; the mini bioretention areas installed beneath trees can be very effective at controlling runoff, especially when distributed throughout the site. Runoff is directed to the tree box, where it is cleaned by vegetation and soil before entering a catch basin. The runoff collected in the tree-boxes serves to irrigate the trees.
- Permeable paving materials like porous concrete or unit pavers should be considered in landscape design as they may look similar to traditional paving materials but allow air and water to pass through the paving material, providing the opportunity for temporary storage of stormwater runoff and/or groundwater recharge into the soils below.
- Residential yards are encouraged to be comprised of at least fifty percent in pervious landscaping and hardscaping materials.

Refer to *Multi-Agency Post-Construction Stormwater Standards Manual* (Larry Walker Associates, 2015) for additional stormwater management guidelines.



4.6 Planting Palette

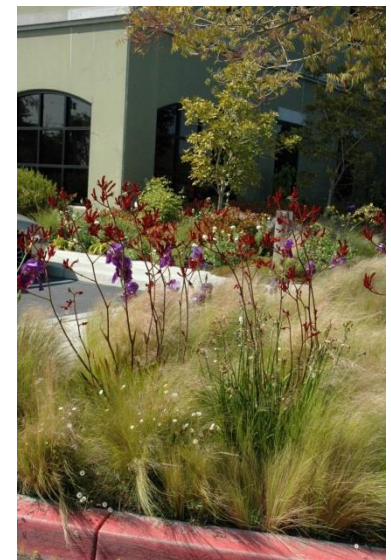
The use of native, climate adapted and large stature species is encouraged to promote/create habitat, minimize use of water, fertilizers and pesticides, promote biodiversity and sequester carbon.

The following plant list provides suggested species suitable for the design aesthetic desired.

Table 4-1: Plant Palette

Botanical Name	Common Name
<i>Acer rubrum</i> 'Red 'Sunset'	Red Sunset Maple
<i>Celtis sinensis</i>	Japanese Hackberry
<i>Cercis Canadensis</i>	Forest Pansy
<i>Cercis occidentalis</i>	Western Redbud
<i>Crataegus cordata</i>	Washington Hawthorne
<i>Crataegus oxycantha</i>	Hawthorn
<i>Cupressus sempervirens</i>	Italian Cypress
<i>Fraxinus hololricha</i> 'Moraine'	Moraine Ash
<i>Fraxinus velutina</i> 'Rio Grande'	Rio Grande Velvet Ash
<i>Fraxinus uhdei</i>	Evergreen Ash
<i>Lagerstoemia indica</i>	Crape myrtle
<i>Liriodendron tulipifera</i>	Tuliptree
<i>Nyssa sylvatica</i>	Saucer Magnolia
<i>Pistacia chinensis</i> -Male only	Chinese Pistache
<i>Platanus acerifolia</i> 'Yarwood'	London Planetree
<i>Prunus cerasifera</i> 'krauter Vesuvius'	Krauter Vesuvius Flowering Plum
<i>Pyrus calleryana</i> 'Aristocrat', 'Capital', 'Red Spire', 'Whitehouse'	Flowering Pear, Callery Pear, Capital, Red Spire, Whitehouse Callery Pear
<i>Pyrus calleryana</i> 'New Bradford'	New Bradford Pear

<i>Pyrus calleryana</i> 'Cleveland Select'	Cleveland Flowering Pear
<i>Quercus agrifolia</i>	Coast Live Oak
<i>Quercus cocchineia</i>	Scarlet Oak
<i>Quercus lobata</i>	Valley Oak, White Oak
<i>Quercus rubra</i>	Red Oak
<i>Quercus suber</i>	Cork Oak
<i>Quercus virginiana</i>	Southern Live Oak
<i>Schinus molle</i>	California Pepper Tree
<i>Zelkova serrata</i> 'Green Vase' or 'Village Green'	Japanese Zelkova



5 SIGNAGE

GOAL 1. To allow only for signage that is architecturally integrated with its surroundings in terms of size, shape, color, texture, placement, and lighting so that it is architecturally complementary to the overall design of the building(s).

GOAL 2. To balance the need for business identification with the need for high quality graphic design and strong aesthetic values.

5.1 Signage Standards

- Signs of high quality materials should be integrated with the design of the project.
- Master sign programs are encouraged in industrial and commercial shopping centers in order to provide for the orderly placement and visual continuity of signage installed.
- Monument sign materials shall reflect the character of the building for which the sign identifies, and monument signs shall be accompanied with landscaping, rather than placed alone, in paved areas.



Successful Designs

The shape, materials, and colors of the sign coordinate with the design of the building and are appropriate in scale to the buildings they advertise. They are also de-emphasized within a planter area, integrating well with the remainder of their sites.

