TRACY CITY COUNCIL REGULAR MEETING AGENDA

Tuesday, November 17, 2015, 7:00 p.m.

City Council Chambers, 333 Civic Center Plaza *Web Site: www.ci.tracy.ca.us*

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

Addressing the Council on Items on the Agenda - The Brown Act provides that every regular Council meeting shall provide an opportunity for the public to address the Council on any item within its jurisdiction before or during the Council's consideration of the item, provided no action shall be taken on any item not on the agenda. Each citizen will be allowed a maximum of five minutes for input or testimony. At the Mayor's discretion, additional time may be granted. The City Clerk shall be the timekeeper.

Consent Calendar - All items listed on the Consent Calendar are considered routine and/or consistent with previous Council direction. A motion and roll call vote may enact the entire Consent Calendar. No separate discussion of Consent Calendar items will occur unless members of the City Council, City staff or the public request discussion on a specific item at the beginning of the meeting.

Addressing the Council on Items not on the Agenda – The Brown Act prohibits discussion or action on items not on the posted agenda. Members of the public addressing the Council should state their names and addresses for the record, and for contact information. The City Council's Procedures for the Conduct of Public Meetings provide that "Items from the Audience" following the Consent Calendar will be limited to 15 minutes. "Items from the Audience" listed near the end of the agenda will not have a maximum time limit. Each member of the public will be allowed a maximum of five minutes for public input or testimony. However, a maximum time limit of less than five minutes for public input or testimony may be set for "Items from the Audience" depending upon the number of members of the public wishing to provide public input or testimony. The five minute maximum time limit for each member of the public applies to all "Items from the Audience." Any item not on the agenda, brought up by a member of the public shall automatically be referred to staff. In accordance with Council policy, if staff is not able to resolve the matter satisfactorily, the member of the public may request a Council Member to sponsor the item for discussion at a future meeting. When members of the public address the Council, they should be as specific as possible about their concerns. If several members of the public comment on the same issue an effort should be made to avoid repetition of views already expressed.

Presentations to Council - Persons who wish to make presentations which may exceed the time limits are encouraged to submit comments in writing at the earliest possible time to ensure distribution to Council and other interested parties. Requests for letters to be read into the record will be granted only upon approval of the majority of the Council. Power Point (or similar) presentations need to be provided to the City Clerk's office at least 24 hours prior to the meeting. All presentations must comply with the applicable time limits. Prior to the presentation, a hard copy of the Power Point (or similar) presentation will be provided to the City Clerk's office for inclusion in the record of the meeting and copies shall be provided to the Council. Failure to comply will result in the presentation being rejected. Any materials distributed, including those distributed within 72 hours of a regular City Council meeting, to a majority of the Council regarding an item on the agenda shall be made available for public inspection at the City Clerk's office (address above) during regular business hours.

Notice - A 90 day limit is set by law for filing challenges in the Superior Court to certain City administrative decisions and orders when those decisions or orders require: (1) a hearing by law, (2) the receipt of evidence, and (3) the exercise of discretion. The 90 day limit begins on the date the decision is final (Code of Civil Procedure Section 1094.6). Further, if you challenge a City Council action in court, you may be limited, by California law, including but not limited to Government Code Section 65009, to raising only those issues you or someone else raised during the public hearing, or raised in written correspondence delivered to the City Council prior to or at the public hearing.

Full copies of the agenda are available at City Hall, 333 Civic Center Plaza, and the Tracy Public Library, 20 East Eaton Avenue, and on the City's website: www.ci.tracy.ca.us

CALL TO ORDER
PLEDGE OF ALLEGIANCE
INVOCATION
ROLL CALL
PRESENTATIONS - Measure E Residents' Oversight Committee – Certificate of Appointment
- Presentation of Jersey

1. CONSENT CALENDAR

A. Adopt Council Minutes – Regular meeting minutes of October 20, 2015, special meeting minutes of November 3, 2015, and closed session minutes of November 3, 2015.

B. Approve Amendment 1 to the Master Professional Services Agreement with Associated Right of Way Services, Inc. (AR/WS) of Pleasant Hill, California, for Extension of their MPSA for a Period of Two Years for a Not to Exceed of $750,000, to Provide Right of Way Acquisition Services for Multiple Capital Improvement Projects, Authorize the Mayor to Execute the Amendment, and Authorize the Development Services Director to Execute Future Task Orders Related to this Amendment

C. Approval of a Cooperative Agreement Between the City of Tracy and San Joaquin County for the Widening of Corral Hollow Road from Parkside Drive to the I-580 Ramp and Authorize the Mayor to Execute the Agreement

D. Approve Amendment 1 to Task Order No. CH01-16 With CH2M Hill for Additional Design and Permitting Services for the Corral Hollow Road Sewer and Water System Upgrade and Authorize the Mayor to Execute the Amendment

E. Authorize Mayor to Sign a Certificate of Acceptance and Payment Request to Cancel a Lease Agreement with Santander Leasing LLC

2. ITEMS FROM THE AUDIENCE

3. PUBLIC HEARING TO CONSIDER AN APPLICATION FOR A PRELIMINARY AND FINAL DEVELOPMENT PLAN TO CONSTRUCT A 795,732 SQUARE FOOT INDUSTRIAL DISTRIBUTION BUILDING WITH CORRESPONDING PARKING AND LANDSCAPE IMPROVEMENTS LOCATED AT 8450 ARBOR AVENUE, AND TO ADOPT THE TECHNICAL STUDIES AND FINANCE PLAN FOR THE M2 PARCEL LOCATED IN THE I-205 PLANNING AREA - APPLICANT IS DCT INDUSTRIAL OPERATING LLC; OWNERS ARE GREGG AND ROBERT CHRISTENSEN-APPLICATION NUMBER D15-0014

4. PUBLIC HEARING TO INTRODUCE AN ORDINANCE AMENDING VARIOUS PROVISIONS OF THE TRACY MUNICIPAL CODE IN ORDER TO CONFORM WITH THE GENERAL PLAN HOUSING ELEMENT – THE APPLICATION IS INITIATED BY THE CITY OF TRACY – APPLICATION NUMBER ZA15-0003

5. PUBLIC MEETING TO REVIEW THE GENERAL PLAN DRAFT HOUSING ELEMENT, RECEIVE PUBLIC INPUT, AND DIRECT STAFF TO SUBMIT THE DRAFT TO THE STATE DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT FOR FORMAL STATE REVIEW

6. RECEIVE AND DISCUSS THE GRAND THEATRE CENTER FOR THE ARTS ANNUAL REPORT AND ACCEPT THE GRAND FOUNDATION'S FISCAL YEAR 2015-2016 ANNUAL UNDERWRITING SUPPORT IN THE AMOUNT OF $20,000 AND APPROVE A SUPPLEMENTAL APPROPRIATION IN THE AMOUNT OF $20,000 FOR PROGRAMMING AND TECHNICAL SUPPORT AT THE GRAND THEATRE CENTER FOR THE ARTS

7. COUNCIL DISCUSSION AND DIRECTION REGARDING THE CONSTRUCTION OF TEMPORARY SIDEWALK(S) ON LAMMERS ROAD BETWEEN KIMBALL HIGH SCHOOL AND THE REDBRIDGE SUBDIVISION

8. ITEMS FROM THE AUDIENCE

9. COUNCIL ITEMS

   A. APPOINTMENT OF CITY COUNCIL SUBCOMMITTEE TO INTERVIEW APPLICANTS FOR UPCOMING VACANCIES ON THE TRACY ARTS COMMISSION

10. ADJOURNMENT

TRACY CITY COUNCIL REGULAR MEETING MINUTES

October 20, 2015, 7:00 p.m.

City Council Chambers, 333 Civic Center Plaza *Web Site: www.ci.tracy.ca.us*

Mayor Pro Tem Rickman called the City Council meeting to order at 7:11 p.m. and led the Pledge of Allegiance.

Invocation was led by Pastor Kal Waetzig, Saint Paul's Lutheran Church.

Roll call found Council Members Mitracos, Vargas, Young, and Mayor Pro Tem Rickman present. Mayor Maciel was absent.

1. CONSENT CALENDAR

ACTION Following the removal of item 1D and 1G it was moved by Council Member Young and seconded by Council Member Vargas to adopt the Consent Calendar. Roll call vote found Council Members Mitracos, Vargas, Young and Mayor Pro Tem Rickman in favor; passed and so ordered. Motion carried 4-0-1 (Mayor Maciel Absent)

A. Adopt Council Minutes – Regular meeting minutes of October 6, 2015, closed session minutes of October 6, 2015, and special meeting minutes of October 9, 2015 were approved.

B. Award a Construction Contract to the Lowest Responsive Responsible Bidder for Installation of a Traffic Signal at Valpico Road and Sycamore Parkway - CIP 72082, Federal Project No. CML 5192 (040), Authorize an Appropriation of $30,000 from Fund 354 to this Project, and Authorize the Mayor to Execute the Contract – Resolution 2015-170 awarded a construction contract.

C. Acceptance of the 2014-2015 Overlay Project – CIP 73138A, Completed by DSS Company, DBA Knife River Construction of Stockton, California, Authorization for the City Clerk to File the Notice of Completion, and Authorization for the City to Release the Bonds and Retention Payment - Resolution 2015-171 accepted the 2014-15 Overlay project.

E. Acceptance of the Corral Hollow/Kavanagh Storm Drain Lift Station rehabilitation - CIP 76065, Completed by Howk Systems of Modesto, California, Authorization for the City Clerk to File the Notice of Completion, and Authorization for the City to Release the Bonds and Retention Payment – Resolution 2015-172 accepted the Corral Hollow/Kavanagh Storm Drain Lift Station rehabilitation.

F. Acceptance of the Sewer and Storm Drain Replacement Project (FY/13/14) - CIP 74098, 74104, 74111, 76062, and 76063, Completed By Tracy Grading & Paving, Inc., of Tracy, California, Authorization for the City Clerk to File the Notice of Completion, and Authorization for the City to Release the Bonds and Retention Payment – Resolution 2015-173 accepted the Sewer and Storm Drain Replacement project.

H. Authorize an Agreement With Denali Water Solutions, LLC, for the Purposes of Loading, Hauling and Disposing of Wastewater Treatment Bio Solids and Authorize the Mayor to Execute the Agreement – Resolution 2015-174 authorized an agreement with Denali Water Solutions, LLC.

D. Adoption of Resolutions of the City of Tracy, California Consenting to Inclusion of Properties Within the City's Jurisdiction in Property Assessed Clean Energy Programs Including AllianceNRG, CaliforniaFIRST, Figtree, and Ygrene, to Finance Renewable Energy Distributed Generation Sources, Energy and Water Efficiency Improvements and Electric Vehicle Charging Infrastructure, and Approving Amendments to Certain, Related Joint Powers Agreements –

Council Member Mitracos pulled this item for clarification from Ygrene, Figtree and CaliforniaFirst further discussion.

Council comments and questions followed.

Dave, property owner and broker in the City of Tracy asked various questions about the Property Assessed Clean Energy programs.

Josh Ewen, Management Analyst, Development Services, presented the report.

ACTION Motion was made by Council Member Vargas and seconded by Council Member Young to adopt the following resolutions: (1) Resolution 2015-175 consented to the inclusion of properties within the territory of the City in the CSDA Open PACE Programs. (2) Resolution 2015-176 approved associate membership by the City in the California Enterprise Development Authority. (3) Resolution 2015-177 consented to the inclusion of properties within the City's jurisdiction in the California Home Finance Authority Community Facilities District No. 2014-1. (4) Resolution 2015-178 consented to inclusion of properties within the City's jurisdiction in the California Home Finance Authority Program. Voice vote found Council Members Mitracos, Vargas, Young and Mayor Pro Tem Rickman in favor; passed and so ordered. (Mayor Maciel Absent)

G. Approve Memorandum of Understanding (MOU) With Delta Charter School for Use of City Facilities at the Grand Theatre Center for the Arts to Administer its Arts, Media and Entertainment Program; and Authorize the Mayor to Execute the MOU

Mayor Pro Tem Rickman pulled this item to acknowledge the Delta Charter Students.

Jeff Tilton with New Jerusalem Elementary School District acknowledged City staff and expressed looking forward to this initiative and invited the Council to attend the Delta Charter Jazz Band concert at the Grand Theatre on Thursday, October 7 at 6:00 p.m.

Council comments followed.

ACTION Motion was made by Council Member Vargas and seconded by Council Member Young to adopt Resolution 2015-179 approving a Memorandum of Understanding (MOU) with Delta Charter School for use of City Facilities at the Grand Theatre Center for the Arts to administer its Arts, Media and Entertainment Program; and authorize the Mayor to execute the MOU. Voice vote found Council Members Mitracos, Vargas, Young and Mayor Pro Tem Rickman in favor; passed and so ordered. (Mayor Maciel Absent)

2. ITEMS FROM THE AUDIENCE - Wanda Henderson expressed her concern about the citations being given to the homeless and how are they supposed to pay for them.

Linda Jimenez commented on the cancellation of this year's downtown Halloween parade and invited everyone to attend Micke Grove Zoo annual Hallowild event taking place on Friday, October 23 and Saturday, October 24 from 5:00 p.m. – 8:00 p.m. both days at the Micke Grove Zoo.

3. APPROVAL OF AN AMENDMENT TO THE SAN JOAQUIN COUNTY MULTI-SPECIES HABITAT CONSERVATION AND OPEN SPACE PLAN (SJMSCP) DEVELOPMENT FEE, RESULTING IN AN INCREASE IN FEES FOR 2016

Vicki Lombardo, Senior Planner, Development Services, presented the staff report.

Council comments and questions followed.

ACTION Motion was made by Council Member Young and seconded by Council Member Mitracos to adopt Resolution 2015-180 approving the amended development fees for the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Voice vote found Council Member Mitracos, Vargas, Young and Mayor Pro Tem Rickman in favor; passed and so ordered. (Mayor Maciel Absent)

4. PUBLIC HEARING TO INTRODUCE AN ORDINANCE AMENDING TRACY MUNICIPAL CODE SECTION 10.12.065(c) RELATING TO COMPLIANCE WITH STATE HOUSING AND COMMUNITY DEVELOPMENT REGIONAL HOUSING NEEDS ALLOCATIONS – THE APPLICATION IS INITIATED BY THE CITY OF TRACY – APPLICATION NUMBER ZA15-0001

Vicki Lombardo, Senior Planner, Development Services, presented the staff report.

Nora Pimentel, City Clerk read the title of the Ordinance into the record.

ACTION Motion was made by Council Member Young and seconded by Council Member Mitracos to waive reading of the text. Voice vote found Council Members Mitracos, Vargas, Young and Mayor Pro Tem Rickman in favor; passed and so ordered. (Mayor Maciel Absent)

ACTION Motion was made by Council Member Young and seconded by Council Member Mitracos to introduce Ordinance 1201. Voice vote found Council Members Mitracos, Vargas, Young and Mayor Pro Tem Rickman in favor; passed and so ordered. (Mayor Maciel Absent)

5. RECEIVE PUBLIC TESTIMONY FROM PUBLIC HEARING FOR ANNUAL UNMET TRANSIT NEEDS, CITY OF TRACY, FISCAL YEAR 2015-16

Ed Lovell, Management Analyst, Public Works, presented the staff report.

Mayor Pro Tem Rickman opened the public hearing.

Debbie Wells expressed her concerns and frustration about getting around town through the transportation system.

Council comments and questions followed.

Upon consensus Council accepted the report.

Council Member Young suggested improving location of advertisement for Transit, consider alternate routes and schedule to maximize use.

6. RECEIVE STATUS REPORT, APPROVE AN AGREEMENT FOR LAND EXCHANGE WITH SAN JOAQUIN COUNTY, AUTHORIZE THE MAYOR TO SIGN THE AGREEMENT, AND PROVIDE DIRECTION ON POTENTIAL CITY/SAN JOAQUIN COUNTY COLLABORATION FOR DEVELOPMENT OF A SOUTH COUNTY REGIONAL PARK SOUTH OF LEGACY FIELDS AND NORTH OF I-205

Don Scholl, Interim Public Works Director, presented the staff report.

Council comments and questions followed.

Duncan Jones expressed looking forward to working with the City in providing a recreational opportunity in this region.

Robert Tanner expressed not being in favor of the City paying for any maintenance for a regional park in Tracy.

Linda Jimenez urged that Bob Elliott represent the City of Tracy at the County level in restoring funds to the County Recreation and Parks Department to continue to maintain the regional parks. Ms. Jimenez expressed its unfair and unjust for the residents of Tracy to pay for the maintenance of a regional park that other cities in the county are able to use and not have to pay for.

Rhodesia Ransom expressed concern that there was not enough information in the staff report for this agenda item.

Steve Nicolaou agreed with Ms. Ransom and the previous speakers that the City should negotiate a maintenance agreement as a contingency mutually accepted to the parties before doing the exchange.

Council discussion ensued.

Upon consensus Council directed staff to return on November 3, 2015 with protective language in the Land Exchange Agreement with terms and conditions if deal with the County falls through. Staff will return with a follow-up report in 60 days with a project timeline and further information.

7. ITEMS FROM THE AUDIENCE – Rhodesia Ransom urged the Council to be more diligent and accountable in their decision making and do what is right and in the best interest of the community.

8. COUNCIL ITEMS

A. Appoint an Applicant to the Measure E Residents' Oversight Committee From the Committee's Eligibility List

Troy Brown, City Manager, presented the staff report.

Council comments and questions followed.

ACTION Motion was made by Mayor Pro Tem Rickman and seconded by Council Member Mitracos to approve the subcommittee's recommendation to appoint Bryan Thompson to the Measure E Residents' Oversight Committee to serve the remainder of a term, which will commence on October 21, 2015, and expire on March 1, 2017. Voice vote found Council Members Mitracos, Vargas, Young and Mayor Pro Tem Rickman in favor; passed and so ordered. (Mayor Maciel Absent)

Mayor Pro Tem Rickman announced the Make a Difference Day taking place on Saturday, October 24 beginning with opening ceremony at 8:00 a.m. at the Downtown Farmers Market located at Central and 10th street. There will be Storytime from 11:00 a.m. to noon at the Play House. On October 22, 2015 there will be an event called "Tip a Cop" at Red Robin on Naglee from 5:00 p.m. - 7:00 p.m. Mayor pro Tem Rickman announced that it is Football season and the annual bet time between Tracy High and West High, they play on November 6, 2015, loser is to wear the winning teams jersey.

9. ADJOURNMENT- Time 10:25 p.m.

ACTION Motion was made by Council Member Young seconded by Council Member Mitracos to adjourn the meeting. Voice vote found Council Members Mitracos, Vargas, Young, and Mayor Pro Tem Rickman in favor; passed and so ordered. (Mayor Maciel absent).

The above agenda was posted at the Tracy City Hall on October 13, 2015. The above are action minutes. A recording is available at the Office of the City Clerk.

_____
Mayor

ATTEST:

_____
City Clerk

TRACY CITY COUNCIL - SPECIAL MEETING MINUTES

November 3, 2015, 5:00 p.m.

Council Chambers, 333 Civic Center Plaza, Tracy

1. CALL TO ORDER – Mayor Maciel called the meeting to order at 5:00 p.m.

2. ROLL CALL – Roll call found Council Members Mitracos, Vargas, Mayor Pro Tem Rickman and Mayor Maciel present. Council Member Young arrived at 5:02 p.m.

3. ITEMS FROM THE AUDIENCE – There were no speakers.

4. UPDATE, DISCUSSION, AND WORKSHOP ON: A DEVELOPMENT AGREEMENT WITH TRACY HILLS LLC., PROVIDING APPROPRIATE FIRE SERVICES TO THE TRACY HILLS PROJECT, AND A PROPOSED COMMUNITY FACILITIES DISTRICT TO FUND PUBLIC SERVICES AND CAPITAL IMPROVEMENTS

   Troy Brown, City Manager provided a brief recap of previous Council direction related to several aspects of the Tracy Hills project.

   Bill Dean, Assistant Development Services Director, presented the staff report.

   Council comments and questions were made throughout the presentation.

   Dave Bramell, Acting Fire Chief, presented the Fire Service Delivery presentation.

   Council comments and questions were made throughout the presentation.

   Upon Council consensus staff was directed to research potential funding options/ reimbursement scenarios for building a Fire House.

5. ADJOURNMENT - Mayor Pro Tem Rickman motioned to adjourn. Council Member Young seconded the motion. Voice vote found all in favor; passed and so ordered. Time: 6:55 p.m.

The agenda was posted at City Hall on October 27, 2015.

_____
Mayor

ATTEST:

_____
City Clerk

TRACY CITY COUNCIL - SPECIAL MEETING MINUTES

November 3, 2015, 6:45 p.m.

Council Chambers, 333 Civic Center Plaza, Tracy

1. CALL TO ORDER – Mayor Maciel called the meeting to order at 6:59 p.m. for the purpose of a closed session to discuss the items outlined below.

2. ROLL CALL – Roll call found Council Members Mitracos, Vargas, Young, Mayor Pro Tem Rickman and Mayor Maciel present.

3. ITEMS FROM THE AUDIENCE – There were none.

4. CLOSED SESSION

   Real Property Negotiations (Gov. Code, § 54956.8)

   Intersection Improvements at Eleventh Street and Mac Arthur (west intersection)

Property Location:	516 E. Eleventh Street, Tracy, California APN: 235-190-11
Negotiator for the City:	Stephanie Garrabrant-Sierra, Assistant City Manager; Kul Sharma, Utilities Director
Negotiating Parties:	Robert & Albert Bogetti, Bob Mehlhaff
Under Negotiation:	Price and terms of payment for the purchase of Property (Saint Bernard Thrift Store – Tenant)

5. MOTION TO RECESS TO CLOSED SESSION – Mayor Pro Tem Rickman motioned to recess the meeting to closed session at 6:59 p.m. Council Member Vargas seconded the motion. Voice vote found all in favor; passed and so ordered.

6. RECONVENE TO OPEN SESSION – Mayor Maciel reconvened the meeting into open session at 7:06 p.m.

7. REPORT OF FINAL ACTION – There was no report of final action.

8. ADJOURNMENT – Mayor Pro Tem Rickman motioned to adjourn. Council Member Mitracos seconded the motion. Voice vote found all in favor; passed and so ordered. Time: 7:07 p.m.

The agenda was posted at City Hall on October 27, 2015. The above are action minutes.

_____
Mayor

ATTEST:

_____
City Clerk

November 17, 2015

AGENDA ITEM 1.B

REQUEST

APPROVE AMENDMENT 1 TO THE MASTER PROFESSIONAL SERVICES AGREEMENT WITH ASSOCIATED RIGHT OF WAY SERVICES, INC. (AR/WS) OF PLEASANT HILL, CALIFORNIA, FOR EXTENSION OF THEIR MPSA FOR A PERIOD OF TWO YEARS FOR A NOT TO EXCEED AMOUNT OF $750,000, TO PROVIDE RIGHT OF WAY ACQUISITION SERVICES FOR MULTIPLE CAPITAL IMPROVEMENT PROJECTS, AUTHORIZE THE MAYOR TO EXECUTE THE AMENDMENT, AND AUTHORIZE THE DEVELOPMENT SERVICES DIRECTOR TO EXECUTE FUTURE TASK ORDERS RELATED TO THIS AMENDMENT

EXECUTIVE SUMMARY

Recommend that City Council approve an amendment to extend the Master Professional Services Agreement (MPSA) for two years with Associated Right of Services (AR/WS) to provide right of way acquisition services which include project management, project initiation and coordination, appraisal services, acquisition and negotiation, escrow and title, including legal support services.

DISCUSSION

On November 20, 2012, City Council awarded a Professional Services Agreement to AR/WS of Pleasant Hill, California, to provide right of way acquisition services which generally include project initiation and coordination, appraisal services, acquisition and negotiation, management of escrow and title including legal support services for a number of the City's Capital Improvement Projects.

The term of this agreement is for a period of three years from November 20, 2012, to November 19, 2015, and can be further extended for another two years to November 18, 2017, if necessary.

AR/WS is working on a number of Capital Improvement Projects such as the I-205/ Lammers Road new Interchange, MacArthur Drive realignment and expansion, Waste Water Plant Effluent Pipeline Installation, and due to the fairly lengthy process of land acquisition, and the need for continued services on larger projects, staff is requesting that City Council approve an extension of the Master Professional Services Agreement with AR/WS, of Pleasant Hill, California, for a period of two years for a not to exceed amount of $750,000 on a time and material basis.

STRATEGIC PLAN

This agenda item is a routine operational item and does not relate to the Council's Strategic Plans.

FISCAL IMPACT

There is no impact to the General Fund. The cost of services will be paid from Capital Improvement Projects which require acquisition of rights-of-way and easements.

RECOMMENDATION

Staff recommends that City Council, by resolution, approve Amendment 1 to the MPSA with AR/WS, of Pleasanton, California, to extend their services for a period of two years for a not to exceed amount of $750,000, authorize the Mayor to execute the amendment, and authorize the Development Services Director to execute future Task Orders related to this Amendment.

Prepared by: Zabih Zaca, Senior Civil Engineer

Reviewed by: Robert Armijo, City Engineer
Andrew Malik, Development Services Director
Stephanie Garrabrant-Sierra, Assistant City Manager

Approved by: Troy Brown, City Manager

ATTACHMENT A - Amendment 1 to MPSA with Associated Right of Way

AMENDMENT NUMBER 1 TO
CITY OF TRACY
MASTER PROFESSIONAL SERVICES AGREEMENT
FOR ACQUISITION OF RIGHT OF WAY SERVICES

This Amendment ("Amendment") is entered into between the City of Tracy, a municipal corporation ("City"), and Associated Right of Way Services, Inc., a California Corporation ("Consultant").

RECITALS

A. On December 3, 2012, City and Consultant entered into a Master Professional Services for acquisition of right of way services. ("Agreement")

B. The parties wish to amend the Agreement to change the term of the agreement and compensation.

Now therefore, the parties mutually agree as follows:

1. The last sentence of section 2 of the Agreement (Time of Performance) is amended to read as follows:

The term of this Agreement is from December 3, 2012 to December 3, 2017.

2. Section 5.1 of the Agreement (Compensation) is amended to read as follows:

5.1 For services performed by Consultant under this Agreement, City shall pay Consultant on a time and expense basis, at the billing rate amounts set forth in Exhibit "B," and Not to Exceed the amount set forth in each individual Task Order. Billing rates may be adjusted in an amount not to exceed 3% per year, upon City's receipt of written notice from the Consultant. Consultant's billing rates, and Not to Exceed amount, shall cover all costs and expenses for Consultant's performance of this Agreement. No work shall be performed by Consultant in excess of the Not to Exceed amount without City's prior written approval.

The Development Services Director has the authority to sign Task Orders issued between December 3, 2015 and December 3, 2017, which cumulatively do not exceed $750,000.

3. Other than provided above, the Agreement remains in full force and effect.

The parties agree to the full performance of the terms set forth here.

City of Tracy

_____

By: Michael Maciel
Title: Mayor

Date: _____

Attest:

_____

By: Nora Pimentel, City Clerk

Approved As To Form:

_____

By: Daniel G. Sodergren, City Attorney

Consultant

Larry Castellanos

By: Larry Castellanos
Title: Secretary
Date: 10/28/15

Federal Employer Tax ID No. 94-3096127

Denise Jackson

By: Denise Jackson
Title: Vice President
Date: 10/28/15

RESOLUTION 2015-____

APPROVING AMENDMENT 1 TO THE MASTER PROFESSIONAL SERVICES AGREEMENT WITH ASSOCIATED RIGHT OF WAY SERVICES, INC., OF PLEASANT HILL, CALIFORNIA, FOR EXTENSION OF THEIR SERVICES FOR A PERIOD OF TWO YEARS TO PROVIDE RIGHT OF WAY ACQUISITION SERVICES FOR VARIOUS PROJECTS, FOR A NOT TO EXCEED AMOUNT OF $750,000, AUTHORIZING THE MAYOR TO EXECUTE THE AMENDMENT, AND AUTHORIZING THE DEVELOPMENT SERVICES DIRECTOR TO EXECUTE FUTURE TASK ORDERS RELATED TO THIS AMENDMENT

WHEREAS, On November 20, 2012, City Council awarded a "Master Professional Services Agreement" to Associated Right of Way Services, Inc. of Pleasanton, California, to provide right of way services for a number of City Capital Improvement Projects, and

WHEREAS, The term of this Agreement is for three years from November 20, 2012, to November 19, 2015, and can be further extended for another two years if necessary, and

WHEREAS, Associated Right of Way Services, Inc., (AR/WS) of Pleasant Hill, California, is working on various projects and due to the lengthy process of land acquisition, their services are needed, and

WHEREAS, There is no impact to the General Fund. The cost of services will be paid from Capital Improvement Projects which require acquisition of rights-of-way and easements;

NOW, THEREFORE, BE IT RESOLVED, That City Council approves Amendment 1 to the Master Professional Services Agreement with Associated Right of Way Services, Inc. of Pleasant Hill, California, for a period of two years from November 19, 2015, to November 18, 2017, for a not to exceed amount of $750,000 for providing right-of-way acquisition services for various projects and authorizes the Mayor to execute the amendment, and further authorizes the Development Services Director to execute future Task Orders related to this MPSA.

* * * * * * * * * * * * *

The foregoing Resolution was adopted by the Tracy City Council on the 17th day of November 2015 by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

_____
MAYOR

ATTEST:

_____
CITY CLERK

November 17, 2015

AGENDA ITEM 1.C

REQUEST

APPROVAL OF A COOPERATIVE AGREEMENT BETWEEN THE CITY OF TRACY AND SAN JOAQUIN COUNTY FOR THE WIDENING OF CORRAL HOLLOW ROAD FROM PARKSIDE DRIVE TO THE I-580 RAMP AND AUTHORIZE THE MAYOR TO EXECUTE THE AGREEMENT

EXECUTIVE SUMMARY

The City of Tracy Roadway Master Plan identifies the widening of Corral Hollow Road from Parkside Drive to I-580 for the effective circulation of traffic in this part of the City. The widening of Corral Hollow Road from the existing two lanes to four lanes is also consistent with the San Joaquin County Transportation Plan. The project is an approved Capital Improvement project scheduled for construction in multiple phases due to the lack of available funding at any one time. The majority of the funding will be coming from development impact fees and the other sources including Measure K sales tax, state and federal grants.

The San Joaquin Council of Governments (SJCOG) has allocated a total of $17 million (M) ($13M from measure K and $4M from Regional Traffic Impact fees) toward completion of a portion of this project between Parkside Drive to Linne Road. The exact limits of the project will be determined during the project design process. Since certain segments of this project are located within the San Joaquin County (County) jurisdiction, the City has been working with both the County and its impacted residents to educate, coordinate and address their concerns by identifying the extent of project improvements and responsibilities of each jurisdiction. Both the City and the County have finalized a cooperative agreement addressing these issues to facilitate construction of this project in a timely manner.

DISCUSSION

The widening of Corral Hollow Road from Parkside Drive to the I-580 ramp is an approved capital improvement project. The project is consistent with the City's adopted Roadway Master Plan and San Joaquin County's Transportation Plan. The majority of the funding needed to construct this project will come from development impact fees and may be supplemented by State and Federal grants in the future. The project is also partly funded from Measure K sales taxes.

Due to multiple sources and the lack of sufficient funding at any one time, the project is scheduled for construction in multiple phases. Each phase can be completed as funding becomes available. However, in order to improve the circulation of traffic on the most congested portions of Corral Hollow Road between Parkside Drive and Linne Road, staff has been aggressively pursuing all available funding sources to jump start the construction of this project.

Last year, SJCOG allocated $13M from Measure K and $4M from the City's share of Regional Traffic Impact Fees (RTIF) toward completion of this portion of the Corral Hollow Road widening. Staff also successfully coordinated with the County for transfer of the

County's allocated funds of $750,000 from Congestion Management and Air Quality Funds to the City for improvements for the intersection of Corral Hollow Road and Valpico Road. In addition, the City will also receive approximately $100,000 collected by the County Development Impact Fees from St. Bernard's Church. Design and construction of these two projects together will provide well-coordinated and systematic improvements on Corral Hollow Road from Parkside Drive to south of Valpico Road toward Linne Road.

Since portions of Corral Hollow Road are located within the County's jurisdiction, staff has been meeting with County staff and County residents who will be impacted by this project. Additional right of ways will be required from certain properties for the widening of Corral Hollow Road. A total of three Public Meetings were held and staff met with some residents separately on a per request basis. It is noted that the standard Roadways Master Plan street cross section will not work in the constrained areas fronting certain properties in the County area south of Parkside Drive. New solutions were provided to reduce impact to the neighboring and fronting properties. The County attended these meetings and worked with the City to address concerns of the residents.

After addressing the majority of the concerns of the impacted residents, both City and County staff worked together to finalize a cooperative agreement which allows the City to acquire the required right of ways, design and construct the improvements and enforce traffic during construction. This cooperative agreement covers the proposed and all future roadway widening projects on Corral Hollow Road from Parkside Drive to I-580. Additional agreements may be required in future to address long term traffic enforcement issues on Corral Hollow to address the concerns of the County residents.

The cooperative agreement has been reviewed by both City and County attorneys. After approval of the agreement by City Council, the County Board of Supervisors will approve the agreement. The next step after approval of the cooperative agreement is the approval of the street precise plan line by the City Council which will facilitate starting the design process of the project.

It is anticipated that the project design will be completed by October 2016 and right of acquisition will be completed by December 2016. The construction is scheduled for completion in May 2018.

STRATEGIC PLAN

This agenda item is consistent with the City Council's approved Public Safety Strategy and meets its goal to promote safety by widening and improving the circulation of traffic on Corral Hollow Road.

FISCAL IMPACT

This agenda item will have no impact to the General Fund. The project will be funded from Measure K sales taxes ($13M) and RTIP funds ($4M). The combination of Congestion Management and Air Quality (CMAQ) and Development Impact Fees to the tune of $850,000 received from the county will be for intersection improvements at Corral Hollow Road and Valpico Road.

RECOMMENDATION

That the City Council, by resolution, authorize approval of a Cooperative Agreement between the City of Tracy and San Joaquin County for the widening of Corral Hollow Road from Parkside Drive to the I-580 Ramp and authorize the Mayor to execute the agreement.

Prepared by: Kuldeep Sharma, Utilities Director

Reviewed by: Stephanie Garrabrant-Sierra, Assistant City Manager

Approved by: Troy Brown, City Manager

ATTACHMENTS
Attachment A – Cooperative Agreement

ATTACHMENT A

Dated 7/27/15
A-15-____

CITY-COUNTY COOPERATIVE AGREEMENT FOR CORRAL HOLLOW ROAD WIDENING PROJECT BETWEEN PARKSIDE DRIVE AND I-580 RAMP

THIS AGREEMENT is made and entered into this _____ day of _____, by and between the CITY OF TRACY, a Municipal Corporation to the State of California,(hereinafter "CITY") and the COUNTY OF SAN JOAQUIN, a political subdivision of the State of California, (hereinafter "COUNTY").

WITNESSETH

WHEREAS, CITY plans to undertake a project to widen Corral Hollow Road between Parkside Drive and I-580 Interchange, including a section in the unincorporated jurisdiction of COUNTY (hereinafter referred to as "Project"), as shown on Exhibit A attached; and

WHEREAS, CITY AND COUNTY acknowledge the need to implement the Project, while being sensitive to the needs of area residents, businesses, and property owners.

NOW, THEREFORE, is it mutually agreed by and between COUNTY and CITY as follows:

1. The Project includes, but is not limited to: environmental documentation, right-of-way acquisition using eminent domain, if necessary, utility relocations, design, and construction for the widening of Corral Hollow Rd between Parkside Dr. and I-580 Interchange.

2. The parties agree that CITY is the lead agency for the Project, responsible for all costs related to the Project, including, but not limited to, the preparation of the environmental documentation, all right-of-way acquisition (including the use of eminent domain, if needed), utility relocations, design, and construction of Project.

3. The COUNTY and CITY hereby agree that the real property identified on Exhibit A, attached hereto and made a part of this Agreement by this reference, is the real property located in the COUNTY's jurisdiction needed for the Project. The COUNTY and CITY agree that acquisition of the property is necessary in order to exercise each entity's powers and duties under this Agreement. CITY agrees to provide COUNTY prior written notice of any real property anticipated to be taken through the eminent domain process.

4. COUNTY agrees to request the San Joaquin Council of Governments to re-program federal Congestion Mitigation and Air Quality (CMAQ) grant funds awarded to COUNTY for the Corral Hollow Road-Valpico Road intersection improvements to reflect CITY will construct these improvements as part of Project.

5. COUNTY shall forward traffic impact or other fair share contributions collected by COUNTY from development in the unincorporated areas fronting the Project limits to CITY upon CITY'S request, after award of construction contract. All such funds shall be utilized for Project construction. Any remaining funds shall be returned by CITY to COUNTY upon Project completion.

6. Tasks to be performed by the COUNTY shall specifically include, but not be limited to, the following:

    i) Provide information and consultation to CITY to facilitate environmental documentation, right-of-way acquisition, including eminent domain acquisitions, if necessary, utility relocations, design and construction within the unincorporated area of the County;
    ii) Approving legal plats and descriptions for the conversion of COUNTY-owned right of way to roadway purposes.
    iii) Technical assistance with drainage solutions; and,
    iv) Granting needed permits at no cost to CITY.

7. Both the COUNTY and CITY acknowledge and agree that each party will incur costs in completing the Project and agree to waive right to any repayment of reimbursement from the other for any and all cost incurred by the Project.

8. Both the CITY and COUNTY agree that the ultimate design must accommodate and respect both CITY's plan for Corral Hollow Rd. and COUNTY's plan for Corral Hollow Road.

9. CITY hereby represents and warrants that the letting of Project contracts and construction will be done pursuant to the laws of the State of California.

10. COUNTY shall not be liable or responsible for and the CITY hereby expressly promises to indemnify, defend and hold COUNTY harmless from any injury, damage or loss, suffered, sustained or claimed as a result of CITY's acts or omissions under this Agreement.

11. CITY shall not be liable or responsible for, and COUNTY hereby expressly promises to defend and hold CITY harmless from any injury, damage or loss, suffered, sustained or claimed as a result of COUNTY's acts or omissions under this Agreement.

12. After Completion of Project, portions located in COUNTY will be maintained by CITY.

13. Upon award of Project contract by CITY, CITY will initiate ~~and COUNTY will support~~ annexation of COUNTY portions within Project limits.

14. CITY intends to annex portions of Project within COUNTY prior to CITY acceptance of Project.

15. During Project construction, COUNTY will delegate its authority for traffic control to CITY

Execution of the foregoing agreement has been authorized by Resolution No. _____, duly passed by the Board of Supervisors of San Joaquin COUNTY on _____, and by Resolution No. _____, duly passed by the CITY Council of the CITY of Tracy, State of California, on _____.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the date first above written.

CITY OF TRACY

MICHAEL MACIEL
Mayor

ATTEST:

NORA PIMENTEL
City Clerk

APPROVED AS TO FORM:

DAN SODERGREN,
City Attorney

COUNTY OF SAN JOAQUIN,
Political subdivision of the
State of California

Katherine Miller
Chair, Board of Supervisors

ATTEST:

MIMI DUZENSKI, Clerk of
the Board of Supervisors

RECOMMENDED FOR APPROVAL:

MICHAEL SELLING,
Deputy Director of Public Works

APPROVED AS TO FORM:

LAWRENCE P. MEYERS
Deputy County Counsel

RESOLUTION 2015- _____

APPROVING A COOPERATIVE AGREEMENT BETWEEN THE CITY OF TRACY AND SAN JOAQUIN COUNTY FOR THE WIDENING OF CORRAL HOLLOW ROAD FROM PARKSIDE DRIVE TO THE I-580 RAMP AND AUTHORIZING THE MAYOR TO EXECUTE THE AGREEMENT

WHEREAS, The City of Tracy Roadway Master Plan identifies the widening of Corral Hollow Road from Parkside Drive to I-580 for the effective circulation of traffic in this part of the City, and

WHEREAS, The project is an approved Capital Improvement project scheduled for construction in multiple phases due to the lack of available funding at any one time and that the majority of the funding will be coming from Development Impact Fees and the other sources including Measure K sales tax, state and federal grants, and

WHEREAS, The San Joaquin Council of Governments (SJCOG) has allocated a total of $17 million (M) ($13m from measure K and $4M from Regional Traffic Impact fees) toward completion of a portion of this project between Parkside Drive to Linne Road, and

WHEREAS, Portions of Corral Hollow Road are located within the County's jurisdiction, staff has been coordinating with the County and it residents who will be impacted by this project. Additional right of ways will be required from certain properties for the widening of Corral Hollow Road, and

WHEREAS, A total of three Public Meetings were held and staff met with some residents separately on a per request basis, and

WHEREAS, After addressing the majority of the concerns of the impacted residents, both City and County Staff worked together to finalize a cooperative agreement which allows the City to acquire the required right of ways, design and construct the improvements and enforce traffic during construction, and

WHEREAS, Additional agreements between the City and County may be needed to address additional long term traffic enforcement concerns of the County residents, and

WHEREAS, The cooperative agreement has been reviewed by both City and County attorneys and after approval of the agreement by City Council, the County Board of Supervisors will approve the agreement, and

WHEREAS, There is no fiscal impact to the City General Fund and the project is primarily funded from Measure K and RTIF Funds;

NOW, THEREFORE, BE IT RESOLVED, That the City Council approves the cooperative agreement between the City of Tracy and San Joaquin County for the Widening of Corral Hollow Road from Parkside Drive to the I-580 Ramp and Authroizes the Mayor to execute the agreement.

* * * * * * *

The foregoing Resolution 2015-_____ was passed and adopted by the Tracy City Council on the 17th day of November, 2015, by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

_____
MAYOR

ATTEST:

_____
CITY CLERK

November 17, 2015

AGENDA ITEM 1.D

REQUEST

APPROVE AMENDMENT 1 TO TASK ORDER NO. CH01-16 WITH CH2M HILL FOR ADDITIONAL DESIGN AND PERMITTING SERVICES FOR THE CORRAL HOLLOW ROAD SEWER AND WATER SYSTEM UPGRADE AND AUTHORIZE THE MAYOR TO EXECUTE THE AMENDMENT

EXECUTIVE SUMMARY

On July 16, 2013, City Council approved a Professional Services Agreement (PSA) for completion of the design and permitting process for the Corral Hollow Road Sewer and Water System Upgrades to serve new developments including Tracy Hills. Additional services are required from the consultant based on a request by Tracy Hills Developers to install a natural gas line on a utility crossing carrying water lines across the California Aqueduct. Approval of this task order will facilitate completion of the design work in a timely manner.

DISCUSSION

On July 16, 2013, City Council approved a PSA with CH2M Hill to complete the design of a water and wastewater system on Corral Hollow Road south of Parkside Drive to serve new developments including the Tracy Hills project.

Since then the consultant has been working on the project design and coordination with various agencies including the United States Bureau of Reclamation (USBR) and the Department of Water Resources (DWR). Additional services are required from the consultant to complete a new request from the Tracy Hills Developer and PG&E to install a natural gas line on a utility crossing (essentially a non-pedestrian utility bridge) across the California Aqueduct located near the Tracy Hills project. In addition, a stand by water line will added to the previously designed utility bridge over the Delta Mendota Canal to improve the reliability of the overall water system.

In addition to the design and completion of the improvement plans, the scope of work includes coordination with the USBR, DWR, PG&E and assisting the City in obtaining permits from the regulatory agencies.

The consultant has submitted a proposal to complete this task for a not to exceed amount of $333,000, on a time and material basis, and will be paid by the developer. The Tracy Hills developer has reviewed the proposal and concurs with the cost of the additional services. This cost is the responsibility of Tracy Hills Development through their existing cost recovery agreement.

STRATEGIC PLAN

This agenda item is consistent with the Economic Development Strategic Plan and meets the goals to ensure physical infrastructure and systems necessary for development.

FISCAL IMPACT

There will be no fiscal impact to the General Fund. The total not to exceed amount of $333,000 for additional service will be paid on a time and material basis by Tracy Hills Development through their existing cost recovery agreement with the City.

RECOMMENDATION

Staff recommends that City Council approve, by resolution, Amendment 1 to Task Order No. CH01-16 with CH2M Hill for additional design and permitting services for the Corral Hollow Road Sewer and Water System Upgrade and authorize the Mayor to execute the Amendment.

Prepared by: Kuldeep Sharma, Utilities Director

Reviewed by: Stephanie Garrabrant-Sierra, Assistant City Manager

Approved by: Troy Brown, City Manager

ATTACHMENT

Attachment – Amendment 1 to Task Order No. CH01-16

City of Tracy
AMENDMENT NO. 1 Task Order CH01-16

This Amendment No. 1 (Amendment) to the Task Order CH01-16 CITY OF TRACY – Additional Design and Permitting for Corral Hollow Road Sewer and Water System Upgrade *is* entered into between the City of Tracy, a municipal corporation (City), and CH2M HILL, Inc.

Recitals

A. The City and CH2M HILL entered into a Task Order CH01-16 (Agreement) for the Corral Hollow Road Sewer and Water System Upgrade, which was approved by the City Council on April 1, 2014, under Resolution No. 2014-047.

B. The developers of Tracy Hills project have requested additional design modifications to the project that is being funded by Tracy Hills Project. Since City of Tracy is managing the current upgrade project, City of Tracy has asked its engineering consultant to provide additional design support services.

Now therefore, the parties mutually agree as follows:

1. Incorporation by Reference. This Amendment incorporates by reference all terms set forth in the Agreement, unless specifically modified by this Amendment. The terms which are not specifically modified by this Amendment will remain in effect.

2. Terms of Amendment. This amendment modifies the previous scope of services, time of performance and compensation as shown in Exhibit A. All other terms are unchanged.
Exhibit A—Revised scope of services
Compensation – Additional lump sum compensation of $333,000
Time of performance—Shown in Exhibit A.

3. Modifications. This Amendment may not be modified orally or in any manner other than by an agreement in writing signed by both parties, in accordance with the requirements of the Agreement.

4. Severability. If any term of this Amendment is held invalid by a court of competent jurisdiction, the Amendment shall be construed as not containing that term, and the remainder of this Amendment shall remain in effect.

5. Signatures. The individuals executing this Amendment represent and warrant that they have the right, power, legal capacity and authority to enter into and to execute this Amendment. This Amendment shall inure to the benefit of and be binding upon the parties and their respective successors and assigns.

The parties agree to the full performance of the terms set forth here.

City of Tracy

By: _____

Title: Mayor
Date: _____

Attest:

By: _____
Nora Pimentel, City Clerk

Approved as to form

By: _____
Daniel G. Sodergren, City Attorney

CH2M HILL, Inc.

By: _____
Vijay Kumar, P.E.
Title: Vice President & Designated Manager
Date: 9/29/15

By: _____
Title: Assistant Secretary
Date: 9/30/15

CH2M HILL, INC. CORPORATE SEAL 1951 FLORIDA

City Business License # 81986

EXHIBIT "A"

Introduction

The City of Tracy (City) is projecting residential and non-residential growth within its sphere of influence (SOI) that will require expansion of existing water and wastewater conveyance and treatment infrastructure. Several of these planned residential development communities located on the southern end of the City's SOI will require water and wastewater conveyance services soon. To accommodate the proposed residential development plans in the Southwest portion of the City, the City will need to provide new water and wastewater conveyance system including a new wastewater pump station including upgrades to a section of the City's existing sewer collection system along Corral Hollow Road (CHR) to accommodate the increased flows. In addition, the new water pipeline and sewer collection system upgrades will be sized to accommodate other future residential developments planned along Corral Hollow Road.

The preliminary design plans for the new water and wastewater conveyance system, including a new wastewater pump station and the Corral Hollow Road sewer collection system upgrades to serve the south side development along Corral Hollow Road were conducted by the City as part of the City's Infrastructure Master Plans and this project is consistent with both the Water Master Plan and the Wastewater Master Plan.

City Council authorized preparation of plans and specifications for the following facilities that are needed to provide utility services for the new development.

- Approximately 1.95 miles of 24-inch diameter water pipeline from the City's Water Treatment Plant to meet the fire flows and water demand
- Approximately 1 mile of dual sewer force mains (8-inch and 14-inch diameters) to accommodate both initial and build out wastewater flows
- Approximately 2 miles 21-inch diameter gravity sewer pipeline that will be connected to the City's existing sewer system near W Linne Road
- Approximately 2 miles of sewer collection system upgrades to accommodate the increase in future wastewater flows from Tracy Hills and other planned developments along Corral Hollow Road. .
- An approximately 6 MGD wastewater pump station located on Tracy Hills (TH) property

During the design, project proponents of Tracy Hills project and City of Tracy have reviewed preliminary plans and specifications and made the following modifications to the project.

1. Review of increased separation between waterlines and redesign of SSFM as a result of latest revision to the new storm drain alignment developed by Tracy Hills project
2. Attend Value Engineering meeting including preparation of VE Meeting notes and response to RJA comments/questions related to VE Meeting
3. Attend additional meetings requested by US Bureau of Reclamation and Tracy Hills to address project questions and water contracting issues.
4. Attend additional meetings requested by PG&E and kickoff CGT's (PG&E's sub consultant) evaluation of the PG&E HDD design.
5. Field site review with DWR to discuss permit applications and proposed design changes

6. Ongoing coordination with DWR to discuss revised PG&E overhead crossing and meet with City, Integral and PG&E to discuss revised crossing design
7. Prepare two separate packages per DWR request
8. Answer to questions from vendors, manufacturers and contractors
9. Increase in indirect cost due to major delay in payments (3 to 4 months)

9. Design a new 8-inch diameter PG&E gas pipeline crossing over CA Aqueduct on the bridge that carries two water lines to the Tracy Hills area.
10. Updated drawings, project specifications and contract documents.

The planned PROJECT is located adjacent to existing City and County roads and within Tracy Hills property. The PROJECT pipelines will cross two major conveyance structures: the Delta Mendota Canal (DMC - owned and operated by the Bureau of Reclamation and the San Luis-Delta Mendota Water Authority) and the California Aqueduct (CA Aqueduct - owned and operated by the California Department of Water Resources) along with Union Pacific Railroad Tracks (UPRR, and the Upper Main Canal (irrigation canal – owned and operated by West Side Irrigation District) located perpendicular to the Corral Hollow Road north of the UPRR.
This scope of work provides additional design, bid phase, and additional permitting support services necessary to construct the proposed PROJECT. Construction Phase services including construction management and construction inspection support are not included in this scope of work, and will be provided in a subsequent task order to be issued by the City.

I. SCOPE OF SERVICES:

CONSULTANT shall provide the following additional design and permitting services to drawings, specifications, details, and permit applications for the PROJECT. It is assumed that the City would use PDF files to print bid documents. Services are described in the following tasks:

Task 1. Additional Technical Assistance

1. Review of increased separation between waterlines and redesign of SSFM as a result of latest revision to the new storm drain alignment developed by Tracy Hills project
2. Attend Value Engineering meeting including preparation of VE Meeting notes and response to RJA comments/questions related to VE Meeting
3. Attend additional meetings requested by US Bureau of Reclamation and Tracy Hills to address project questions and water contracting issues.
4. Attend additional meetings requested by PG&E and kickoff CGT's (PG&E's sub consultant) evaluation of the PG&E HDD design.
5. Field site review with DWR to discuss permit applications and proposed design changes
6. Ongoing coordination with DWR to discuss revised PG&E overhead crossing and meet with City, Integral and PG&E to discuss revised crossing design
7. Prepare two separate packages per DWR request

8. Answer to questions from vendors, manufacturers and contractors

Task 2. Design of Bridge to support PG&E Gas Line over CA Aqueduct and Second Water Line over DMC

City of Tracy and project proponents of Tracy Hills have developed an agreement that allows the Tracy Hills project to install the natural gas line over the bridge that also carries City's water mains. This task also includes design of the Second water line over the DMC.

CH2M was NOT involved in either the development or negotiations of the above agreement. Therefore, CH2M's scope of work strictly includes redesign of the bridge to carry the weight of the additional gas pipeline. CH2M is NOT involved in the actual design of the pipeline and CH2M will show the pipeline size including pipeline thickness and associated design data provided by PG&E. Our scope of work is strictly limited to showing the gas pipeline over the proposed bridge for water lines.

Deliverables

- 100 Percent Submittal
- Bid Documents (100 Percent Submittal)

Assumptions

- All design requirements relative to the bridge crossing of CA Aqueduct as defined in the *DWR Encroachment Guidelines* shall be incorporated.
- Design of the PG&E gas pipeline is by PG&E and standards to be provided by PG&E
- Design of the aerial crossing of the CA Aqueduct shall follow the *DWR Encroachment Guidelines*
- The design scope details for the PG&E Gas Line design are captured in the *PG&E Gas Pipeline Scope Meeting* on September 16, 2015 held at PG&E's Stockton office.
- Any design analysis of the gas pipeline including stress analysis are EXCLUDED.

Task 3 – Update Project Documents and Project Management

Update existing drawings, project specifications and bid documents.

10.1 Progress Meetings

CONSULTANT will update the CITY's project manager monthly throughout the duration of the project, to review progress, schedules, budgets, deliverables, and upcoming work activities. Monthly progress reports will be used to provide the CITY with an update to the current status of the project and to provide the CITY and the CONSULTANT team an opportunity to disseminate information and develop project direction and consensus. The progress meetings or conference calls will also be used to resolve minor design issues that require CITY input and direction. An action item list and a decision log will also be maintained to help document design related action items as well as design decisions reached during each of these conference calls.

10.2 Manage Project Team and Activities

CONSULTANT will provide the following throughout the duration of the project:

- Records Management—Maintain Project records, manage and process Project communications, coordinate Project administrative matters, and subcontractor information.
- Coordination—Conduct weekly internal coordination meetings to complete authorized work on schedule and within budget.
- Staff Management—Supervise and control activities of staff assigned to the Project. Coordinate and schedule appropriate staffing to meet Project requirements.
- Meeting Preparation—Make arrangements for and coordinate the scheduled Project site conferences, periodic site visits, testing, startup, and punch list development trips.

Assumptions

- The project duration is as shown in the Schedule. Extensions to the project schedule, caused by circumstances beyond the CONSULTANT's control, may require a scope and fee amendment.

II. Completion of the Scope of Services

CONSULTANT shall complete the project elements identified in this Exhibit "A" as outlined below. This schedule assumes Notice to Proceed is provided to CONSULTANT by October 12 , 2015.

A. 175 days after Notice to proceed, CONSULTANT will deliver:

- Bid ready (100%) contract documents for critical portions of the project such as design drawings for obtaining bids for gas pipeline over CA aqueduct. Actual construction schedule will depend on the permitting agency approval for which CONSULTANT has no control.

III. PERSONNEL

CONSULTANT shall assign the following person/persons to perform the tasks set forth in this Agreement.

Vijay Kumar, Principal In Charge
Ben Romero, Design Manager
Steve DeCou, Senior Reviewer and QA/QC Lead
Mark Oliver, Environmental and Permitting Lead

EXHIBIT "B"

2015 BILLING RATE SCHEDULE

Classification	Hourly Rate
Office/Clerical/Accounting	$81
Engineering/Environmental Tech 1	$92
Engineering/Environmental Tech 2	$94
Engineering/Environmental Tech 3	$122
Engineering/Environmental Tech 4	$122
Engineering/Environmental Tech 5	$141
Staff Engineer 1*	$141
Staff Engineer 2*	$159
Associate Engineer*	$165
Project Engineer*/Associate Project Manager	$195
Engineer Specialist*/Project Manager	$220
Sr. Technologist*/Sr. Project Manager	$241
Principal Technologist/Principal Project Manager	$271
Principal -In-Charge/Principal Program Manager	$287

1. These rates for all types of labor including permanent, part-time, flex and contract employees and effective through the last day of December and new billing rates will be in effect starting January 1 of the following year.
2. A markup of 10% shall be applied to all Other Direct Costs and Expenses
3. An additional premium of 25% shall be added to the above rates for Expert Witness and Testimony services

Exhibit "C"
Fee Estimate

City of Tracy Corral Hollow Utility System--Additional Design and Permitting for Natural Gas Line over the Bridge carrying City's Water Lines																
		Principal Technologist/ Principal Project Manager	Sr. Technologist/Sr. Project Manager	Engineer Specialist*/Project Manager	Project Engineer*/Associate Project Manager	Contracting/Safety	Associate Engineer	Staff Engineer 2*	Engineering/Env. Tech 5	Engineering/Env. Tech 4	Engineering/Environmental Tech 3	Office/Clerical/ Accounting				
	Billing Rates	$271	$241	$220	$195	$195	$159	$141	$165	$141	$122	$94				
Task	**Description**												Labor ($)	Expenses ($)	Subcontractor ($)	Total Fee ($)
1	**Additional Technical Assistance**															
Review of increased separation between waterlines		12	8		8							4	$ 7,120	$ 720	$ -	$ 7,840
Redesign SSFM as a result of latest revision to the new storm drain alignment		8			16						16	4	$ 7,620	$ 770	$ -	$ 8,390
Attended VE Meeting and Prepare VE Meeting notes and response to RJA comments/questions related to VE Meeting		8	4		12						8	4	$ 6,830	$ 690	$ -	$ 7,520
Re-evaluate sewer pipe material along CHR and revise design from HDPE to PVC		8	4		24						24	16	$ 12,250	$ 1,230	$ -	$ 13,480
Attend USBR/Tracy Hills meeting and address project questions and water contracting issues.		8			8						2	2	$ 4,160	$ 420	$ -	$ 4,580
Attend PG&E meetings and review CGT's (PG&E's sub consultant) evaluation of the PG&E HDD design.		8	8									2	$ 4,290	$ 430	$ -	$ 4,720

Field site review with DWR to discuss permit applications and proposed design changes	8			8							2	$ 3,920	$ 400	$ -	$ 4,320
Ongoing coordination with DWR to discuss revised PG&E overhead crossing	16			8							2	$ 6,090	$ 610	$ -	$ 6,700
Meeting with City, Integral and PG&E to discuss revised crossing design	16										2	$ 4,530	$ 460	$ -	$ 4,990
Prepare two separate packages per DWR request	8			16						16	8	$ 8,000	$ 800	$ -	$ 8,800
Answer to questions from vendors, manufacturers and contractors	8			12							2	$ 4,700	$ 470	$ -	$ 5,170
Increase in indirect cost due to major delay in payments (3 to 4 months)												$ -	$ -	$ 9,800	$ 9,800
2	**Design of Bridge to support PG&E Gas Line over CA Aqueduct**														
Management of team activities and coordination with City of Tracy, DWR, PG&E, and TH Developers representatives as a result of new & revised drawings (conference calls, email correspondence, meetings, etc…)	72											$ 19,520	$ 1,960		$ 21,480
Revised drawings to accommodate proposed changes to PG&E crossing (about 15 drawing sheets)	40	40		60				80				$ 45,380	$ 4,540		$ 49,920
Bridge redesign including sheet piles, wing walls, footing and main bridge New PG&E gas line crossing drawings (two structural sheets, two new P&P sheets)	48	40		100				100				$ 58,650	$ 5,870	$ -	$ 64,520
Pothole fiber optic and telecomm lines on DWR property per DWR Guidelines where PG&E gas line crosses over top.				32								$ 6,240	$ 630	$ 10,000	$ 16,870

Coordinate specifications based on revisions made to drawings		24		16						23		$ 11,710	$ 1,180		$ 12,890
Update Initial Study/Mitigated Negative Declaration Report as a result of PG&E alignment changes and crossing over top of CA Aqueduct		4		24								$ 5,650	$ 570	$ 4,880	$ 11,100
3	**Update Drawings and Specifications and Project Management**														
Update Drawings	12	12	16			50			40		50	$ 27,960	$ 2,800		$ 30,760
Update Specifications	8	16	16			16			32		32	$ 19,610	$ 1,970		$ 21,580
Team Coordination	8	12				0	0		0		4	$ 5,440	$ 550		$ 5,990
Monthly Reports	6	8				0					6	$ 4,120	$ 420		$ 4,540
Quality Control	8	16									4	$ 6,400	$ 640		$ 7,040
Subtotal	310	196	32	344	0	66	0	180	72	89	144	$280,190	$28,130	$24,680	$333,000

RESOLUTION 2015-_____

APPROVING AMENDMENT 1 TO TASK ORDER NO. CH01-16 AGREEMENT WITH CH2M HILL FOR THE ADDITIONAL DESIGN AND PERMITTING SERVICES FOR THE CORRAL HOLLOW ROAD SEWER AND WATER SYSTEM UPGRADE AND AUTHORIZING THE MAYOR TO EXECUTE THE AMENDMENT

WHEREAS, On April 1, 2014, City Council approved a Professional Services Agreement (PSA) with CH2M Hill for completion of design and permitting process for Corral Hollow Road sewer and water system upgrades, and

WHEREAS, The proponents of the Tracy Hills project have requested the addition of a natural gas line to the previously designed utility crossing over California Aqueduct and installation of a stand-by water line on Delta-Mendota Cana utility crossing, and

WHEREAS, Additional services are required from CH2M Hill (consultant) to complete the requested work, and

WHEREAS, The consultant has submitted a proposal to complete this task for a not to exceed amount of $333,000, on a time and material basis, and there will be no impact to the General Fund. Tracy Hills Development will pay for the additional cost through their existing cost recovery agreement with the City;

NOW, THEREFORE, BE IT RESOLVED, That City Council approves Amendment 1 to Task Order No. CH01-16 with CH2M Hill for additional design and permitting services for the Corral Hollow Road Sewer and Water System Upgrade, and authorizes the Mayor to execute the Amendment.

* * * * * * * * *

The foregoing Resolution 2015-_____ was adopted by the Tracy City Council on the 17th day of November, 2015, by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

_____
MAYOR

ATTEST:

_____
CITY CLERK

November 17, 2015

AGENDA ITEM 1.E

REQUEST

AUTHORIZE MAYOR TO SIGN A CERTIFICATE OF ACCEPTANCE AND PAYMENT REQUEST TO CANCEL A LEASE AGREEMENT WITH SANTANDER LEASING LLC.

EXECUTIVE SUMMARY

Finance staff has determined it is in the best interest of the City to cancel the 2013 Fire Engine Lease. By cancelling the lease, the City will save about $118,010 in interest payments. The City Council needs to authorize the Mayor to sign the paperwork to cancel the lease.

DISCUSSION

On November 5, 2013, the City Council approved Resolution 2013-170 authorizing the purchase of 2 fire pumpers and for staff to negotiate a municipal lease for the purchase.

This lease agreement was proposed by the Fire Department. The FY13-14 budget appropriated $500,000 from the Vehicle Replacement Fund 606 for one Fire Engine. The Fire Department when out to bid for the one vehicle and came to the Council for the purchase approval on November 5, 2013. However, in the agenda item, the purchase went from direct purchase of one vehicle to two vehicles to be acquired through a lease purchase agreement.

On December 3, 2013, the City Council approved Resolution 2013-184 authorizing a lease purchase agreement with Holman Capital Corporation to provide $948,745.20 for the purchase of 2 fire pumpers. This resolution authorized and directed the Mayor, to execute the necessary documents for the lease agreement. This document was dated October 6, 2013. Subsequently, the lessor, Holman Capital Corporation has assigned all its rights, title and interest in the lease to the Santander Leasing LLC.

The Fire Department ordered the 2 fire pumpers from Hi-Tech EVS Inc. for $948,750 in December 2013. It took 19 months to build and deliver them. The pumpers were delivered to the City in July 2015. Payments were made in August 2014 and July 2015 to the vendor out of the City's Vehicle Replacement Fund 606.

Normally, when there is a lease purchase agreement, the invoices from the vendor should be sent to the Trustee, holding the lease proceeds, so that payments can be made on the purchase. When reviewing year-end transactions, it was noticed that the payments had been made from City funds and not by the trustee.

Under the lease agreement, Deutsche Bank has been holding the lease proceeds of $948,923.82. The City has the option of drawing down the funds, and paying them back with interest over the next eight years, or the City can cancel the lease, with no further payments or interest.

As of November 1, 2015, the City will have made payments of $225,423.36 on the lease; $60,364.65 was for interest. As per the debt schedule, 16 more payments are required including $118,008.95 more in interest payments.

Finance staff has contacted Santander Leasing LLC. the lessor; and they have agreed to terminate the lease. The bulk of the lease ($799,539.54) proceeds held by Deutsch Bank would be returned to Santander Leasing LLC. The City would receive $149,208.66 and Deutsch Bank would receive $180.62

Council action is necessary to authorize the Mayor to sign the "Certificate of Acceptance and Payment Request" to cancel the lease requirement.

STRATEGIC PLAN

This is a routine item and is not related to the Council's Strategic Plan.

FISCAL IMPACT

By cancelling this lease agreement the City will save $118,008.95 in future interest payments and will receive an additional $149,203.66 refund on previous debt payments. The refund will be returned to the Vehicle Replacement Fund 606 and will become available for future appropriations for vehicle replacements.

RECOMMENDATION

That City Council authorize the Mayor to sign the Certificate of Acceptance and Payment Request to cancel the lease agreement with Santander Leasing LLC.

Prepared by: Allan J. Borwick, Budget Officer

Reviewed by: Robert Harmon, Senior Accountant
Rachelle McQuiston, Administrative Services Director

Approved by: Troy Brown, City Manager

ATTACHMENTS

Attachment A - Certificate of Acceptance and Payment Request
Attachment B - Wire / Payment Instructions
Attachment C - Repayment Schedule, dated December 6, 2013

EXHIBIT A TO ESCROW AGREEMENT

CERTIFICATE OF ACCEPTANCE AND PAYMENT REQUEST

The following payment request is directed to Deutsche Bank National Trust Company (the *"Escrow Agent"*), as escrow agent under that certain Escrow Agreement dated [Closing Date] (the *"Escrow Agreement"*), between the City of Tracy (*"Lessee"*), Holman Capital Corporation (*"Lessor"*), and the Escrow Agent. Because Holman Capital Corporation has assigned all of its right, title, and interest in and to the Escrow Agreement to Santander Bank, N.A., all references herein to "Lessor" shall mean Santander Bank, N.A..

The Escrow Agent is hereby requested to pay from the Escrow Fund established and maintained under the Escrow Agreement the amount set forth below to the named payee(s). The amount shown is due and payable under a purchase order or contract (or has been paid by and not previously reimbursed to Lessee). The equipment described below is part or all of the Equipment leased pursuant to that certain Equipment Lease-Purchase Agreement and Equipment Schedule both dated December 6, 2013 (the *"Lease Agreement"*), between Lessor and Lessee:

QUANTITY	DESCRIPTION OF UNITS OF EQUIPMENT	AMOUNT	PAYEE
See Attached Wire/Payment Instructions			
Total Payout = $948,923.82			

Lessee hereby certifies and represents to and agrees with Lessor as follows with respect to the Equipment described above: (i) the Equipment has been delivered to the location(s) set forth in the Lease Agreement; (ii) a present need exists for the Equipment, which need is not temporary or expected to diminish in the near future; (iii) the Equipment is essential to and will be used by Lessee only for the purpose of performing one or more governmental functions of Lessee consistent with the permissible scope of Lessee's authority; (iv) the estimated useful life of the Equipment based upon the manufacturer's representations and Lessee's projected needs is not less than the term of the Lease Agreement; (v) Lessee has conducted such inspection and/or testing of the Equipment as it deems necessary and appropriate and hereby acknowledges that it accepts the Equipment for all purposes as of the date of this Certificate; (vi) the Equipment is covered by insurance in the types and amounts required by the Lease Agreement; (vii) no Event of Default or Event of Nonappropriation, as those terms are defined in the Lease Agreement, and no event that with the giving of notice or lapse of time or both, would become an Event of Default or an Event of Nonappropriation, has occurred and is continuing on the date hereof; and (viii) sufficient funds have been appropriated by Lessee for the payment of all rental payments due under the Lease Agreement during Lessee's current Fiscal Year.

Based on the foregoing, the Escrow Agent is hereby authorized and directed to fund the acquisition of the Equipment set forth above by paying, or causing to be paid, the manufacturer(s)/vendor(s) the amounts set forth on the attached invoices from the Escrow Fund held under the Escrow Agreement in accordance with its terms.

The following documents are attached hereto and made a part hereof: (a) Original Invoice(s) and (b) Copies of Certificate(s) of Ownership, designating Lessor as legal owner, and evidence of filing.

IF REQUEST IS FINAL REQUEST, CHECK HERE [X]. The undersigned hereby certifies that the items of Equipment described above, together with the items of Equipment described in and accepted by Certificates of Acceptance and Payment Requests previously filed by Lessee with Lessor constitute all of the Equipment subject to the Lease Agreement.

Date: _____

Approved:

SANTANDER BANK, N.A., as Lessor	CITY OF TRACY, as Lessee
By:_____	By:_____
Name:_____	Name:_____
Title:_____	Title: Mayor

Wire/Payment Instructions

Escrow Balance: $948,923.82

Wire $149,203.66 to City of Tracy, CA

Wells Fargo Bank, San Francisco

ABA #121000248

Account# 4575498480

Credit City of Tracy

Wire $799,539.54 to Santander Leasing, LLC

Santander Bank
ABA #: 231372691
Account#: 1200402170
Description: City of Tracy, CA
A/C#: 004-0002172-000
Payoff

Pay $180.62 to Deutsche Bank National Trust Company

EXHIBIT A
EQUIPMENT SCHEDULE TO EQUIPMENT LEASE-PURCHASE AGREEMENT
DATED DECEMBER 6, 2013

1. DESCRIPTION OF THE EQUIPMENT:

A Pumper Fire Truck Replacement Project between HI-TECH Emergency Vehicle Service, Inc. (the "Vendors") and City of Tracy and financed by this Equipment Schedule dated December 6, 2013 to that Equipment Lease-Purchase Agreement dated December 6, 2013 by and between Holman Capital Corporation and the City of Tracy, including, without limitation, the following:

Technology Equipment Replacement Costs 2013-14				
Department	Description	Unit Cost	Quantity	Total Cost
Fire Department	Spartan Metro Star Type I Pumper Truck	$474,371.60	2	$948,743.20
Total Financing Amount				$948,743.20

together with all accessories, attachments, substitutions and accessions.

2. EQUIPMENT LOCATION: 333 Civic Center Plaza, Tracy, CA 95376

3. RENTAL PAYMENT SCHEDULE: The rental payments shall be made for the Equipment as follows:

PAYMENT NUMBER	DATE DUE	TOTAL RENTAL PAYMENT DUE	INTEREST COMPONENT	PRINCIPAL COMPONENT	CONCLUDING PAYMENT*
0	12/06/2013				$ 977,205.50
1	4/30/2014	$ 56,355.84	$ 16,128.63	$ 40,227.21	$ 935,771.47
2	10/31/2014	$ 56,355.84	$ 15,444.77	$ 40,911.07	$ 893,633.07
3	4/30/2015	$ 56,355.84	$ 14,749.28	$ 41,606.56	$ 850,778.31
4	10/31/2015	$ 56,355.84	$ 14,041.97	$ 42,313.87	$ 807,195.02
5	4/30/2016	$ 56,355.84	$ 13,322.64	$ 43,033.20	$ 762,870.83
6	10/31/2016	$ 56,355.84	$ 12,591.07	$ 43,764.77	$ 717,793.12
7	4/30/2017	$ 56,355.84	$ 11,847.07	$ 44,508.77	$ 671,949.08
8	10/31/2017	$ 56,355.84	$ 11,090.42	$ 45,265.42	$ 625,325.70
9	4/30/2018	$ 56,355.84	$ 10,320.91	$ 46,034.93	$ 577,909.72
10	10/31/2018	$ 56,355.84	$ 9,538.32	$ 46,817.52	$ 529,687.68
11	4/30/2019	$ 56,355.84	$ 8,742.42	$ 47,613.42	$ 480,645.85
12	10/31/2019	$ 56,355.84	$ 7,932.99	$ 48,422.85	$ 430,770.32
13	4/30/2020	$ 56,355.84	$ 7,109.80	$ 49,246.04	$ 380,046.90
14	10/31/2020	$ 56,355.84	$ 6,272.62	$ 50,083.22	$ 328,461.18
15	4/30/2021	$ 56,355.84	$ 5,421.20	$ 50,934.64	$ 275,998.50
16	10/31/2021	$ 56,355.84	$ 4,555.32	$ 51,800.52	$ 222,643.97
17	4/30/2022	$ 56,355.84	$ 3,674.71	$ 52,681.13	$ 168,382.40
18	10/31/2022	$ 56,355.84	$ 2,779.13	$ 53,576.71	$ 113,198.39
19	4/30/2023	$ 56,355.84	$ 1,868.32	$ 54,487.52	$ 57,076.24
20	10/31/2023	$ 56,355.84	$ 942.01	$ 55,413.83	$ -
GRAND TOTALS		$ 1,127,116.80	$ 178,373.60	$ 948,743.20	

** Assumes that all rental payments and additional rentals due on and prior to that date have been paid.*

4. INTEREST RATE: 3.4000 %

5. COMMENCEMENT DATE: December 6, 2013

RESOLUTION _____

AUTHORIZE MAYOR TO SIGN A CERTIFICATE OF ACCEPTANCE AND PAYMENT REQUEST TO CANCEL LEASE AGREEMENT WITH SANTANDER LEASING LLC.

WHEREAS, In December 2013, the City Council authorized a lease purchase agreement with Holman Capital Corporation to provide $948,743.20 for the purchase of 2 fire pumpers and authorized the Mayor to execute the necessary documents for the lease, and

WHEREAS, The lease documents were dated October 6, 2013, and the lessor, Holman Capital Corporation subsequently assigned all its rights, title, and interest in the lease to the Santander Leasing LLC and,

WHEREAS, The City has acquired the 2 fire pumpers and paid for them from City funds, and will not require the disbursement of the lease proceeds of $948,923.28 held by Deutsche Bank and,

WHEREAS, It benefits the City to cancel the lease now instead of drawing the monies down from Deutsche Bank and paying it back with interest and,

WHEREAS, The lessor, Santander Leasing LLC had agreed to cancel the lease with a $948,923.82 payment from the lease proceeds.

WHEREAS, Council action is necessary to authorize the Mayor to sign the Certificate of Acceptance and Payment Request to cancel the lease agreement.

NOW, THEREFORE, BE IT RESOLVED, That the City Council authorizes the Mayor to sign the Certificate of Acceptance and Payment Request to cancel the lease agreement with Santander Leasing LLC.

* * * * * * * * * * * * *

The foregoing Resolution _____was adopted by the Tracy City Council on the 17th day of November, 2015, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

_____
MAYOR

ATTEST:

_____
CITY CLERK

November 17, 2015

AGENDA ITEM 3

REQUEST

PUBLIC HEARING TO CONSIDER AN APPLICATION FOR A PRELIMINARY AND FINAL DEVELOPMENT PLAN TO CONSTRUCT A 795,732 SQUARE FOOT INDUSTRIAL DISTRIBUTION BUILDING WITH CORRESPONDING PARKING AND LANDSCAPE IMPROVEMENTS LOCATED AT 8450 ARBOR AVENUE, AND TO ADOPT THE TECHNICAL STUDIES AND FINANCE PLAN FOR THE M2 PARCEL LOCATED IN THE I-205 PLANNING AREA - APPLICANT IS DCT INDUSTRIAL OPERATING LLC; OWNERS ARE GREGG AND ROBERT CHRISTENSEN-APPLICATION NUMBER IS D15-0014

EXECUTIVE SUMMARY

This agenda item includes the consideration of a 795,732 square foot industrial distribution building and its related site plan improvements, and adoption of technical studies and an update of the I-205 Finance Plan.

DISCUSSION

Background

In 1990, the City Council adopted the I-205 Corridor Specific Plan within which the project area is located. The site is Zoned Planned Unit Development (PUD), and is designated Industrial by the General Plan, and Light Industrial by the Specific Plan. On July 7, 2015, previous applications for this project site (D14-0028 and SPA15-0002) were denied by City Council after a discussion regarding building height, size, location, land use and architecture.

On July 17, 2015, the application for development was filed and on October 7, 2015 an amended application was filed for the project which is the subject of this agenda item. The proposed project consists of a shorter building that no longer requires a Specific Plan Amendment, and contains revised landscaping and enhanced architecture.

Technical studies as well as a finance plan have been developed for this property and must be adopted in order for development of the property to move forward.

Site and Project Area Description

The project site is located east of Mac Arthur Drive, bordered on the north by Arbor Avenue and on the south by I-205 (Attachment A). The site is designated Light Industrial by the I-205 Corridor Specific Plan. The adjacent parcel to the west is also designated Light Industrial by the Specific Plan. To the north and east of the project is land outside of the current City Limits. The properties to the south of the project across the freeway are also within the I-205 Specific Plan and are designated General Commercial. Part of that area is developed with the outlet center (recently renamed to Shops at Northgate Village) and the remainder is vacant for the future expansion of the center.

Land Use

The project consists of the construction of a 795,732 square foot industrial distribution building with office areas, and the necessary parking and landscaping improvements (Attachment B). The tenant(s) of the building is not known at this time, and the building is designed with the vast majority of the floor plan for storage/distribution, with the ability to have office areas at all four corners of the building, depending on the number of tenants that may occupy the building. The auto parking on the site is also designed in a manner to accommodate multiple tenants as necessary.

This is the first industrial building application to be considered within the I-205 Corridor Specific Plan area. When the plan was adopted 25 years ago, it included commercial, residential and industrial land use categories. Much of the Specific Plan area has been developed with a variety of land uses. The western portion of the plan area includes the West Valley Mall and its surrounding commercial uses, the Auto Plaza, The Pavilion, Tracy Marketplace, and residential units, including houses and apartments on the south side of the freeway and the Aspire Apartments under construction on Pavilion Parkway. The eastern portion of the I-205 Specific Plan allows for commercial and industrial uses, with the outlet center and the Chevron station at MacArthur Drive and Pescadero Avenue being the only sites developed thus far.

The proposed industrial building is well suited for this location, as the site is located within the Light Industrial area of the I-205 Specific Plan in an area where roadways and infrastructure have been designed for industrial development. The surrounding sites are planned for similar uses. The project, as proposed, has an overall floor area ratio (FAR) of 46.1 percent. This is in compliance with the I-205 Specific Plan's maximum FAR of 50 percent.

Architecture

The proposed building is comprised primarily of concrete tilt-up panels and is enhanced with accent colors, reveals, glass features at each corner, as well as additional glazing on the south side of the building, visible from I-205 (Attachments B and C). The variation in the roofline, as well as the façade breaks at each office area help to add visual interest to the large building.

The roofline of the building varies in height, with its tallest point at 40 feet, the maximum allowable. Vertical relief is added by false parapets being stepped up and down in several locations, most noticeably at the corners and with the office areas of the buildings. The variation of architectural features adds visual interest to the building from each elevation view, as the reveals and accent colors have been carried around all four sides of the building.

In order to ensure that this large building does not create any negative visual impacts within the city, particularly along I-205, staff has worked with the applicant to design the project in a way that minimizes its industrial appearance. First, the building's office areas, one at each corner, are enhanced with façade breaks, a variation in building height, accent colors, glass, and awnings. In an effort to call attention to these enhanced corners and minimize the other less interesting portions of the large building, the landscape plan

has been designed in a manner to provide screening of much of the building, with clusters of trees along I-205, while maintaining a more open view shed at the corners, where the entries and all of their features can be emphasized. Because the landscaping along I-205 is not intended to entirely screen the building, the freeway-facing façade has also been enhanced with additional glass in some of the panels.

The most notable design feature that minimizes the industrial feel of this distribution center project from the public view is that all of the dock doors and trucks will be screened from view of the freeway. The site plan (Attachment B) shows a concrete wall (recommended by staff to match in color and design with the building) that will screen the dock doors and the trucks from I-205. On the east, most exposed side of the site which is the eastern edge of the City Limits north of I-205, this wall will extend from the south end of the building approximately 500 feet to the north, screening most of the building, with the remainder of the exposed dock doors to be screened with a tube steel fence and landscaping. Along the west side of the building, where additional commercial and industrial buildings are ultimately expected to abut this site, the proposed screen wall will be placed only at the southwest corner of the building, with tube steel fencing and landscaping to screen the remainder of the building.

Landscape Areas

As shown on the preliminary landscape plan (Attachment B), the landscape areas proposed meet the requirements of Tracy Municipal Code Section 10.08.3560, and the requirements of the I-205 Specific Plan.

A combination of trees, shrubs and groundcover are proposed for the landscape areas. A recommended condition of approval requires the developer to submit a detailed landscape and irrigation plan for approval by the Development Services Director prior to the issuance of any building permits. All landscape and irrigation improvements are to be designed and installed in compliance with the requirements of the Water Efficient Landscape Guidelines, Tracy Municipal Code, I-205 Specific Plan, and all other applicable City standards. In addition, a recommended condition of approval requires that prior to the issuance of any building permits, an Agreement for Maintenance of Landscape and Irrigation Improvements is to be executed, and financial security submitted to the Development Services Department. The agreement will ensure maintenance of the on-site landscape and irrigation improvements for a period of two years.

Parking and Circulation

The site will utilize two driveways on Arbor Avenue, both of which will allow for automobile and truck access. Parking is distributed throughout the project site to accommodate the parking needs of the proposed building. The parking spaces proposed are based on the potential for multiple tenants, each with office areas to occupy the building, and the proposed number of parking spaces is in compliance with the I-205 Corridor Specific Plan for warehouse and accompanying office uses as shown. The site plan provides for adequate circulation movements on the site for employees and customer parking, as well as truck traffic (Attachment B).

Environmental Document

The project is consistent with the Environmental Impact Report (EIR) that was prepared for the General Plan and certified on February 1, 2011. In accordance with CEQA Guidelines Section 15183, no further environmental assessment is required. An analysis of the project shows that there will be no significant on or off-site impacts as a result of this particular project that were not already discussed in the General Plan EIR. There is also no evidence of any significant impacts to occur off-site as a result of the project, including the proposed increase in height, as traffic, air quality, aesthetics, land use and other potential cumulative impacts have already been considered within the original environmental documentation. No new evidence of potentially significant effects has been identified as a result of this project.

Finance Plan

The project property is identified as parcel M2 in the I-205 Specific Plan. The I-205 Specific Plan area has a cost allocation spreadsheet, currently spreadsheet #47, which identifies the infrastructure projects that are needed to serve new development in the area and allocates the fair share of the costs to the properties within its boundaries. Because of its location on the edge of the City and its location within the 100-year floodplain, the M2 Parcel was identified as a parcel that would need additional studies to determine how the parcel could be served.

Nearly one-half of the M2 Parcel is located within the 100-year floodplain. When the cost allocation spreadsheet was originally developed for the I-205 Finance Plan, it was assumed that only the portion of the site outside of the floodplain (21.4 acres) would develop. However, the development application for this parcel includes fill or other improvements to facilitate development of the entire 39.58-acre site (36.317 acres after dedication for public road right-of-way). Therefore, the parcel's fair share of infrastructure needs to be increased to reflect full parcel development.

To supplement the information in the Citywide Master Plans and Impact Fees Studies adopted in 2013 and 2014, and in the I-205 Cost Allocation Spreadsheet, the M2 developer completed technical studies that included the needs of this parcel as well as the adjacent I-205 parcel, M1 parcel and Infill Parcels numbers 7 and 13, located on the west side of MacArthur Drive. The following studies were completed as part of this process:

- *DCT Industrial Project Traffic Impact Study in the City of Tracy*, prepared by TJKM Transportation Consultants, dated May 20, 2014.

- *Wastewater System Analysis for Properties at Arbor Road and MacArthur Drive*, prepared by Ch2MHill, dated May 2014.

- *Hydraulic Evaluation of I-205 Parcels M1 and M2 and Infill Parcel 7 and 13,* prepared by West Yost Associates, dated July 7, 2014.

- *M2 Parcel Storm Drainage and Flood Protection Evaluation*, prepared by Storm Water Consulting Inc., dated March 20, 2014.

The M2 Parcel will pay Master Plan fees for traffic, additional wastewater treatment plant capacity, additional wastewater conveyance, storm drainage, and the public safety infrastructure. The remaining fees are to be paid in accordance with the I-205 cost allocation spreadsheet #47.

In addition to the fees, the developer will be required to build infrastructure necessary to serve the property. The developer will receive a fee credit for construction of these master plan improvements. For the other non-master plan improvements, the developer will build the necessary improvements and may seek formation of a benefit district upon completion of the improvements. The benefit district will require that benefitting properties reimburse the developer for their fair share of the infrastructure at the time they develop. The potential reimbursements are summarized in the finance plan included as Attachment D.

All proceeds shall be received by the City prior to issuance of a building permit. A summary of the fees for Parcel M2 are shown in the finance plan included as Attachment D. The fees were calculated assuming net acreage of 36.317 acres after required right-of-way dedications and a building size of 794,695 square feet. The credits assume that the developer will build the ultimate basin entirely within their right-of-way. In addition to these fees, the developer will be responsible for all county, school and processing fees.

Planning Commission Discussion

The Planning Commission held a public hearing to discuss the project on October 28, 2015, and recommended City Council approval of the PDP/FDP after determining that the project was consistent with the regulations of the I-205 Specific Plan.

STRATEGIC PLAN

This agenda item supports the Economic Development Strategic Plan which ensures quality infrastructure to meet future development needs.

FISCAL IMPACT

There is no impact on the General Fund. I-205 Specific Plan developers are responsible to pay for the infrastructure required to mitigate the impacts of development in the I-205 Specific Plan area. The project proponent has paid application fees to provide for the staff and consultant time necessary to complete all of the necessary analyses.

RECOMMENDATION

1. Staff and the Planning Commission recommend that the City Council approve the PUD Preliminary and Final Development Plan to develop a 795,732 square foot industrial distribution facility on a 39.58-acre site, and, located at 8450 Arbor Avenue, Application Number D15-0014, subject to the conditions and based on the application's consistency with the I-205 Specific Plan and the PUD Concept Development Plan as stated in the City Council Resolution dated November 17, 2015.

2. Staff recommends that City Council adopt the Technical Studies and Finance Plan for the I-205 M2 Parcel.

Prepared by: Victoria Lombardo, Senior Planner
Alison Bouley, Consulting Engineer, Harris & Associates
Kul Sharma, Utilities Director

Reviewed by: Bill Dean, Assistant Development Services Director
Andrew Malik, Development Services Director
Stephanie Garrabrant-Sierra, Assistant City Manager

Approved by: Troy Brown, City Manager

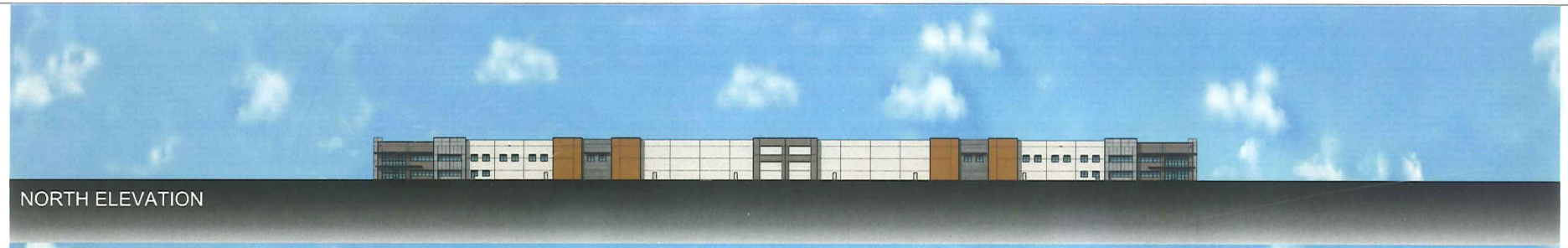
ATTACHMENTS

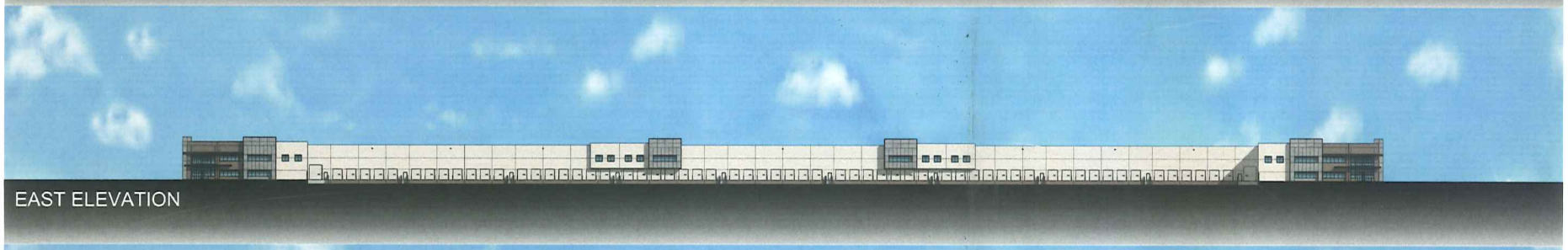
A— Location Map
B— Site Plan, Floor Plans, Elevations, Landscape Plan (oversized)
C— Color Elevations (oversized)
D— Finance Plan Update

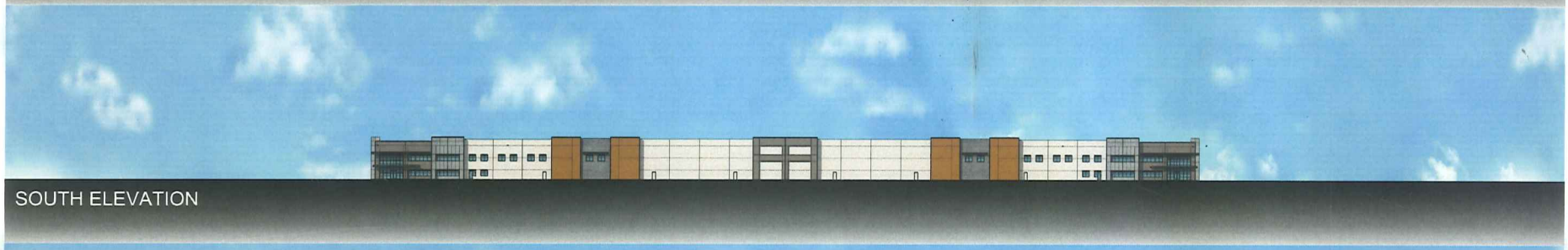
(Attachment B is available for public inspection in the City Clerk's office, City Hall, Civic Center Plaza, Tracy, CA.)

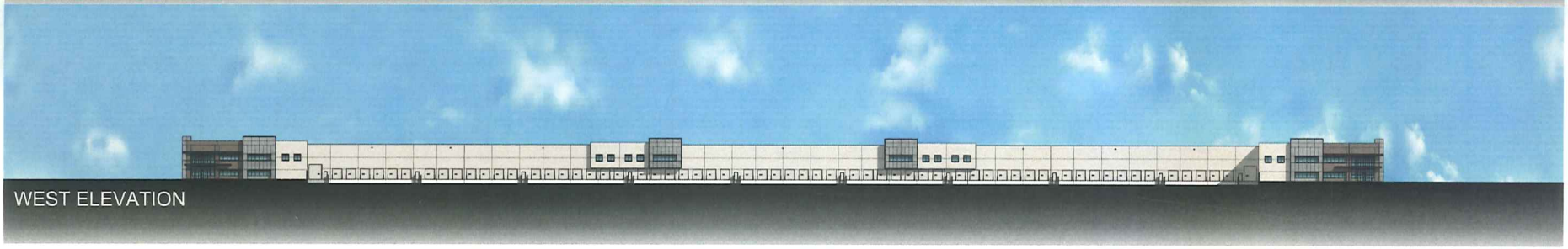
LOCATION MAP (8450 ARBOR AVE, TRACY, CA 95304)

ATTACHMENT C









P 1 TILT-UP CONCRETE WALL PANEL FIELD COLOR SW 7021 SIMPLE WHITE	P 3 TILT-UP CONCRETE WALL PANEL ACCENT COLOR SW 7025 BACKDROP	G 1 1/4" SOLARBLUE GLASS BY PPG WITH CLEAR ANODIZED ALUMINUM MULLIONS
P 2 TILT-UP CONCRETE WALL PANEL ACCENT COLOR PANTONE 1395 MARIGOLD (CITY OF TRACY COLOR)	M 1 TILT-UP CONCRETE WALL PANEL ACCENT COLOR EXPOSED CONCRETE	

COLOR AND MATERIAL LEGEND

BUILDING ELEVATIONS

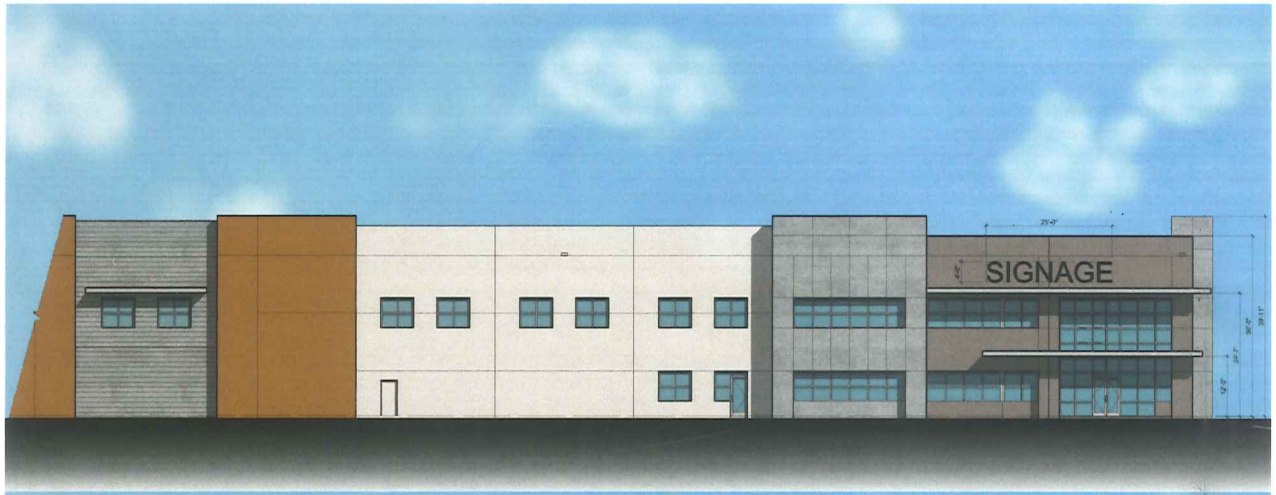
Arbor Avenue
Tracy, CA

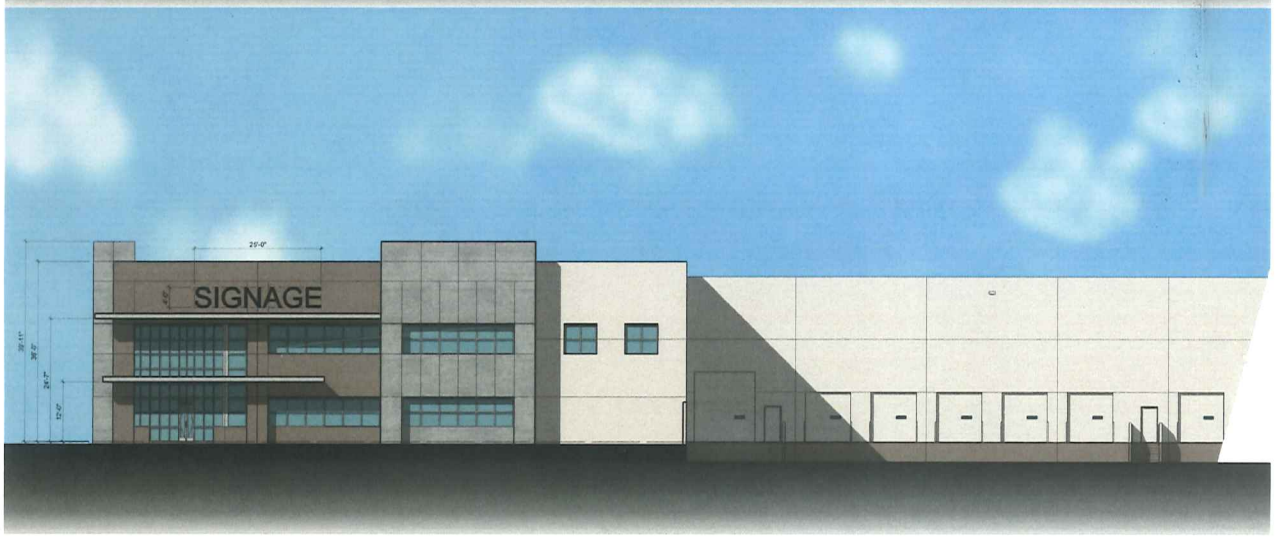
RECEIVED
OCT 22 2015
CITY OF TRACY

0' 20' 40' 80'
SCALE: 1" = 40'

Carlile Coatsworth Architects, Inc
2455 Campus Dr - Second Floor - Irvine, CA 92612 - Phone 949.833.1930 - Fax 949.833.1940

DCT INDUSTRIAL





TYPICAL PROPOSED BUILDING SIGNAGE AT EACH CORNER

P 1 — TILT-UP CONCRETE WALL PANEL FIELD COLOR SW 7021 SIMPLE WHITE	P 3 — TILT-UP CONCRETE WALL PANEL ACCENT COLOR SW 7025 BACKDROP	G 1 — 1/4" SOLARBLUE GLASS BY PPG WITH CLEAR ANODIZED ALUMINUM MULLIONS
P 2 — TILT-UP CONCRETE WALL PANEL ACCENT COLOR PANTONE 1395 MARIGOLD (CITY OF TRACY COLOR)	M 1 — TILT-UP CONCRETE WALL PANEL ACCENT COLOR EXPOSED CONCRETE	

COLOR AND MATERIAL LEGEND

ENLARGED ELEVATIONS & PROPOSED SIGNAGE

Arbor Avenue
Tracy, CA

Carlile Coatsworth Architects, Inc
2405 Campus Dr - Second Floor - Irvine, CA 92612 - Phone: 949.833.1930 - Fax: 949.833.1940

DCT INDUSTRIAL

1 - SOUTHWEST ELEVATION

2 - SOUTH ELEVATION

3 - SOUTHEAST ELEVATION

4 - EAST ELEVATION

5 - NORTHEAST ELEVATION

6 - NORTH ELEVATION

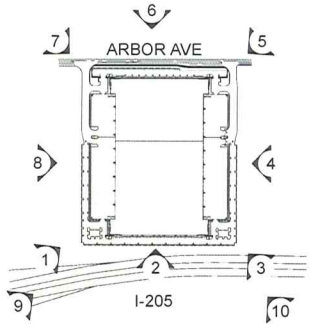
7 - NORTHWEST ELEVATION

8 - WEST ELEVATION

9 - SOUTHWEST ELEVATION

10 - SOUTHEAST ELEVATI ON

ARIAL PHOTO



KEY PLAN

Carlile Coatsworth Architects, Inc

EXISTING SITE PHOTOS

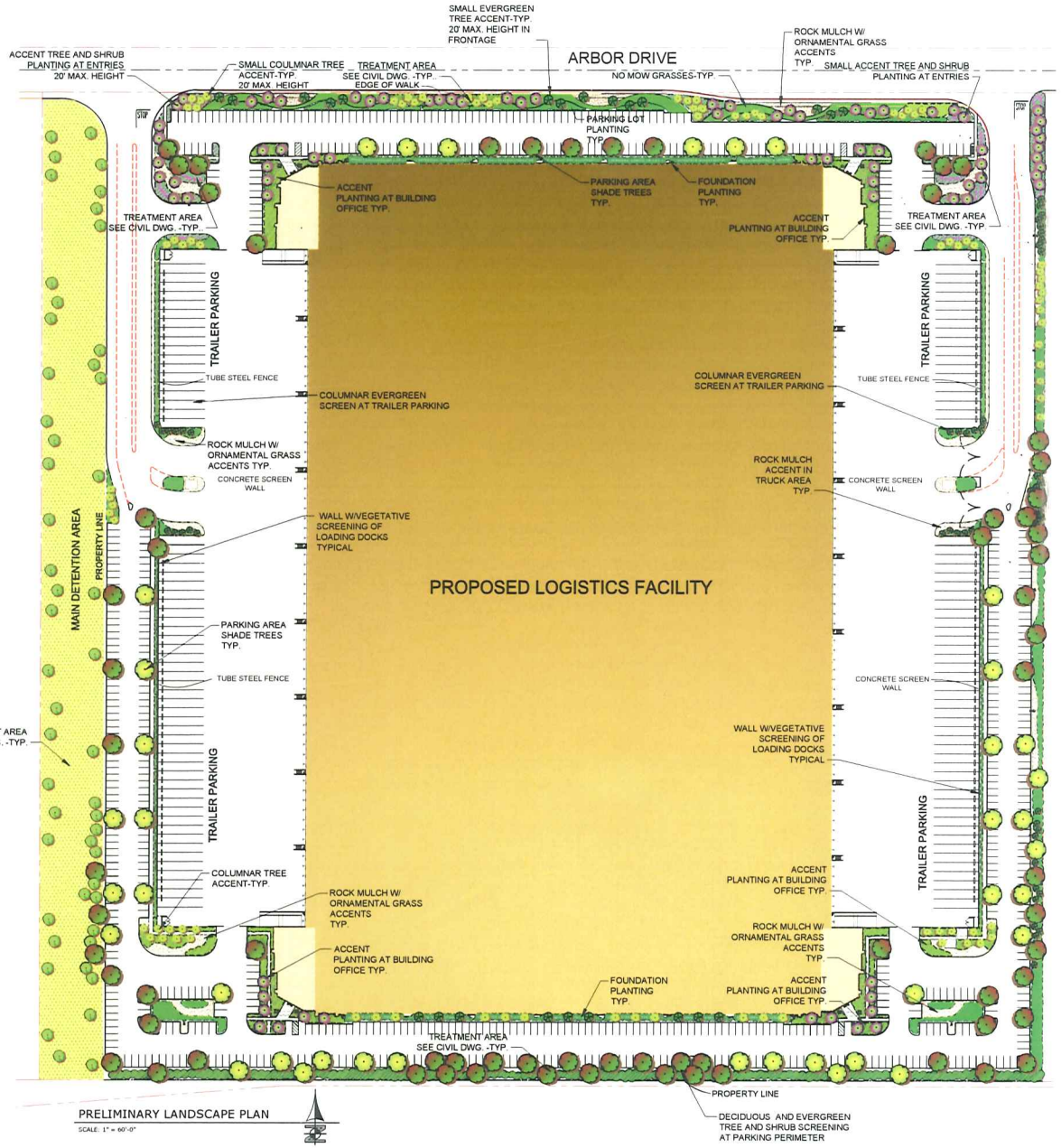
Arbor Avenue
Tracy, CA

DCT INDUSTRIAL

Carlile Coatsworth Architects, Inc

Arbor Avenue
Tracy, CA

DCT INDUSTRIAL



PRELIMINARY LANDSCAPE PLAN

SCALE: 1" = 60'-0"

LEGEND

- COLUMNAR EVERGREEN
- LARGE EVERGREEN
- LARGE SHADE TREE
- COLUMNAR DECIDUOUS TREE
- HLW ACCENT TREE
- SMALL TREE OR LARGE SHRUB
- NO MOW GRASSES
- PARKING LOT PLANTING
- OFFICE ACCENT PLANTING
- PROJECT ACCENT PLANTING
- SCALLYN PLANTING
- FOUNDATION PLANTING
- NATIVE GRASS AND WILDFLOWERS
- ROCK MULCH ACCENT

LANDSCAPE CALCULATIONS:

TOTAL PARKING AREA =267 333 S F
PARKING AREA INCLUDES THE FOLLOWING
1 PAVEMENT INCLUDING ISLANDS STALLS AISLES AND ACCESS DRIVES
2 ADJACENT BUILDING FRONTAGE LANDSCAPE AREA INC WALKS
PARKING AREA LANDSCAPE REQUIRED = 57 467 S F (20% OF PARKING AREA)
50% IN PARKING PERIMETER LANDSCAPE 30 665 S F
TOTAL PARKING AREA LANDSCAPE PROVIDED = 97 002 S F
TOTAL SITE LANDSCAPING PROVIDED 132 901 S F (18 9 % OF SITE)

NO OF STANDARD PARKING SPACES = 679
TREES REQUIRED = 136 (1/5 SPACES)
TREES PROVIDED = 136
REQUIRED PARKING AREA SHADE = 114 933 S F (MIN 40% OF PARKING AREA)
PARKING AREA SHADE PROVIDED AT MATURITY = 123 141 S F
89 LARGE SHADE TREES @ 100% 40' DIAMETER (1 256 S F) = 111 837 SF
18 LARGE SHADE TREES @ 50% 40' DIAMETER (628 S F) = 11 304 SF

STREETSCAPE LANDSCAPE PROVIDED
ARBOR DRIVE - 23' SETBACK TO PARKING
INTERSTATE 205 - 16' SETBACK TO PARKING

PLANT LIST:

BOTANICAL NAME	COMMON NAME	SIZE	WATER REGIME/ HYDROZONE	MATURE HABIT H X W
TREES				
CEDRUS DEODARA	DEODAR CEDAR	24" BOX	L	80' X 40'
QUERCUS CHRYSOLEPSIS	INTERIOR LIVE OAK	24" BOX	VL	50' X 50'
QUERCUS ILEX	HOLLY OAK	24" BOX	VL	40' X 40'
QUERCUS ROBUR 'FASTIGIATA'	SKYROCKET OAK	24" BOX	M	50' X 15'
QUERCUS COCCINEA	RED OAK	24" BOX	M	70' X 50'
LAURUS N 'SARATOGA'	SWEET BAY	24" BOX	L	25' X 20' MULTI-STEM
OLEA EUROPAEA 'SWAN HILL'	FRUITLESS OLIVE	24" BOX	L	25' X 25'
PISTACIA C 'KEITH DAVEY'	CHINESE PISTACHE	24" BOX	L	50' X 30'
ULMUS P 'TRUE GREEN'	EVERGREEN ELM	24" BOX	M	50' X 60'
ZELKOVA S 'VILLAGE GREEN'	JAPANESE ZELKOVA	24" BOX	M	50' X 50'
LAGERSTROEMIA SPECIES	CRAPE MYRTLE	24" BOX	L	20' X 12'
LAGERSTROEMIA 'DYNAMITE RED'	CRAPE MYRTLE	24" BOX	L	15' X 15'
QUERCUS V 'HERITAGE'	HERITAGE OAK	24" BOX	L	50' X 40'
ULMUS PARVIFLORIA 'TRUE GREEN'	EVERGREEN ELM	24" BOX	M	50' X 30'
ACER N CALIFORNICUM 'SENSATION'	BOX ELDER	24" BOX	M	40' X 30'
ARBUTUS UNEDO	STRAWBERRY TREE	24" BOX	L	20' X 20'
MYRICA CALIFORNICA	PACIFIC WAX MYRTLE	15 GAL	VL	15' X 15' MULTI-STEM
ZELKOVA S 'MUSASHINO'	COLUMNAR ZELKOVA	24" BOX	M	40' X 15'
JUNIPERUS SPECIES	COLUMNAR JUNIPER	15 GAL	L	10'-15'
EVERGREEN SCREENING SHRUBS TRUCK AREAS/INT. 205				
AYLOSMA SENTICOSA	SHINY AYLOSMA	15 GAL	L	8' X 8'
NERIUM O 'WHITE'	OLEANDER	5 GAL	L	10' X 10'
RHUS OVATA	SUGAR BUSH	5 GAL	VL	8' X 12'
CEANOTHUS 'CONCHA'	CEANOTHUS	5 GAL	L	6' X 8'
ARBUTUS U 'COMPACTA'	DW STRAWBERRY	5 GAL	L	6' X 10'
ARCTOSTAPHYLOS 'HOWARD MCMINN'	MANZANITA	5 GAL	L	8' X 8'
ROCK MULCH GRASS ACCENT				
FESTUCA MAIREI	ATLAS FESCUE	1 GAL	L	2' X 3'
PENNISETUM S 'KARLEY ROSE'	FOUNTAIN GRASS	1 GAL	L	3' X 3'
MUHLENBERGIA RIGENS	DEER GRASS	LINER	L	4' X 4' PLANT 3' OC
HELICHTOTRICHON SEMPERVIRONS	BLUE OAT GRASS	1 GAL	L	2' X 2' PLANT 2' OC
CALAMAGROSTIS A 'KARL FOESTER'	FEATHERED	1 GAL	L	2' X 3' PLANT 3' OC
DROUGHT TOLERANT SHRUBS ENTRIES, OFFICE ACCENT AND PARKING AREAS				
CEANOTHUS 'YANKEE POINT'	YANKEE POINT CEANOTHUS	5 GAL	L	4' X 6'
LANTANA M 'DW YELLOW'	DW LANTANA	5 GAL	L	2' X 4' PLANT 3' OC
CISTUS SALVIFOLIUS	ROCK ROSE	5 GAL	L	2' X 4'
RHAMNUS C 'MOUND SAN BRUNO'	COFFEEBERRY	5 GAL	L	5' X 6' PLANT 6' OC
NERIUM OLEANDER 'PETITE SALMON'	PETITE OLEANDER	5 GAL	L	5' X 5'
TAGETES LEMMONII	COPPER CANYON DAISY	5 GAL	L	5' X 6' PLANT 5' OC
PHOLOMIS FRUITICOSA	JERUSALEM SAGE	5 GAL	L	4' X 4' PLANT 4' OC
ROSMARINUS O 'TUSCAN BLUE'	UPRIGHT ROSEMARY	5 GAL	L	4' X 4'
COLEONEMA 'SUNSET GOLD'	COLEONEMA	5 GAL	M	3' X 5'
LAVANDULA 'IRENE DOYLE'	LAVANDER	5 GAL	L	2' X 2'
SALVIA LEUCANTHA 'MIDNIGHT'	MEXICAN SAGE	1 GAL	L	3' X 5'
BACCHARIS 'CENTENNIAL'	COYOTE BRUSH	1 GAL	L	2' X 6' PLANT 5' OC
ROSMARINUS O 'COLLINGHAM'	ROSEMARY	1 GAL	L	2' X 6' PLANT 5' OC
COTONEASTER D 'LOWFAST'	BEARBERRY COTONEASTER	1 GAL	L	1' X 6' PLANT 4' OC
MYOPORUM 'PUTAH CREEK'	MYOPORUM	1 GAL	L	1' X 6' PLANT 6' OC
RHAPIOLEPSIS 'PINK DANCER'	INDIA HAWTHORN	5 GAL	L	3' X 4'
ARCTOSTAPHYLOS 'EMERALD GREEN'	MANZANITA	5 GAL	L	1' X 4' PLANT 4' OC
PERENNIALS ENTRIES AND OFFICE ACCENT				
OENOTHERA SPECIOSA 'ROSEA'	MEXICAN PRIMROSE	1 GAL	L	1' X 2'
DIANELLA R 'LITTLE REV'	FLAX LILY	1 GAL	M	1 5' X 1 5'
DIETES V 'VARIEGATA'	FORT NIGHT LILY	1 GAL	L	3' X 3'
HEMEROCALLIS - HYBRIDS	EVERGREEN DAYLILY	1 GAL	M	1' X 1.5'

DETENTION AREA PLANTING
AREA TO BE SEEDED WITH A GRASS/WILDFLOWER MIX

DECORATIVE ROCK ACCENT
4" MINIMUM DEPTH OF 3"-6" FRACTURED ROCK AS AVAILABLE FROM A LOCAL SOURCE
COLOR GRAY BLEND

PLANTER MULCH
BARK MULCH ALL PLANTERS NOT DESIGNATED FOR ROCK D G OR SEEDING

Carlile Coatsworth Architects, Inc
2465 Campus Dr - Second Floor - Irvine, CA 92612 - Phone 949.833.1020 - Fax 949.833.1140

GreenDesign Landscape Architects, Inc.
1484 Pragerly Dr. - Reno, NV 89523 - Phone/Fax 775-829-1364 - lmestri52@yahoo.net

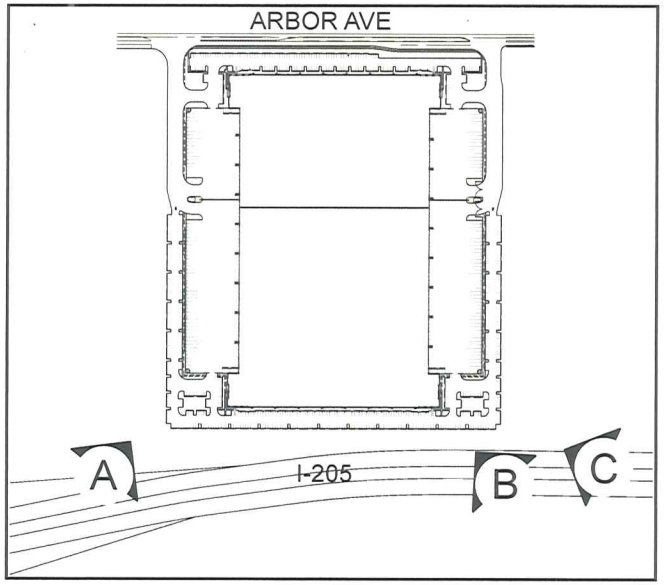
Arbor Avenue
Tracy, California

DCT INDUSTRIAL

A - SOUTHWEST FREEWAY VIEW

C - SOUTHEAST FREEWAY VIEW

B - SOUTHEAST FREEWAY VIEW

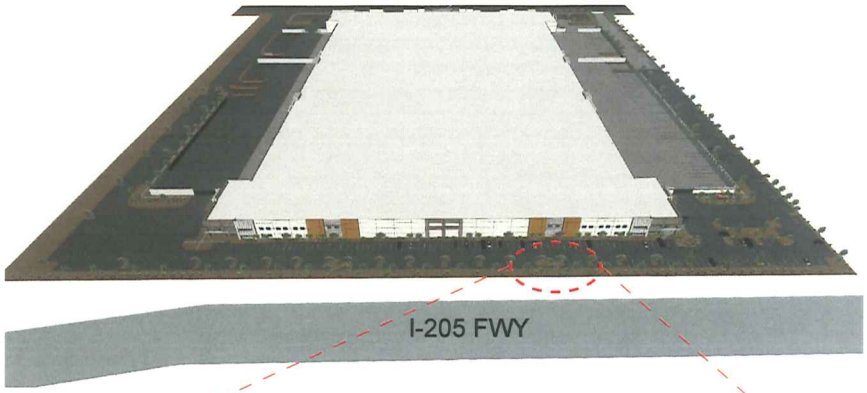


KEY PLAN

PROPOSED SCREENING
Arbor Avenue
Tracy, CA

Carlile Coatsworth Architects, Inc
2405 Campus Dr - Second Floor - Irvine, CA 92612 - Phone: 949.833.1932 - Fax: 949.833.1140

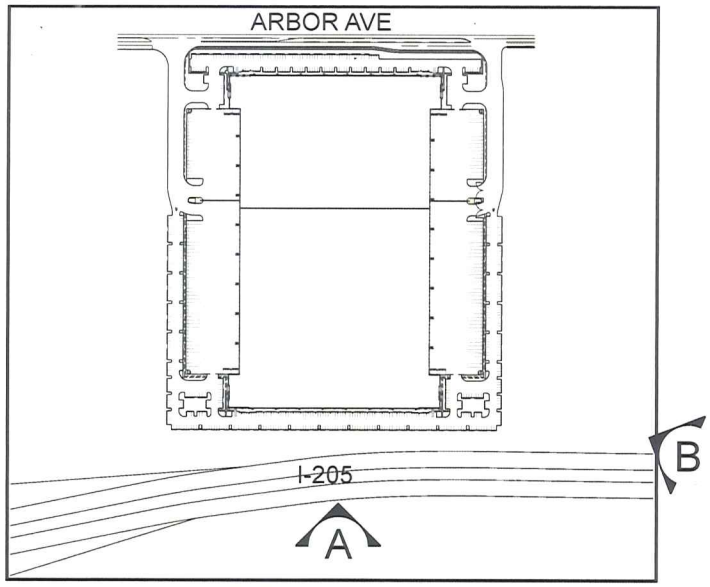
DCT INDUSTRIAL



A - OVERHEAD VIEW

B - WEST BOUND FREEWAY APPROACH

ENLARGED LANDSCAPE VIEW

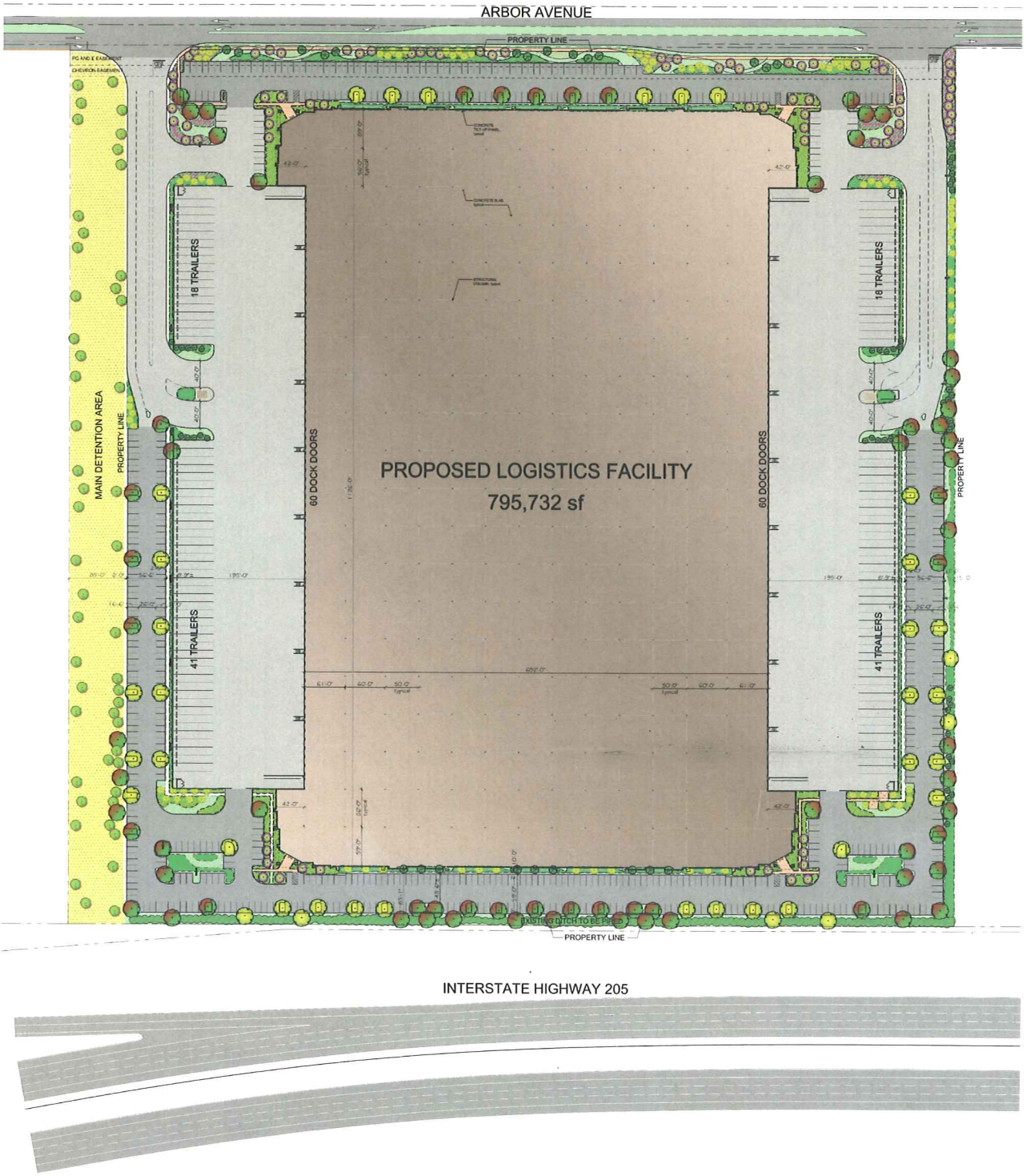


KEY PLAN

PROPOSED SCREENING
Arbor Avenue
Tracy, CA

Carlile Coatsworth Architects, Inc

DCT INDUSTRIAL



PRELIMINARY SITE PLAN

(MULTIPLE TENANT CONFIGURATION)

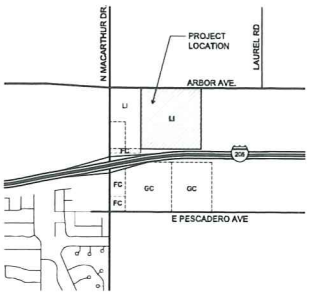
Arbor Avenue
Tracy, CA

Carlile Coatsworth Architects, Inc

GROSS LOT AREA:	1,724,002 sf 39.58 acres
NET LOT AREA:	1,598,628 sf 36.7 acres
TOTAL BUILDING AREA: TOTAL LEASABLE AREA	795,732 sf 777,777 sf
FLOOR AREA RATIO (on gross): FLOOR AREA RATIO (on net):	46.2% 49.8%
PARKING REQUIRED OFFICE (30,000 sf) WAREHOUSE (765,732 sf)	331 spaces 120 spaces 211 spaces
PARKING PROVIDED: STANDARD: COMPACT: HANDICAP ACCESSIBLE: TRAILER:	679 spaces 539 spaces 142 spaces 8 spaces 118 spaces
NET LOT AREA WITHOUT BUILDING:	802,896 sf
TOTAL PARKING AREA: (PARKING STALLS AND DRIVE AISLES)	287,333 sf
TOTAL LANDSCAPE REQUIRED: (20% OF 287,333 SQ. FT. PARKING AREA)	57,467 sf
FRONTAGE LANDSCAPE PROVIDED: FRONTAGE LANDSCAPING ALLOWED TO COUNT FOR 50% OF REQUIRED LANDSCAPE:	30,718 sf 28,733 sf
PARKING LANDSCAPING REQUIRED: PROVIDED:	28,733 sf 97,002 sf
TOTAL SITE LANDSCAPING: (PROVIDED)	132,901 sf
LANDSCAPE PERCENTAGE: (TOTAL LANDSCAPE % OF NET LOT AREA WITHOUT BUILDING)	16.6%

120 DOCK DOORS (1 per 6,631 sf)

SITE DATA



LOCATION MAP (8450 ARBOR AVE, TRACY, CA 95304)

ASSESSOR'S PARCEL NUMBER:

LEGAL DESCRIPTION:

THE LAND REFERRED TO HEREON IS SITUATED IN THE CITY OF TRACY, COUNTY OF SAN JOAQUIN, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOTS ATWNETY-FOUR (24), AND THIRTY-SEVEN (37), AS SHOWN UPON MAP OF UNIT NO. 1, PESCADERO COLONY, FILED NOVEMBER 10, 1921 IN VOLUME 10 OF MAPS AND PLATS, PAGE 44, SAN JOAQUIN COUNTY RECORDS.

EXCEPTING THEREFROM A ONE-HALF (1/2) INTEREST IN AND TO ALL MINERAL, OIL, GAS OR OTHER HYDROCARBON SUBSTANCES NOW EXISTING OR HEREAFTER DISCOVERED ON SAID LOTS; TOGETHER WITH THE RIGHT OF INGRESS OR EGRESS FOR THE PURPOSE OF PROSPECTING, DISCOVERING, DRILLING, MINING AND REMOVING THE SAME, AS RESERVED IN DEED RECORDED DECEMBER 5, 1951 IN BOOK 1132, PAGE 448, OFFICIAL RECORDS, WHICH RIGHTS WERE CONVEYED BY INDIVIDUAL QUITCLAIM DEED FROM WARREN DEBENHAM, JR., ET AL, TO GLORIA BACCHETTI, TRUSTEE OF THE BERT A. BACCHETTI AND GLORIA BACCHETTI REVOCABLE TRUST DATED JUNE 21, 1995, AS AMENDED, RECORDED ON JUNE 13, 2001 AS INSTRUMENT NO 01090987, OFFICIAL RECORDS, BETWEEN THE SURFACE AND A DEPTH OF 500 FEET BELOW THE SURFACE, INCLUDING THE RIGHT OF ENTRY ON THE SURFACE, AND THE RIGHT TO SLAT DRILL OR OTHERWISE DRILL WITHIN SAID 500 FEET OF THE ABOVE DESCRIBED PROPERTY.

EXCEPTING UNTO THE GRANTOR AN UNDIVIDED ONE-HALF (1/2) INTEREST IN AND TO ALL MINERAL, OIL OR GAS NOW EXISTING OR HEREAFTER DISCOVERED ON SAID LOTS, SITUATED OR LOCATED IN ALL OR ANY PART OF PORTION OF THE LANDS HEREIN DESCRIBED LYING MORE THAN FIVE HUNDRED FEET (500) BELOW THE SURFACE THEREOF; TOGETHER WITH THE RIGHT TO GRANT LEASES FOR ALL OR ANY OF SAID PURPOSES; BUT WITHOUT AND RIGHT WHATSOEVER TO ENTER UPON THE SURFACE OF SAID LANDS WITHIN FIVE HUNDRED FEET (500) VERTICAL DISTANCE BELOW THE SURFACE THEREOF.

ASSESSOR'S PARCEL NUMBER AND LEGAL DESCRIPTION

8450 ARBOR AVENUE
TRACY, CALIFORNIA 95304

PROJECT ADDRESS

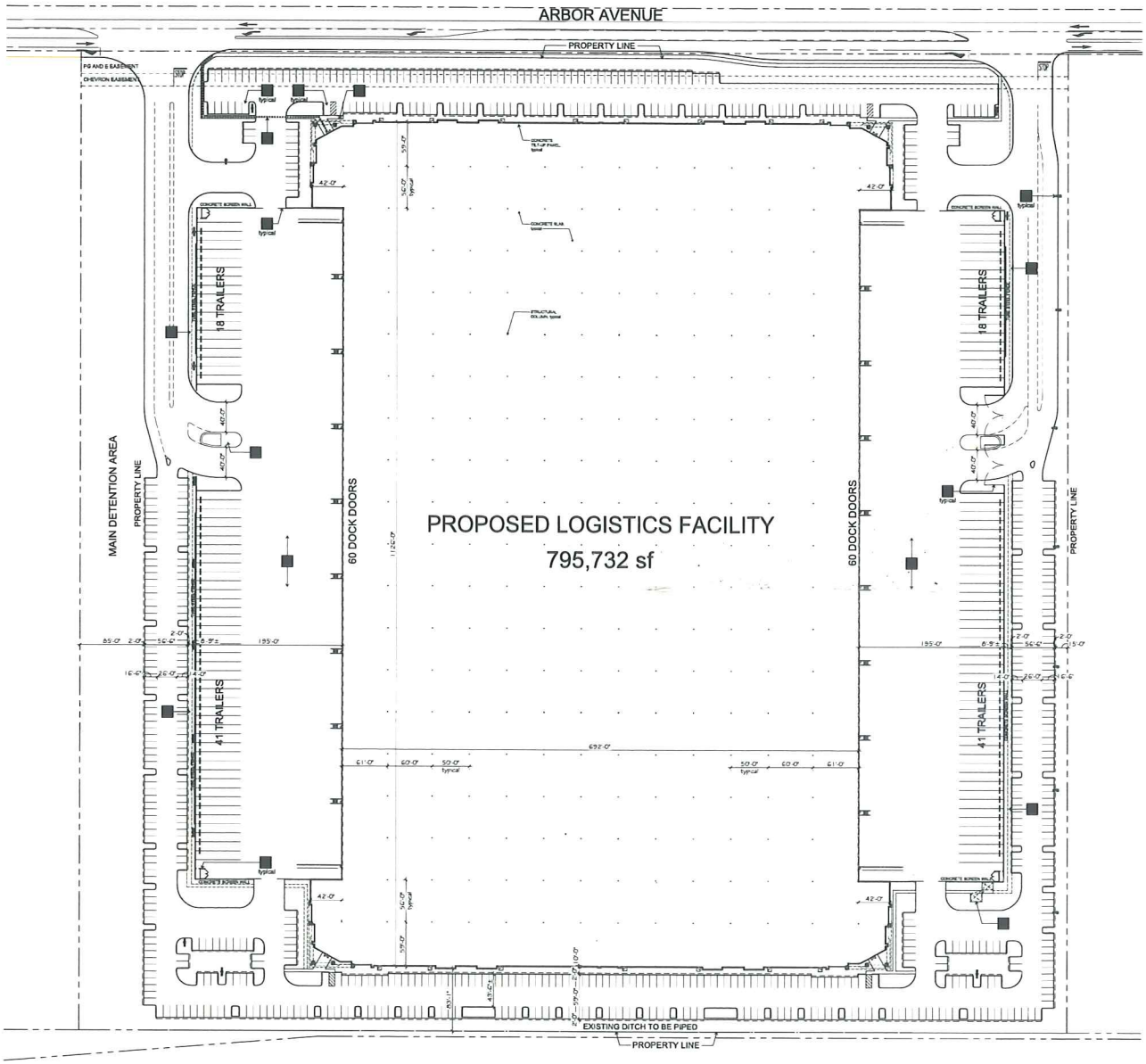
OWNER / DEVELOPER: RACHEL HICKENBOTTOM
DCT INDUSTRIAL
12 CORPORATE PLAZA, SUITE 150
NEWPORT BEACH, CA 92660
(949) 720-6000

ARCHITECT: CALVIN J. COATSWORTH
CARLILE COATSWORTH ARCHITECTS
2495 CAMPUS DRIVE, SECOND FLOOR
IRVINE, CA 92612
(949) 833-1930

PROJECT TEAM

- TYPICAL PARKING STALL 9'-0" WIDE BY 18'-6" LONG WITH 2'-0" OVERHANG - typical
- ACCESSIBLE PATH OF TRAVEL
- TYPICAL ACCESSIBLE PARKING STALL WITH ALL SYMBOLS, SIGNS, RAMPS AS REQUIRED TO MEET TITLE 24 AND ADA REQUIREMENTS - typical
- FUTURE GUARD SHACK
- BICYCLE RACK
- SWINGING STEEL GATE - typical
- ROLLING STEEL GATE - typical
- TRASH ENCLOSURE PER CITY STANDARDS
- CONCRETE DRIVE AISLES
- POLE MOUNTED LED SITE LIGHTING - typical
- FUTURE WALKWAY FOR SOUTH OFFICE CONNECTION TO PUBLIC RIGHT OF WAY AT ARBOR AVE
- SHADED EMPLOYEE OUTDOOR / PICNIC AREA

KEY NOTES



INTERSTATE HIGHWAY 205

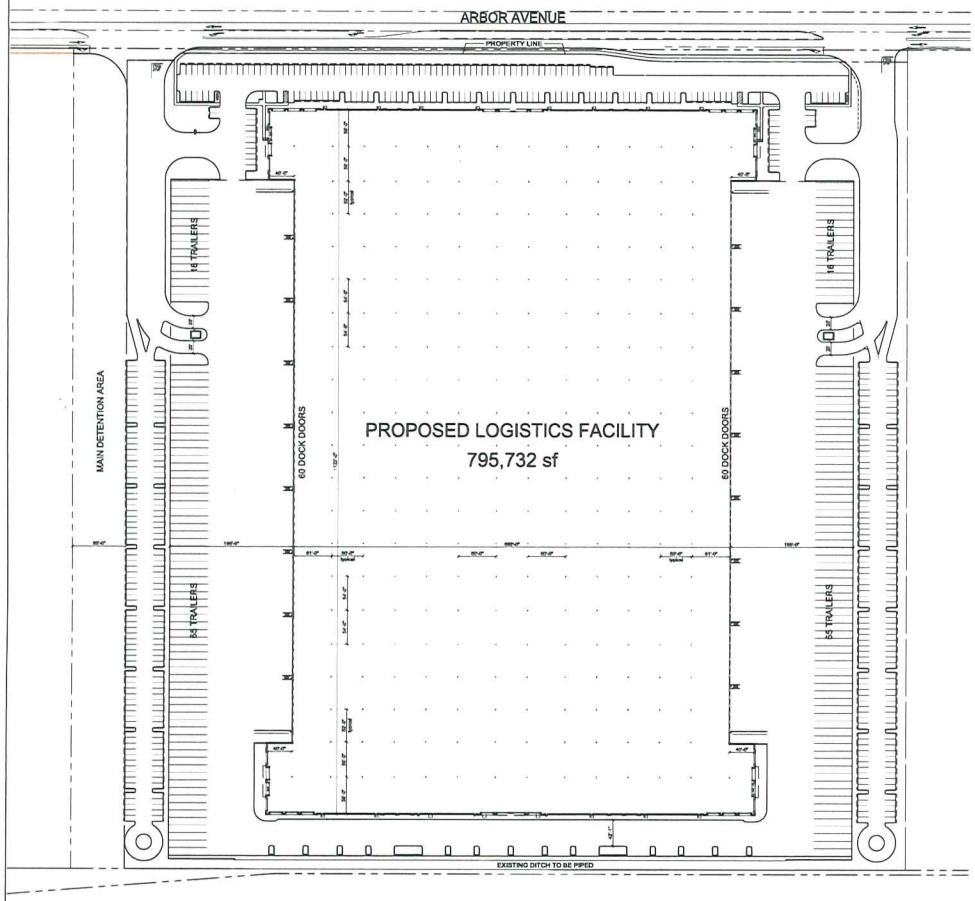
PRELIMINARY SITE PLAN

(MULTIPLE TENANT CONFIGURATION)

Arbor Avenue
Tracy, CA

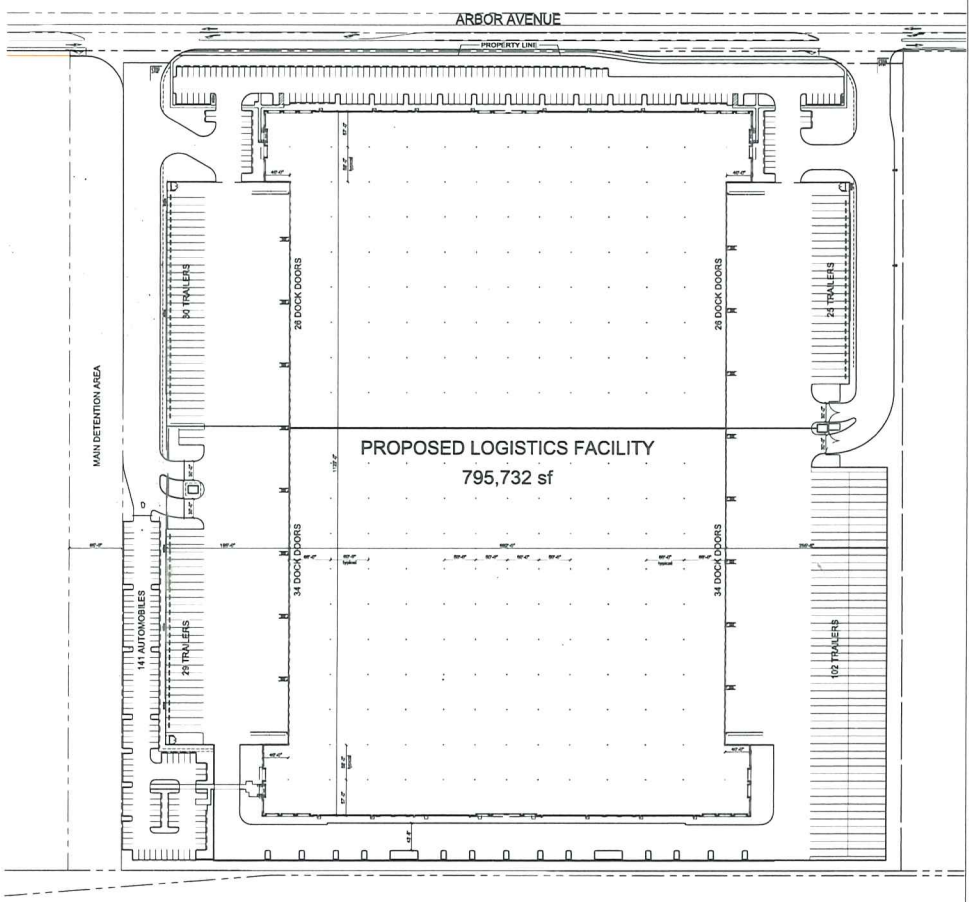
Carlile Coatsworth Architects, Inc
2495 Campus Dr. - Second Floor - Irvine, CA 92612 - Phone: 949.833.1930 - Fax: 949.833.1140

DCT INDUSTRIAL



LARGE USER SCHEME

(SINGLE TENANT CONFIGURATION WITH DRIVE AROUND CAPABILITY)



2 OR 3 USER SCHEME

(DOUBLE TENANT CONFIGURATION WITH THE OPTION TO HAVE UP TO 3 TENANTS)

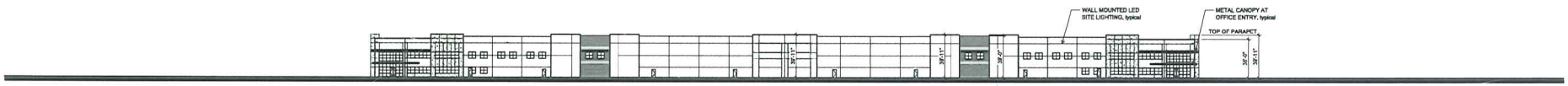
ALTERNATE SITE PLAN SCHEMES

(BUILDING DESIGN, STREET FRONTAGE, AND DRIVEWAY LOCATIONS REMAIN THE SAME THROUGH ALL SCHEMES)

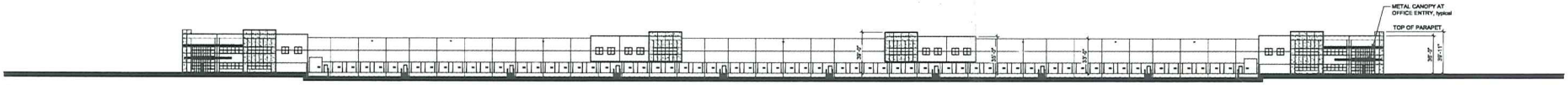
Arbor Avenue
Tracy, CA

Carlile Coatsworth Architects, Inc
2400 Campus Dr. - Second Floor - Irvine, CA 92612 - Phone 949.833.1920 - Fax 949.833.1140

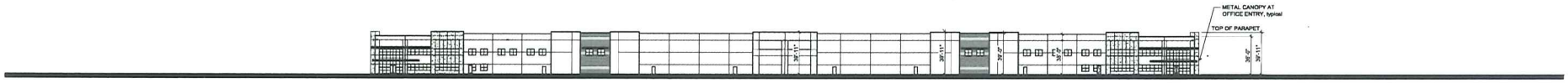
DCT INDUSTRIAL



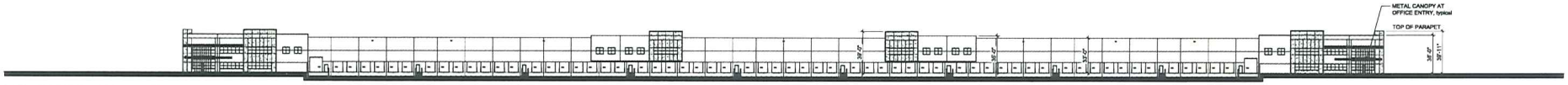
NORTH ELEVATION



EAST ELEVATION



SOUTH ELEVATION



WEST ELEVATION

P 1 — TILT-UP CONCRETE WALL PANEL FIELD COLOR SW 7021 SIMPLE WHITE	P 3 — TILT-UP CONCRETE WALL PANEL ACCENT COLOR SW 7025 BACKDROP	G 1 — 1/4" SOLARBLUE GLASS BY PPG WITH CLEAR ANODIZED ALUMINUM MULLIONS
P 2 — TILT-UP CONCRETE WALL PANEL ACCENT COLOR PANTONE 1395 MARIGOLD (CITY OF TRACY COLOR)	M 1 — TILT-UP CONCRETE WALL PANEL ACCENT COLOR EXPOSED CONCRETE	

COLOR AND MATERIAL LEGEND

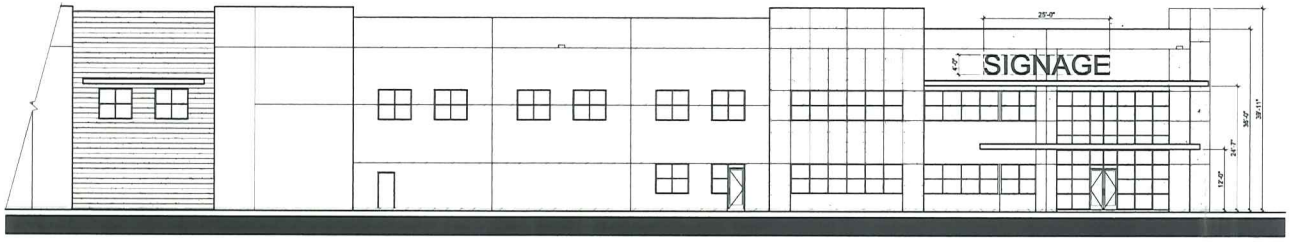
BUILDING ELEVATIONS

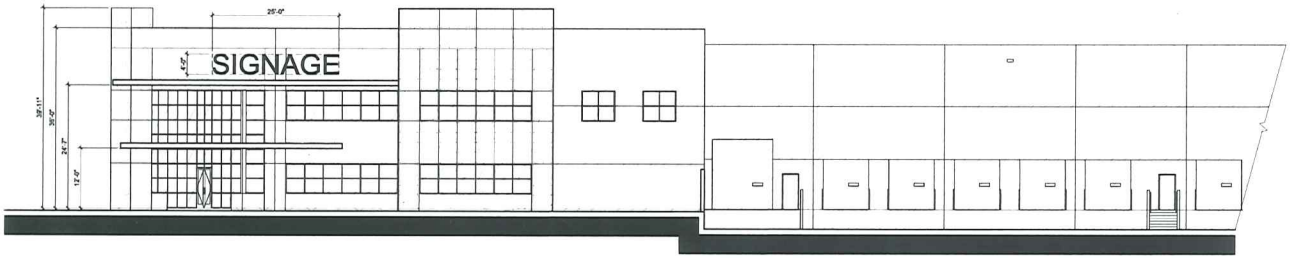
0' 20' 40' 80'
SCALE: 1" = 40'

Arbor Avenue
Tracy, CA

Carlile Coatsworth Architects, Inc
2400 Campus Dr. - Second Floor - Irvine, CA 92612 - Phone: 949.833.1920 - Fax: 949.833.1140

DCT INDUSTRIAL





TYPICAL PROPOSED BUILDING SIGNAGE AT EACH CORNER

P 1 — TILT-UP CONCRETE WALL PANEL FIELD COLOR SW 7021 SIMPLE WHITE	P 3 — TILT-UP CONCRETE WALL PANEL ACCENT COLOR SW 7026 BACKDROP	G 1 — 1/4" SOLARBLUE GLASS BY PPG WITH CLEAR ANODIZED ALUMINUM MULLIONS
P 2 — TILT-UP CONCRETE WALL PANEL ACCENT COLOR PANTONE 1395 MARIGOLD (CITY OF TRACY COLOR)	M 1 — TILT-UP CONCRETE WALL PANEL ACCENT COLOR EXPOSED CONCRETE	

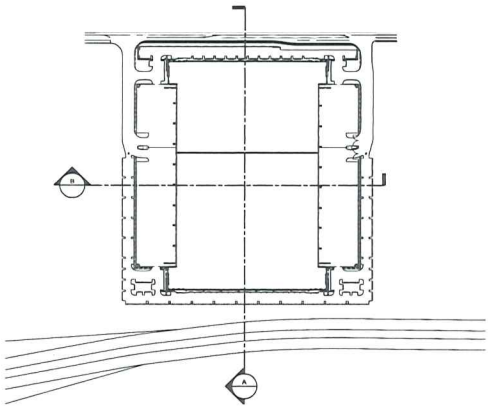
COLOR AND MATERIAL LEGEND

ENLARGED ELEVATIONS & PROPOSED SIGNAGE

Arbor Avenue
Tracy, CA

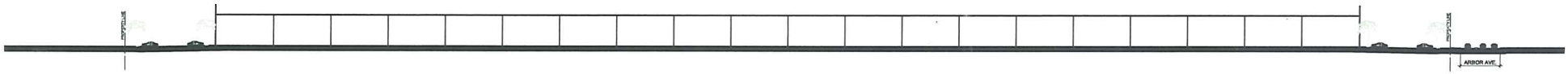
Carlile Coatsworth Architects, Inc
2400 Campus Dr. - Second Floor - Irvine, CA 92612 - Phone: 949.833.1920 - Fax: 949.833.1140

DCT INDUSTRIAL

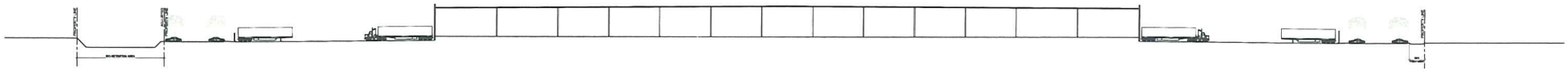


KEY PLAN

N.T.S.



SECTION "A" (NORTH-SOUTH)



SECTION "B" (EAST-WEST)

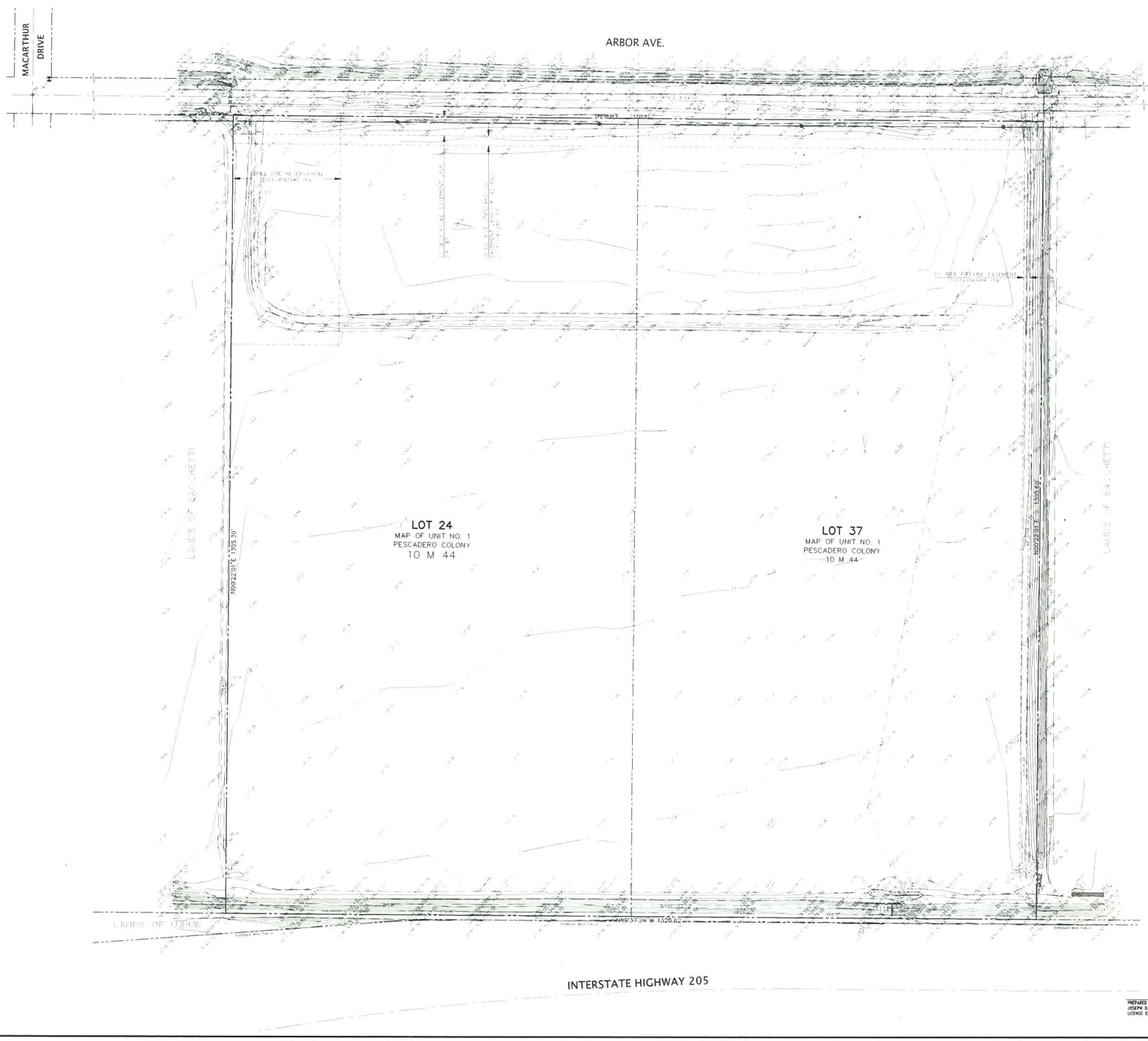
SITE SECTIONS

Arbor Avenue
Tracy, CA

Carlile Coatsworth Architects, Inc
2480 Campus Dr. - Second Floor - Irvine, CA 92612 - Phone: 949.833.1800 - Fax: 949.833.1140

0' 20' 40' 80'
SCALE: 1" = 40'

DCT INDUSTRIAL



LEGEND

	CENTERLINE
	CONTOUR LINE
	EDGE OF PAVEMENT
	FENCE LINE
	GAS LINE-VALVE & METER
	HIGH PRESSURE GAS LINE
	LOT LINE
	MONUMENT/MONUMENT LINE
	OVERHEAD POWER LINE
	PROPERTY LINE
130000	SPOT ELEVATION
	POWER POLE
	TRAFFIC SIGN
BM	BENCHMARK/TEMPORARY BENCHMARK
C	CONCRETE
CMP	CORRUGATED METAL PIPE
EP	EDGE OF PAVEMENT
FD MON	FOUND MONUMENT
FL	FLOW LINE
FNC	FENCE
GB	GRADE BREAK
GLM	GAS LINE MARKER
HDWL	HEADWALL
OH	OVERHEAD
PP	POWER POLE
RCP	REINFORCED CONCRETE PIPE
TOE	GRADE BREAK LINE TOE
TOP	GRADE BREAK LINE TOP

NOTES

1. THIS SURVEY WAS PREPARED FROM INFORMATION FURNISHED IN A COMMITMENT FOR TITLE INSURANCE, PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY DATED AS OF SEPTEMBER 3, 2013, ORDER NUMBER 3020-6297444, FURNISHED TO KIER & WRIGHT CIVIL ENGINEERS & SURVEYORS, INC BY DCT INDUSTRIAL OPERATING LLC ON SEPTEMBER 30, 2013. NO LIABILITY IS ASSUMED FOR MATTERS OF RECORD NOT STATED IN SAID COMMITMENT THAT MAY AFFECT THE TITLE LINES, OR EXCEPTIONS, OR EASEMENTS OF THE PROPERTY.
2. ALL DISTANCES AND ELEVATIONS SHOWN HEREON ARE IN FEET AND DECIMALS THEREOF.
3. THE TYPES, LOCATIONS, SIZES AND/OR DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS TOPOGRAPHIC SURVEY WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. THE CONTRACTOR IS CAUTIONED THAT ONLY ACTUAL EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATIONS AND DEPTHS OF SUCH UNDERGROUND UTILITIES. (A REASONABLE EFFORT HAS BEEN MADE TO LOCATE AND DELINEATE ALL KNOWN UNDERGROUND UTILITIES) HOWEVER, THE ENGINEER CAN ASSUME NO RESPONSIBILITY FOR THE COMPLETENESS OF ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND UTILITIES WHICH MAY BE ENCOUNTERED, BUT WHICH ARE NOT SHOWN ON THESE DRAWINGS.
4. BENCHMARK: 2" BRASS DISK WITH PUNCH STAMPED "TRACY LS 4479" IN MONUMENT WELL AT THE CENTERLINE INTERSECTION OF ARBOR AVENUE AND MACARTHUR DRIVE. ELEVATION= 187'.
5. UTILITY INFORMATION HEREON IS PROGRESS AT THIS TIME. A REQUEST WAS MADE TO CHEVRON, TRI-VALLEY OIL & GAS COMPANY AND PESCADERO RECLAMATION DISTRICT FOR INFORMATION REGARDING THE LOCATION OF THEIR FACILITIES ON THIS SITE. AS OF 10-17-13, THEY HAD NOT RESPONDED WITH THIS INFORMATION. UNTIL WE RECEIVE THIS INFORMATION AND ARE ABLE TO DELINEATE THESE FACILITIES, ALL PARTIES SHOULD CONSIDER THIS SURVEY AS PRELIMINARY WITH REGARDS TO THE LOCATION OF UTILITY FACILITIES. UPON RECEIPT OF THIS INFORMATION KIER & WRIGHT WILL UPDATE THIS SURVEY AND REISSUE IT.

PREPARED BY OR UNDER THE SUPERVISION OF _____ DATE
JOSEPH D. THOMPSON, L.S. 8121
LICENSE EXPIRES: 12-31-14

LICENSED LAND SURVEYOR
JOSEPH D. THOMPSON
No. 8121
Exp. 12-31-14
STATE OF CALIFORNIA

NO.	REVISION	BY

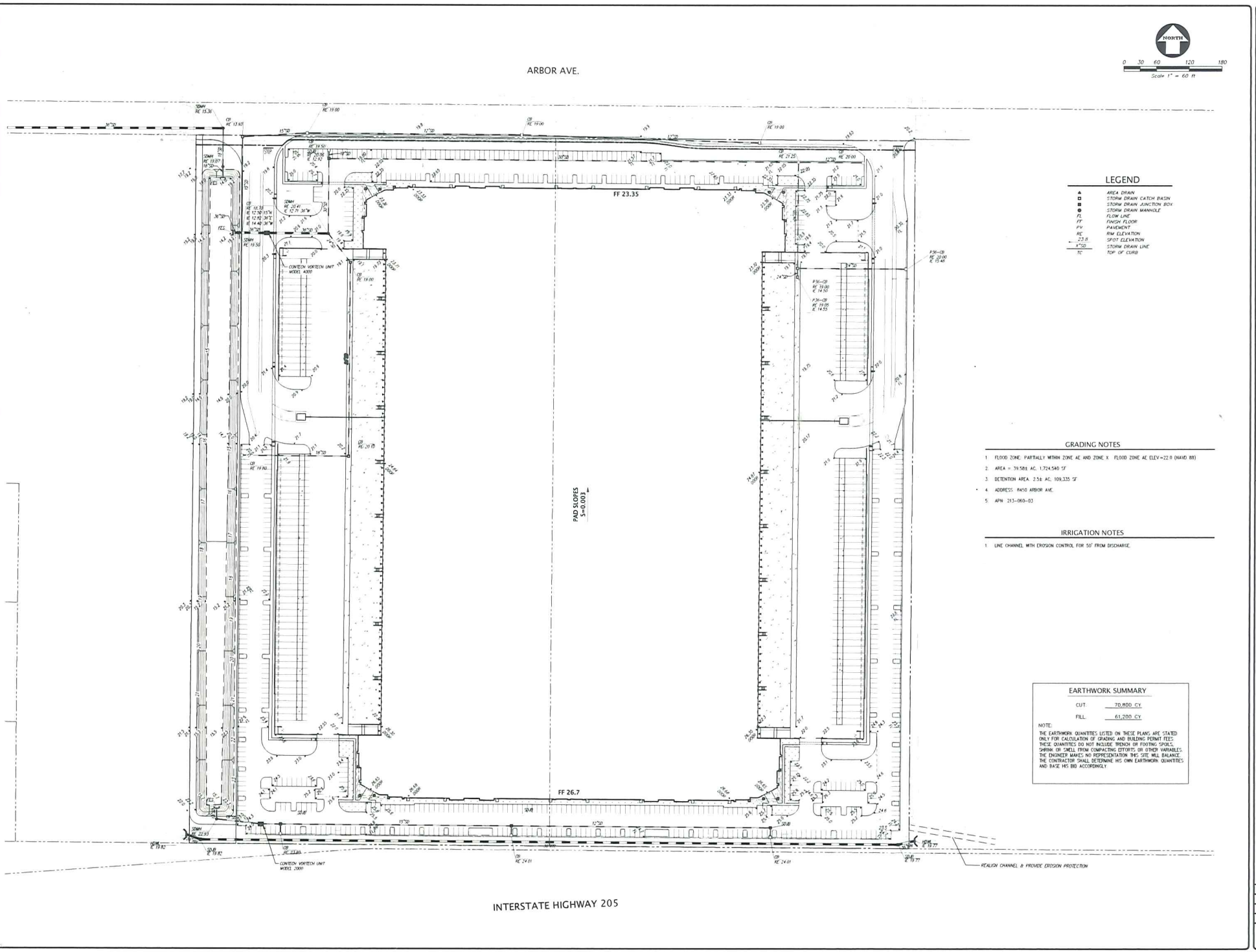
NO.	REVISION	BY

KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
2850 Collier Canyon Road
Livermore, California 94551
Phone (925) 245-8788
Fax (925) 245-8796

TOPOGRAPHIC SURVEY
OF
8450 ARBOR AVENUE
FOR
DCT INDUSTRIAL

TRACY, CALIFORNIA

DATE	OCT., 2013
SCALE	1" = 60'
SURVEYOR	JDT
DRAFTER	REG
JOB NO.	A13609
SHEET	C1
OF	SHEETS



LEGEND

▲	AREA DRAIN
□	STORM DRAIN CATCH BASIN
■	STORM DRAIN JUNCTION BOX
●	STORM DRAIN MANHOLE
FL	FLOW LINE
FF	FINISH FLOOR
P/V	PAVEMENT
RE	RIM ELEVATION
23.8	SPOT ELEVATION
4"SD	STORM DRAIN LINE
TC	TOP OF CURB

GRADING NOTES

1. FLOOD ZONE: PARTIALLY WITHIN ZONE AE AND ZONE X. FLOOD ZONE AE ELEV=22.0 (NAVD 88)
2. AREA = 39.58± AC, 1,724,540 SF
3. DETENTION AREA: 2.5± AC, 109,335 SF
4. ADDRESS: 8450 ARBOR AVE.
5. APN: 213-060-03

IRRIGATION NOTES

1. LINE CHANNEL WITH EROSION CONTROL FOR 50' FROM DISCHARGE.

EARTHWORK SUMMARY

CUT	70,800 CY
FILL	61,200 CY

NOTE:
THE EARTHWORK QUANTITIES LISTED ON THESE PLANS ARE STATED ONLY FOR CALCULATION OF GRADING AND BUILDING PERMIT FEES. THESE QUANTITIES DO NOT INCLUDE TRENCH OR FOOTING SPOILS, SHRINK OR SWELL FROM COMPACTING EFFORTS, OR OTHER VARIABLES. THE ENGINEER MAKES NO REPRESENTATION THIS SITE WILL BALANCE. THE CONTRACTOR SHALL DETERMINE HIS OWN EARTHWORK QUANTITIES AND BASE HIS BID ACCORDINGLY.

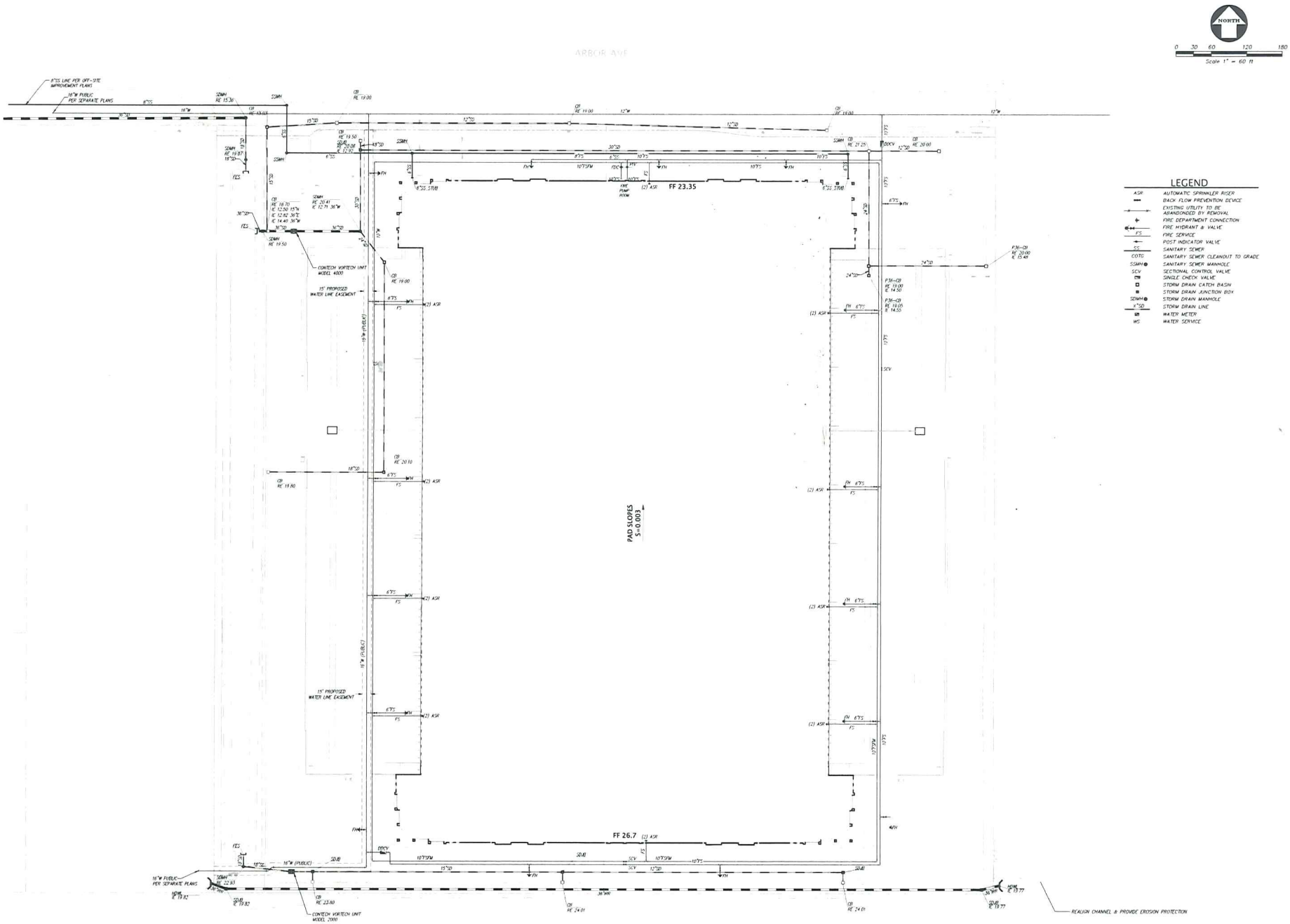
NO.	REVISION	BY

KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
2850 Collier Canyon Road
Livermore, California 94551
Phone (925) 245-8788
Fax (925) 245-8796

PRELIMINARY GRADING AND DRAINAGE PLAN
OF
DCT INDUSTRIAL WAREHOUSE
FOR
DCT INDUSTRIAL

TRACY CALIFORNIA

DATE	JULY, 2014
SCALE	1" = 60'
DESIGNER	DGR
JOB NO.	AT-1669-2
SHEET	C2
OF	SHEETS



NO.	REVISION	BY

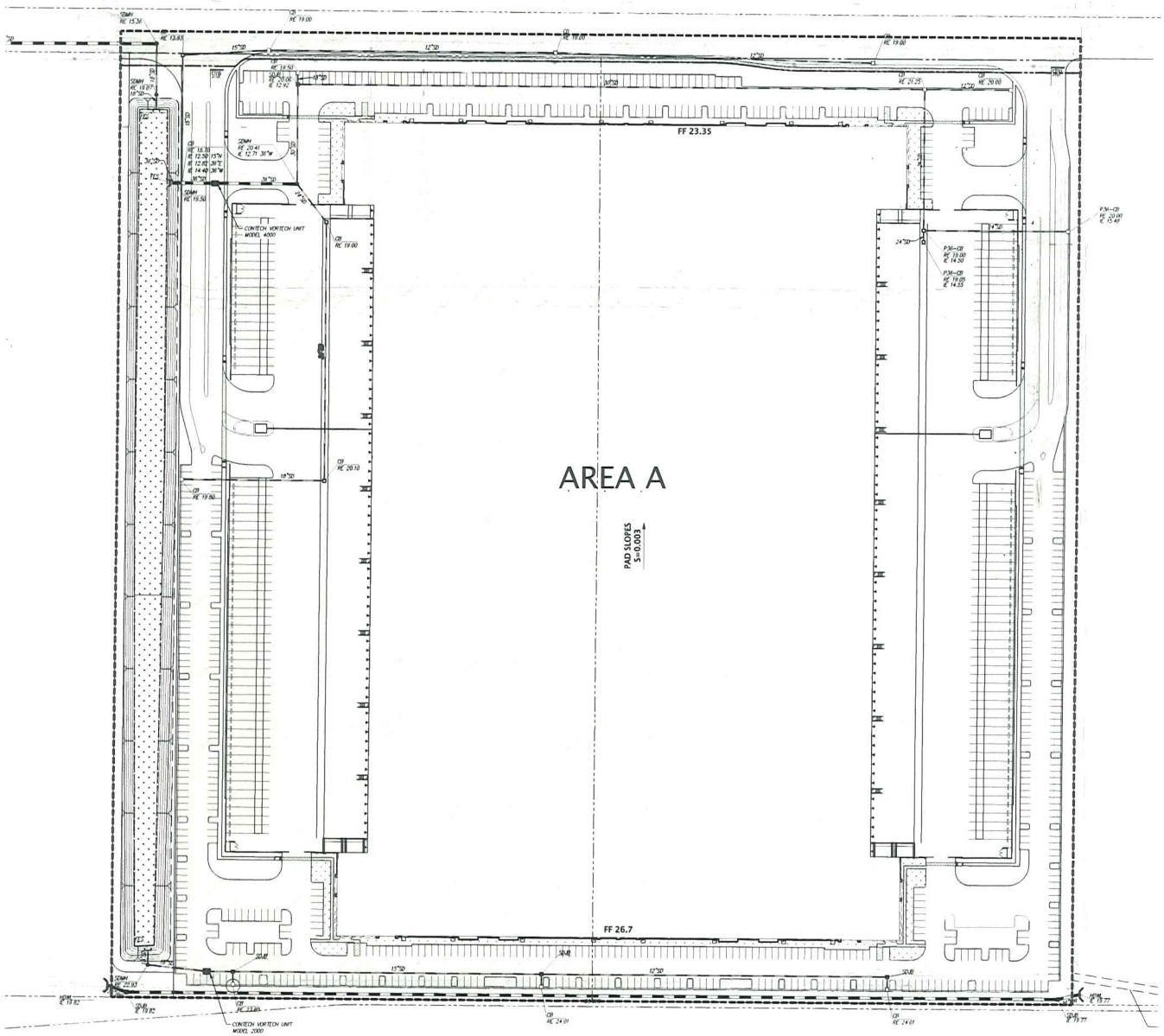
KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
2930 Lucas Canyon Road
Livermore, California 94551
Phone (925) 245-8788
FAX (925) 245-8796

PRELIMINARY UTILITY PLAN
OF
DCT INDUSTRIAL WAREHOUSE
FOR
DCT INDUSTRIAL

TRACY CALIFORNIA

DATE	JULY, 2014
SCALE	1" = 60'
DESIGNER	DGR
JOB NO.	AT1669-2
SHEET	C3
OF	SHEETS

ARBOR AVE.



INTERSTATE HIGHWAY 205

NORTH

0 30 60 120 180

Scale 1" = 60 ft

LEGEND

▲	AREA DRAIN
□	CATCH BASIN
FL	FLOW LINE
PV	PAVEMENT
RE	RIM ELEVATION
23.8	SPOT ELEVATION
	STORM DRAIN LINE
TC	TOP OF CURB
	LANDSCAPE AREA
	IMPERVIOUS AREA
	TREATMENT AREA

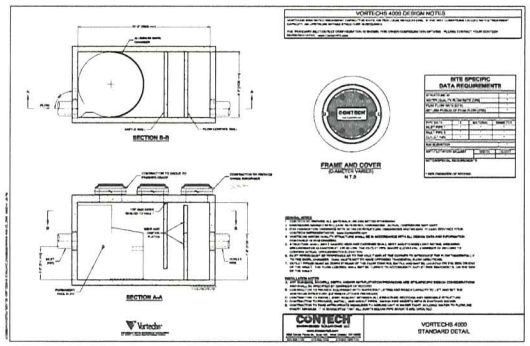
TABLE 1

TOTAL SITE AREA	=	1,724,540 SF
TREATED AREA	=	1,763,547* SF
EXTRA TREATED AREA	=	39,007* SF
PERCENT OF TREATED AREA	=	100%

*AREA A INCLUDES 39,007 SF FROM OFF-SITE (THE PORTION OF ARBOR AVE THAT SLOPES TOWARD THE PROPERTY)

NOTE

1. ALL ON-SITE CATCH BASINS TO HAVE FLOGARD CATCH BASIN INSERT BASIN TO PROVIDE SUPPLEMENTAL TREATMENT



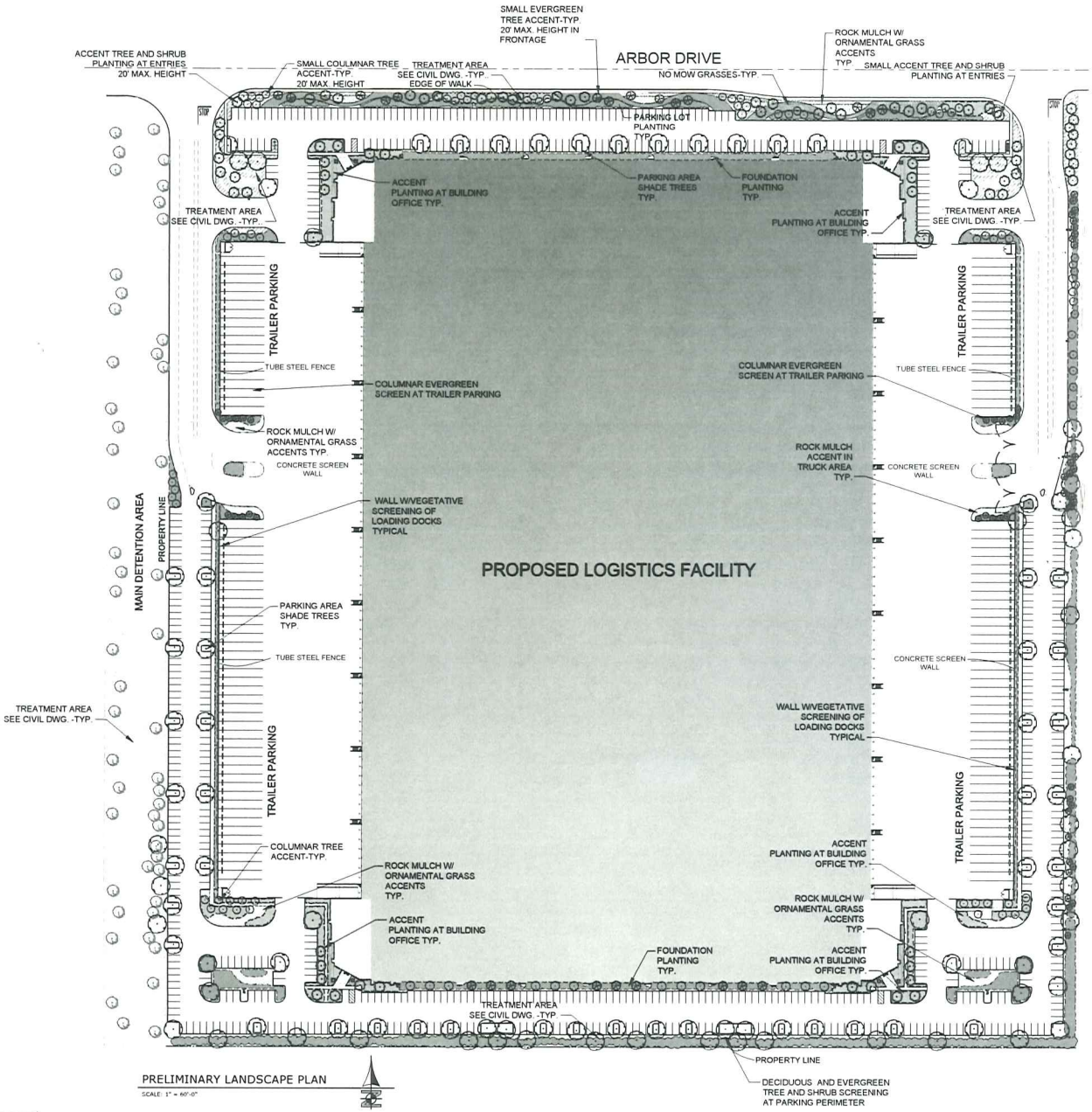
NO.	REVISION	BY

KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
2850 Collinwood Blvd., Fremont, CA 94539
Livermore, California 94551 FAX (925) 245-8796

STORM WATER QUALITY CONTROL PLAN
OF
DCT INDUSTRIAL WAREHOUSE
FOR
DCT INDUSTRIAL

TRACY CALIFORNIA

DATE	JULY, 2014
SCALE	1" = 60'
DESIGNED	DGR
JOB NO.	A11669-2
SHEET	C4
OF	SHEETS



PRELIMINARY LANDSCAPE PLAN

SCALE: 1" = 60'-0"

LEGEND

- COLUMNAR EVERGREEN
- LARGE EVERGREEN
- LARGE SHADE TREE
- COLUMNAR DECIDUOUS TREE
- FLW ACCENT TREE
- SMALL TREE OR LARGE SHRUB
- NO MOW GRASSES
- PARKING LOT PLANTING
- OFFICE ACCENT PLANTING
- PROJECT ACCENT PLANTING
- SCREEN PLANTING
- FOUNDATION PLANTING
- NATIVE GRASS AND WILDFLOWERS
- ROCK MULCH ACCENT

LANDSCAPE CALCULATIONS:

TOTAL PARKING AREA = 287,333 S.F.
PARKING AREA INCLUDES THE FOLLOWING:
1. PAVEMENT INCLUDING ISLANDS, STALLS, AISLES AND ACCESS DRIVES
2. ADJACENT BUILDING FRONTAGE LANDSCAPE AREA INC. WALKS
PARKING AREA LANDSCAPE REQUIRED = 57,467 S.F. (20% OF PARKING AREA)
50% IN PARKING PERIMETER LANDSCAPE: 30,865 S.F.
TOTAL PARKING AREA LANDSCAPE PROVIDED = 97,002 S.F.
TOTAL SITE LANDSCAPING PROVIDED: 132,961 S.F. (16.9 % OF SITE)

NO. OF STANDARD PARKING SPACES = 679
TREES REQUIRED = 136 (1/5 SPACES)
TREES PROVIDED = 136
REQUIRED PARKING AREA SHADE = 114,933 S.F. (MIN. 40% OF PARKING AREA)
PARKING AREA SHADE PROVIDED AT MATURITY = 123,141 S.F.
89 LARGE SHADE TREES @ 100% 40' DIAMETER (1,256.6 S.F.) = 111,837 SF
16 LARGE SHADE TREES @ 50% 40' DIAMETER (628 S.F.) = 11,304 SF

STREETSCAPE LANDSCAPE PROVIDED
ARBOR DRIVE - 23' SETBACK TO PARKING
INTERSTATE 205 - 16' SETBACK TO PARKING

PLANT LIST:

BOTANICAL NAME	COMMON NAME	SIZE	WATER REGIME/ HYDROZONE	MATURE HABIT H X W
TREES				
CEDRUS DEODARA	DEODAR CEDAR	24" BOX	L	80' X 40'
QUERCUS CHRYSOLEPSIS	INTERIOR LIVE OAK	24" BOX	VL	50' X 50'
QUERCUS ILEX	HOLLY OAK	24" BOX	VL	40' X 40'
QUERCUS ROBUR 'FASTIGIATA'	SKYROCKET OAK	24" BOX	M	50' X 15'
QUERCUS COCCINEA	RED OAK	24" BOX	M	70' X 50'
LAURUS N. 'SARATOGA'	SWEET BAY	24" BOX	L	20' X 20' MULTI-STEM
OLEA EUROPAEA 'SWAN HILL'	FRUITLESS OLIVE	24" BOX	L	25' X 25'
PISTACIA C. 'KEITH DAVEY'	CHINESE PISTACHE	24" BOX	L	50' X 30'
ULMUS P. 'TRUE GREEN'	EVERGREEN ELM	24" BOX	M	50' X 60'
ZELKOVA S. 'VILLAGE GREEN'	JAPANESE ZELKOVA	24" BOX	M	55' X 50'
LAGERSTROEMIA SPECIES	CRAPE MYRTLE	24" BOX	L	20' X 12'
LAGERSTROEMIA 'DYNAMITE RED'	CRAPE MYRTLE	24" BOX	L	15' X 15'
QUERCUS V. 'HERITAGE'	HERITAGE OAK	24" BOX	L	50' X 40'
ULMUS PARVIFLORIA 'TRUE GREEN'	EVERGREEN ELM	24" BOX	M	50' X 30'
ACER N. CALIFORNICUM 'SENSATION'	BOX ELDER	24" BOX	M	40' X 30'
ARBUTUS UNEDO	STRAWBERRY TREE	24" BOX	L	20' X 20'
MYRICA CALIFORNICA	PACIFIC WAX MYRTLE	15 GAL	VL	15' X 15' MULTI-STEM
ZELKOVA S. 'MUSASHINO'	COLUMNAR ZELKOVA	24" BOX	M	40' X 15'
JUNIPERUS SPECIES	COLUMNAR JUNIPER	15 GAL	L	10'-15'
EVERGREEN SCREENING SHRUBS TRUCK AREAS/INT. 205				
XYLOSMA SENTICOSA	SHINY XYLOSMA	15 GAL	L	8' X 8'
NERIUM O. 'WHITE'	OLEANDER	5 GAL	L	10' X 10'
RHUS OVATA	SUGAR BUSH	5 GAL	VL	8' X 12'
CEANOTHUS 'CONCHA'	CEANOTHUS	5 GAL	L	6' X 8'
ARBUTUS U. 'COMPACTA'	DW. STRAWBERRY	5 GAL	L	8' X 10'
ARCTOSTAPHYLOS 'HOWARD MCMINN'	MANZANITA	5 GAL	L	6' X 8'
ROCK MULCH GRASS ACCENT				
FESTUCA MAIREI	ATLAS FESCUE	1 GAL	L	2' X 3'
PENNISETUM S. 'KARLEY ROSE'	FOUNTAIN GRASS	1 GAL	L	3' X 3'
MUHLENBERGIA RIGENS	DEER GRASS	LINER	L	4' X 4' PLANT 3' OC
HELICHTOTRICHON SEMPERVIRONS	BLUE OAT GRASS	1 GAL	L	2' X 2' PLANT 2' OC
CALAMAGROSTIS A. 'KARL FOESTER'	FEATHERED	1 GAL	L	2' X 3' PLANT 3' OC
DROUGHT TOLERANT SHRUBS ENTRIES, OFFICE ACCENT AND PARKING AREAS				
CEANOTHUS 'YANKEE POINT'	YANKEE POINT CEANOTHUS	5 GAL	L	4' X 8'
LANTANA M. 'DW. YELLOW'	DW. LANTANA	5 GAL	L	2' X 4' PLANT 3' OC
CISTUS SALVIFOLIUS	ROCK ROSE	5 GAL	L	2' X 4'
RHAMNUS C. 'MOUND SAN BRUNO'	COFFEEBERRY	5 GAL	L	5' X 6' PLANT 6' OC
NERIUM OLEANDER 'PETITE SALMON'	PETITE OLEANDER	5 GAL	L	5' X 5'
TAGETES LEMMONII	COPPER CANYON DAISY	5 GAL	L	5' X 6' PLANT 5' OC
PHOLOMIS FRUITICOSA	JERUSALEM SAGE	5 GAL	L	4' X 4' PLANT 4' OC
ROSMARINUS O. 'TUSCAN BLUE'	UPRIGHT ROSEMARY	5 GAL	L	4' X 4'
COLEONEMA 'SUNSET GOLD'	COLEONEMA	5 GAL	M	3' X 5'
LAVANDULA 'IRENE DOYLE'	LAVANDER	5 GAL	L	2' X 2'
SALVIA LEUCANTHA 'MIDNIGHT'	MEXICAN SAGE	1 GAL	L	3' X 5'
BACCHARIS 'CENTENNIAL'	COYOTE BRUSH	1 GAL	L	2' X 6' PLANT 5' OC
ROSMARINUS O. 'COLLINGHAM'	ROSEMARY	1 GAL	L	2' X 6' PLANT 5' OC
COTONEASTER D. 'LOWFAST'	BEARBERRY COTONEASTER	1 GAL	L	1' X 6' PLANT 4' OC
MYOPORUM 'PUTAH CREEK'	MYOPORUM	1 GAL	L	1' X 6' PLANT 6' OC
RHAPIOLEPSIS 'PINK DANCER'	INDIA HAWTHORN	5 GAL	L	3' X 4'
ARCTOSTAPHYLOS 'EMERALD GREEN'	MANZANITA	5 GAL	L	1' X 4' PLANT 4' OC
PERENNIALS ENTRIES AND OFFICE ACCENT				
OENOTHERA SPECIOSA 'ROSEA'	MEXICAN PRIMROSE	1 GAL	L	1' X 2'
DIANELLA R. 'LITTLE REV'	FLAX LILY	1 GAL	M	1.5' X 1.5'
DIETES V. 'VARIEGATA'	FORT NIGHT LILY	1 GAL	L	3' X 3'
HEMEROCALLIS - HYBRIDS	EVERGREEN DAYLILY	1 GAL	M	1' X 1.5'

DETENTION AREA PLANTING

AREA TO BE SEEDED WITH A GRASS/WILDFLOWER MIX

DECORATIVE ROCK ACCENT

4" MINIMUM DEPTH OF 3"-6" FRACTURED ROCK AS AVAILABLE FROM A LOCAL SOURCE
COLOR GRAY BLEND

PLANTER MULCH

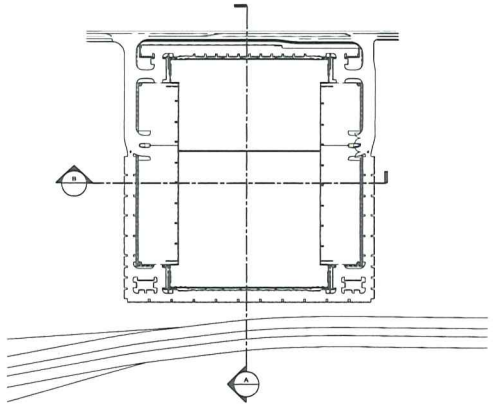
BARK MULCH-ALL PLANTERS NOT DESIGNATED FOR ROCK, D.G. OR SEEDING

Carlile Coatsworth Architects, Inc
2400 Campus Dr. - Second Floor - Irvine, CA 92612 - Phone: 949.833.1020 - Fax: 949.833.1140

GreenDesign Landscape Architects, Inc.
1484 Pioneer Dr. - Reno, NV 89503 - Phone/Fax: 775-829-1366 - greendesign@charter.net

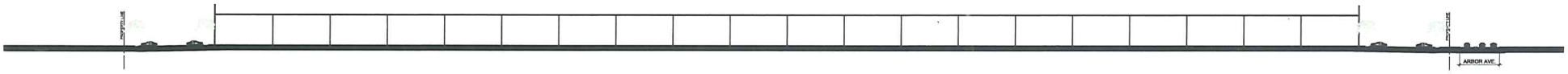
Arbor Avenue
Tracy, California

DCT INDUSTRIAL

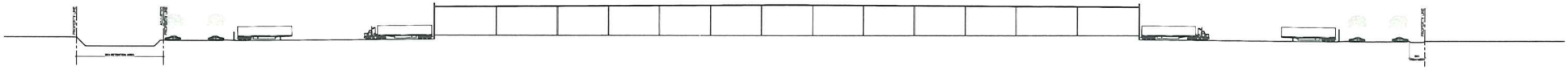


KEY PLAN

N.T.S.



SECTION "A" (NORTH-SOUTH)



SECTION "B" (EAST-WEST)

SITE SECTIONS

Arbor Avenue
Tracy, CA

Carlile Coatsworth Architects, Inc

AERIAL SITE PHOTO

Carlile Coatsworth Architects, Inc
2495 Campus Dr. - Second Floor - Irvine, CA 92612 - Phone: 949.833.1930 - Fax: 949.833.1140

Arbor Avenue
Tracy, CA

DCT INDUSTRIAL

ATTACHMENT D

CITY OF TRACY, CALIFORNIA

FINANCE PLAN
FOR

M2 PARCEL (39.58 Gross Acres)
I-205 Industrial

Approved _____
by City Council Resolution _____

I. Introduction

The financing of all public infrastructure and mitigation measures required by the I-205 Corridor Specific Plan and Environmental Impact Report is the responsibility of all properties within the Specific Plan area. The I-205 Corridor Specific Plan includes properties designated for industrial, commercial, and residential use. As each parcel or group of parcels bands together to finance their share of the costs, a Specific Financing Plan will be created to define and allocate costs, and to describe methods of payment.

The M2 Parcel, is 39.58 acres and is subject to an Annexation and Development Agreement ("Agreement") dated ***October 29, 1990***, recorded in the office of the San Joaquin County Recorder on ***November 5, 1990,*** Official Recorder No. 90109507. Pursuant to said Agreement and the Special Conditions and Provisions contained therein, the developer is required to participate in a Finance Plan to assure the funding of necessary public improvements, programs and services. It is the intent of this finance plan to satisfy those obligations, as they relate to the 39.58 acres of the M2 Parcel.

II. Uniform I-205 Financing Plan Provisions

The following provisions are common to all I-205 Specific Plan Area Financing Plans:

A. The cost basis of all plans shall be the current Master Cost Allocation Spreadsheet (hereinafter called Spreadsheet #47, available for review in the City Clerk's office) prepared by Harris & Associates approved by City Council on June 19, 2007 by Resolution No. 2007-136. This allocation uses the impact mitigation costs defined in the I-205 Corridor Specific Plan. This Spreadsheet ensures that each property is fairly and equitably allocated its proportional share of all costs. The methodology is described in Spreadsheet #47.

B. A specific financing plan shall be adopted for each un-subdivided I-205 Corridor

Specific Plan parcel existing as of December 31, 1992. Each Plan may use a combination of funds from bond sales, cash and fees. The Plan shall be developed and adopted by the City Council prior to issuance of the building permit.

C. The Spreadsheet specifies total mitigation costs for all land use designations within each parcel of the I-205 Specific Plan existing as of the date of adoption of the Specific Plan. These total costs are to be charged to the parcel on a cost-per-acre basis. If the parcel is subsequently subdivided into multiple parcels or developed in phases, each such parcel or phase shall be responsible for its percentage share of the total parcel obligation.

The Community Development Department shall compare the impacts created by a development proposal against the proportionate mitigation cost to be paid by the subdivided parcel. If the impact from the submitted proposal is projected to be greater than that anticipated under the land use designations and shown in the Spreadsheet, Community Development shall define the additional cost to be borne by the sub-parcel upon subdivision. Such additional mitigation costs, if needed, will be imposed during the Design Review process. There will be no credit or refund to the developer for under-utilization of the existing parcel or any subdivided parcel.

This Finance Plan does not include various processing and on-site inspection fees that will apply to the development of the subject parcels. The fees will depend on the value of construction, land area, type of development, and other factors. The Community Development Department should be contacted for more information.

This Finance Plan provides financing for the responsibilities of the developer associated with the M2 property. However, this Finance Plan does not supersede or relieve the developer of any requirements of the approved parcel map, Preliminary Development Plan/Final Development Plan conditions, development conditions, approved tentative map and approved final map conditions.

D. In the preparation of specific financing plans, two basic options shall be available. The first option is to provide cash payment for the total parcel costs as identified in Table A. The second option is to provide the funds through a combination of bond sales and developer fees. If bond sales are utilized, additional costs shall be added to cover the costs of district formation, bond financing and capitalized interest.

E. If a financing district is to be formed, provisions should be included to allow developers to pay cash to discharge their obligations. If a developer opts to pay cash before bonds have been sold, the developer may pay the amount shown on the Spreadsheet plus a proportionate share of the District formation costs prior to the issuance of a building permit. If a developer decides to pay cash after bonds have been sold, the buy-out shall be in accordance with the provisions of the bond offering.

III. Specific Financing Plan – M2 Parcel

This section constitutes the specific financing plan for the development of Parcel M2. This finance plan for M2 provides funding by one method only; cash payment upon securing a building permit.

When the I-205 Cost Allocation Spreadsheet was completed, it was unknown how this parcel would be provided with water, sewer and storm drainage service and what impacts it might have to the roadway network. As such, this parcel shared in some of the Spreadsheet #47 obligations but it was understood that additional studies would be required to determine what additional facilities would be needed and what the fair share obligations would be. In 2013 and 2014, the Citywide Masterplans and Impact fee Studies were adopted which provided some answers to the infrastructure needs of this parcel. In addition, the M2 developer completed studies to look more individually at the needs of this parcel as well as the adjacent parcels; M1 and Infill Parcels numbers 7 and 13. The following studies were completed as part of this process:

- *DCT Industrial Project Traffic Impact Study in the City of Tracy*, prepared by TJKM Transportation Consultants and dated May 20, 2014.
- *Wastewater System Analysis for Properties at Arbor Road and MacArthur Drive*, prepared by Ch2MHill dated May 2014.
- *Hydraulic Evaluation of I-205 Parcels M1 and M2 and Infill Parcel 7 and 13,* prepared by West Yost Associates and Dated July 7, 2014.

- *M2 Parcel Storm Drainage and Flood Protection Evaluation*, prepared by Storm Water Consulting Inc., and dated March 20, 2014.

- *DCT Industrial (M2 Parcel) Revised Recommendations Related for DET 13 and Outfall,* prepared by Storm Water Consulting Inc., and dated April 19, 2015.

The following section describes the basis of cost allocation for each item to this Parcel.

A. Funding via Cash Payment Prior to Securing Building Permit

All proceeds shall be received by the City prior to securing a building permit.

The fees were calculated assuming net acreage of 36.317 after required right-of way dedications. In addition, a building size of 794,695 square feet was assumed. The fees will be adjusted at the time of the building permit to reflect the final net acreage based on final design plans and approval by the City. In addition, the communication tower fee shall be adjusted based on final building size.

The items which shall be paid prior to securing issuance of building permits are:

1. Road Circulation "Thoroughfare" and Intersection Signals

The M2 Parcel will be required to pay the traffic fees per the Citywide Master Plan and impact fee program. This parcel was included as part of that program and paying the fee will mitigate the impacts development of this site has on roads and intersections in the City. The M2 obligation is $72,243 per net acre, which based on 36.317 acres, is $2,623,649.

2. Water Distribution

The M2 parcel will be required to pay their fair share of the I-205 water Distribution system. The obligation of M2 is $672,416.

3. Water Treatment and Supply

The M2 parcel will be required to pay their fair share of the I-205 water treatment and supply costs. The obligation of M2 is $393,697.

4. Wastewater Treatment

An expansion of the City's wastewater treatment plant capacity is required. M2 will pay the Spreadsheet #47 fees for 21.4 acres which was the estimated area that was assumed to develop under Spreadsheet 47, for a total obligation of $566,968. For the additional acreage, the parcel will pay the fee established in the Citywide Wastewater fee study, of $26,908 per acre. Based on 36.317 net acres, this equals $401,387. The total M2 obligation is $968,354.

5. Wastewater Conveyance

The M2 parcel will pay the wastewater conveyance fee in accordance with the Citywide Wastewater Fee Study. The M2 obligation is $9,620 per net acre, which based on 36.317 net acres, is $349,370.

6. Storm Drainage

The M2 Parcel is required to pay their storm drainage fees in accordance with the Citywide Storm Drainage Fee study as amended by the memo prepared by Storm Water Consulting, Inc. on April 19, 2015 titled, *DCT Industrial (M2 Parcel) Revised Recommendations Related for DET 13 and Outfall*. This memo modified the system needed to serve both the NEI and the Eastside Industrial water sheds as well as the associated master plan fee.

Based on this memo, the developer will build a 4.7 acre-foot (AF) detention basin that later will be expanded to 8.7 acre-feet. Based on discussion with the City, the developer will be reimbursed a portion of the estimated costs of the basins and the City will retain a portion for future expansion costs. In addition, the developer will receive credits for the land cost, currently assumed to be 2.49 acres, as well as the pump station and force main in Arbor Avenue. Based on this assumption, the developer will receive a credit of $1,778,901 against their fees. This assumes that the developer dedicates 2.49 acres for the detention basin within their project site. The M2 obligation is $51,462 per net acre, which based on 36.317 net acres, is $1,868,945.

7. Downtown Assistance

The I-205 Plan provides economic assistance to Tracy's downtown area to provide economic planning and promotion to effectively compete with the

I-205 commercial area. The M2 obligation under I-205 is $14,343.

8. Air Quality Mitigation

This fee will be used to construct an air quality monitoring facility in the I-205/Grant Line Road area. The M2 obligation under I-205 is $1,222.

9. Swainson Hawk Mitigation

This fee will finance the foraging ground replacement as required by the Department of Fish and Game. The M2 obligation under I-205 is $41,896.

10. Fire / Public Works Capital

The M2 obligation towards fire and public works projects in the I-205 area is $303,763.

11. Communication Tower Fee

The M2 obligation is based on the adopted Communication Tower fee and will be used to fund a new communication tower and related equipment. M2's obligation is $6.85 per 1000 square feet of building space. Based on an estimated building size of 794,695 square feet the fee is $5,444.

12. Agricultural Conversion Fee

This fee was established by the Local Agency Formation Commission as a condition of the property annexation to the City of Tracy. The M2 obligation under I-205 is $3,994

13. Program Management

This fee will be used for on-going program management costs. The M2 obligation under I-205 is $71,567.

Table A
M2 Fee Summary
Industrial Development
36.317 net acres
794,695 SF Building

Improvement	Master Plan Fee/Acre[5]	I-205 Flat Fees	Total Fees (36.32 Acres)	Potential Credits	Remaining Fees
Traffic	$ 72,243		$ 2,623,649		$ 2,623,649
Water Distribution		$ 672,416	$ 672,416		$ 672,416
Water Treatment and Supply		$ 393,697	$ 393,697		$ 393,697
Wastewater Treatment[1]	$ 26,908	$ 566,968	$ 968,354		$ 968,354
Wastewater Conveyance	$ 9,620		$ 349,370		$ 349,370
Storm Drainage[2]	$ 51,462		$ 1,868,945	$ 1,778,901	$ 90,045
Downtown Assistance		$ 14,343	$ 14,343		$ 14,343
Air Quality		$ 1,222	$ 1,222		$ 1,222
Swainson Hawk		$ 41,896	$ 41,896		$ 41,896
Fire Public Works Capital [3]			$ 303,763		$ 303,763
Communication Tower Fee[4]	$ 6.85		$ 5,444		$ 5,444
Agricultural Conversion Fee		$ 3,994	$ 3,994		$ 3,994
Program Management		$ 71,567	$ 71,567		$ 71,567
Total:			**$ 7,318,660**	**$ 1,778,901**	**$ 5,539,759**
Fee/Acre			**$ 201,522**		**$ 152,539**

Notes:
1 Wastewater treatment fee for the first 21.4 acres is set from I-205 fees, beyond 21.4 acres, they pay the fee/acre.
[2] Developer to build 4.7 AF basin and receive fee credits.
[3] Includes 30% mark-up that was shown on separate line items in the I-205 Spreadsheet #47
[4] Based on building SF. Building Size Assumed is 794,695. Fee is per 1000 sf of building.
[5] Fees to be adjusted based on final net acreage calculation after ROW dedications are finalized.

B. Developer Built Infrastructure and Potential Reimbursements

The developer is required to build the improvements and will be subject to reimbursement in the future. The estimated costs include a 40% soft cost mark-up that includes the following components:

- 15% for Contingency
- 10% for Design
- 10% for Construction Inspection

- 5% for Program Management

The City allows the developer to get reimbursed for the contingency and design soft costs, however the construction inspection will be paid to the City for inspection services. The 5% program management is also payable to the City for the ongoing administration and update of the development fee program.

Storm Drainage

The developer will be required to build a portion of the DET 13 basin. The basin will have a storage capacity of 4.7 acre-feet and will cover 2.49 acres of land. The ultimate capacity of the basin is 8.3 acre-ft. The developer will need to install the proposed 24" sewer force main line from the basin to the City's existing Eastside Channel west of MacArthur Drive. The developer will also be required to construct a 1 cfs pump station. The estimated cost of the improvements is shown in the table below.

Storm Drainage Costs for M2		
Improvement	**Cost**	
Det 13 Construction[1]	$	43,600
24" SD Force Main[2]	$	341,250
DET 13 Pump Station (1 cfs)	$	350,000
De-watering allowance:	$	389,471
Total Construction	**$**	**1,124,321**
Soft Costs	$	449,728
Land[3]	$	373,500
Total:	**$**	**1,947,549**

[1] Basin ultimate size is 8.7 AF. Developer is building 4.7 AF now. Estimated Construction Cost is $65,000. City to maintain $21,400 of the construction cost ($29,960 total) for future modifications per City staff.

[2] Assumes that a 24" FM from Detention Basin to sugar cut channel.

[3] Assumes full 2.49 acres are either on M2 or acquired by M2.

If the developer elects to constructs the improvements as described above, they will be entitled to credits against their fees in the amount of $1,778,901 which is the estimated cost of the improvements above minus the 5 percent program management and 10

percent inspection costs.

Water

The developer will be required to build a 12-inch line on MacArthur Drive from the terminus of the existing 12-inch line located on MacArthur just north of I-205. The 12-inch line will extend north to Arbor Ave. At the intersection of MacArthur and Arbor, the line will turn east onto Arbor and extend to the east side of the M2 parcel. The developer is also responsible for constructing a 16-inch line from the existing line in Pescadero Avenue north, crossing under the freeway and continuing along the eastern edge of the property and connecting into the new 12-inch line on Arbor. The estimated cost of the improvements, based on the master plan unit costs is shown below.

Water Off-site Improvement Cost Estimates					
Improvement	**Cost/LF**	**Mark-up (40%)**	**Total Cost/LF**	**Length**	**Total Cost**
16" Line	$ 196	$ 78	$ 274	3290	$ 902,776
Bore and Jack	$ 472	$ 189	$ 661	375	$ 247,800
12" Line	$ 179	$ 72	$ 251	3260	$ 816,956
Total Cost					**$ 1,967,532**
Developer's Cost (Total Less 5% PM)					**$ 1,897,263**

Based on these estimated costs, the fair share of all benefiting properties is shown below.

Water Share of Off-Site Costs						
	Acreage	**af/year**	**Share of Costs Arbor/Macarthur Lines**	**Share of Costs Line Under 205**	**Cost Share**	**Reimbursement to M2 Developer [1]**
M2 Net Acreage	39.58	81.8	6.43%	6.43%	$ 126,459	
M1	14.16	29.1	2.29%	2.29%	$ 44,987	$ 43,380
Infill parcel #7	41	83.3	6.55%	6.55%	$ 128,778	$ 124,179
Infill Parcel #13	7.37	17.5	1.38%	1.38%	$ 27,054	$ 26,088
Eastside Industrial	368	469	36.85%	36.85%	$ 725,051	$ 699,156
Chrisman Road	113	150	11.79%	11.79%	$ 231,893	$ 223,611
NEI Phase 3	347	442	34.73%	34.73%	$ 683,310	$ 658,906
Total:	**102.11**	**1272.7**	**100.00%**	**100.00%**	**$ 1,967,532**	**$ 1,775,321**

[1] Assumes developer pays for the cost of City inspection upfront which will then be reimbursed. 5% program management is not reimbursable to developer.

Wastewater

The developer will be required to build an 8-inch sewer line on Arbor Ave from the

western edge of their property to the intersection of Arbor and MacArthur. From there, a 10-inch sewer line will be constructed in MacArthur to the existing manhole and then a 21-inch stub will be constructed to the MacArthur Pump Station.

The anticipated cost of these improvements is shown below. This cost includes the 40% soft cost mark-up as discussed above.

Wastewater Costs					
	Cost/LF	Mark-up (40%)	Total Cost/LF	Length/number	Total Cost
8" Line	$ 120	$ 48	$ 168	740	$ 124,320
10" Line	$ 140	$ 56	$ 196	1340	$ 262,640
21" Line	$ 236	$ 94	$ 330	50	$ 16,512
MH	$ 8,150	$ 3,260	$ 11,410	2	$ 22,820
Total Cost					**$ 426,292**
Developer's Cost (Total Less 5% PM)					**$ 411,067**

Based on these estimated costs, the fair share of all benefiting properties is shown below.

Share of Wastewater Costs							
Parcel	**Acreage**	**PWWF**	**Share of Costs**	**Facilities Sharing**	**Share of MacArthur**	**Cost Share**	**Reimbursable Share[1]**
M2 Net Acreage:	39.58	129888	39.93%	all	43.29%	$ 255,029.92	
M1	14.16	44859	13.79%	only MacArthur	14.95%	$ 45,142.86	$ 43,531
Infill #7	41	125326	38.53%	only MacArthur	41.77%	$ 126,119.05	$ 121,615
Infill #13	7.37	25205	7.75%	None	0.00%	$ -	$ -
Total:	**102.11**	**325278**	**100.00%**		**100.00%**	**$ 426,291.84**	**$ 165,146**

[1] Assumes developer pays for the cost of City inspection upfront which will then be reimbursed. 5% program management is not reimbursable.

Traffic

The intersection of MacArthur and Arbor Avenue should be improved to accommodate STAA trucks.

Based on the actual cost to complete these improvements, the developer will be subject to reimbursement from the other benefitting property owners. The fair share of each property was determined in the traffic study completed by TJKM Transportation Consultants. These shares are shown on the following table.

Share of Traffic Costs		
	Acreage	**Share[1]**
M2 Net Areage:	39.58	27.44%
M1	14.16	10.14%
Infill parcel #7	41	29.32%
Infill Parcel #13	7.37	33.10%
Total:	**102.11**	**100.00%**

[1] Based on fair share of projected traffic

C. Amendments to the M2 Finance Plan

The M2 Finance Plan is subject to the following updates:

1. The finance plan is subject to the Engineering News Record (ENR) Construction Cost Index update on January 1st of each year beginning in January of 2016.
2. Should updates be made to either the I-205 cost allocation spreadsheet or the Citywide fees prior to the fees being paid for this parcel, the City may update the finance plan to reflect those changes.

D. Benefit District

Benefit districts enable a developer to recover the costs for right-of-way, design, and construction incurred for public infrastructure improvements which exceed their obligation under the I-205 Plan, as reflected in the spreadsheet. Such "excess" improvements must be initially financed by the developer as a condition of development approval. If the developer so requests, the City will allow formation of a benefit district to recover such "excess" costs from future developers (which may be parcels outside the finance district, within the district, or sub-parcels of the parcel(s) covered by this specific financing plan).

The following table summarizes the estimated construction costs, potential fee credits, potential reimbursements, and ultimate M2 Fair Share of the required improvements.

M2 Estimated Costs						
	Developer's Estimated Cost[1]	Potential Fee Credit	Potential Reimbursement[2]	M2 Fair Share Obligation Construction	M2 Program Management (5%)	Total M2 Obligation
Storm Drainage Improvements	$1,947,549	$ 1,778,901		$ 168,648	$ 56,216	$ 224,864
Water Improvements	$1,897,263		$ 1,775,321	$ 121,942	$ 4,516	$ 126,459
Wastewater Improvements	$ 411,067		$ 165,146	$ 245,921	$ 9,108	$ 255,029
Traffic Improvements	TBD		72% of cost	TBD		$ -
Total Costs:	**$4,255,879**	**$ 1,778,901**	**$ 1,940,467**	**$ 536,512**	**$ 69,841**	**$ 606,352**

Note:

[1] These are based on the unit costs listed in the Master Plans.

[2] Reimbursement from adjacent parcels at the time these parcels develop and connect into the system as well as the Eastside Industrial, Chrisman Road, and NEI Phase 3 properties.

Appendix A

Technical Studies

Storm Water Consulting Inc.
1899 Sapphire Way, El Dorado Hills, CA 95762 Phone: (916) 801-3962 Fax: (916 933-4375

MEMORANDUM

Date: April 19, 2015

To: Nanda Gottiparthy, SNG Associates
Criseldo Mina, City of Tracy

From: Jim Nelson

Subject: **DCT Industrial (M2 Parcel)**
Revised Recommendations Related for DET 13 and Outfall

SWC File: 2014-91

This memorandum has been prepared at the request of the City to address storm drainage concerns and revised requirements resulting from a more detailed review of the feasibility of utilizing a gravity outfall to serve DCT Industrial, proposed DET 13, and future outflow discharges from upstream DET's 14, 15, 16, and NEI. The Citywide Storm Drainage Master Plan and our earlier review of the conceptual site plan (memorandum dated March 20, 2014) depict or describe the proposed outfall to be a 36" gravity SD extending along Arbor Avenue from DET 13 to the existing Eastside Channel (about 2,000 LF to the west). These documents were prepared at a planning level and upon a more detailed review of the proposed site design and conditions along Arbor Avenue and at the Eastside Channel, we are of the opinion that the design requirements for DET 13 and the outfall to the Eastside Channel need to be revised. *The main difference is that we are of the opinion that the outfall pipeline to the Eastside Channel will need to be a force main (that is governed by pressure flow) in order for it to function properly and be relied upon if there are high stages in the Eastside Channel.* This need is caused by flat low-lying grades along Arbor Avenue, a high 100-year "tailwater" elevation in the Eastside Channel, existing irrigation pipeline conflicts, and existing/proposed site grades.

Currently, future DET's 14, 15, 16, and NEI to the east are all proposed to be drained by pump stations and force mains as this is the only feasible

method to deliver outflows to an existing City outfall (the Eastside Channel) due to grade restraints. The combined discharges from these future detention basins will be conveyed to the Eastside Channel via future storm drains in Arbor Avenue. At DET 13, these flows have been proposed to be combined with DET 13 outflows. This is still a valid approach, but the outfall pipe or pipes will need to be a pressure lines in order to assure that they will convey flows even if there is a high stage in the Eastside Channel.

Under the gravity outfall scenario, DET 13 was recommended to have a total storage of 4 acre-feet (AF) and an outflow discharge graduating from 0 to 8 cfs. By converting to a pressure line outfall, we are recommending the discharge from DET 13 be limited to a constant outflow of 1 cfs (via pumping) to reduce the size of the outfall storm drain and facilitate easier construction and to minimize the size and cost of a new pumping facility to serve DET 13. DET's 14, 15, and 16 are all proposed to have 1 cfs capacity pump stations to drain them. DET NEI has a much larger proposed pumping capacity (10 cfs). The reduced outflow for DET 13 increases the required total storage for DET 13 from 4 AF to 8.7 AF. If the DCT Industrial development builds only the portion of DET 13 needed to serve the project (along with the permanent pump facility and the outfall force main), the required detention volume is 4.7 AF. DET 13 will need to be expanded in the future in conjunction with future development of the remainder of Sub-basin E68 (undeveloped properties between DCT Industrial and MacArthur Drive to the west).

Based on these changes in approach, there will be net increases in the Opinion of Probable Cost and the Storm Drainage Impact Fees for the Eastside Industrial Fee Program Area as shown on the attached spreadsheets, with the new Opinion of Probable Cost becoming $18,287,000 and the Storm Drainage Impact Fee becoming $47,916/acre. The changes do not affect Storm Drainage Outfall Fees.

With regard to the DCT Industrial development, we would like the City to consider the following recommendations as conditions of approval:

1. The development shall construct an initial phase of DET 13 to include 4.7 AF of storage, a pump station having a capacity of 1 cfs, and a force main outfall along Arbor Avenue to discharge to the Eastside Channel.

2. Consider requiring that the force main outfall to the Eastside Channel be of adequate size to convey the sum of all future discharge inflows from DET's 14 (1 cfs), 15 (1 cfs), 16 (0 cfs, as DET 16 will hold discharge until DET NEI is sufficiently drained to accept 1 cfs inflow from DET 16), and NEI (10 cfs). This would amount to a total discharge capacity of 13 cfs (including DET 13 outflow) and would require a 24" combined force main outfall.

3. Consider requiring that improvements to the Arbor Avenue frontage include the installation of a 24" storm drain force main leading to the discharge outfall force main originating at the discharge from DET 13, for future connection by future DET's 14, 15, 16, and NEI. The 24" storm drain force main would be plugged at both ends until needed.

4. Provide plans for all of the above for review and approval by the City.

5. Provide a water surface elevation for DET 13 at a storage volume of 4.7 AF.

Other storm drainage considerations (not necessarily directly related to the described changes in the overall approach to DET 13 and the outfall pipeline) include:

6. Determination of the separation between the proposed bottom elevation of DET 13 and the groundwater elevation at the lowest point of the detention basin.

7. An easement or some other provision needs to be included that allows for the contiguous future expansion of DET 13 to the west.

8. DET 13 will be a fully functioning initial phase of completion with the only retrofit needed being its expansion in area and volume in conjunction with adjacent new development in the future. As such, the City will need to determine to what extent and when will any fee credits or reimbursements be appropriate.

9. What mechanism will be established for the future maintenance of DET 13, initial and final phase?

10. Requirement that the developer execute a hold-harmless agreement with the City relieving the City of any liability associated with flooding of portions of the parking areas and other site improvements contiguous to the proposed building that will be constructed below the base flood elevation of 22 feet for Old River depicted on the existing FEMA Flood Insurance Rate Map covering this area. (The proposed building finished floor has been elevated more than 1 foot above the FEMA base flood elevation per the recommendation in our conceptual review from last year).

11. Regulatory permitting requirements, if any, to authorize an outfall pipe installation at the City's Eastside Channel need to be determined.

12. The proposed outfall pipe to the Eastside Channel from DET 13 has been incorporated into the fee program for NEI and is not in the fee program for Eastside Industrial (the fee program area that DCT Industrial is located in).

13. Details need to be provided regarding storm water quality measures that will be implemented with this development project for conformance with the City's Manual of Stormwater Quality Control Standards for New Development and Redevelopment and/or the upcoming NPDES Phase II Small MS4 Post Construction Storm Water Management Program requirements (if deemed applicable).

Attachments

Table 6-8

Opinion of Probable Cost for Program Storm Drainage Infrastructure

East Side Industrial (Including M1/M2 Parcels)

DESCRIPTION	QTY	UNIT	UNIT COST	TOTAL COST
EAST SIDE INDUSTRIAL				
Construction of Major Facilities				
DET 13 (8.7 AF, plus 3.3 AF add'l excavation)	12.0	AF	$ 10,000	$ 120,000
DET 14 (16 AF, plus 6 AF add'l excavation)	22	AF	$ 10,000	$ 220,000
DET 15 (13 AF, plus 5 AF add'l excavation)	18	AF	$ 10,000	$ 180,000
DET 16 (34 AF, plus 10 AF add'l excavation)	44	AF	$ 10,000	$ 440,000
DET 13 Pump Station (1.0 cfs capacity)	1	LS	$ 350,000	$ 350,000
DET 14 Pump Station (1.0 cfs capacity)	1	LS	$ 350,000	$ 350,000
DET 15 Pump Station (1.0 cfs capacity)	1	LS	$ 350,000	$ 350,000
DET 16 Pump Station (1.0 cfs capacity)	1	LS	$ 350,000	$ 350,000
Greenbelt Parkway	5,000	LF	$ 340	$ 1,700,000
Construction of Storm Drains				
12" SDFM	8,600	LF	$ 75	$ 645,000
Other Items				
Dewatering	1	LS	$ 2,500,000	$ 2,500,000
Subtotal of Construction				**$ 7,205,000**
Design & Planning @ 10% of Construction Subtotal				**$ 720,500**
Construction Management @ 10% of Construction Subtotal				**$ 720,500**
General Contingency @ 15% of Construction Subtotal				**$ 1,080,750**
Program Administration @ 5% of Construction Subtotal				**$ 360,250**
Land Acquisition				
DET 13	4.5	AC	$ 150,000	$ 675,000
DET 14	7.0	AC	$ 150,000	$ 1,050,000
DET 15	6.0	AC	$ 150,000	$ 900,000
DET 16	14.0	AC	$ 150,000	$ 2,100,000
Greenbelt Parkway	23.0	AC	$ 150,000	$ 3,450,000
12" SDFM Easement	0.5	AC	$ 50,000	$ 25,000
Subtotal of Land Acquisition				**$ 8,200,000**
TOTAL ESTIMATED COST				**$ 18,287,000**

Table 7-2
City of Tracy
Storm Drainage Impact Fees (for New Impact Fee Program Areas)

Impact Fee Program Area	Total Infrastructure Cost	Land Use Category	Gross Acreage by Land Use Category	Proportional Land Use Area Within Impact Fee Program Area	Percent Impervious	Proportional Funding Factor (Land Use % times % Impervious)	Proportional Funding Responsibility (Funding Factor % of Total)	Total Fee Responsibility	Net Acreage by Land Use Category (Gross Acreage X 85%)	Impact Fee (Per Acre)	Residential Dwelling Units	Impact Fee (Per Dwelling Unit)
Keenan	$ 1,211,000	Residential - Low Density	70	53.85%	16%	0.0862	40.5%	$ 490,887	59.5	$ 8,250	305	$ 1,609
		Residential - Med. Density	43	33.08%	22%	0.0728	34.2%	$ 414,624	36.55	$ 11,344	387	$ 1,071
		Residential - High Density	17	13.08%	41%	0.0536	25.2%	$ 305,489	14.45	$ 21,141	319	$ 958
			130	100.00%		0.2125	100.0%	$ 1,211,000	110.5			
Westside Residential	$ 3,379,000	Residential - Low Density	62	41.89%	16%	0.0670	32.3%	$ 1,090,426	52.7	$ 20,691	270	$ 4,039
		Residential - Med. Density	76	51.35%	22%	0.1130	54.4%	$ 1,837,895	64.6	$ 28,450	684	$ 2,687
		Residential - High Density	10	6.76%	41%	0.0277	13.3%	$ 450,680	8.5	$ 53,021	188	$ 2,397
			148	100.00%		0.2077	100.0%	$ 3,379,000	125.8			
NW WSO Sub-basin	$ 1,607,600	Industrial	80	25.81%	57%	0.1471	25.8%	$ 414,865	68	$ 6,101	N/A	N/A
		Office	14	4.52%	57%	0.0257	4.5%	$ 72,601	11.9	$ 6,101	N/A	N/A
		Retail	216	69.68%	57%	0.3972	69.7%	$ 1,120,134	183.6	$ 6,101	N/A	N/A
			310	100.00%		0.5700	100.0%	$ 1,607,600	263.5			
Larch Clover	$ 1,876,000	Retail	339	100.00%	57%	0.5700	100.0%	$ 1,876,000	288.15	$ 6,510	N/A	N/A
								$ 1,876,000	288.15			
East Side Industrial	$ 18,287,000	Industrial	444	98.89%	57%	0.5637	98.9%	$ 18,083,359	377.4	$ 47,916	N/A	N/A
		Retail	5	1.11%	57%	0.0063	1.1%	$ 203,641	4.25	$ 47,916	N/A	N/A
			449	100.00%		0.5700	100.0%	$ 18,287,000	381.65			
Chrisman & East UR-1	$ 5,334,000	Residential - Very Low Density	69	19.22%	6%	0.0115	2.9%	$ 155,185	58.65	$ 2,646	104	$ 1,492
		Residential - Low Density	54	15.04%	16%	0.0241	6.1%	$ 323,863	45.9	$ 7,056	235	$ 1,378
		Residential - Med. Density	12	3.34%	22%	0.0074	1.9%	$ 98,958	10.2	$ 9,702	108	$ 916
		Residential - High Density	5	1.39%	41%	0.0057	1.4%	$ 76,843	4.25	$ 18,081	94	$ 817
		Industrial	106	29.53%	57%	0.1683	42.5%	$ 2,264,795	90.1	$ 25,136	N/A	N/A
		Office	100	27.86%	57%	0.1588	40.1%	$ 2,136,599	85	$ 25,136	N/A	N/A
		Retail	13	3.62%	57%	0.0206	5.2%	$ 277,758	11.05	$ 25,136	N/A	N/A
			359	100.00%		0.3964	100.0%	$ 5,334,000	305.15			

Table 7-2
City of Tracy
Storm Drainage Impact Fees (for New Impact Fee Program Areas)

Impact Fee Program Area	Total Infrastructure Cost	Land Use Category	Gross Acreage by Land Use Category	Proportional Land Use Area Within Impact Fee Program Area	Percent Impervious	Proportional Funding Factor (Land Use % times % Impervious)	Proportional Funding Responsibility (Funding Factor % of Total)	Total Fee Responsibility	Net Acreage by Land Use Category (Gross Acreage X 85%)	Impact Fee (Per Acre)	Residential Dwelling Units	Impact Fee (Per Dwelling Unit)
South MacArthur Sub-basin, plus Rocha	$ 12,077,000	Residential - Very Low Density	311	42.54%	6%	0.0255	18.0%	$ 2,169,187	264.35	$ 8,206	466	$ 4,655
		Residential - Low Density	314	42.95%	16%	0.0687	48.4%	$ 5,840,297	266.9	$ 21,882	1366	$ 4,275
		Residential - Med. Density	53	7.25%	22%	0.0160	11.2%	$ 1,355,451	45.05	$ 30,088	477	$ 2,842
		Residential- High Density	43	5.88%	41%	0.0241	17.0%	$ 2,049,451	36.55	$ 56,073	806	$ 2,543
		Retail	10	1.37%	57%	0.0078	5.5%	$ 662,613	8.5	$ 77,955	N/A	N/A
			731	100.00%		0.1421	100.0%	$ 12,077,000	621.35			
Mountain House Watershed	$ 3,437,000	Industrial	221	86.33%	57%	0.4921	86.3%	$ 2,967,098	187.85	$ 15,795	N/A	N/A
		Office	22	8.59%	57%	0.0490	8.6%	$ 295,367	18.7	$ 15,795	N/A	N/A
		Retail	13	5.08%	57%	0.0289	5.1%	$ 174,535	11.05	$ 15,795	N/A	N/A
			256	100.00%		0.5700	100.0%	$ 3,437,000	217.6			
Lammers Watershed	$ 67,086,650	Residential - Very Low Density	40	1.18%	6%	0.0007	0.1%	$ 85,243	34	$ 2,507	60	$ 1,421
		Residential - Low Density	28	0.82%	16%	0.0013	0.2%	$ 159,120	23.8	$ 6,686	122	$ 1,304
		Residential - Med. Density	28	0.82%	22%	0.0018	0.3%	$ 218,789	23.8	$ 9,193	252	$ 868
		Residential - High Density	54	1.59%	41%	0.0065	1.2%	$ 786,363	45.9	$ 17,132	1012	$ 777
		Industrial	2287	67.23%	57%	0.3832	69.0%	$ 46,300,593	1943.95	$ 23,818	N/A	N/A
		Office	702	20.63%	57%	0.1176	21.2%	$ 14,212,075	596.7	$ 23,818	N/A	N/A
		Retail	263	7.73%	57%	0.0441	7.9%	$ 5,324,467	223.55	$ 23,818	N/A	N/A
			3402	100.00%		0.5552	100.0%	$ 67,086,650	2891.7	$ 23,200		

Storm Water Consulting Inc.
1899 Sapphire Way, El Dorado Hills, CA 95762 Phone: (916) 801-3962 Fax: (916 933-4375

MEMORANDUM

Date: March 20, 2014

To: Criseldo Mina, City of Tracy

From: Jim Nelson

Subject: **M2 Parcel Storm Drainage and Flood Protection Evaluation**

SWC File: 2014-91

Introduction

This memorandum and attachments address storm drainage and flood protection considerations and requirements that we recommend be applied to the development of the I-205 M2 Parcel (M2 Parcel), located on the south side of Arbor Avenue east of MacArthur Drive. The M2 Parcel is slightly less than 40 acres in area (net) and is proposed for development as a Logistics Facility in the Light Industrial land use classification. The current version of the proposed site plan (Scheme 6, attached) depicts a proposed 845,850 sf building surrounded by parking areas and drives on all sides. Linear detention basins are not labeled on this site plan but could be provided along the Arbor Avenue frontage to the north of the proposed building and along the east or west property lines.

Citywide Storm Drainage Master Plan (SDMP) Requirements

The M2 Parcel is located in Sub-basin E68 per the currently adopted Citywide SDMP (as shown on the attached portion of Figure 5-1a from the Citywide SDMP). Sub-basin E68 also includes more than 20 acres of undeveloped land contiguous to the west of the M2 Parcel to MacArthur Drive, consisting of the I-205 M1 Parcel (M1 Parcel) and several smaller parcels. The proposed land uses for these parcels are Light Industrial (M1 Parcel) and Commercial (remaining parcels) per the City's General Plan. In the Citywide SDMP, Light Industrial and Commercial land uses have the

same % Impervious cover designation and generate the same unit rates of storm runoff.

The Citywide SDMP includes the following proposed storm drainage infrastructure elements that are pertinent to the M2 Parcel and Sub-basin E68:

- Proposed detention basin DET 13 that will store and attenuate future storm runoff generated by future development within Sub-basin E68 during a 100-year 24-hour storm. DET 13 is proposed to have a storage capacity of 4 acre-feet (AF) and a peak outflow graduating from 0 to 8 cubic feet per second (cfs). It is graphically depicted as being located on the south side of Arbor Avenue between the M1 and M2 Parcels.

- A proposed gravity 36" SD extending west in Arbor Avenue from DET 13 to the City's existing Eastside Channel west of MacArthur Drive. The length of the proposed 36" SD is about 2,050 LF, and it is proposed to provide an outfall discharge to the Eastside Channel for Sub-basin E68, the Northeast Industrial Area, and other existing and future development areas to the east and south. Per Appendix B of the Citywide SDMP, the composite peak 100-year 24-hour storm discharge to be conveyed by the proposed 36" SD outfall is 20 cfs.

The City would prefer that DET 13 be constructed as a single detention basin that will serve all of the future development within Sub-basin E68. If feasible, all of the required future storage of 4 AF may be provided within the development of the M2 Parcel, with a storm drain stub being provided for future connection to serve the remaining parcels in Sub-basin E68. At a minimum, the City will require that 2.68 AF of detention storage be provided within the M2 Parcel in proportion to its surface area within Sub-basin 68 (about 2/3 of the total area of Sub-basin 68), with provision for future expansion to provide the remaining storage volume within the M1 Parcel.

In order for the above storage volumes requirements to be valid, it will be necessary to construct the 36" SD outfall to the Eastside Channel with the development of the M2 Parcel as the "system" will need to be operational. Otherwise, development of the I-205 M2 Parcel will need to provide

temporary retention as an interim measure in conformance with the City's Design Standards. This will require a much greater storage volume than needed for an operational detention basin with an outfall, as shown in the following section.

Temporary Retention Storage Requirement

In the absence of the future 36" SD outfall to drain onsite detention facilities, the proposed development will be required to provide temporary retention storage for site runoff on an interim basis. The City's Design Standards require that storage be provided to retain the runoff volume produced by two (2) 10-year 48-hour storms. A 10-year 48-hour storm is defined as 3.12" of rainfall, and hence, the storage volume requirement for two such storms is the runoff produced by 6.24" of rainfall. Using procedures cited in the City's Design Standards, the following calculation has been performed to determine the temporary retention storage volume requirement:

Surface Area (sq. ft.)			C x Rainfall x 2		Runoff Volume (cu. ft.)
Roof	= 835,850	x	0.80 x 0.26' x 2	=	347,714 cu. ft.
Paving	= 746,531	x	0.95 x 0.26' x 2	=	368,786 cu. ft.
Pond Basin	= 150,000	x	1.00 x 0.26' x 2	=	78,000 cu. ft.
Required Temporary Retention Storage Volume				=	794,500 cu. ft.
				=	18.2 AF

If temporary retention storage is utilized as an interim drainage solution for this project, some adjustments to the above calculation may be needed to reflect a more detailed assessment of surface types and areas.

Hydraulic Design Considerations for Onsite Detention

The onsite detention facilities will need to be designed (or be able to be retrofitted in the future) in consideration of existing and future hydraulic and physical conditions. The water surface elevation at the Eastside Channel (tailwater elevation for the 36" SD outfall), head loss in the 36" SD outfall, utility conflicts for the 36" SD outfall, and future upstream connections to the 36" SD outfall all must be considered. Hence, a design (or at least a

preliminary design) for the 36" SD outfall will need to be submitted for City review in conjunction with the improvement plan submittals for this project. The following is a list of parameters and recommendations relevant to onsite detention and the 36" SD outfall:

- Per information provided in Appendix C of the Citywide SDMP, the future water surface elevation (WSE) in the Eastside Channel on the north side of Arbor Avenue is about 18.8' (NAVD 88) with a depth of flow in the channel of 7.32' during the 100-year 24-hour storm. This WSE will need to be verified by field survey by adding 7.32' to the invert elevation of the Eastside Channel at the outlet of its culvert crossing of Arbor Avenue, and the resulting WSE will be the tailwater elevation for the 36" SD outfall.

- The design flow for the 36" SD outfall is 20 cfs for the composite of all future upstream contributions during the 100-year 24-hour storm. As a point of reference, a 36" concrete pipe flowing full has 20 cfs capacity at a slope of 0.0008 ft/ft. The actual design slope of the 36" SD outfall may vary from this slope.

- The onsite detention facilities should be designed such that storm drainage in the Eastside Channel and head loss in the 36" SD outfall do not produce a surcharge into the detention facilities.

- It is recommended that a drainage flap gate be included at the 36" SD outfall discharge to the Eastside Channel, to prevent channel flows from surcharging (escaping) via the 36" SD outfall during more extreme storm events.

- The Citywide SDMP depicts an 18" SDFM and a 12" SDFM as connecting with the 36" SD outfall in Arbor Avenue in the future. The 36" SD outfall is proposed to be a gravity line that originates at the outlet for DET 13. The SDFM's are force mains (pressure lines) that will be carrying pumped flows from future upstream detention basins. Though these SDFMs are pressure lines that may include grade adjustments to avoid utility and other conflicts, they will have greater flexibility for design in the future with a deeper invert elevation connection point for the 36" SD outfall. However, other constraints will limit the feasible depth for the 36" SD outfall.

Floodplain Considerations and Urban Level of Flood Protection (ULOP) Findings

According to the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (FIRM) Panel 595 for San Joaquin County, California and Incorporated Areas (see attached), about the northern 1/3 of the M2 Parcel is located in Special Flood Hazard Area Zone AE, with a 100-year flood (or base flood) water surface elevation of 22 feet (NAVD 88). The Zone AE floodplain would originate from upstream and adjacent levee breaches along Old River to the north and its tributaries. The elevation of the base flood (22 feet) is controlled by floodwaters being impounded by downstream levees along the Sugar Cut. During the 100-year flood, flow velocities would be low at the M2 Parcel, but the duration of flooding would be long, possibly lasting several days or more.

Based on topographic mapping of the M2 Parcel provided by Kier & Wright (see attached), much of the north portion of the M2 Parcel has been filled above the base flood elevation since the floodplain was originally mapped by FEMA. However, interior areas within the property, including areas outside of the Special Flood Hazard Area, reside below the base flood elevation and would still be subject to flooding. The City's Floodplain Regulations (Chapter 9.52 of the Tracy Municipal Code) require that new construction (buildings) shall have the lowest floor, including basement, elevated to or above the base flood elevation. In the absence of additional regulations or considerations, the ordinance will require that the finished floor elevation of the proposed logistics facility be set at or above elevation 22 feet (NAVD 88).

California Flood Legislation passed in 2007 and subsequent legislation have recently established a requirement that new development in the Sacramento-San Joaquin Valley or its tributaries that meets several specific conditions shall be supported by "findings" that said development will meet the Urban Level of Flood Protection (or ULOP). The ULOP is the level of protection that is necessary to withstand flooding that has a 1-in-200 chance of occurring in any given year (200-year flood) using criteria developed by the Department of Water Resources (DWR). DWR published the *Urban of Flood Protection Criteria* document (ULOP document) in November 2013.

There are time frames for compliance in the ULOP document, but the latest date allowed for compliance by individual communities is July 2, 2016.

The following "findings" from the ULOP criteria pertain to the M2 Parcel:

1. It is located in the Sacramento-San Joaquin Valley.

2. It is located in an urban or urbanizing area.

3. It is located in a Special Flood Hazard Area published by FEMA.

4. It is <u>not</u> located in an area with a potential flood depth above 3.0 feet, and therefore, is only subject to *shallow flooding*. [Discussion: The property is located at the fringe of the Special Flood Hazard Area and though there is a very small, isolated area along the west property line that resides incrementally below elevation 19 feet, the depth of flooding across the site would range from 0 (or none) to 3 feet during the base flood that has an elevation of 22 feet per FEMA. The site is <u>not</u> protected by "flood management facilities" (levees) as the flood mapping by FEMA assumes that upstream levees have failed].

Given that the project site is subject to *shallow flooding* during the base flood and is not protected by flood management facilities, the City has reasonable discretion in the ULOP document to make a "finding" that this project is not subject to the ULOP. This conclusion is consistent with discussions held between DWR and the Work Group that developed the ULOP document, which included Storm Water Consulting, Inc. as a Work Group member.

Though it is our opinion that this project is not subject to the ULOP, we recommend that the <u>finished floor</u> for the proposed logistics facility be elevated a minimum of <u>1 foot above the base flood elevation of 22 feet</u>, based on the following considerations:

- The duration of flooding would potentially be long at this location during the base flood.

- Accessibility to the site will be difficult during the base flood as Arbor Avenue will be experiencing flood depths of greater than 3 feet in this area.

- It is appropriate for some degree of "freeboard" to be provided for flood protection to the facility given the above, as significant damages to the building and contents may be incurred even with very shallow inundation of the finished floor.

The City may wish to allow some degree of inundation within parking areas and drives serving this project during the base flood (100-year flood).

Attachments:

Proposed Site Plan
Portion of Figure 5-1a from the Citywide SDMP
FEMA FIRM Panel 595
Topographic Map by Kier & Wright

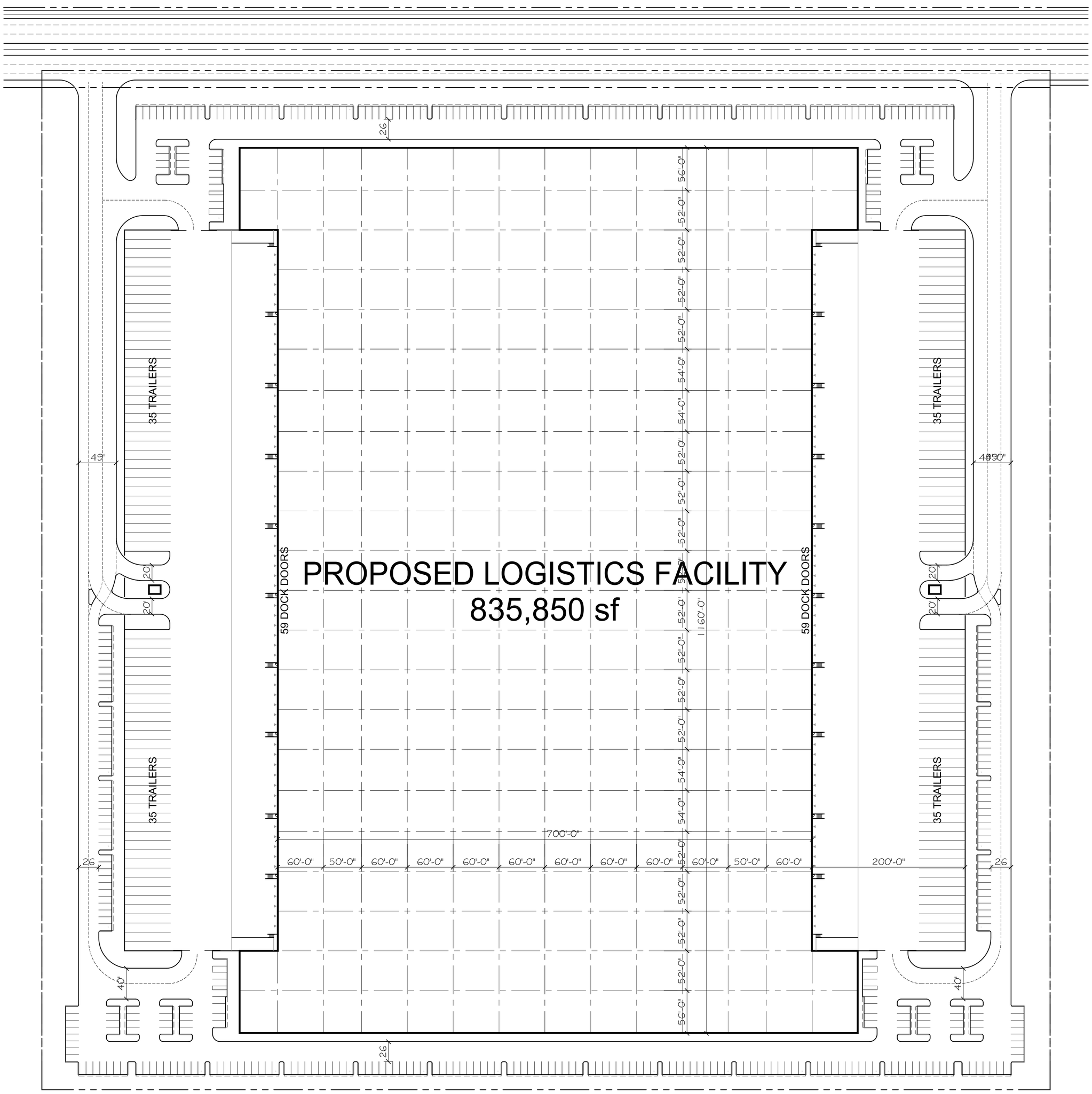
Cc: Alison Bouley, Harris & Associates

GROSS LOT AREA:	1,762,200 sf 40.45 acres
NET LOT AREA:	1,732,500 sf 39.77 acres
TOTAL BUILDING AREA:	835,850 sf
FLOOR AREA RATIO (on gross):	47.43%
FLOOR AREA RATIO (on net):	48.25%
PARKING REQUIRED	342 spaces
OFFICE (30,000 sf)	120 spaces
WAREHOUSE (974,875 sf)	222 spaces
PARKING PROVIDED:	418 spaces
STANDARD:	402 spaces
HANDICAP ACCESSIBLE:	16 spaces
TRAILER:	140 spaces
LANDSCAPE REQUIRED:	TBD sf
LANDSCAPE PROVIDED:	TBD sf

24 January 2014

c:\users\calc.ccarchitects\desktop\industrial projects\13550.16 arbor avenue, tracy, ca\13550.16 scheme 6.dwg

1 DOCK DOOR per 7,462 sf



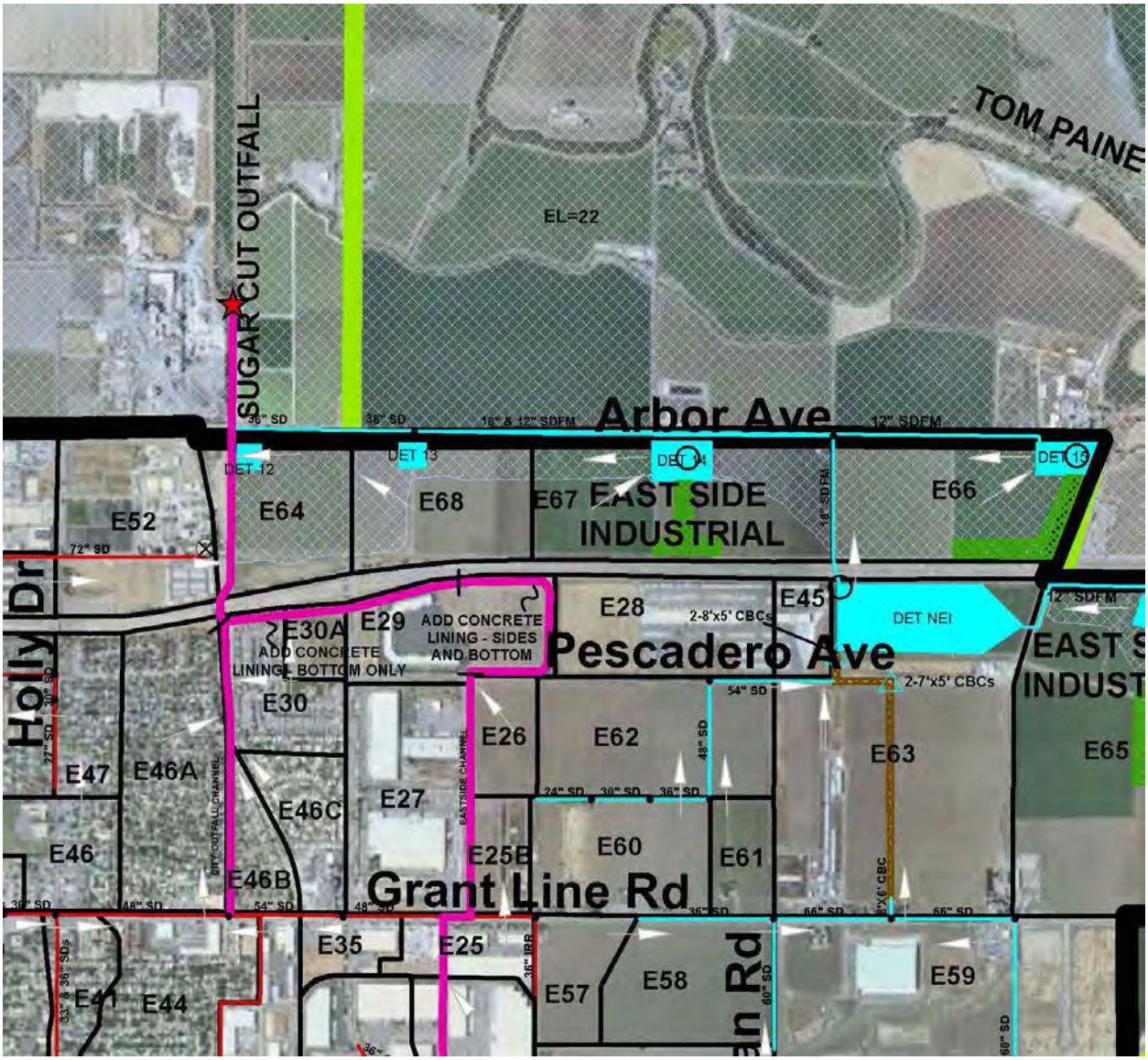
Scheme 6

0' 30' 60' 120'
SCALE: 1" = 60'-0"

Arbor Avenue
Tracy, California

Carlile Coatsworth Architects, Inc
2495 Campus Dr. - Second Floor - Irvine, CA 92612 - Phone: 949.833.1930 - Fax: 949.833.1140

DCT INDUSTRIAL



Portion of Figure 5-1a of Citywide SDMP – Proposed Storm Drainage Infrastructure

(I-205 M2 Parcel is located in Sub-basin E68)

Storm Water Consulting Inc.

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only landward of 0.0' North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations table in the Flood Insurance Study Report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations table should be used for construction, and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures in this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) Zone 10N. The **horizontal datum** was NAD83, GRS80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at http://www.ngs.noaa.gov or contact the National Geodetic Survey at the following address:

NGS Information Services
NOAA, N/NGS12
National Geodetic Survey, SSMC-3, #9202
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 713-3242

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at **(301) 713-3242**, or visit their website at http://www.ngs.noaa.gov/.

Base map information shown on this FIRM was derived from multiple sources. This information was compiled from the U.S. Geological Survey, 2002, National Geodetic Survey, 2002, City of Lathrop, 1997, City of Manteca, Department of Public Works, 2001, and San Joaquin County Community Development Department, 2008. Additional information was photogrammetrically compiled at a scale of 1:12,000 from U.S. Geological Survey aerial photography dated 1989, 1993 and 2002.

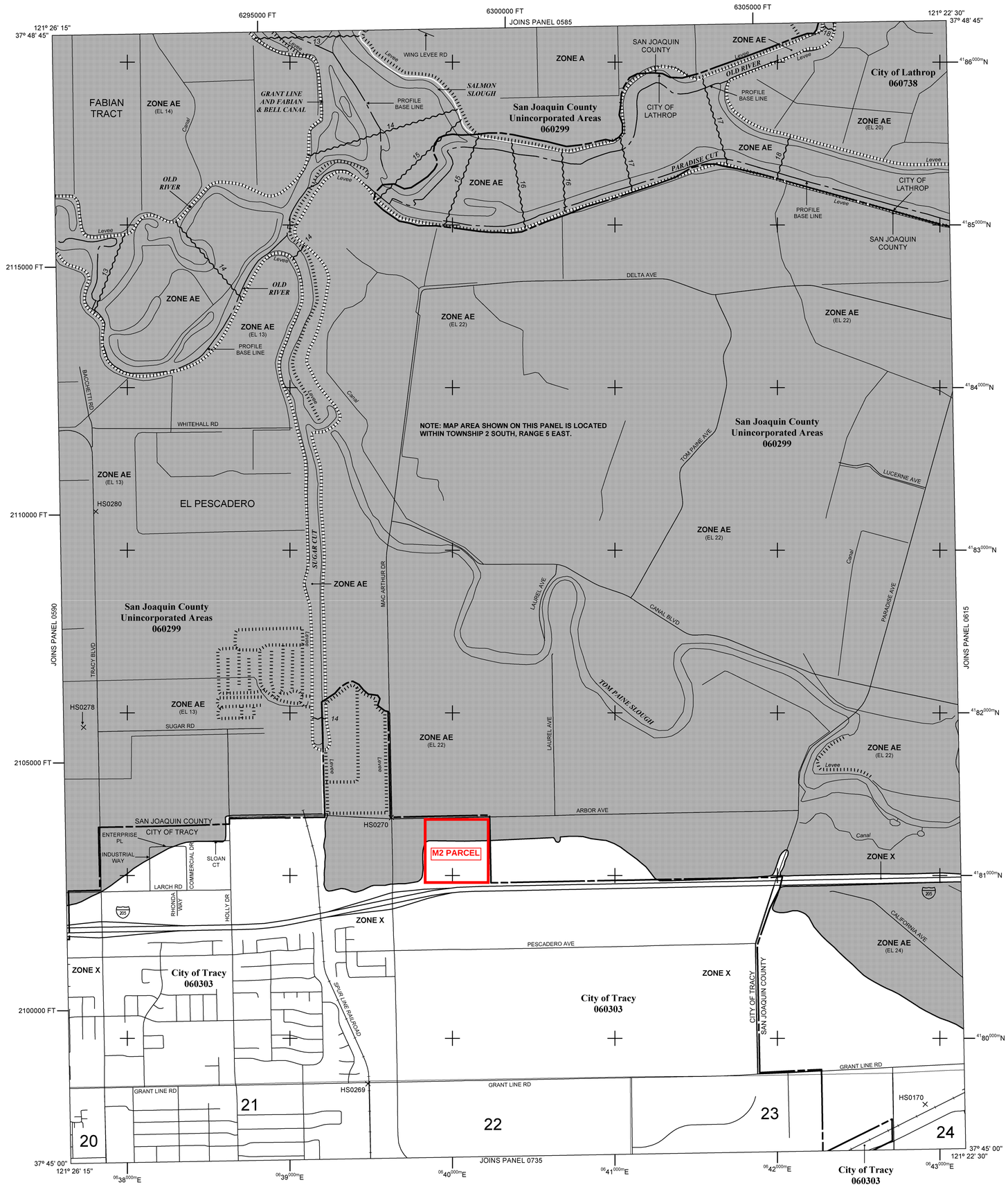
This map reflects more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

Contact the **FEMA Map Service Center** at 1-800-358-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-358-9620 and their website at http://www.msc.fema.gov/.

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call **1- 877- FEMA MAP** (1-877-336-2627) or visit the FEMA website at http://www.fema.gov/.



LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A	No Base Flood Elevations determined.
ZONE AE	Base Flood Elevations determined.
ZONE AH	Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
ZONE AO	Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
ZONE AR	Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
ZONE A99	Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
ZONE V	Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
ZONE VE	Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X	Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X	Areas determined to be outside the 0.2% annual chance floodplain.
ZONE D	Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

	Floodplain boundary
	Floodway boundary
	Zone D Boundary
	CBRS and OPA Boundary
	Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
513	Base Flood Elevation line and value; elevation in feet*
(EL 987)	Base Flood Elevation value where uniform within zone; elevation in feet*

*Referenced to the North American Vertical Datum of 1988

A — A	Cross section line
23 - - - 23	Transect line
97° 07' 30", 32° 22' 30"	Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere
4276000mE	1000-meter Universal Transverse Mercator grid values, zone 10
600000 FT	5000-foot grid ticks: California State Plane coordinate system, zone III (FIPSZONE 0403), Lambert Conformal Conic Projection
DX5510 ×	Bench mark (see explanation in Notes to Users section of this FIRM panel)
● M1.5	River Mile

MAP REPOSITORIES
Refer to Map Repositories list on Map Index.

EFFECTIVE DATE OF COUNTYWIDE FLOOD
INSURANCE RATE MAP PANEL
October 16, 2009

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 1000'

500 0 1000 2000 FEET

300 0 300 600 METERS

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0595F

FIRM

FLOOD INSURANCE RATE MAP

SAN JOAQUIN COUNTY, CALIFORNIA

AND INCORPORATED AREAS

PANEL 595 OF 950

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

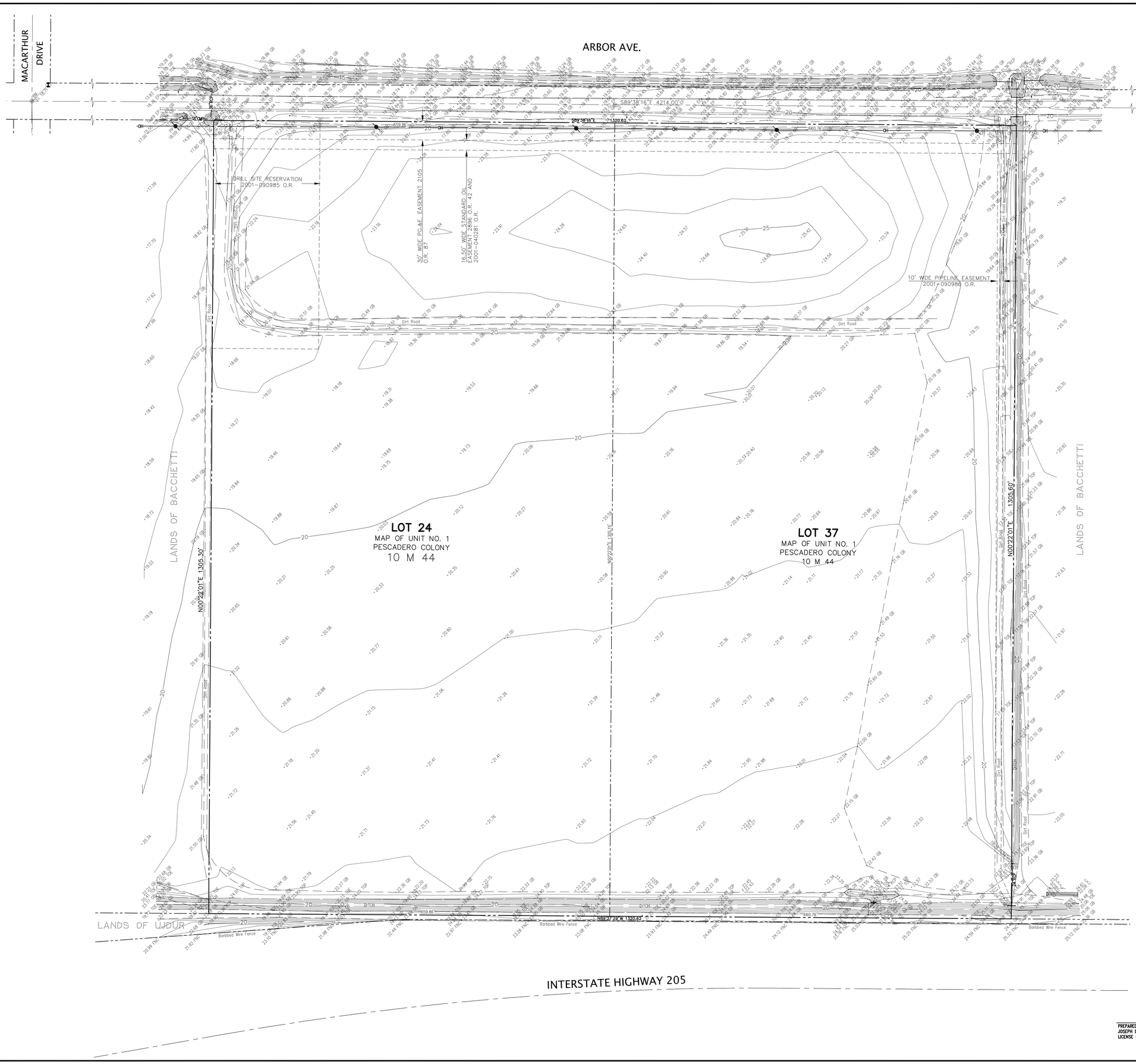
COMMUNITY	NUMBER	PANEL	SUFFIX
LATHROP, CITY OF	060738	0595	F
SAN JOAQUIN COUNTY	060299	0595	F
TRACY, CITY OF	060303	0595	F

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
06077C0595F

EFFECTIVE DATE
OCTOBER 16, 2009

Federal Emergency Management Agency



NORTH

0 30 60 120 180

Scale 1" = 60 ft

LEGEND

	CENTERLINE
300	CONTOUR LINE
	EDGE OF PAVEMENT
	FENCE LINE
G GVM	GAS LINE-VALVE & METER
HPG	HIGH PRESSURE GAS LINE
	LOT LINE
	MONUMENT/MONUMENT LINE
OH	OVERHEAD POWER LINE
	PROPERTY LINE
×300.00	SPOT ELEVATION
	POWER POLE
	TRAFFIC SIGN
BM	BENCHMARK/TEMPORARY BENCHMARK
C.	CONCRETE
CMP	CORRUGATED METAL PIPE
EP	EDGE OF PAVEMENT
FD MON	FOUND MONUMENT
FL	FLOW LINE
FNC	FENCE
GB	GRADE BREAK
GLM	GAS LINE MARKER
HDWL	HEADWALL
OH	OVERHEAD
PP	POWER POLE
RCP	REINFORCED CONCRETE PIPE
TOE	GRADE BREAK LINE TOE
TOP	GRADE BREAK LINE TOP

NOTES

1. THIS SURVEY WAS PREPARED FROM INFORMATION FURNISHED IN A COMMITMENT FOR TITLE INSURANCE, PREPARED BY FIRST AMERICAN TITLE INSURANCE COMPANY DATED AS OF SEPTEMBER 3, 2013, ORDER NUMBER 3020-629744, FURNISHED TO KIER & WRIGHT CIVIL ENGINEERS & SURVEYORS, INC BY DCT INDUSTRIAL OPERATING LLC ON SEPTEMBER 30, 2013. NO LIABILITY IS ASSUMED FOR MATTERS OF RECORD NOT STATED IN SAID COMMITMENT THAT MAY AFFECT THE TITLE LINES, OR EXCEPTIONS, OR EASEMENTS OF THE PROPERTY.

2. ALL DISTANCES AND ELEVATIONS SHOWN HEREON ARE IN FEET AND DECIMALS THEREOF.

3. THE TYPES, LOCATIONS, SIZES AND/OR DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS TOPOGRAPHIC SURVEY WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. THE CONTRACTOR IS CAUTIONED THAT ONLY ACTUAL EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATIONS AND DEPTHS OF SUCH UNDERGROUND UTILITIES. (A REASONABLE EFFORT HAS BEEN MADE TO LOCATE AND DELINEATE ALL KNOWN UNDERGROUND UTILITIES). HOWEVER, THE ENGINEER CAN ASSUME NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF ITS DELINEATION OF SUCH UNDERGROUND UTILITIES WHICH MAY BE ENCOUNTERED, BUT WHICH ARE NOT SHOWN ON THESE DRAWINGS.

4. BENCHMARK: 2" BRASS DISK WITH PUNCH STAMPED "TRACY LS 4479" IN MONUMENT WELL AT THE CENTERLINE INTERSECTION OF ARBOR AVENUE AND MACARTHUR DRIVE. ELEVATION= 18.71

PREPARED BY OR UNDER THE SUPERVISION OF JOSEPH D. THOMPSON, L.S. 8121
LICENSE EXPIRES: 12-31-14

DATE

LICENSED LAND SURVEYOR
JOSEPH D. THOMPSON
No. 8121
Exp. 12-31-14
STATE OF CALIFORNIA

NO.	REVISION	BY

NO.	REVISION	BY

KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
2850 Collier Canyon Road
Livermore, California 94551
Phone (925) 245-8788
Fax (925) 245-8796

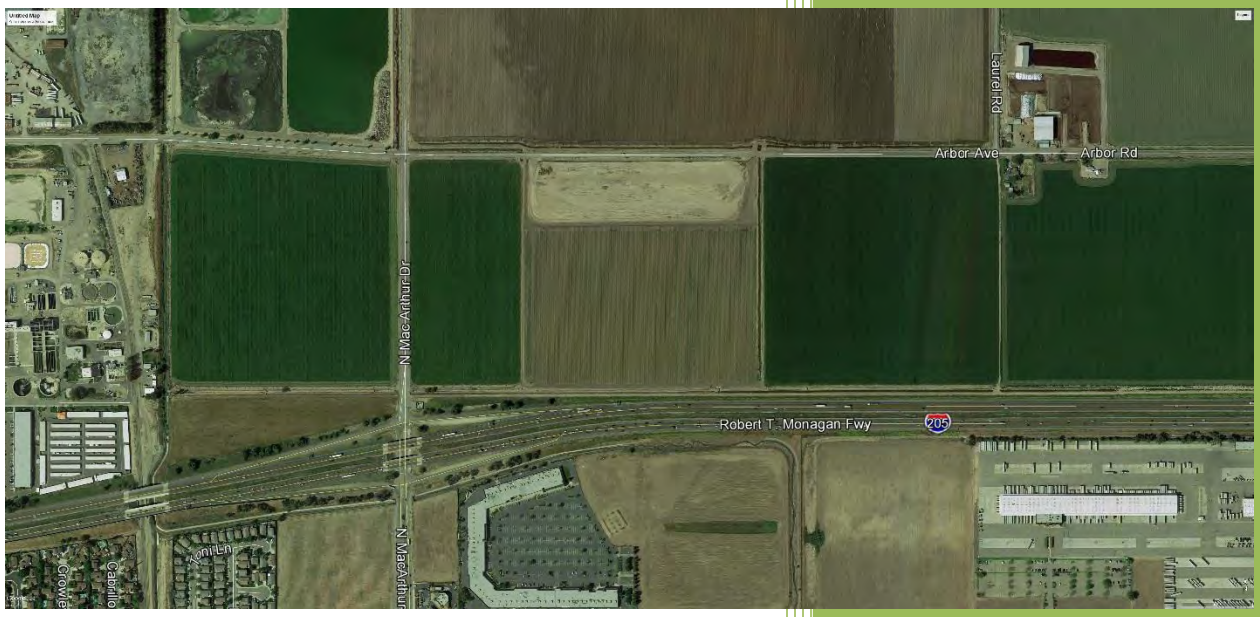
TOPOGRAPHIC SURVEY
OF
8450 ARBOR AVENUE
FOR
DCT INDUSTRIAL

TRACY, CALIFORNIA

DATE	OCT., 2013
SCALE	1" = 60'
SURVEYOR	JDT
DRAFTER	REG
JOB NO.	A13669
SHEET	C1
OF	SHEETS

City of Tracy

Wastewater System Analysis for Properties at Arbor Road and MacArthur Drive



REGISTERED PROFESSIONAL ENGINEER
VIJAY C KUMAR
C 59044
EXP. 06/30/2015
CIVIL
STATE OF CALIFORNIA

Prepared for

City of Tracy

May 2014

CH2MHILL

2485 Natomas Park Drive, Suite 600
Sacramento, CA 95833
Phone: 916-920-0300

Table of Contents

Executive Summary 2
Acronyms and Abbreviations 3
Introduction 5
Future Flows 6
Existing System Capacity Analysis 7
Wastewater System Fee 8
Summary of Wastewater System Impact Fee 10
Reference Documents Used in Analysis 11

Figures

Figure 1 – City of Tracy Vicinity Map

Figure 2 – I-205 M1 and M2 Parcels

Figure 3 – City of Tracy Wastewater Master Plan Trunk Sewers

Figure 4 – Proposed sewer lines to serve Properties at Arbor Road and MacArthur Drive

Executive Summary

The City of Tracy (City) has been requested by project proponents to allow commercial and industrial projects on current vacant lands located in the vicinity of Arbor Road and MacArthur Drive located within the City of Tracy city limits. The purpose of this report is to develop future wastewater flows from the above parcels and determine the necessary wastewater infrastructure that is required to receive and treat future wastewater flows. Future wastewater flows were projected based on the most current land use planning data available and wastewater generation factors.

Based on the location of the above parcels, future wastewater flows from the above projects must be discharged to the existing MacArthur wastewater system. Based on the analysis presented in the City of Tracy Wastewater Master Plan (2012), there is sufficient capacity in the existing MacArthur Pump station to receive flows from the proposed projects. However, there are no existing sewer lines within Arbor Road and MacArthur Drive to provide gravity sewer service to proposed projects. Therefore, the proposed commercial and industrial projects need to connect to an existing manhole located east of the existing MacArthur Pump Station.

The proposed development contributes wastewater flows equivalent to 411 equivalent dwelling units. Estimated wastewater conveyance and treatment fees were based on Tracy Wastewater Conveyance and Treatment Development Impact Fee Study, City of Tracy dated January 2013.

Based on the analysis shown in this report, the wastewater fee is as follows:

Cost per acre for Industrial	**$ 36,528**
Cost per acre for Commercial	**$ 39,450**

Acronyms and Abbreviations

ADWF	average dry weather flow
CC	Construction Cost
DU	dwelling unit
ECU	equivalent customer unit
ft^2	square foot
gal	gallon(s)
gal/ac-day	gallon(s) per acre per day
gpcd	gallon(s) per capita per day
gpd	gallon(s) per day
HD	high density
lbs	pounds
lbs/cap-day	pounds per capita per day
LD	low density
MD	medium density
mgd	million gallon(s) per day
mg/L	milligrams per liter
NEI	Northeast Industrial
NPDES	National Pollutant Discharge Elimination System
PDWF	peak dry weather flow
PF	Peaking Factor
PWWF	peak wet weather flow
SSO	sanitary sewer overflow
SWRCB	State Water Resources Control Board
TDS	total dissolved solids
TSS	total suspended solids
Water Board	Regional Water Quality Control Board
WRF	water recycling facility
WWTP	Wastewater Treatment Plant
VLD	very low density

SECTION 1

Introduction

The City of Tracy (City) has been requested by project proponents to allow commercial and industrial projects on current vacant lands located in the vicinity of Arbor Road and MacArthur Drive located within the City of Tracy city limits. These projects are located on the Northeastern part of the City of Tracy as shown in Figure 1.

Figure 2 shows the proposed parcels that are located between Arbor Road and I-205. The purpose of this report is to develop future wastewater flows from the above parcels and determine the necessary wastewater infrastructure that is required to receive and treat future wastewater flows. Table 1 shows the parcel number, gross area and associated land use for the proposed projects.

Table 1: Parcel Numbers and Land Use Data

Parcel Number	**Gross Area (acres)**	**Land Use**
213-070-01	41	Industrial
213-060-02	14.16	Industrial
213-060-03 (DCT Project)	39.56	Industrial
213-070-36	7.37	Commercial

Source: DCT, 2014.

Future Flows

Future wastewater flows were projected based on the most current land use planning data available and wastewater generation factors. The following wastewater generation factors are taken from the City of Tracy Wastewater Master Plan completed in 2013.

Table 2. Wastewater Generation Factors

Flow Parameter	Wastewater Master Plan Values
Industrial Flow	1,056 gal/acre/day
Retail and Commercial Flow	1,375 gal/acre/day
Office Flow	1,140 gal/acre/day

Source: Tracy Wastewater Conveyance and Treatment Development Impact Fee Study, City of Tracy, January 2013.

The above wastewater generation factors are used to develop average dry weather flows (ADWF) from the proposed projects. Previously completed Wastewater Master Plan recommended a peak wet weather flow (PWWF) factor of 3.0 to compute PWWF from ADWF. Table 3 shows the average and peak wet weather flows.

Table 3. Average and Peak flows

APN	Gross Area (acres)	ADWF (gpd)	PWWF (gpd)
213-070-01	41	43,296	129,888
213-060-02	14	14,953	44,859
213-060-03	40	41,775	125,326
213-070-36 (commercial)	7	8,402	25,205
	102	**108,426**	**325,278**

Existing System Capacity Analysis

Based on the location of the above parcels, future wastewater flows from the above projects must be discharged to the existing MacArthur wastewater system.

MacArthur wastewater system consists of gravity sewer lines of various diameters, MacArthur pump station and MacArthur force main that discharges raw wastewater to the existing Industrial sewer trunk line located below I-205 freeway (on the western side of rail road tracks). Figure 3 shows the Major sewer lines and MacArthur Pump Station and Force main.

As shown in Table 3, the estimated peak wet weather flow from the proposed project is 325,278 gallons per day.

Based on the analysis presented in the City of Tracy Wastewater Master Plan (2012), there is sufficient capacity in the existing MacArthur Pump station to receive flows from the proposed projects.

However, there are no existing sewer lines within Arbor Road and MacArthur Drive to provide gravity sewer service to proposed projects. Therefore, the proposed commercial and industrial projects need to connect to an existing manhole located east of the existing MacArthur Pump Station as shown in Figure 4.

As shown in Figure 3, City of Tracy is in the planning stages of developing North East Industrial Area's wastewater collection system. Based on the Wastewater Master Plan, there is a large trunk sewer (27-inch in diameter) that is proposed on the north side of I-205 freeway and Southside of the DCT Project.

Although City may require the DCT project to install the proposed trunk sewer line, it is recommended that the City require DCT to install an 8-inch sewer line at this point in time. The timing of the future 27-inch trunk sewer project is unknown at this point in time. In addition, City of Tracy Public Works staff prefer to install the sewer lines in the public rights of way since it is easier to access and maintain trunk lines.

Installation of a large trunk line at this time will result in reduced velocity in the gravity section of the trunk line and may lead to additional maintenance issues. Therefore, it is recommended that the City allow DCT to install a smaller diameter lines to serve properties in the vicinity of Mac Arthur Drive and Arbor Avenue as shown in Figure 4. Based on a cursory review, it appears that the future 27-inch line could be installed along the Arbor Avenue at a future date. However, the new trunk line may have to connect directly to the wet well of the MacArthur Pump Station.

Since the proposed 8-inch and 10-inch diameter sewer line serves only DCT property, it is considered as part of DCT's off-site sewer improvement. DCT project is responsible for installation of the proposed 8-inch sewer/10-inch line from its property to a new manhole on MacArthur Drive as shown in Figure 4. Since there is an existing 21-inch diameter stub out on the existing manhole located west of the MacArthur pump station, it is recommended that DCT project install a small section of the 21-inch sewer line between the new manhole and existing manhole as shown on Figure 4. Otherwise, the existing manhole should be reconstructed. When other parcels are developed, they will be responsible for connecting to the new manhole located along Arbor Avenue or MacArthur Drive. All new sewer lines and associated appurtenances shall meet the City of Tracy Design Standards including minimum velocity requirement.

Wastewater System Fee

The total wastewater system impact fee for properties to be served by the Northeast Industrial area sewer system been defined as the sum of the following components:

1. Eastside catchment sewer system fee
2. Tracy WWTP Expansion Fee

Each of these components is described below.

Eastside Catchment Sewer System Fee

As noted in the 2012 Wastewater Master Plan, the conveyance facilities are located in two distinct geographic, or catchment areas. Those two areas are the East Catchment and the West Catchment. Figure 3 shows the location of those two areas, and the major facilities that are included in each of the catchment area.

The east catchment Future Service Areas include: Rocha, UR1 (Alvarez and others), Chrisman Road, and Eastside Industrial and properties along Arbor Avenue.

Wastewater generated from the east catchment Future Service Areas will be conveyed to the Tracy Wastewater Treatment Plant (WWTP) via a new force main, upgrades to the MacArthur Pump Station, and new gravity sewer pipelines.

Table 4 presents the east catchment Future Service Area conveyance improvements.

TABLE 4
East Catchment Future Service Areas – Conveyance Improvements
Tracy Wastewater Conveyance and Treatment Development Impact Fee Study

Pipeline Improvements (Node #E to Node #E)	Pipe Diameter (inches)	Pipe Length (linear feet)
1E to 2E (Gravity Main)	8	7,400
2E to 3E (Gravity Main)	18	7,500
3E to 4E (Gravity Main)	18	6,500
4E to 5E (Gravity Main)	21	5,000
5E to 5E.1 (Gravity Main)	27	4,900
5E.1 to Tracy WWTP (Force Main)	14	2,000

Per Tracy Wastewater Conveyance and Treatment Development Impact Fee Study (City of Tracy, January 2013), the current conveyance improvement fee is $2,405.

Tracy WWTP Expansion Fee

Tracy WWTP is operating at its current capacity of 9 mgd and providing tertiary treatment with ammonia removal. There is some treatment capacity beyond 9 mgd. However, there is no disposal capacity beyond 9 mgd. Tracy WWTP expansion from 9 mgd to the Master Plan Build out Capacity of 22.4 mgd is planned in 5 or more phases.

Per Tracy Wastewater Conveyance and Treatment Development Impact Fee Study (City of Tracy, January 2013), the current WWTP expansion fee is $6,727.

It should be noted that the above fee is based on build out cost estimate. Since the Tracy WWTP NPDES Permit is renewed every five years (the next renewal is in 2017), periodic update to the above fee is required.

Because the actual financing methodology is currently unknown, financing costs have been assumed to be zero. In the event that the City of Tracy issues bonds for any aspect of the treatment system construction, the costs of such issuance (and the impact of interest payments on the bonded indebtedness) should be considered as an additional cost to be included in the wastewater treatment impact fee. Although the average cost per EDU for Treatment Impact Fees is $6,727, the cost per EDU for the first two phases of new construction (shown as Phase 2 and Phase 3 in Table 5-4) are considerably greater than the average cost for all phases of planned construction. If the average cost per EDU is used, as planned, then this discrepancy will result in cash flow shortcomings in the initial phases of expansion. Some method of developer funding for this shortfall (which is beyond the scope of this study) will be required during these early phases of construction.

Summary of Wastewater System Impact Fee

APN	**Gross Area (acres)**	Number of EDUs (Industrial)	Number of EDUs (Commercial)
213-070-01	41	164	
213-060-02	14	57	
213-060-03	40	158	
213-070-36 (commercial)	7		31.84
Total EDUs	**410.72**		
Facility Cost			
WWTP Expansion Cost per EDU	$ 6,727	Table 5.4 Tracy Wastewater Conveyance and Treatment Development Impact Fee Study, 2013	
WWTP Expansion Cost	$ 2,762,903		
Collection System (East Catchment) cost per EDU	$ 2405	Table 5.3 Tracy Wastewater Conveyance and Treatment Development Impact Fee Study 2013	
Collection System (East Catchment) cost	$ 987,778		
Total Cost	**$ 3,750,680**	Total Fee per EDU	$ 9,132.00
Fee per acre for Industrial	**$ 36,528**		
Fee per acre for Commercial	**$ 39,450**		

Reference Documents Used in Analysis

The documents used in the analysis include the following:

1. NPDES Permit dated December 2012 issued to the City of Tracy WWTP by the Central Valley Regional Water Quality Control Board
2. City of Tracy Wastewater Master Plan, CH2MHILL, 2012
3. Tracy Wastewater Conveyance and Treatment Development Impact Fee Study, City of Tracy, January 2013.

Figures

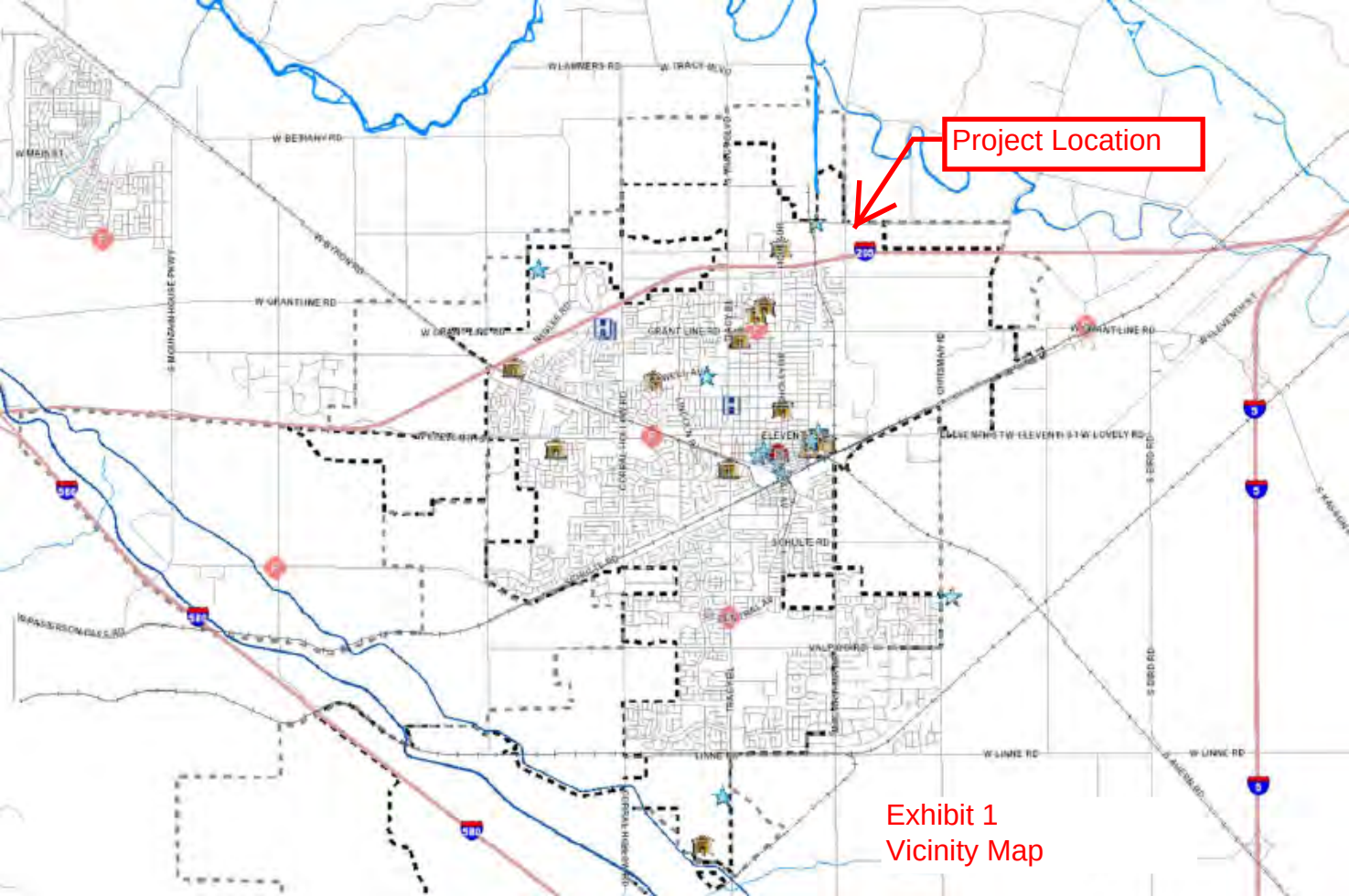


Exhibit 1
Vicinity Map

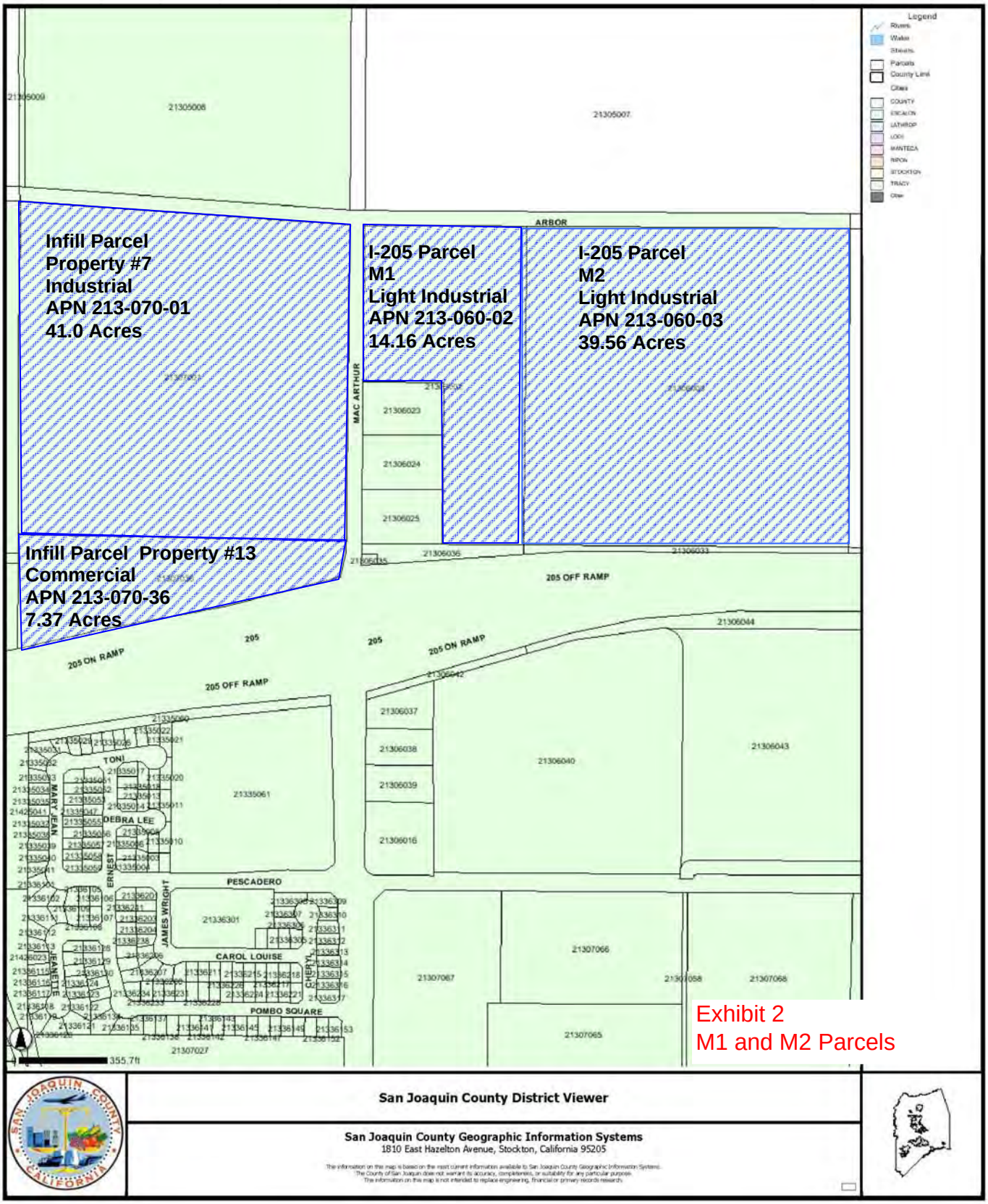
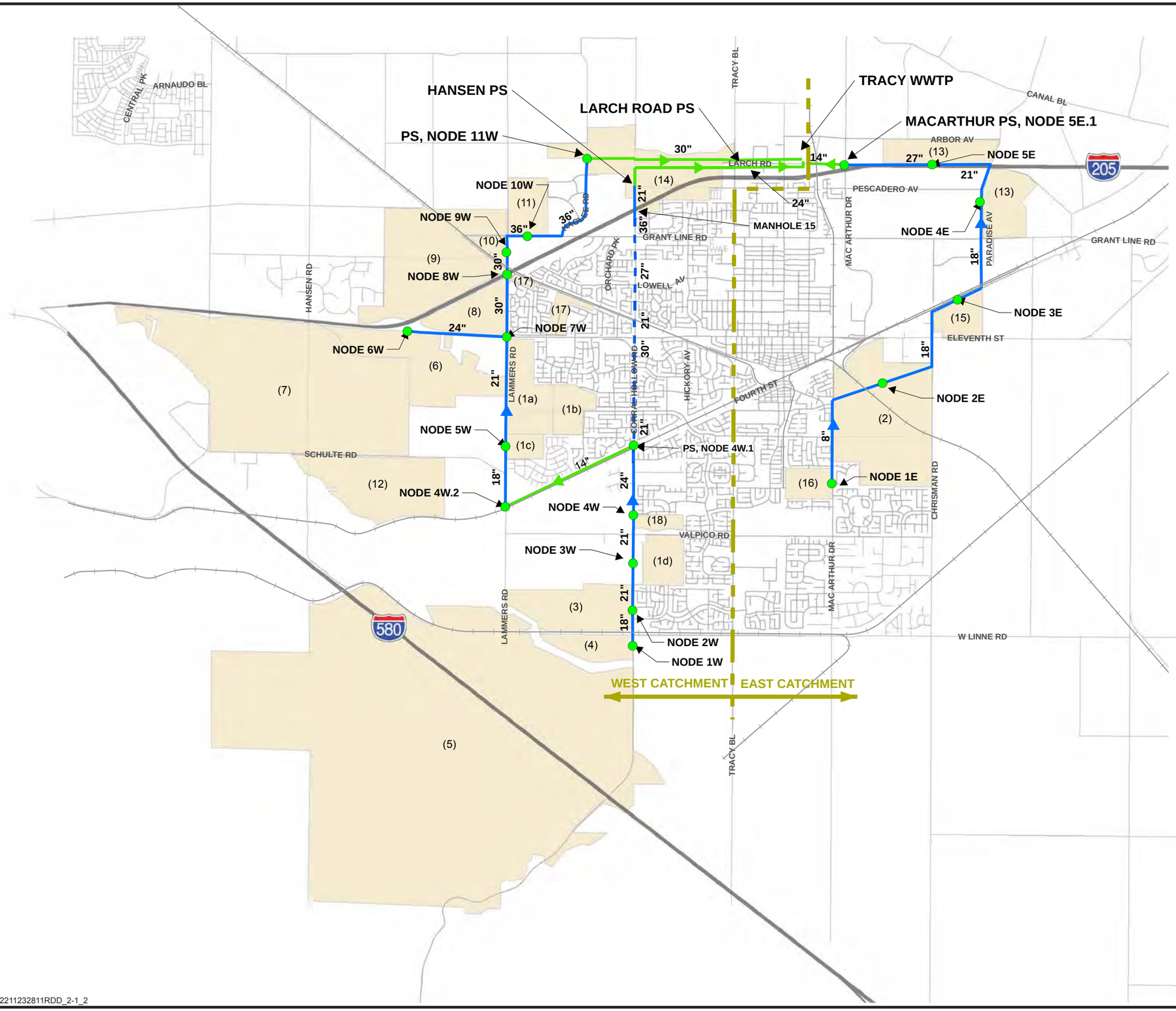


Exhibit 2
M1 and M2 Parcels

San Joaquin County District Viewer

San Joaquin County Geographic Information Systems
1810 East Hazelton Avenue, Stockton, California 95205

The information on this map is based on the most current information available to San Joaquin County Geographic Information Systems.
The County of San Joaquin does not warrant its accuracy, completeness, or suitability for any particular purpose.
The information on this map is not intended to replace engineering, financial or primary records research.



LEGEND

- Future Service Areas
- Node # (point of wastewater contribution)
- Proposed Force Main
- Proposed Gravity Main
- Proposed Gravity Main, Replacement
- 18" Pipe Diameter (See pipe schedule)

FUTURE SERVICE AREAS INDEX

(1a) UR 5 (Bright)
(1b) UR 7 (Bright)
(1c) UR 8 (Fahmy)
(1d) UR 9 (Keenan)
(2) UR 1 (Alvarez & others)
(3) UR 10 (Ellis)
(4) South Linne
(5) Tracy Hills
(6) Gateway (excluding Phase 1)
(7) Cordes Ranch
(8) Bright
(9) Catellus
(10) Filios
(11) I-205 Expansion
(12) Westside Industrial
(13) Eastside Industrial
(14) Larch Clover
(15) Chrisman Road
(16) Rocha
(17) Berg/Byron
(18) Kagehiro

ABBREVIATIONS

EXST	EXISTING
FM	FORCE MAIN
PS	PUMP STATION
WWTP	WASTEWATER TREATMENT PLANT

N

0 0.5 1
Miles

FIGURE 3
MAJOR WASTEWATER CONVEYANCE FACILITIES

WBG042211232811RDD_2-1_2

CH2MHILL®

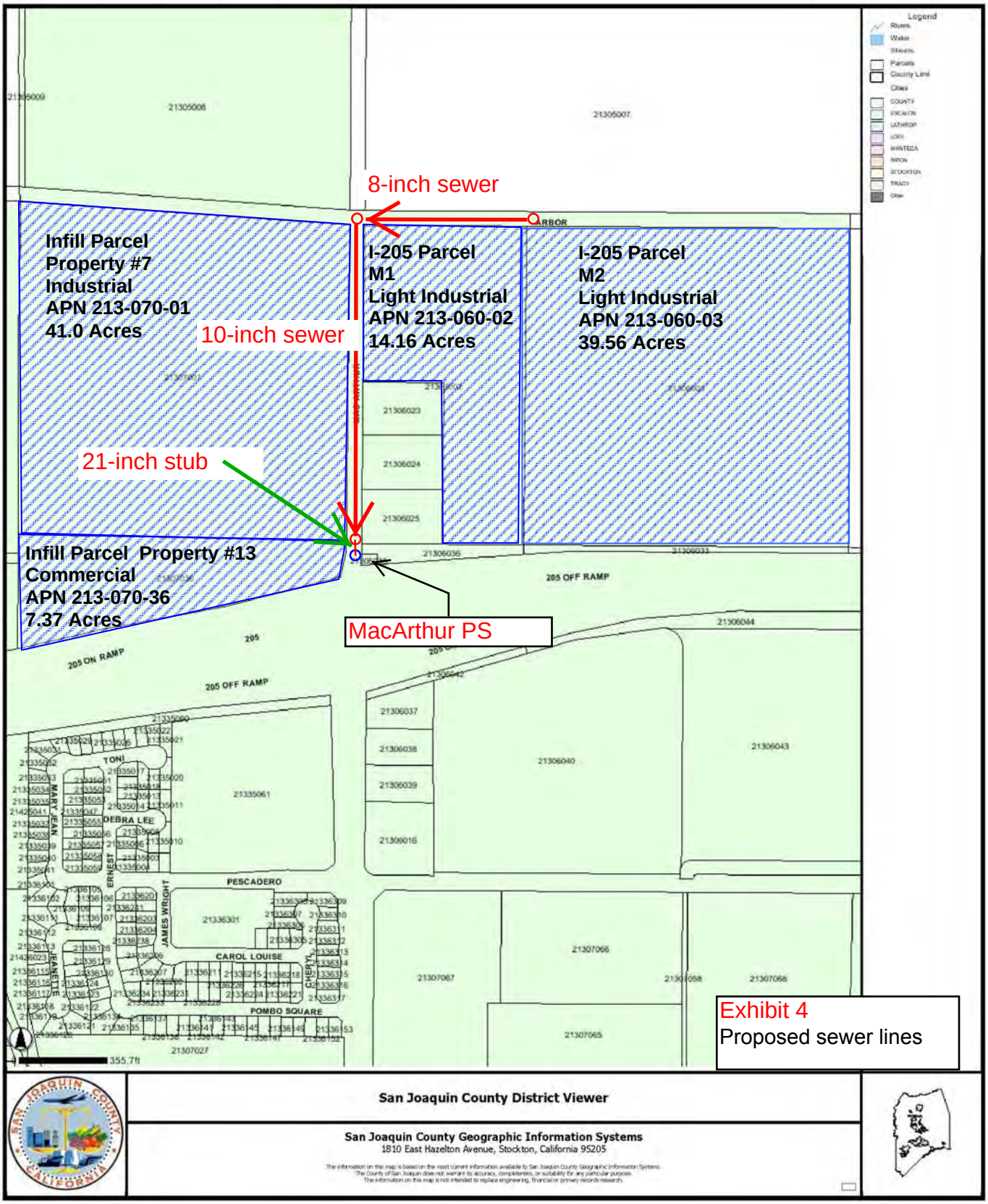


Exhibit 4
Proposed sewer lines

WEST YOST ASSOCIATES
Consulting Engineers

Final Draft

TECHNICAL MEMORANDUM

DATE: July 7, 2014 Project No: 404-00-14-05

TO: Criseldo Mina, City of Tracy
Victoria Dion, City of Tracy

CC: Chuck McCallum, Kier & Wright
Alison Bouley, Harris and Associates

FROM: Shannon Barcal, E.I.T. #139195

REVIEWED BY: Charles Duncan, R.C.E. #55498

SUBJECT: Hydraulic Evaluation of I-205 Parcels M1 and M2 and Infill Parcels 7 and 13

This Technical Memorandum (TM) summarizes the findings and conclusions of West Yost Associates' technical evaluation of the ability of the City of Tracy's (City) existing water distribution system to meet the required minimum pressures and flows for the proposed I-205 Parcels M1 and M2 and Infill Parcels 7 and 13 (Project) located within the City. Because it is not part of this scope, this evaluation does not include review of water supply availability, storage requirements, booster pumping capacity, or water treatment plant capacity for the proposed Project. It should be noted that this is a "Tier 2" evaluation in which the "Tier 1" recommendations from the 2012 Citywide Water System Master Plan (Master Plan or Tier 1 Study) are re-evaluated using updated information specific to this Project. "Tier 2" evaluations can include, but are not limited to, evaluations of "on-site" infrastructure and phasing of recommended buildout improvements to meet the needs of specific proposed development projects.

Figure 1 illustrates the location of the proposed Project, while the following sections summarize the findings and conclusions:

- Project Description
- Estimated Water Demand for the Project
- Planning and Modeling Criteria
- Analysis and Findings
- Conclusions

PROJECT DESCRIPTION

The Project consists of four parcels covering approximately 118 acres (as noted on the San Joaquin County District Viewer Property Map included as Attachment 1) located to the north of Interstate 205 along North MacArthur Drive and Arbor Avenue. All of the land within the Project area is currently undeveloped.

The proposed development located on Parcel M2 is the Proposed Logistics Facility consisting of a 835,850 square feet building located on a 40.45 acre parcel as shown on the Scheme 6 schematic provided by Carlile Coatsworth and Architects, Inc. and included as reference in Attachment 2.

Figure 2 shows the proposed pipeline configuration by Kier & Wright as received on March 3, 2014, included as Attachment 3. The Parcel M2 is proposed to be served off the future 12-inch diameter pipeline along Arbor Avenue and the existing 12-inch diameter pipeline along East Pescadero Avenue. The service connections are proposed to be 12-inch diameter pipelines with a back flow preventer and 10-inch check valve installed on Parcel M2 (back flow preventers are to be manufactured by Apollo Model: DCDA4S). A 10-inch diameter fire flow pipeline will have hydrants spaced approximately every 300 feet. A fire flow demand of 4,000 gallons per minute (gpm) will be applied that can be split among two hydrants (2,000 gpm each).

A similar service connection and on-site piping configuration was included in the model for Parcel M1, Infill Parcel 7 and Infill Parcel 13 as shown on Figure 2.

ESTIMATED WATER DEMAND FOR THE PROJECT

As part of the hydraulic analysis, water demands were estimated for the Project. Water demands were calculated using the unit water demand factors adopted in the Master Plan.

Table 1 summarizes the Project's gross area, landscaped area, dwelling units, water use factors, and projected annual potable water use. Table 2 tabulates the projected average day, maximum day, and peak hour water demands for the Project. Maximum day demands and peak hour demands were calculated using the City's adopted peaking factors (from the Master Plan) of 2.0 and 3.4 times the average day demand.

Parcel M1

As shown in Table 2, the projected average day demand for Parcel M1 is approximately 18 gpm. The maximum day demand and peak hour demand for Parcel M1 was calculated as approximately 36 gpm and 61 gpm, respectively.

For comparison, Parcel M1's water demands were also projected based on the landscaped area being irrigated with recycled water as proposed in the Master Plan shown in Table 3. This comparison indicates that potable water use proposed for Parcel M1 increases the projected potable water demands by an additional 16 acre-feet per year (af/yr) which equates to a 224 percent increase.

Table 1. Water Demands Estimated for the Project

Land Use Designation	Total Area, gross acres[a]	Landscaped Area, acres[b]	Dwelling Units, du	Unit Potable Water Use Factors[c]		Annual Potable Water Use, af/yr
				gpd/du	af/ac/yr	
Light Industrial - Parcel M1	14.2				1.5	18
Irrigation Demand for Parcel M1		2.1		NOT included in gpd/du potable water use factor	4.0	9
UAFW[d]						2
Subtotal (Parcel M1)	14.2	2.1				29.1
Light Industrial - Logistics Facility Parcel M2[e]	40.5				1.5	52
Irrigation Demand for Logistics Facility Parcel M2		6.0		NOT included in gpd/du potable water use factor	4.0	24
UAFW[d]						6
Subtotal (Parcel M2)	40.5	6.0				81.8
Industrial Infill Parcel 7	41.0				1.5	52
Irrigation Demand for Infill Parcel 7		6.2		NOT included in gpd/du potable water use factor	4.0	25
UAFW[d]						6
Subtotal (Infill Parcel 7)	41.0	6.2				83.3
Commercial Infill Parcel 13	7.4				2.0	13
Irrigation Demand for Infill Parcel 13		1.1		NOT included in gpd/du potable water use factor	4.0	4
UAFW[d]						1
Subtotal (Infill Parcel 13)	7.4	1.1	-			17.5
Total	**103.1**	**15.4**	**-**			**211.7**

[a] Based on San Joaquin County District Viewer Property Map as received on March 3, 2014. See Attachment 1.

[b] Consistent with assumptions in the 2012 Citywide Water System Master Plan, Final Report dated December 2012; 15 percent of gross acres are assumed to be landscaped.

[c] Based on 2012 Citywide Water System Master Plan, Final Report dated December 2012.

[d] Unaccounted-for water (UAFW) is equal to 7.5 percent.

[e] Based on Scheme 6 Arbor Avenue, by Carlile Coatsworth Architects, Inc. received March 3, 2014. See Attachment 2.

Table 2. Summary of Average Day, Maximum Day and Peak Hour Water Demands

Development	Average Day Demand		Maximum Day Demand[a]		Peak Hour Demand[b]	
	gpm	mgd	gpm	mgd	gpm	mgd
Light Industrial Parcel M1	18.0	0.03	36.0	0.06	61.2	0.09
Light Industrial - Logistics Facility Parcel M2	50.7	0.07	101.4	0.14	172.4	0.25
Industrial Infill Parcel 7	51.6	0.07	103.2	0.14	175.4	0.25
Commercial Infill Parcel 13	10.9	0.02	21.8	0.04	37.1	0.05
Total	**131.2**	**0.19**	**262.4**	**0.38**	**446.1**	**0.64**

[a] Maximum day demand is 2.0 times the average day demand, per the 2012 Citywide Water System Master Plan, Final Report dated December 2012.

[b] Peak hour demand is 3.4 times the average day demand, per the 2012 Citywide Water System Master Plan, Final Report dated December 2012.

Table 3. Water Demands Estimated for the Project Based on General Plan Land Use

Land Use Designation	Total Area, gross acres[a]	Potable Water Use Area, acres[b]	Landscaped Area, acres[c]	Dwelling Units, du	Unit Potable Water Use Factors[d]		Annual Potable Water Use, af/yr
					gpd/du	af/ac/yr	
Industrial - Parcel M1	14.2	8.2				1.5	12
Irrigation Demand for Parcel M1			6.0				-
UAFW[e]							1
Subtotal (Parcel M1)	14.2	8.2	6.0			1.5	13.0
Industrial - Parcel M2[f]	40.5	34.4				1.5	52
Irrigation Demand for Parcel M2			6.1				-
UAFW[e]							4
Subtotal (Parcel M2)	40.5	34.4	6.1			1.5	56.0
Industrial/Commercial Infill Parcel 7	41.0	34.9				2.0	70
Irrigation Demand for Infill Parcel 7			6.2				-
UAFW[e]							6
Subtotal (Infill Parcel 7)	41.0	34.9	6.2			2.0	76.0
Industrial/Commercial Infill Parcel 13	7.4	6.3				2.0	13
Irrigation Demand for Infill Parcel 13			1.1				-
UAFW[e]							1
Subtotal (Infill Parcel 13)	7.4	6.3	1.1			2.0	14.0
Total	**103.1**	**83.7**	**19.3**	**-**			**159.0**

[a] Based on San Joaquin County District Viewer Property Map as received on March 3, 2014. See Attachment 1.

[b] Consistent with assumptions in the 2012 Citywide Water System Master Plan, Final Report dated December 2012; 85 percent of gross acres are assumed to use potable water.

[c] Consistent with assumptions in the 2012 Citywide Water System Master Plan, Final Report dated December 2012; 15 percent of gross acres are assumed to be landscaped.

[d] Based on 2012 Citywide Water System Master Plan, Final Report dated December 2012.

[e] Unaccounted-for water (UAFW) is equal to 7.5 percent.

[f] Based on Scheme 6 Arbor Avenue, by Carlile Coatsworth Architects, Inc. received March 3, 2014. See Attachment 2.

Therefore, if the City approves the Project, Parcel M1's individual water connection fee elements should be increased by 224 percent, as presented above.

The service connections for Parcel M1 will be on North MacArthur Drive and Arbor Avenue, as shown on Figure 2.

Parcel M2

As shown in Table 2, the projected average day demand for Parcel M2 is approximately 51 gpm. The maximum day demand and peak hour demand for Parcel M2 was calculated as approximately 101 gpm and 172 gpm, respectively. Estimated potable demand for the Parcel M2 distribution building was approximated by Kier & Wright as 11,000 gpm maximum day demand. This estimation is significantly lower than the values demand rates from the Master Plan. The values as calculated based on the Master Plan will be used in the hydraulic analysis as maximum day demand plus fire flows will govern interim infrastructure requirements.

For comparison, Parcel M2's water demands were also projected based on the landscaped area being irrigated with recycled water as proposed in the Master Plan shown in Table 3. This comparison indicates that potable water use proposed for Parcel M2 increases the projected potable water demands by an additional 26 af/yr which equates to a 46 percent increase.

Therefore, if the City approves the Project, Parcel M2's individual water connection fee elements should be increased by 46 percent, as presented above.

The service connections for Parcel M2 will be on Arbor Avenue and East Pescadero Avenue, as shown on Figure 2.

Infill Parcel 7

As shown in Table 2, the projected average day demand for Infill Parcel 7 is approximately 52 gpm. The maximum day demand and peak hour demand for Infill Parcel 7 was calculated as approximately 103 gpm and 175 gpm, respectively.

For comparison, the Infill Parcel 7's water demands were also projected based on the landscaped area being irrigated with recycled water as proposed in the Master Plan shown in Table 3. This comparison indicates that potable water use proposed for Infill Parcel 7 increases the projected potable water demands by an additional 7.3 af/yr, which equates to a 10 percent increase.

Therefore, if the City approves the Project, Infill Parcel 7's individual water connection fee elements should be increased by 10 percent, as presented above.

The service connections for Infill Parcel 7 will be on North MacArthur Drive and to the south of Parcel 7 connecting to the existing 12-inch main, as shown on Figure 2.

Infill Parcel 13

As shown in Table 2, the projected average day demand for Infill Parcel 13 is approximately 11 gpm. The maximum day demand and peak hour demand for Infill Parcel 13 was calculated as approximately 22 gpm and 37 gpm, respectively.

For comparison, Infill Parcel 13's water demands were also projected based on the landscaped area being irrigated with recycled water as proposed in the Master Plan shown in Table 3. This comparison indicates that potable water use proposed for Infill Parcel 13 increases the projected potable water demands by an additional 3.5 af/yr, which equates to a 25 percent increase.

Therefore, if the City approves the Project, Infill Parcel 13's individual water connection fee elements should be increased by 25 percent, as presented above.

The service connections for Infill Parcel 13 will be on North MacArthur Drive and to the north of Parcel 13 connecting to the existing 12-inch main, as shown in Figure 2.

PLANNING AND MODELING CRITERIA

Planning and modeling criteria used to evaluate the proposed Project are based on the system performance and operational criteria developed in the Master Plan. The criteria used to evaluate the existing system and the proposed pipelines for the Project are listed as follows:

- Residual pressure at the flowing hydrant (during an assumed maximum day demand plus fire flow condition) must be equal to 30 pounds per square inch (psi).
- Minimum allowable service pressure is 40 psi during all other non-fire demand conditions.
- Maximum allowable distribution pipeline velocity is 12 feet per second (fps) during the simulated fire condition.
- Maximum allowable transmission and distribution pipeline velocity is 6 fps and 8 fps, respectively, during a non-fire condition.
- Maximum allowable head loss rate is 10 feet per 1,000 feet (ft/kft) during the simulated fire condition.
- Maximum head losses in distribution system pipelines should be limited to 7 ft/kft during a non-fire condition.
- Any new, required pipelines, will be modeled with a roughness coefficient (C-factor) of 130.
- Available fire flow demand must meet a minimum flow of 4,000 gpm (Industrial Residential, assuming sprinklered). Fire flows of 2,000 gpm will be modeled at two proposed hydrants associated with the Project.
- The Master Plan hydraulic model of the City's water distribution system was used as the basis for evaluation.

ANALYSIS AND FINDINGS

The City's existing water distribution model was first modified to include the proposed pipelines, hydrant locations, and water demands for the Project. The finished pad elevations for the Project were assumed to not exceed 25 feet. The hydraulic model was then used to simulate maximum day demand plus fire flow and peak hour demand conditions to determine the impacts to the existing water system from the proposed Project. Fire flows were simulated at the proposed fire hydrant locations as described in email from Kier & Wright on March 10, 2014. Results from this hydraulic evaluation are discussed below.

Maximum Day Demand plus Fire Flow

The developer proposed pipelines serving the Project are capable of delivering the minimum residual pressure of 30 psi within the Project area, but a simulated single source configuration (e.g. if pipeline is out of service for any reason) would result in the loss of fire flow availability and would not be able to meet City's minimum performance criteria. The recommended infrastructure shown on Figure 3 allows the Project to meet minimum pressure and velocity requirements during the maximum day demand with fire flow condition and improves the reliability of the system.

Peak Hour Demand

A peak hour demand condition was simulated with the recommended infrastructure. The impacts of the peak hour demand condition with the Project on the existing water distribution system are shown on Figure 4. As shown on Figure 4, and consistent with the existing system evaluation for the Master Plan, pressures near the Kimball High School area on the southwest side of Pressure Zone 1 are below the minimum 40 psi criterion. The additional water demand from the Project decreases the pressures near the Kimball High School area by an additional one psi during a peak hour demand condition. As recommended in the Master Plan, replacement of the existing 12-inch diameter pipelines located on Sixth Street and Tracy Boulevard with 18-inch diameter pipelines is required to reduce high pipeline velocities simulated during a peak hour demand condition. In addition, a short length of existing 12-inch diameter pipeline located on Eleventh Street, east of Tracy Boulevard should also be replaced with a 16-inch diameter pipeline to reduce pipeline velocity once the 18-inch diameter pipelines are constructed. These recommendations address the existing pressure deficiencies that will be further exacerbated if the Project is constructed.

CONCLUSIONS

As noted in the Master Plan (Tier 1 Study), recommendations from the "Tier 1" evaluation do not necessarily include all required on-site infrastructure or constitute the design of improvements and subsequent evaluation is required (i.e., "Tier 2" evaluation) to determine the exact sizes and locations of project-specific improvements. Based on this "Tier 2" evaluation, it is recommended that the proposed 12-inch diameter connection on East Pescadero Avenue be upsized to a 16-inch diameter and continued to Arbor Avenue. The infrastructure, as shown in Figure 3, will allow the Project to meet City's minimum performance criteria during a maximum day demand plus fire flow demand condition. West Yost also recommends the City (1) implement pipeline upsizing and (2) prioritize a new Pressure Zone 1 tank, which are both consistent with recommendations from the Master Plan. The additional impacts of this Project further exacerbate the pressure deficiencies identified in the existing system evaluation from the Master Plan. Pressures near the

Kimball High School area on the southwest side of Pressure Zone 1 are below the minimum 40 psi criterion (see Figure 4), and the additional water demand from the Project further decreases the pressures. As recommended in the Master Plan, replacement of the existing 12-inch diameter pipelines located on Sixth Street and Tracy Boulevard with 18-inch diameter pipelines is required to reduce high pipeline velocities simulated during a peak hour demand condition. In addition, a short length of existing 12-inch diameter pipeline located on Eleventh Street, east of Tracy Boulevard should also be replaced with a 16-inch diameter pipeline to reduce pipeline velocity once the 18-inch diameter pipelines are constructed. West Yost also recommends the City to prioritize a new Pressure Zone 1 tank, which will provide additional operational, fire flow and emergency storage and support additional water demands from new development.

The hydraulic evaluation performed for the proposed Project is based on the assumptions listed above. If any of these items are changed or modified in any way, other than as described in this TM, additional hydraulic evaluation will be required.

LEGEND

- Project Parcels
- Existing Pipelines
- City Limit

N

0 500 1,000

Feet

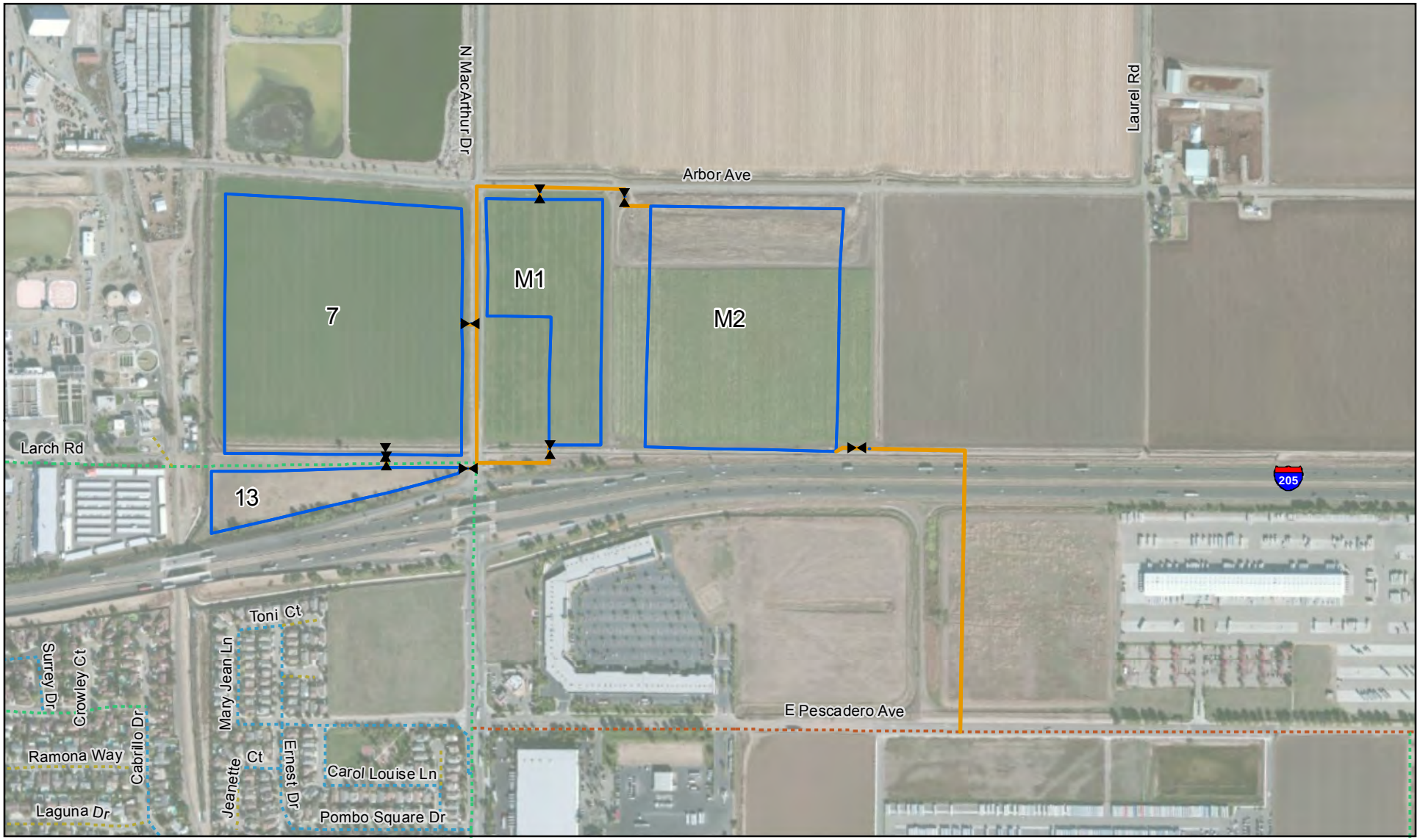
FIGURE 1

City of Tracy
Water Distribution Analysis
I-205 Parcels M1 and M2
and Infill Parcels 7 and 13

PROJECT AREA

WEST YOST ASSOCIATES
Consulting Engineers

Last Saved: 4/18/2014 10:40:00 AM sbarcal; N:\Clients\404 Tracy\00-14-05 M1 and M2 Analysis\GIS\Figures\Figure1_ProjectArea.mxd



LEGEND

Back Flow Preventer (10-inch diameter)

Proposed Pipeline Diameter (in.)

- 10
- 12

Existing Pipeline Diameter (in)

- 6
- 8
- 12
- 16

N

0 350 700

Feet

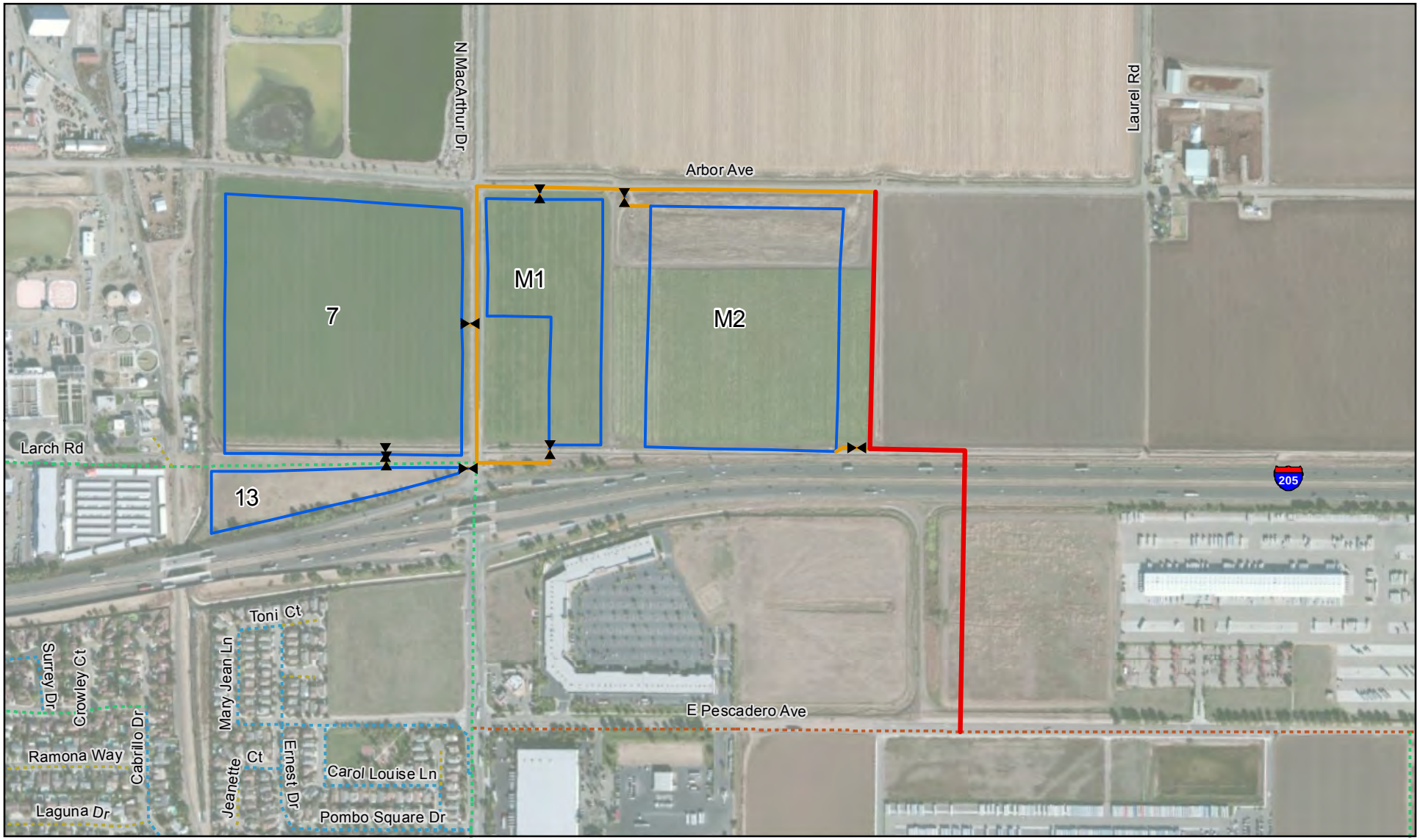
FIGURE 2

City of Tracy
Water Distribution Analysis
I-205 Parcels M1 and M2
and Infill Parcels 7 and 13

PROPOSED PROJECT PIPELINES

WEST YOST ASSOCIATES
Consulting Engineers

Last Saved: 4/18/2014 11:51:57 AM sbarcal; N:\Clients\404 Tracy\00-14-05 M1 and M2 Analysis\GIS\Figures\Figure 2 Proposed Project Pipelines.mxd



LEGEND

Back Flow Preventer (10-inch diameter)

Recommended Pipeline Diameter (in)

- 10
- 12
- 16

Existing Pipeline Diameter (in)

- 6
- 8
- 12
- 16

N

0 350 700

Feet

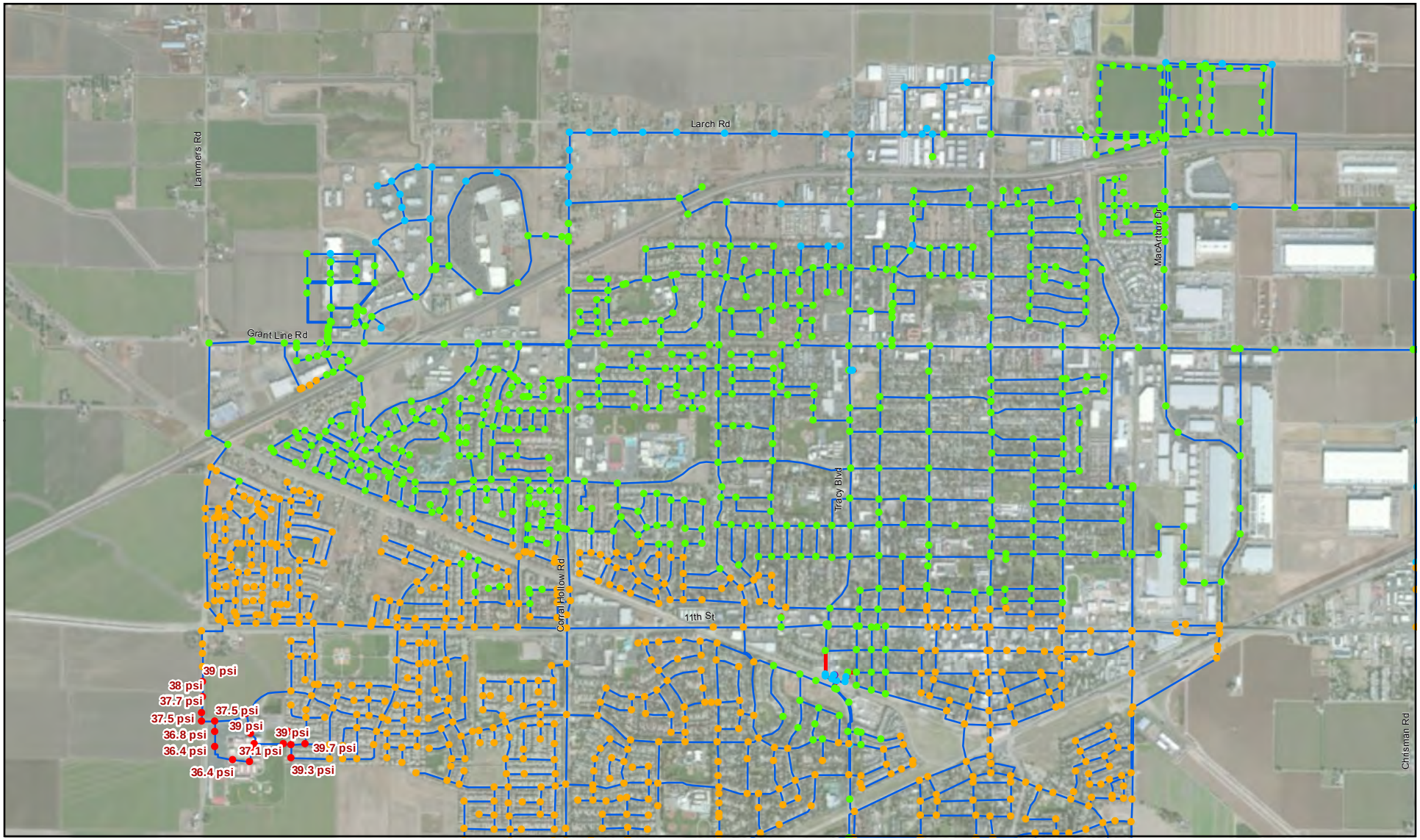
FIGURE 3

City of Tracy
Water Distribution Analysis
I-205 Parcels M1 and M2
and Infill Parcels 7 and 13

RECOMMENDED PROJECT PIPELINES

WEST YOST ASSOCIATES
Consulting Engineers

Last Saved: 4/18/2014 11:52:00 AM sbarcal; N:\Clients\404 Tracy\00-14-05 M1 and M2 Analysis\GIS\Figures\Figure 3 Recommended Project Pipelines.mxd



LEGEND

System Pressure

- Less than 40 psi
- 40 psi to 50 psi
- 51 psi to 60 psi
- 61 psi to 80 psi
- Greater than 80 psi

Pipeline Velocity

- Less than 8 fps
- Greater than 8 fps

N

0 0.25 0.5
Miles

FIGURE 4

City of Tracy
Water Distribution Analysis
I-205 Parcels M1 and M2
and Infill Parcels 7 and 13

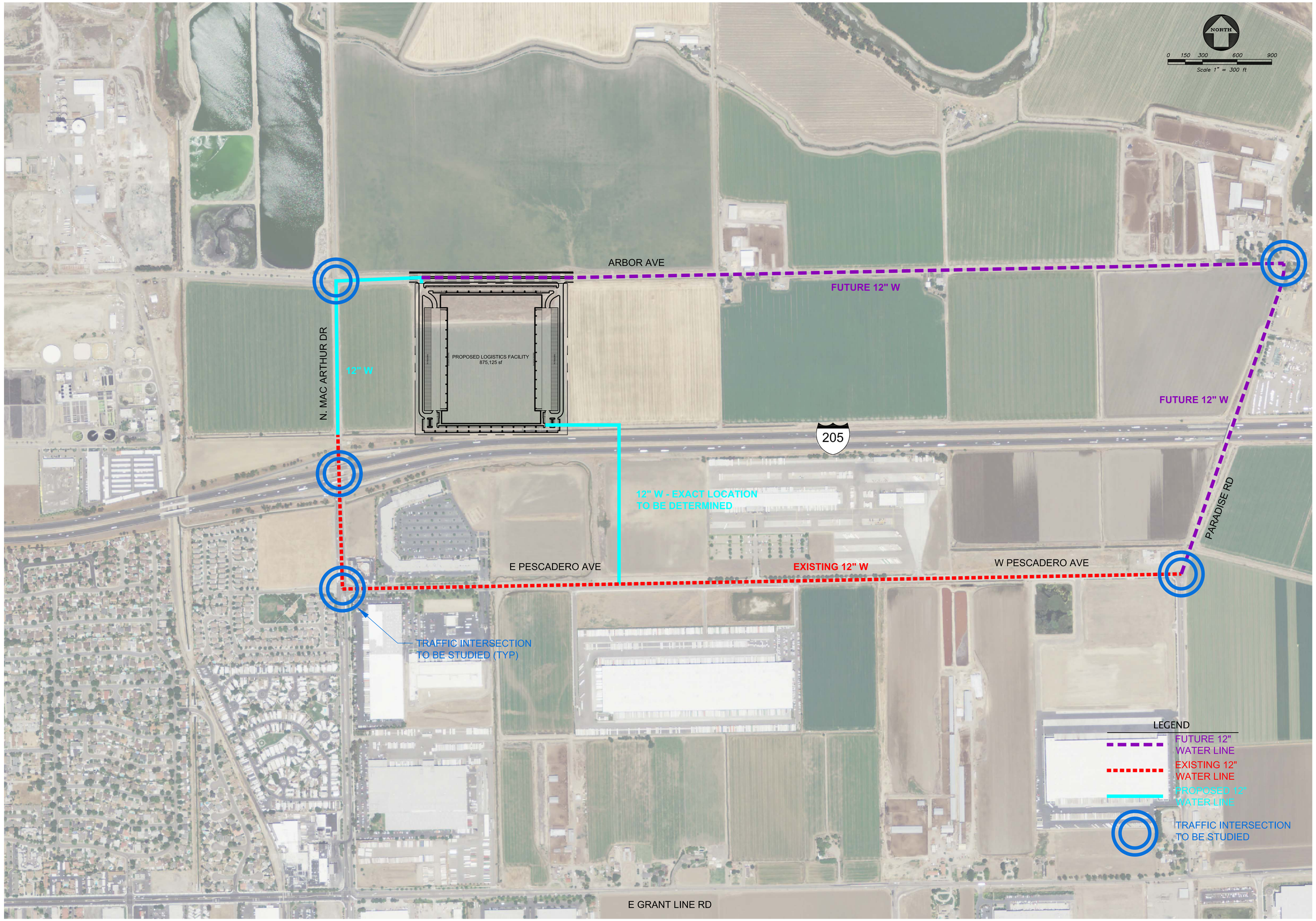
PEAK HOUR DEMAND CONDITION

WEST YOST ASSOCIATES
Consulting Engineers

Last Saved: 7/2/2014 5:58:30 PM sbarcal; N:\Clients\404 Tracy\00-14-05 M1 and M2 Analysis\GIS\Figures\Figure 4 Peak Hour Demand.mxd

ATTACHMENT 1

San Joaquin County District Viewer M1, M2 and Infill Property Map
Received March 3, 2014



PROGRESS SET

NO.	REVISION	BY

NO.	REVISION	BY

KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
2850 Collier Canyon Road
Livermore, California 94551
Phone (925) 245-8788
Fax (925) 245-8796

EXHIBIT OF ARBOR AVE. FOR DCT INDUSTRIAL

TRACY CALIFORNIA

DATE	SEPTEMBER, 2013
SCALE	1" = 300'
DESIGNER	CM
JOB NO.	A13669
SHEET	C1
OF	_ SHEETS

Z:\2013\A13669\Exhibits\A13669-EX.dwg 9/27/2013 10:24:27 AM PDT

ATTACHMENT 2

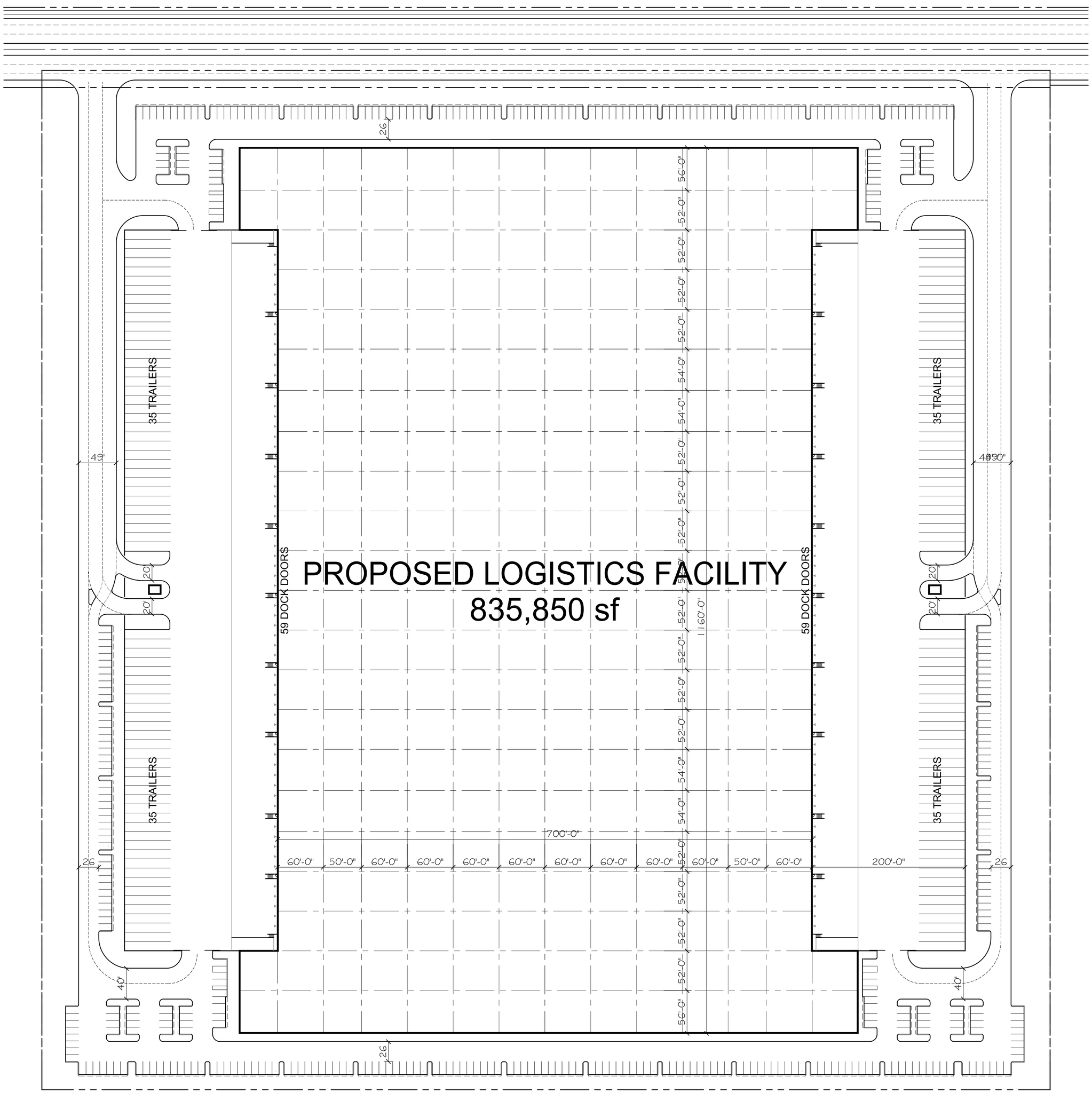
Scheme 6 Arbor Avenue, Carlile Coatsworth Architects, Inc.
Received March 3, 2014

GROSS LOT AREA:	1,762,200 sf 40.45 acres
NET LOT AREA:	1,732,500 sf 39.77 acres
TOTAL BUILDING AREA:	835,850 sf
FLOOR AREA RATIO (on gross):	47.43%
FLOOR AREA RATIO (on net):	48.25%
PARKING REQUIRED	342 spaces
OFFICE (30,000 sf)	120 spaces
WAREHOUSE (974,875 sf)	222 spaces
PARKING PROVIDED:	418 spaces
STANDARD:	402 spaces
HANDICAP ACCESSIBLE:	16 spaces
TRAILER:	140 spaces
LANDSCAPE REQUIRED:	TBD sf
LANDSCAPE PROVIDED:	TBD sf

24 January 2014

c:\users\calc.ccarchitects\desktop\industrial projects\13550.16 arbor avenue, tracy, ca\13550.16 scheme 6.dwg

1 DOCK DOOR per 7,462 sf



Scheme 6

0' 30' 60' 120'
SCALE: 1" = 60'-0"

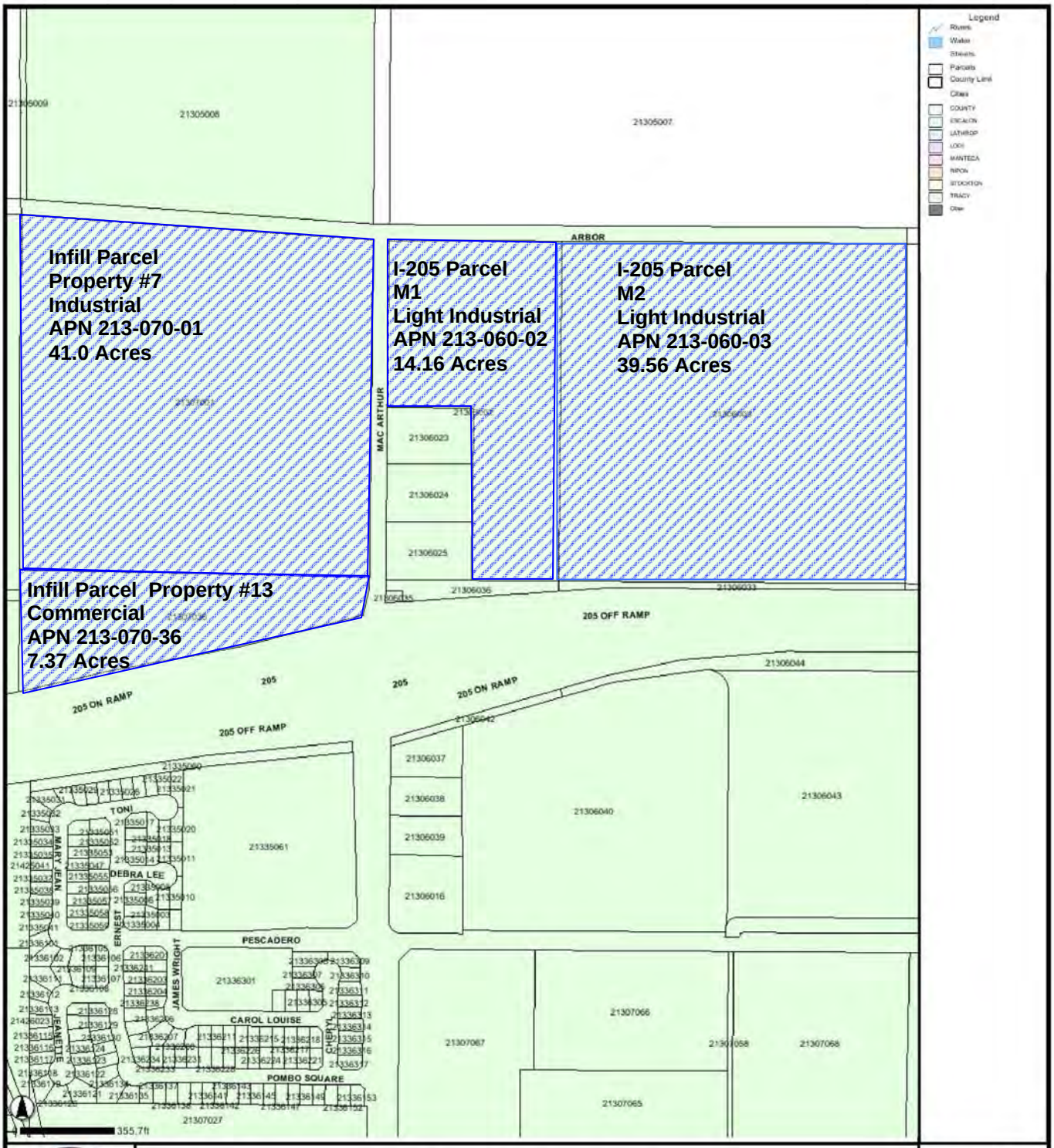
Arbor Avenue
Tracy, California

Carlile Coatsworth Architects, Inc
2495 Campus Dr. - Second Floor - Irvine, CA 92612 - Phone: 949.833.1930 - Fax: 949.833.1140

DCT INDUSTRIAL

ATTACHMENT 3

Exhibit of Arbor Avenue for DCT Industrial from
Kier & Wright Received March 10, 2014



San Joaquin County District Viewer

San Joaquin County Geographic Information Systems
1810 East Hazelton Avenue, Stockton, California 95205

The information on this map is based on the most current information available to San Joaquin County Geographic Information Systems.
The County of San Joaquin does not warrant its accuracy, completeness, or suitability for any particular purpose.
The information on this map is not intended to replace engineering, financial or primary records research.

Alison Bouley

From: Charles Duncan <CDuncan@westyost.com>
Sent: Wednesday, August 13, 2014 7:19 PM
To: Victoria Dion
Cc: Alison Bouley; Criseldo Mina; Shannon Barcal
Subject: RE: Arbor Ave Water Exhibit

Hi Vicky,

Just wanted to provide you with our comments. The 16-inch diameter pipeline from Pescadero to Arbor looks fine. We are assuming based on the drawing that the 12-inch diameter pipeline internal to the site will be serving M2 and that there will be no backflow devices off of the 16-inch diameter main. Not sure why the 12-inch diameter pipeline was upsized to a 16-inch along MacArthur and along Arbor, east of MacArthur, but it is not necessary from a hydraulic standpoint, it can remain a 12-inch diameter pipeline. Let me know if you have any other specific questions.

Thanks, Charles

Charles T. Duncan, P.E.
West Yost Associates

2020 Research Park Drive, Suite 100
Davis, CA 95618
P 530.756.5905
F 530.756.5991
www.westyost.com
cduncan@westyost.com

From: Victoria Dion [mailto:victoria.dion@ci.tracy.ca.us]
Sent: Tuesday, August 12, 2014 1:33 PM
To: Charles Duncan
Cc: 'Alison Bouley'; Criseldo Mina
Subject: FW: Arbor Ave Water Exhibit

Hi Charles,
I'm not sure if Cris sent this to you or not. Do you think the proposed waterline layout for the DCT project will work?

Thanks,

Vickey Dion, City Engineer
City of Tracy
Development Services Department
333 Civic Center Plaza
Tracy, CA 95376
Tel: (209)831-6424
Victoria.Dion@ci.tracy.ca.us

From: Alison Bouley [mailto:Abouley@harris-assoc.com]
Sent: Tuesday, August 12, 2014 12:35 PM
To: Criseldo Mina
Cc: Victoria Dion
Subject: FW: Arbor Ave Water Exhibit

Hi Cris,

Hope you had a nice vacation. I wanted to follow-up with you on the DCT water line exhibit that Chuck sent over on Thurs of last week. I know that you wanted to discuss with Charles once we received it. I'm not sure if they are allowed not to have an on-site loop?

Thanks,
Alison

From: Chuck McCallum [mailto:cmccallum@kierwright.com]
Sent: Tuesday, August 12, 2014 12:21 PM
To: Alison Bouley; Victoria Stephen
Cc: Rachel Hickenbottom; David Haugen
Subject: RE: Arbor Ave Water Exhibit

Any updates on our exhibit. Per my phone conversation with Allison we would only have fire hydrants come off the public 16" on our site. ASR Services for building will come off 12" W private and domestic water services will come off 16" in street.

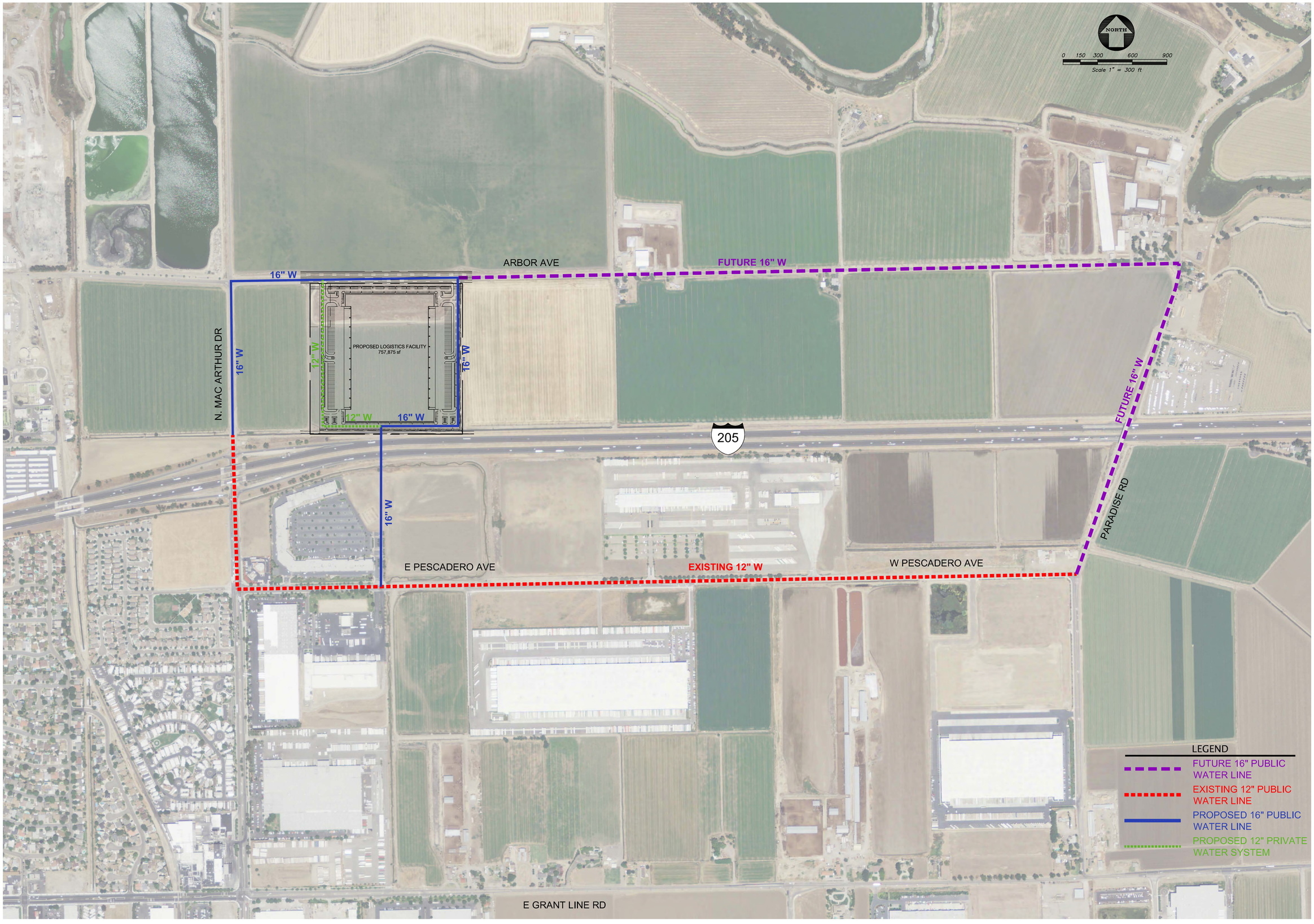
From: Rachel Hickenbottom [mailto:rhickenbottom@dctindustrial.com]
Sent: Tuesday, August 12, 2014 9:56 AM
To: Chuck McCallum; David Haugen
Subject: FW: Arbor Ave Water Exhibit

Any feedback from the City.

Rachel Hickenbottom
Vice President, Market Representative

DCT INDUSTRIAL

Direct: 949.219.1247



PROGRESS SET

NO.	REVISION	BY

NO.	REVISION	BY

KIER & WRIGHT
CIVIL ENGINEERS & SURVEYORS, INC.
2850 Collier Canyon Road Phone (925) 245-8788
Livermore, California 94551 Fax (925) 245-8796

POTABLE WATER EXHIBIT OF ARBOR AVE. FOR DCT INDUSTRIAL

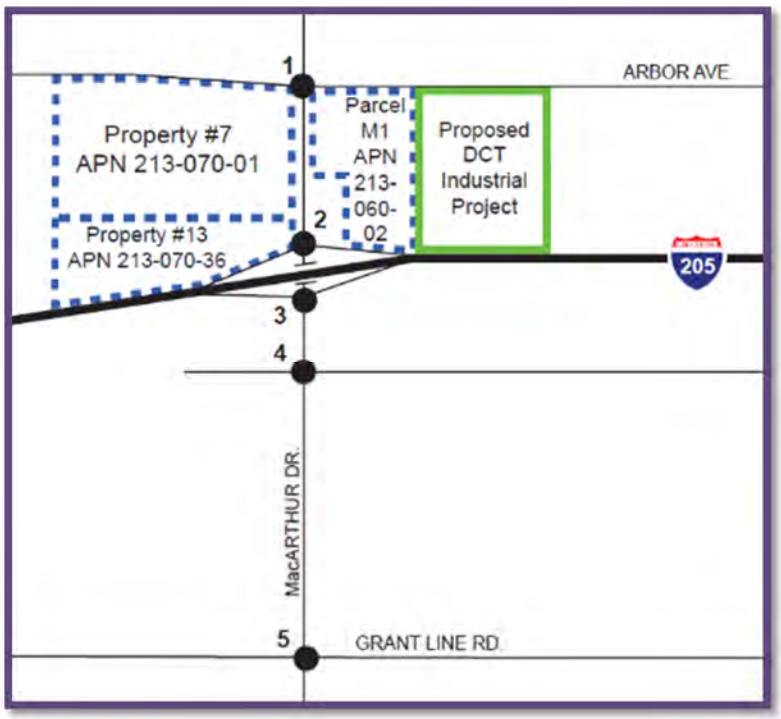
TRACY CALIFORNIA

DATE	SEPTEMBER, 2013
SCALE	1" = 300'
DESIGNER	CM
JOB NO.	A13669
SHEET	C1
OF	_ SHEETS

Z:\2013\A13669\Exhibits\A13669-EX1.dwg 8/7/2014 1:48:06 PM PDT

TJKM
Transportation
Consultants

Vision That Moves Your Community



Final Report

DCT Industrial Project Traffic Impact Study

In the City of Tracy

May 20, 2014

Pleasanton
Fresno
Sacramento
Santa Rosa

TJKM
www.tjkm.com

TJKM
Transportation
Consultants

Vision That Moves Your Community

Final Report

DCT Industrial Project
Traffic Impact Study

In the City of Tracy

May 20, 2014

www.tjkm.com

Prepared by:
TJKM Transportation Consultants
4305 Hacienda Drive
Suite 550
Pleasanton, CA 94588-2798
Tel: 925.463.0611
Fax: 925.463.3690

J:\JURISDICTION\T\Tracy\163-130 DCT Industrial\Report\R 052014 DCT Tracy.docx

Table of Contents

Introduction and Summary 1
Introduction 1
Summary and Recommendations 1
Existing Conditions (Scenario 1) 3
Project Location 3
Existing Roadways 3
Level of Service Analysis Methodology 5
Level of Service Standards 5
Existing Traffic Volumes 6
Level of Service Analysis Results – Existing Condition 6
Existing plus Project Conditions (Scenario 2) 7
Project Description 7
Trip Generation 7
Trip Distribution and Assignment 7
Level of Service Analysis – Existing Plus Project Conditions 10
Proposed Circulation 12
Existing plus Four Parcels Traffic Conditions (Scenario 3) 13
Project Description 13
Level of Service Analysis – Existing plus Four Parcels Traffic Condition 13
Fair Share Analysis 16
Conclusions 16
Study References 17
TJKM Personnel 17
Persons Consulted 17

List of Appendices

Appendix A – Level of Service Methodology
Appendix B
- Intersection Turning Movement Counts
- Level of Service Worksheets: Existing Conditions (Scenario 1)

Appendix C – Level of Service Worksheets: Existing + Proposed Project (Scenario 2)
Appendix D – Existing plus Four Parcels Traffic Condition (Scenario 3)

List of Figures

Figure 1: Existing Peak Hour Volumes & Lane Configurations....4
Figure 2: Proposed Trip Distribution....8
Figure 3: Proposed Site Plan....9
Figure 4: Existing plus Project Turning Movement Volumes & Lane Configurations....11
Figure 5: Existing plus Four Parcels Peak Hour Volumes & Lane Configurations....14

List of Tables

Table I: Intersection Levels of Service – Existing Conditions (Scenario 1)....6
Table II: Proposed Project Trip Generation....7
Table III: Intersection Levels of Service – Exiting plus Project Condition (Scenario 2)....10
Table IV: Comparison of Changes in Delay – between Existing Condition (Scenario 1) and Existing plus Proposed Project Condition (Scenario 2)....10
Table V: Intersection Levels of Service – Existing plus Four Parcels Conditions (Scenario 3)....15
Table VI: Comparison of Changes in Delay – between Existing plus Project Condition (Scenario 2) and Existing plus Four Parcels Condition (Scenario 3)....15

Introduction and Summary

Introduction

This report presents the results of TJKM's traffic impact study for the proposed DCT Industrial Project (Parcel M2 Light Industrial, APN 213-060-03, 39.56 Acres) located at the northeast quadrant of the intersection of I-205 and MacArthur Drive. The proposed project consists of 853,850 square feet of light industrial uses. The project vicinity map is shown in Figure 1. There are three other parcels near the vicinity of the proposed project (Infill Parcel Property #7, Industrial APN 213-070-01, 41.0 Acres; M1 Light Industrial, APN 213-060-02, 14.16 Acres and Infill Parcel Property #13, Commercial, APN 213-070-36, 7.37 Acres) which were evaluated.

The purpose of this traffic study was to evaluate the potential traffic impacts resulting from the development of the proposed project, determine potential mitigation measures, and highlight any critical traffic issues that should be addressed in the on-going near term and longer term planning process. The following three scenarios were analyzed:

1. *Existing Conditions* – This scenario evaluates existing traffic and roadway conditions based on traffic counts and field surveys.
2. *Existing plus Project Conditions* – This scenario adds traffic generated by the proposed DCT Industrial Facility to the previous scenario.
3. *Existing plus Four Parcels Traffic Conditions* - This scenario adds traffic generated by the proposed three parcels near the vicinity of the proposed project to Scenario 2.

The a.m., and p.m. peak hour periods were analyzed. The study focused on evaluating traffic conditions at the following seven intersections that may potentially be impacted by the proposed project:

1. MacArthur Drive/Arbor Avenue
2. MacArthur Drive/I-205 Westbound Ramp
3. MacArthur Drive/ I-205 Eastbound Ramp
4. MacArthur Drive/Pescadero Avenue
5. MacArthur Drive/ Grant Line Road
6. Pescadero Avenue / Paradise Road
7. Paradise Road/Arbor Avenue

Summary and Recommendations

TJKM has reached the following conclusions regarding the proposed project in the City of Tracy:

- Under Existing Conditions (Scenario 1), all of the study intersections operate at acceptable levels of service (LOS).
- The proposed Project is expected to generate approximately 142 trips during a.m. peak hour and 276 trips during p.m. peak hour.
- Under Existing plus DCT Industrial Project Conditions (Scenario II), all the study intersections are expected to continue operating at acceptable levels of service.
- The parking spaces required is 342 spaces and the parking spaces provided is 418 spaces. Therefore, it is assumed that adequate parking is provided at the site.
- For safety and ease of access at the project driveways, deceleration lane is recommended at both driveways. Signals are not warranted.

- The intersection of MacArthur Drive/Arbor Avenue should be improved to accommodate STAA trucks.
- Under Existing plus Four Parcels Conditions (Scenario III), it is expected that all the study intersections will continue to operate at acceptable levels of service. However, the intersection of MacArthur Drive/I-205 Westbound Ramp will deteriorate from LOS C to LOS D during the p.m. peak hour, which is considered acceptable.

Existing Conditions (Scenario 1)

Project Location

The proposed DCT Industrial Project (Parcel M2 Light Industrial, APN 213-060-03, 39.56 Acres) is located at the northeast quadrant of the intersection of I-205 and MacArthur Drive. The project site and its vicinity are shown in Figure 1.

Existing Roadways

The nearest interchange to the project site is at MacArthur Drive/I-205, which is approximately 1/3 mile from the project site. There are several key roadways serving the project site, as shown in Figure 1 and discussed below:

I-205 is located approximately 1/3 mile to the south of the project site and extends from I-580 to I-5 through the northern portion of the City of Tracy. Near the project site interchange access is located at MacArthur Drive.

MacArthur Drive is located to the west of the project site. It is generally a two-lane road near the project area. The posted speed limit on MacArthur Drive varies from 40 to 45 miles per hour.

Arbor Avenue is a two-lane rural east-west roadway that forms the northern boundary of the proposed project.

Paradise Road is a two-lane rural road that extends from Arbor Road to Grant Line Road in the study area. From Arbor Road, Paradise Road extends to the south with an overpass over I-205.

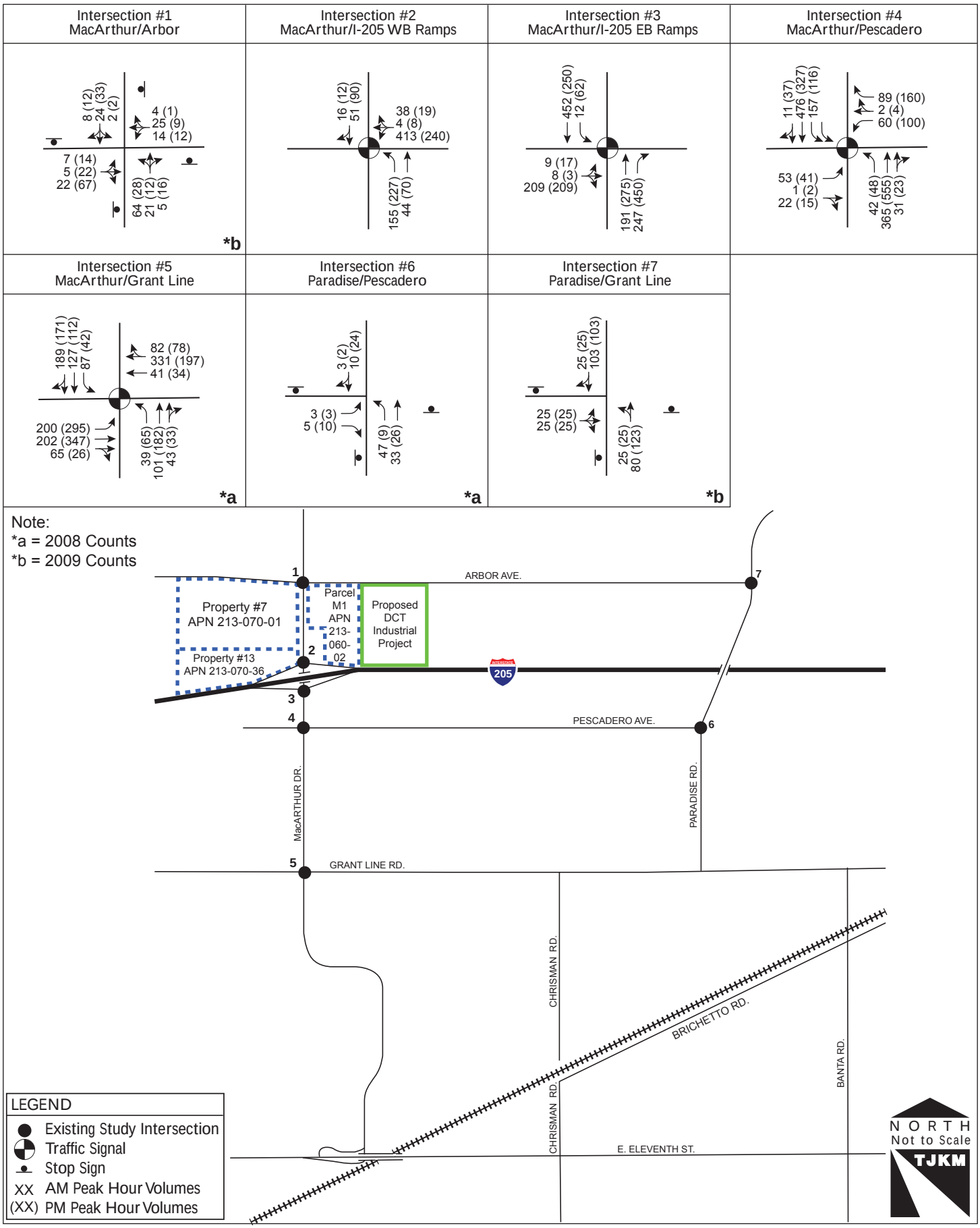
Grant Line Road in the study area is generally a two to four lane roadway. Several sections have medians and bike lanes.

The existing lane configurations for the seven study intersections are depicted in Figure 1.

City of Tracy - Traffic Impact Study for the Proposed DCT Industrial Project

Existing Peak Hour Volumes and Lane Configurations

Figure 1



163-130 - 4/29/14 - CT

Level of Service Analysis Methodology

Level of Service is a qualitative index of the performance of an element of the transportation system. Level of Service (LOS) is a rating scale running from A to F, with A indicating no congestion of any kind, and F indicating intolerable congestion and delays.

The *2000 Highway Capacity Manual (HCM)* is the standard reference published by the Transportation Research Board, and contains the specific criteria and methods to be used in assessing LOS. There are several software packages that have been developed to implement HCM. In this study the Synchro software was used to calculate the LOS at the study intersections. A detailed description of the methodology is provided in Appendix A.

The method of unsignalized intersection capacity analysis used in this study is from Chapter 10, "Unsignalized Intersections" of the *Highway Capacity Manual, Special report No. 209,* Transportation Research Board, updated October 2000. This method applies to two-way STOP sign or YIELD sign controlled intersections (or one-way STOP sign or YIELD sign controlled intersections at three-way intersections). At such intersections, drivers on the minor street are forced to use judgment when selecting gaps in the major flow through which to execute crossings or turning maneuvers. Thus, the capacity of the controlled legs of an intersection is based on three factors:

1. The distribution of gaps in the major street traffic stream.
2. Driver judgment in selecting gaps through which to execute their desired maneuvers.
3. Follow-up time required to move into the front-of-queue position.

The level of service criterion for Two-Way STOP controlled intersections is somewhat different from the criterion used for signalized intersections. The primary reason for this is the difference that drivers expect a signalized intersection to carry higher traffic volumes than unsignalized intersections. Additionally, several driver behavior conditions combine to make delays at signalized intersections less onerous than at unsignalized intersections.

The LOS is reported for the minor approach. Depending on the availability of gaps, the minor approach might be operating at LOS D, E, or F while the overall intersection operates at LOS C or better. A minor approach that operates at LOS D, E, or F does not automatically translate into a need for a traffic signal. A signal warrant would still need to be met. There are many instances where only a few vehicles are experiencing LOS D, E, or F on the minor approach while the whole intersection operates at an acceptable LOS. A signal is usually not warranted under such conditions.

The justification for the installation of a traffic signal at an intersection is based on the warrants stated in the California Manual on Uniform Traffic Control Devices (MUTCD) published by Caltrans and the Federal Highway Administration (FHWA). The decision to install a signal should not be based solely upon the warrants, since the installation of traffic signals may increase certain types of collisions. Delay, congestion, approach conditions, driver confusion, future land use or other evidence of the need for right of way assignment beyond that which could be provided by stop signs must be demonstrated.

Level of Service Standards

The City of Tracy has established LOS D, where feasible, as the minimum acceptable LOS for roadway and overall intersection operations. However, there are certain locations where these standards do not apply. The following lists the exceptions to the LOS D standard:

- Within ¼ mile of any freeway, LOS E shall be allowed on roadways and at intersections to discourage inter-regional traffic from using City streets.
- In the Downtown and Bowtie area of Tracy, LOS E shall be allowed.
- At intersections where construction of improvements is not feasible, the LOS may fall below the City's LOS D standard.
- During construction of intersection improvements or funded but not yet constructed, the LOS may temporarily fall below the City's LOS D standard.

Existing Traffic Volumes

The existing turning movement counts at four study intersections (MacArthur Drive/I-205 Westbound Ramp, MacArthur Drive/ I-205 Eastbound Ramp, MacArthur Drive/Pescadero Avenue and MacArthur Drive/ Grant Line Road) were collected during typical weekday a.m. (7:00-9:00) and p.m. (4:00-6:00) peak periods on March 19, 2014. With approvals of the City,[1] counts at the remaining three intersections were obtained from the Tracy Master Plan and from a previously approved study. Figure 1 shows the existing peak hour turning movement volumes at the seven study intersections. The detailed count data is contained in Appendix B.

Level of Service Analysis Results – Existing Condition

The results of the LOS analysis at the study intersections are shown in Table I. Detailed calculations are contained in Appendix B.

Table I: Intersection Levels of Service – Existing Conditions (Scenario 1)

Int.	*Intersections*	*Existing Control*	*AM*		*PM*	
			Delay	*LOS*	*Delay*	*LOS*
1	MacArthur Drive/Arbor Avenue	All Way Stop	7.5	A	7.4	A
2	MacArthur Drive/I-205 Westbound Ramp	Signalized	18.3	B	22.7	C
3	MacArthur Drive/ I-205 Eastbound Ramp	Signalized	12.2	B	15.6	B
4	MacArthur Drive/Pescadero Avenue	Signalized	18.7	B	20.3	C
5	MacArthur Drive/ Grant Line Road	Signalized	26.8	C	25.8	C
6	Pescadero Avenue / Paradise Road	All Way Stop	7.7	A	7.4	A
7	Paradise Road/Arbor Avenue	One Way Stop	9.8	A	10.0	A

Notes: LOS = Level of Service; X = Intersection level of service
X.X = Overall intersection delay in seconds per vehicle
(X.X) = Delay for minor movement at Unsignalized intersection

Currently, all study intersections operate at an acceptable level of service.

[1] *March 12, 2014 email*

Existing plus Project Conditions (Scenario 2)

In this scenario the projected traffic volume generated by the proposed DCT Industrial Project is added to the Existing condition.

Project Description

The proposed DCT Industrial Project consists of 39.56 acres. Light industrial uses are planned. The proposed project is located at the northeast quadrant of the intersection of I-205 and MacArthur Drive in the City of Tracy, California as shown in Figure 1.

Trip Generation

Trip generation is defined as the number of "vehicle trips" produced by a particular land use or project. A trip is defined as a one-direction vehicle movement. The total number of trips generated by each land use includes the inbound and outbound trips.

As recommended and approved by the City, TJKM developed estimated project trip generation for the proposed project based on trip rates and Floor Area Ratios (FAR) contained in the Tracy Master Plan (MP). [2] The specific details are contained in Appendix C. As shown in Table II, the proposed project is expected to generate approximately 142 a.m. peak hour trips and 276 p.m. peak hour trips.

Table II: Proposed Project Trip Generation

	Land Use Types	*Land Use (Acres)*	*FAR*	*Size*		Est. Emp.*a	*A.M. Peak*				*P.M. Peak*			
							Rate	*In*	*Out*	*Total*	*Rate*	*In*	*Out*	*Total*
1	Proposed DCT Project/Light Industrial	39.56	0.5	835.9	KSF	836	0.17	98	44	142	0.33	86	190	276
2	Light Industrial	14.16	0.5	308.4	KSF	308	0.17	36	16	52	0.33	32	70	102
3	Light Industrial	41.00	0.5	893.0	KSF	893	0.17	105	47	152	0.33	91	203	295
4	Commercial/Retail	7.37	0.3	96.3	KSF	193	1.90	113	70	183	3.46	160	173	333
	Total							**352**	**177**	**529**		**368**	**637**	**1,006**

Note: ksf =1,000 square feet
***a** : Estimated employment is based on Tracy MP employee to KSF Ratio
FAR & trip rates based on Tracy Master Plan; directional splits based on ITE

Trip Distribution and Assignment

Trip distribution is the process of determining the proportion of vehicles that would travel between the project site and various destinations in the vicinity of the study area. Trip assignment is the process of determining the various paths vehicles would take from the project site to each destination.

The trip distribution assumptions for the proposed project are based on traffic characteristics on the adjacent streets, as well as consultation with city staff.[3] Figure 2 shows the trip distribution assumptions for the proposed project. The proposed site plan is shown in Figure 3.

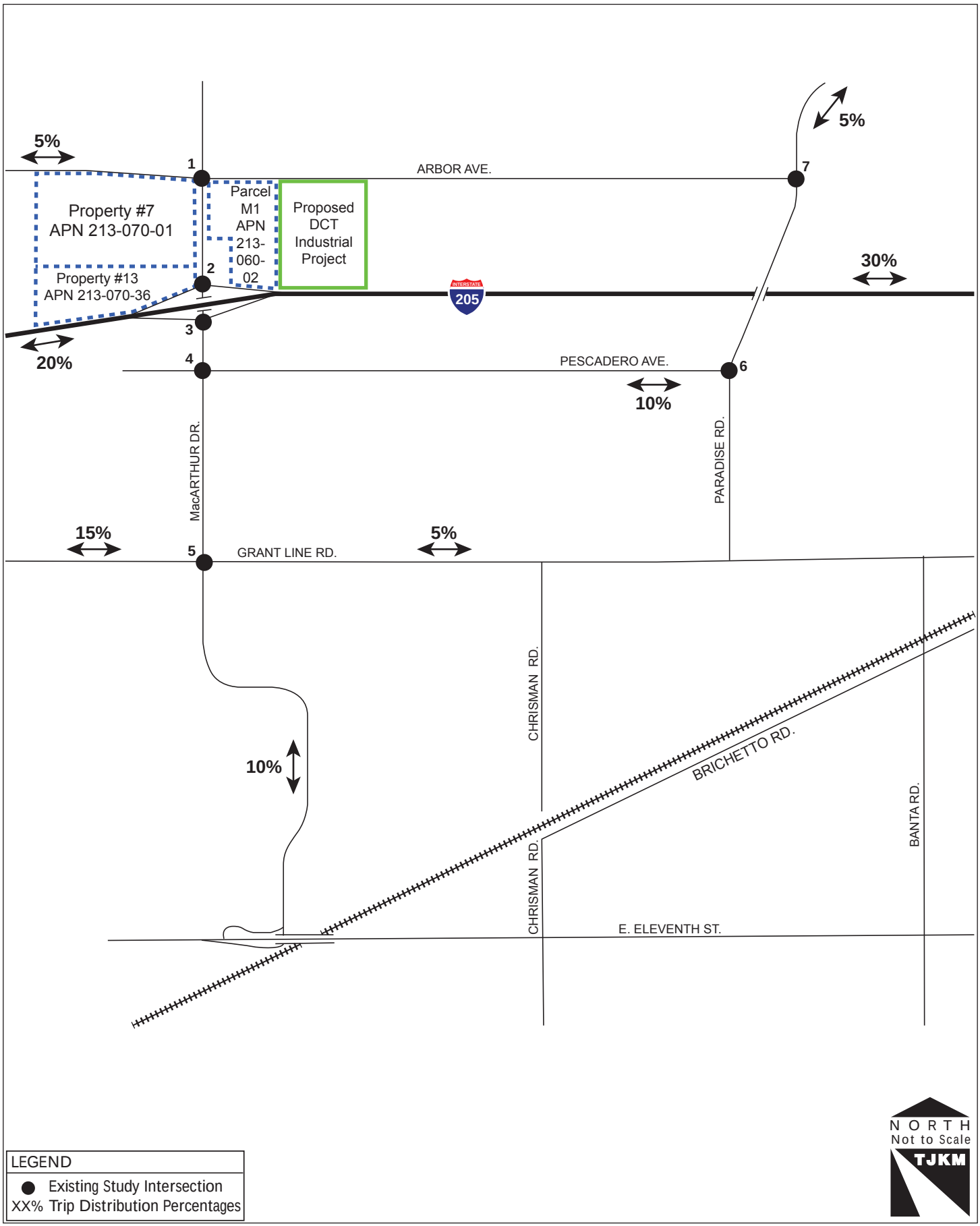
---

[2] *Tracy Master Plan trip generation rates approved by staff for use on April 14, 2014*
[3] *Trip distribution information is based on discussions and approvals of Ripon Bhatia and Cris Mina, City of Tracy on March 31, 2014*

City of Tracy - Traffic Impact Study for the Proposed DCT Industrial Project

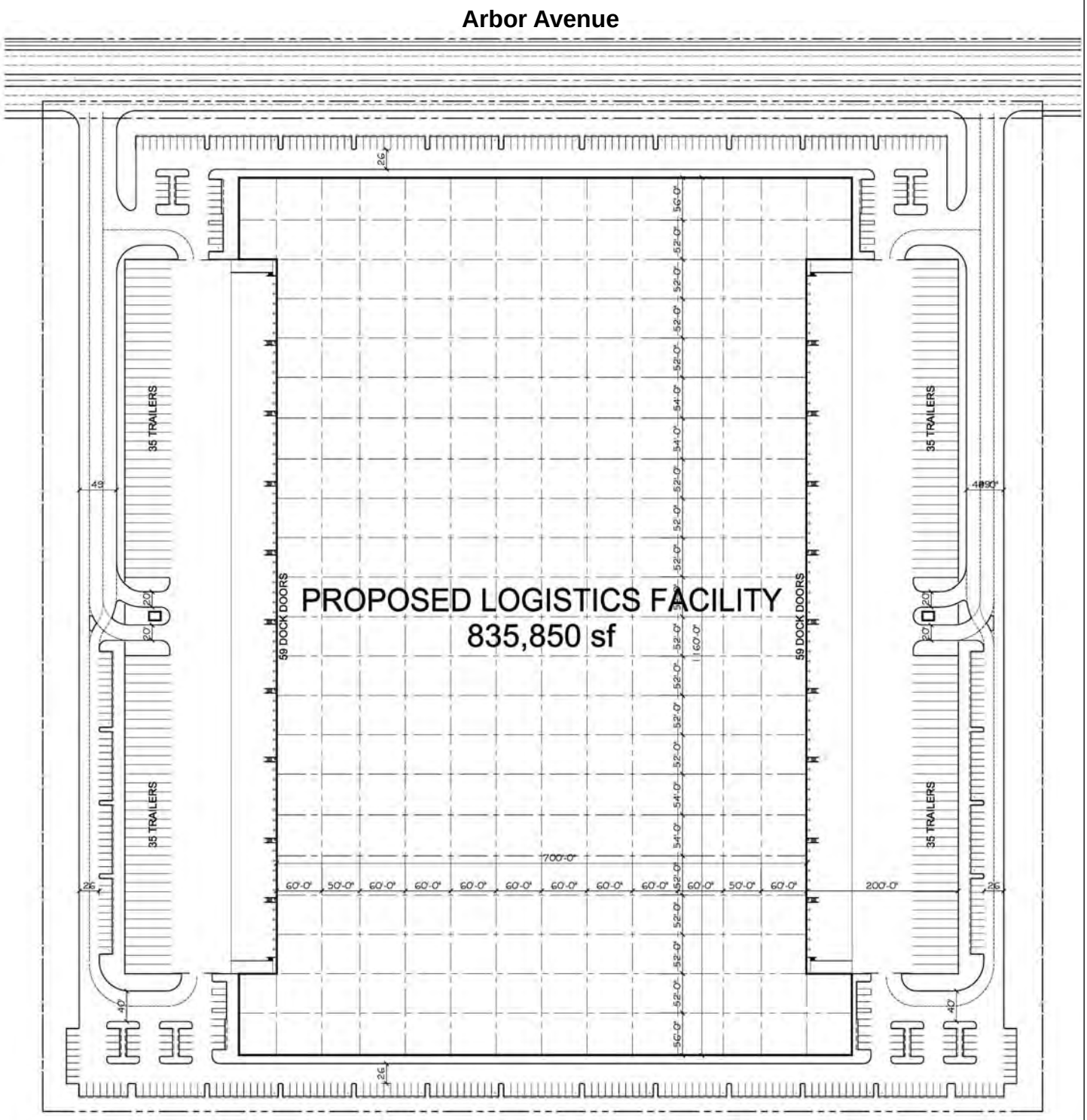
Trip Distribution

Figure 2



163-130 - 3/27/14 - CT

Figure
3



Source: Carlile Coatsworth Architects, Inc.

Level of Service Analysis – Existing Plus Project Conditions

The projected Existing plus Project peak hour turning movement volumes are shown in Figure 4. The results of the intersection LOS analysis under this scenario are shown in Table III. It is estimated that all intersections would operate at acceptable LOS. The detailed LOS calculations are contained in Appendix C.

Table III: Intersection Levels of Service – Exiting plus Project Condition (Scenario 2)

Int.	*Intersections*	*Existing Control*	*AM*		*PM*	
			Delay	*LOS*	*Delay*	*LOS*
1	MacArthur Drive/Arbor Avenue	All Way Stop	8.1	A	9.0	A
2	MacArthur Drive/I-205 Westbound Ramp	Signalized	21.5	C	25.9	C
3	MacArthur Drive/ I-205 Eastbound Ramp	Signalized	14.0	B	18.8	B
4	MacArthur Drive/Pescadero Avenue	Signalized	17.9	B	19.8	B
5	MacArthur Drive/ Grant Line Road	Signalized	27.2	C	26.4	C
6	Pescadero Avenue / Paradise Road	All Way Stop	7.8	A	7.5	A
7	Paradise Road/Arbor Avenue	One Way Stop	10.0	A	10.3	B

Notes: LOS = Level of Service; X = Intersection level of service
X.X = Overall intersection delay in seconds per vehicle
(X.X) = Delay for minor movement at Unsignalized intersection

Table IV shows the change in delay between the Existing condition and the Existing plus Project condition at the study intersections. It is estimated that minimal additional delays are expected at all study intersections. The minor reductions in delays of less than 0.5 seconds at the intersection of MacArthur Drive/Pescadero Avenue are due to a change in the critical delays verses average delays due to traffic being added to some of the less critical movements.

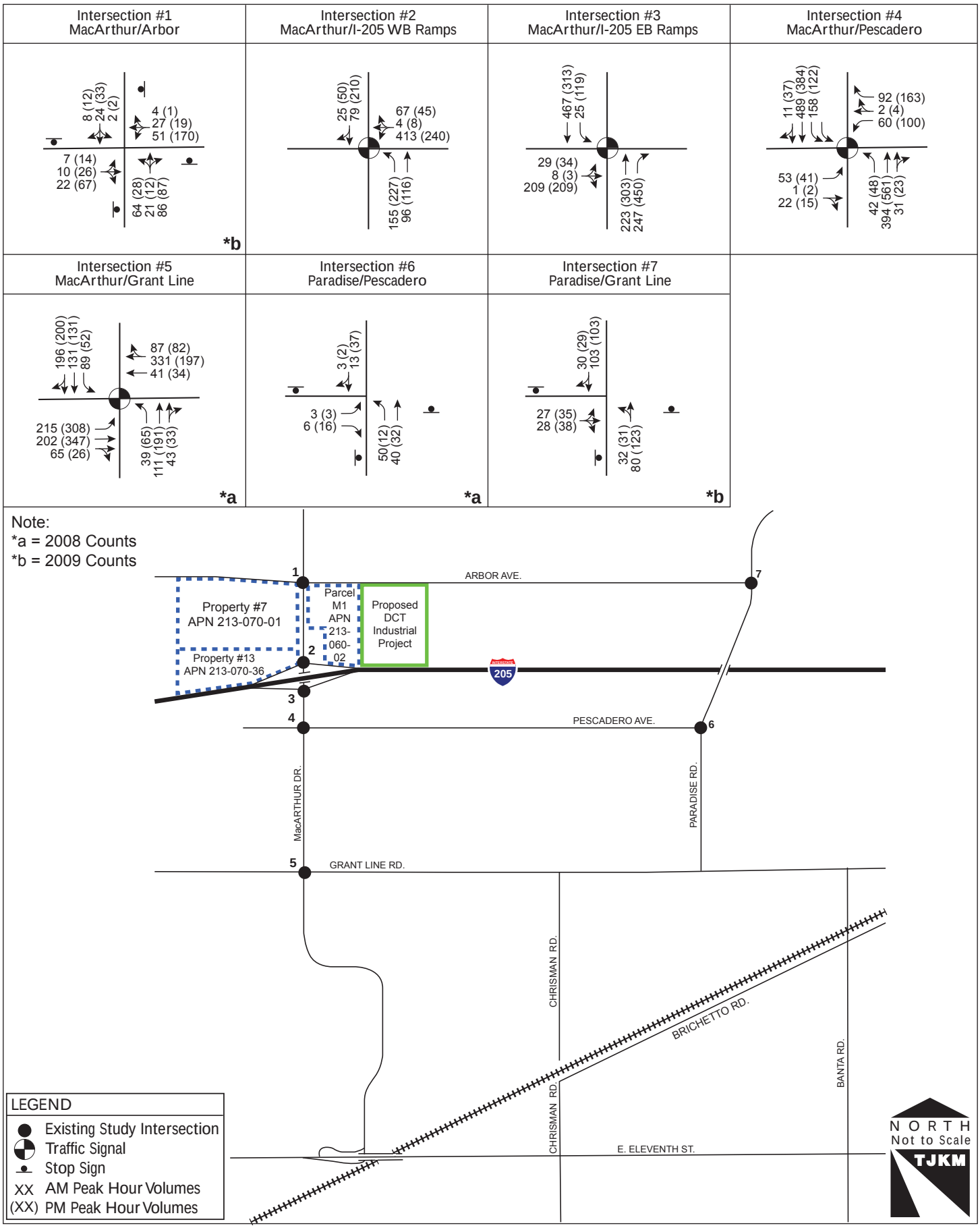
Table IV: Comparison of Changes in Delay – between Existing Condition (Scenario 1) and Existing plus Proposed Project Condition (Scenario 2)

Int.	*Intersections*	*Existing Control*	*AM*	*PM*
1	MacArthur Drive/Arbor Avenue	All Way Stop	0.4	1.4
2	MacArthur Drive/I-205 Westbound Ramp	Signalized	2.6	2.9
3	MacArthur Drive/ I-205 Eastbound Ramp	Signalized	1.5	2.7
4	MacArthur Drive/Pescadero Avenue	Signalized	-0.3	-0.5
5	MacArthur Drive/ Grant Line Road	Signalized	0.2	0.4
6	Pescadero Avenue / Paradise Road	All Way Stop	0.1	0.1
7	Paradise Road/Arbor Avenue	One Way Stop	0.1	0.1

City of Tracy - Traffic Impact Study for the Proposed DCT Industrial Project

Existing plus DCT Project Peak Hour Volumes and Lane Configurations

Figure 4



163-130 - 4/29/14 - CT

Proposed Circulation

As shown on the proposed site plan (Figure 3), two driveways are proposed on Arbor Avenue.

The overall internal circulation seems to flow well. Internal two-way traffic flow is maintained through 26-foot wide two-lane roadways that circulates on the boundary of the project site. Gated stations are maintained on both of the project driveways that lead into truck access docks.

As shown on Table II, based on Tracy Master Plan, it is estimated the total employment is approximately 836 employees. This is considered a high estimate and typically it is assumed that workers arrive in shift. Based on the site plan provided (Scheme 6), the parking spaces required is 342 spaces. The parking spaces provided is 418 spaces. Therefore, it is assumed that adequate parking is provided at the site.

It is anticipated that a large amount of the traffic would be trucks. For safety and ease of access at the driveways, deceleration lane is recommended at both driveways. Signals are not warranted. If a STAA truck terminal is desired, turnaround on the project site for full designation should be provided.

Landscaping plants at locations of all intersecting corners should be kept to lower than 3.5 feet. This will ensure sight visibilities are not obstructed.

Existing plus Four Parcels Traffic Conditions (Scenario 3)

In this scenario, the projected traffic volume generated by the proposed four parcels (including the proposed DCT Project) is added to the Existing condition.

Project Description

The three parcels near the vicinity of the proposed project are:

- Infill Parcel Property #7, Industrial APN 213-070-01, 41.0 acres;
- M1 Light Industrial, APN 213-060-02, 14.16 acres and
- Infill Parcel Property #13, Commercial, APN 213-070-36, 7.37 acres

Based on the Tracy Master Plan Floor Area Ratio (FAR) for the land use, the resulting estimated development quantities are as follows:

- Infill Parcel Property #7, Industrial APN 213-070-01: 893 ksf
- M1 Light Industrial, APN 213-060-02, 14.16 Acres: 308.4 ksf
- Infill Parcel Property #13, Commercial, APN 213-070-36: 96.3 ksf

The estimated trip generation for the three parcels is shown in Table II. As shown in Table II, the proposed four parcels (including DCT Industrial project) are expected to generate approximately 529 a.m. peak hour trips and 1,006 p.m. peak hour trips. It is estimated that the proposed commercial or retail parcel is expected to generate the highest amount of trips during both the a.m. (183 trips) and p.m. (333 trips) peak hours.

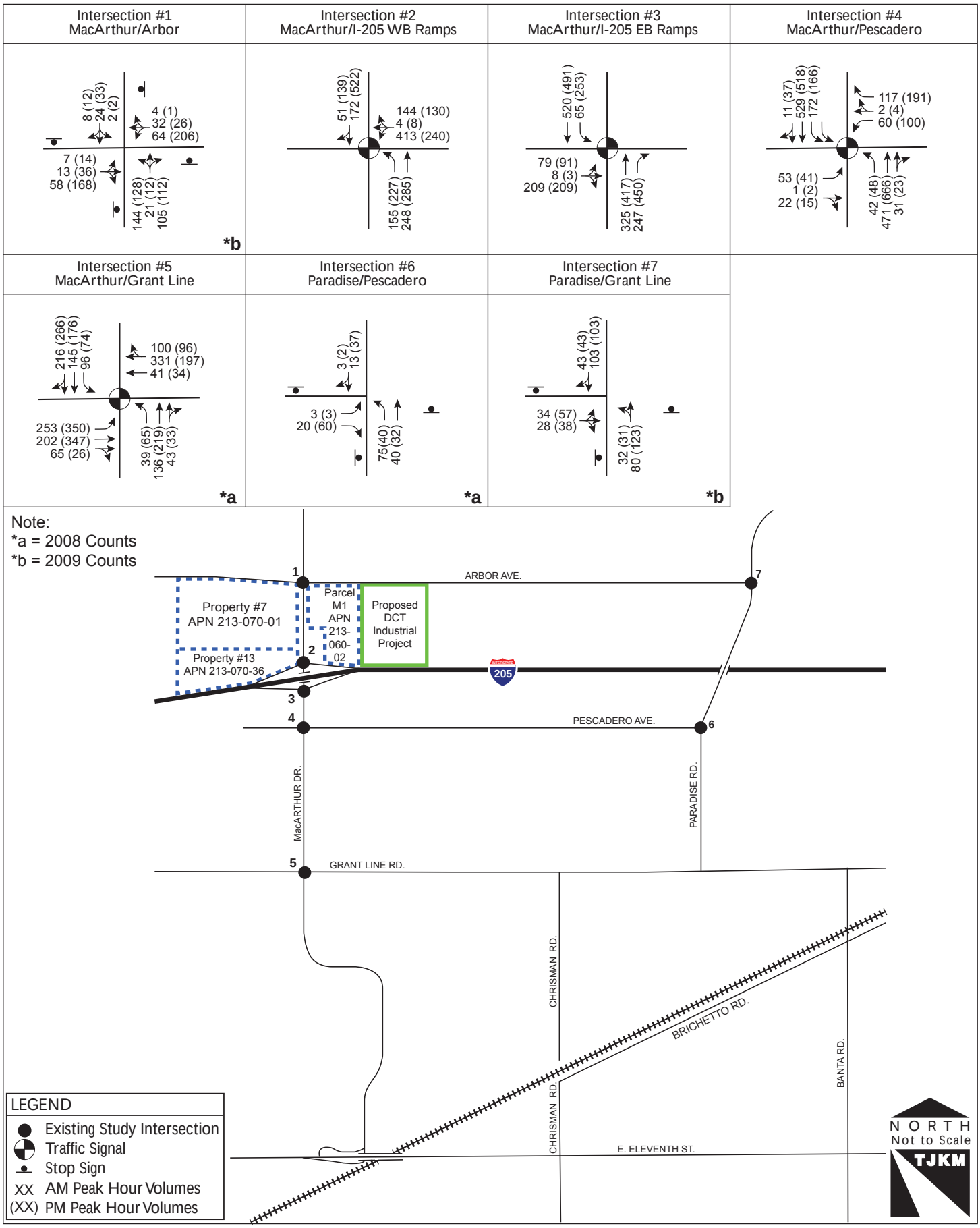
Level of Service Analysis – Existing plus Four Parcels Traffic Condition

The projected Existing plus Four Parcels peak hour turning movement volumes are shown in Figure 5. The results of the intersection LOS analysis under this scenario are shown in Table V. The detailed LOS calculations are contained in Appendix D.

City of Tracy - Traffic Impact Study for the Proposed DCT Industrial Project

Existing plus Four Parcels Peak Hour Volumes and Lane Configurations

Figure 5



163-130 - 4/29/14 - CT

Table V: Intersection Levels of Service – Existing plus Four Parcels Conditions (Scenario 3)

Int.	*Intersections*	*Existing Control*	*AM*		*PM*	
			Delay	*LOS*	*Delay*	*LOS*
1	MacArthur Drive/Arbor Avenue	All Way Stop	9.4	A	11.8	B
2	MacArthur Drive/I-205 Westbound Ramp	Signalized	28.3	C	41.9	D
3	MacArthur Drive/ I-205 Eastbound Ramp	Signalized	17.5	B	24.6	C
4	MacArthur Drive/Pescadero Avenue	Signalized	18.7	B	19.5	B
5	MacArthur Drive/ Grant Line Road	Signalized	27.8	C	27.3	C
6	Pescadero Avenue / Paradise Road	All Way Stop	7.9	A	7.7	A
7	Paradise Road/Arbor Avenue	One Way Stop	10.2	B	10.8	B

Notes: LOS = Level of Service; X = Intersection level of service
X.X = Overall intersection delay in seconds per vehicle
(X.X) = Delay for minor movement at Unsignalized intersection

As shown in Table V, it is estimated that all intersections would operate at LOS D or better. The intersection of MacArthur Drive/I-205 Westbound Ramp will deteriorate from LOS C to LOS D which is considered acceptable.

Based on Manual on Uniform Traffic Control Devices (MUTCD) peak hour signal warrant, a signal is not warranted for the three unsignalized intersections.

Table VI: Comparison of Changes in Delay – between Existing plus Project Condition (Scenario 2) and Existing plus Four Parcels Condition (Scenario 3)

			Changes in Delay	
Int.	*Intersections*	*Existing Control*	*AM*	*PM*
1	MacArthur Drive/Arbor Avenue	All Way Stop	1.3	2.8
2	MacArthur Drive/I-205 Westbound Ramp	Signalized	6.8	16.0
3	MacArthur Drive/ I-205 Eastbound Ramp	Signalized	3.5	5.8
4	MacArthur Drive/Pescadero Avenue	Signalized	0.8	-0.3
5	MacArthur Drive/ Grant Line Road	Signalized	0.6	0.9
6	Pescadero Avenue / Paradise Road	All Way Stop	0.1	0.2
7	Paradise Road/Arbor Avenue	One Way Stop	0.2	0.5

Table VI shows the change in delay between the Existing plus Project condition and the Existing plus Four Parcels condition at the study intersections. It is estimated that generally minimal additional delays are expected at all study intersections. The largest increase in delays of 16 seconds is estimated at the intersection of MacArthur Drive/I-205 Westbound Ramp during the p.m. peak hour. The minor reductions in delays of less than 0.3 seconds at the intersection of

MacArthur Drive/Pescadero Avenue during the p.m. peak hour is a result of a change in the critical delays verses average delays due to traffic being added to some of the less critical movements.

Fair Share Analysis
Under the "Existing plus Four Parcels Traffic Conditions", a signal is not warrant at the existing All Way Stop Control intersection of MacArthur Drive/Arbor Avenue. The proposed DCT Project could contribute a large amount of traffic at the intersection. Restriping or improvement of the westbound approach to provide for a left-turn pocket and restriping or improvement of the northbound approach to provide a right-turn lane could be considered. It will improve the traffic flow and queuing at the intersection. The intersection should be improved to accommodate STAA trucks.

TJKM computed the approximate fair share contributions of projected traffic at the intersection based on the Caltrans Formula (*Caltrans Formula - Fair share % = 100 * P/(BO-EX)*) as follows:

- DCT Project: 28 percent
- Industrial APN 213-070-01, 41.0 acres Project: 29 percent
- Light Industrial, APN 213-060-02, 14.16 acres Project: 10 percent
- Commercial, APN 213-070-36, 7.37 acres Project: 33 percent

Conclusions

TJKM has reached the following conclusions regarding the proposed in the City of Tracy:

- Under Existing Conditions (Scenario 1), all of the study intersections operate at acceptable levels of service (LOS).
- The proposed Project is expected to generate approximately 142 trips during a.m. peak hour and 276 trips during p.m. peak hour.
- Under Existing plus DCT Industrial Project Conditions (Scenario II), all the study intersections are expected to continue operating at acceptable levels of service.
- The parking spaces required is 342 spaces and the parking spaces provided is 418 spaces. Therefore, it is assumed that adequate parking is provided at the site.
- For safety and ease of access at the project driveways, deceleration lane is recommended at both driveways. Signals are not warranted.
- The intersection of MacArthur Drive/Arbor Avenue should be improved to accommodate STAA trucks.
- Under Existing plus Four Parcels Conditions (Scenario III), it is expected that all the study intersections will continue to operate at acceptable levels of service. However, the intersection of MacArthur Drive/I-205 Westbound Ramp will deteriorate from LOS C to LOS D during the p.m. peak hour, which is considered acceptable.

Study References

TJKM Personnel

Christopher Thnay, PE, AICP	Project Manager
Chris Kinzel, PE	QA/QC
Prashanth Dullu	Assistant Transportation Engineer
Rosa Johnson	Word Processing

Persons Consulted

Victoria Dion, PE	City of Tracy
Cris Mina, PE	City of Tracy
Ripon Bhatia, PE	City of Tracy
Alison Bouley, PE	Harris Associates

Appendix A – Level of Service Methodology

APPENDIX A
LEVEL OF SERVICE

The description and procedures for calculating capacity and level of service are found in Transportation Research Board, Highway Capacity Manual 2000. Highway Capacity Manual 2000 represents the latest research on capacity and quality of service for transportation facilities.

Quality of service requires quantitative measures to characterize operational conditions within a traffic stream. Level of service is a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

Six levels of service are defined for each type of facility that has analysis procedures available. Letters designate each level, from A to F, with level-of-service A representing the best operating conditions and level-of-service F the worst. Each level of service represents a range of operating conditions and the driver's perception of these conditions. Safety is not included in the measures that establish service levels.

A general description of service levels for various types of facilities is shown in Table A-I

Table A-I: Level of Service Description

	Uninterrupted Flow	**Interrupted Flow**
Facility Type	Freeways Multi-lane Highways Two-lane Highways Urban Streets	Signalized Intersections Unsignalized Intersections Two-way Stop Control All-way Stop Control
LOS		
A	Free-flow	Very low delay.
B	Stable flow. Presence of other users noticeable.	Low delay.
C	Stable flow. Comfort and convenience starts to decline.	Acceptable delay.
D	High density stable flow.	Tolerable delay.
E	Unstable flow.	Limit of acceptable delay.
F	Forced or breakdown flow.	Unacceptable delay

Source: Highway Capacity Manual 2000

Urban Streets

The term "urban streets" refers to urban arterials and collectors, including those in downtown areas.

Arterial streets are roads that primarily serve longer through trips. However, providing access to abutting commercial and residential land uses is also an important function of arterials.
Collector streets provide both land access and traffic circulation within residential, commercial and industrial areas. Their access function is more important than that of arterials, and unlike arterials their operation is not always dominated by traffic signals.
Downtown streets are signalized facilities that often resemble arterials. They not only move through traffic but also provide access to local businesses for passenger cars, transit buses, and trucks. Pedestrian conflicts and lane obstructions created by stopping or standing buses, trucks and parking vehicles that cause turbulence in the traffic flow are typical of downtown streets.

The speed of vehicles on urban streets is influenced by three main factors, street environment, interaction among vehicles and traffic control. As a result, these factors also affect quality of service.

The street environment includes the geometric characteristics of the facility, the character of roadside activity and adjacent land uses. Thus, the environment reflects the number and width of lanes, type of median, driveway density, spacing between signalized intersections, existence of parking, level of pedestrian activity and speed limit.

The interaction among vehicles is determined by traffic density, the proportion of trucks and buses, and turning movements. This interaction affects the operation of vehicles at intersections and, to a lesser extent, between signals.

Traffic control (including signals and signs) forces a portion of all vehicles to slow or stop. The delays and speed changes caused by traffic control devices reduce vehicle speeds, however, such controls are needed to establish right-of-way.

The average travel speed for through vehicles along an urban street is the determinant of the operating level of service. The travel speed along a segment, section or entire length of an urban street is dependent on the running speed between signalized intersections and the amount of control delay incurred at signalized intersections.

Level-of-service A describes primarily free-flow operations. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at signalized intersections is minimal.

Level-of-service B describes reasonably unimpeded operations. The ability to maneuver within the traffic stream is only slightly restricted, and control delays at signalized intersections are not significant.

Level-of-service C describes stable operations, however, ability to maneuver and change lanes in midblock location may be more restricted than at level-of-service B. Longer queues, adverse signal coordination, or both may contribute to lower travel speeds.

Level-of-service D borders on a range in which in which small increases in flow may cause substantial increases in delay and decreases in travel speed. Level-of-service D may be due to adverse signal progression, inappropriate signal timing, high volumes, or a combination of these factors.

Level-of-service E is characterized by significant delays and lower travel speeds. Such operations are caused by a combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.

Level-of-service F is characterized by urban street flow at extremely low speeds. Intersection congestion is likely at critical signalized locations, with high delays, high volumes, and extensive queuing.

The methodology to determine level of service stratifies urban streets into four classifications. The classifications are complex, and are related to functional and design categories. Table A-II describes the functional and design categories, while Table A-III relates these to the urban street classification.

Once classified, the urban street is divided into segments for analysis. An urban street segment is a one-way section of street encompassing a series of blocks or links terminating at a signalized intersection. Adjacent segments of urban streets may be combined to form larger street sections, provided that the segments have similar demand flows and characteristics.

Levels of service are related to the average travel speed of vehicles along the urban street segment or section.

Travel times for existing conditions are obtained by field measurements. The maximum-car technique is used. The vehicle is driven at the posted speed limit unless impeded by actual traffic conditions. In the maximum-car technique, a safe level of vehicular operation is maintained by observing proper following distances and by changing speeds at reasonable rates of acceleration and deceleration. The maximum-car technique provides the best base for measuring traffic performance.

An observer records the travel time and locations and duration of delay. The beginning and ending points are the centers of intersections. Delays include times waiting in queues at signalized intersections. The travel speed is determined by dividing the length of the segment by the travel time. Once the travel speed on the arterial is determined, the level of service is found by comparing the speed to the criteria in Table A-IV. Level-of-service criteria vary for the different classifications of urban street, reflecting differences in driver expectations.

Table A-II: Functional and Design Categories for Urban Streets

Criterion	Functional Category	
	Principal Arterial	**Minor Arterial**
Mobility function	Very important	Important
Access function	Very minor	Substantial
Points connected	Freeways, important activity centers, major traffic generators	Principal arterials
Predominant trips served	Relatively long trips between major points and through trips entering, leaving, and passing through city	Trips of moderate length within relatively small geographical areas

Criterion	Design Category			
	High-Speed	**Suburban**	**Intermediate**	**Urban**
Driveway access density	Very low density	Low density	Moderate density	High density
Arterial type	Multilane divided; undivided or two-lane with shoulders	Multilane divided: undivided or two-lane with shoulders	Multilane divided or undivided; one way, two lane	Undivided one way; two way, two or more lanes
Parking	No	No	Some	Usually
Separate left-turn lanes	Yes	Yes	Usually	Some
Signals per mile	0.5 to 2	1 to 5	4 to 10	6 to 12
Speed limits	45 to 55 mph	40 to 45 mph	30 to 40 mph	25 to 35 mph
Pedestrian activity	Very little	Little	Some	Usually
Roadside development	Low density	Low to medium density	Medium to moderate density	High density

Source: Highway Capacity Manual 2000

Table A-III: Urban Street Class based on Function and Design Categories

	Functional Category	
Design Category	**Principal Arterial**	**Minor Arterial**
High-Speed	I	Not applicable
Suburban	II	II
Intermediate	II	III or IV
Urban	III or IV	IV

Source: Highway Capacity Manual 2000

Table A-IV: Urban Street Levels of Service by Class

Urban Street Class	**I**	**II**	**III**	**IV**
Range of Free Flow Speeds (mph)	45 to 55	35 to 45	30 to 35	25 to 35
Typical Free Flow Speed (mph)	50	40	33	30
Level of Service	**Average Travel Speed (mph)**			
A	>42	>35	>30	>25
B	>34	>28	>24	>19
C	>27	>22	>18	>13
D	>21	>17	>14	>9
E	>16	>13	>10	>7
F	≤16	≤13	≤10	≤7

Source: Highway Capacity Manual 2000

Interrupted Flow

One of the more important elements limiting, and often interrupting the flow of traffic on a highway is the intersection. Flow on an interrupted facility is usually dominated by points of fixed operation such as traffic signals, stop and yield signs. These all operate quite differently and have differing impacts on overall flow.

Signalized Intersections

The capacity of a highway is related primarily to the geometric characteristics of the facility, as well as to the composition of the traffic stream on the facility. Geometrics are a fixed, or non-varying, characteristic of a facility.

At the signalized intersection, an additional element is introduced into the concept of capacity: time allocation. A traffic signal essentially allocates time among conflicting traffic movements seeking use of the same physical space. The way in which time is allocated has a significant impact on the operation of the intersection and on the capacity of the intersection and its approaches.

Level of service for signalized intersections is defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, *i. e.,* in the absence of traffic control, geometric delay, any incidents, and any other vehicles. Specifically, level of service criteria for traffic signals are stated in terms of average control delay per vehicle, typically for a 15-minute analysis period. Delay is a complex measure and depends on a number of variables, including the quality of progression, the cycle length, the ratio of green time to cycle length and the volume to capacity ratio for the lane group.

For each intersection analyzed the average control delay per vehicle per approach is determined for the peak hour. A weighted average of control delay per vehicle is then determined for the intersection. A level of service designation is given to the control delay to better describe the level of operation. A description of levels of service for signalized intersections can be found in Table A-V

Table A-V: Description of Level of Service for Signalized Intersections

Level of Service	Description
A	Very low control delay, up to 10 seconds per vehicle. Progression is extremely favorable, and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.
B	Control delay greater than 10 and up to 20 seconds per vehicle. There is good progression or short cycle lengths or both. More vehicles stop causing higher levels of delay.
C	Control delay greater than 20 and up to 35 seconds per vehicle. Higher delays are caused by fair progression or longer cycle lengths or both. Individual cycle failures may begin to appear. Cycle failure occurs when a given green phase doe not serve queued vehicles, and overflow occurs. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.
D	Control delay greater than 35 and up to 55 seconds per vehicle. The influence of congestions becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volumes. Many vehicles stop, the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Control delay greater than 55 and up to 80 seconds per vehicle. The limit of acceptable delay. High delays usually indicate poor progression, long cycle lengths, and high volumes. Individual cycle failures are frequent.
F	Control delay in excess of 80 seconds per vehicle. Unacceptable to most drivers. Oversaturation, arrival flow rates exceed the capacity of the intersection. Many individual cycle failures. Poor progression and long cycle lengths may also be contributing factors to higher delay.

Source: Highway Capacity Manual 2000

The use of control delay, which may also be referred to as signal delay, was introduced in the 1997 update to the *Highway Capacity Manual*, and represents a departure from previous updates. In the third edition, published in 1985 and the 1994 update to the third edition, delay only included stopped delay. Thus, the level of service criteria listed in Table A-V differs from earlier criteria.

Unsignalized Intersections

The current procedures on unsignalized intersections were first introduced in the 1997 update to the *Highway Capacity Manual* and represent a revision of the methodology published in the 1994 update to the 1985 *Highway Capacity Manual*. The revised procedures use control delay as a measure of effectiveness to determine level of service. Delay is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, *i. e.,* in the absence of traffic control, geometric delay, any incidents, and any other vehicles. Control delay is the increased time of travel for a vehicle approaching and passing through an unsignalized intersection, compared with a free-flow vehicle if it were not required to slow or stop at the intersection.

Two-Way Stop Controlled Intersections

Two-way stop controlled intersections in which stop signs are used to assign the right-of-way, are the most prevalent type of intersection in the United States. At two-way stop-controlled intersections the stop-controlled approaches are referred as the minor street approaches and can be either public streets or private driveways. The approaches that are not controlled by stop signs are referred to as the major street approaches.

The capacity of movements subject to delay are determined using the "critical gap" method of capacity analysis. Expected average control delay based on movement volume and movement capacity is calculated. A level of service designation is given to the expected control delay for each minor movement. Level of service is not defined for the intersection as a whole. Control delay is the increased time of travel for a vehicle approaching and passing through a stop-controlled intersection, compared with a free-flow vehicle if it were not required

to slow or stop at the intersection. A description of levels of service for two-way stop-controlled intersections is found in Table A-VI.

Table A-VI: Description of Level of Service for Two-Way Stop Controlled Intersections

Level of Service	Description
A	Very low control delay less than 10 seconds per vehicle for each movement subject to delay.
B	Low control delay greater than 10 and up to 15 seconds per vehicle for each movement subject to delay.
C	Acceptable control delay greater than 15 and up to 25 seconds per vehicle for each movement subject to delay.
D	Tolerable control delay greater than 25 and up to 35 seconds per vehicle for each movement subject to delay.
E	Limit of tolerable control delay greater than 35 and up to 50 seconds per vehicle for each movement subject to delay.
F	Unacceptable control delay in excess of 50 seconds per vehicle for each movement subject to delay.

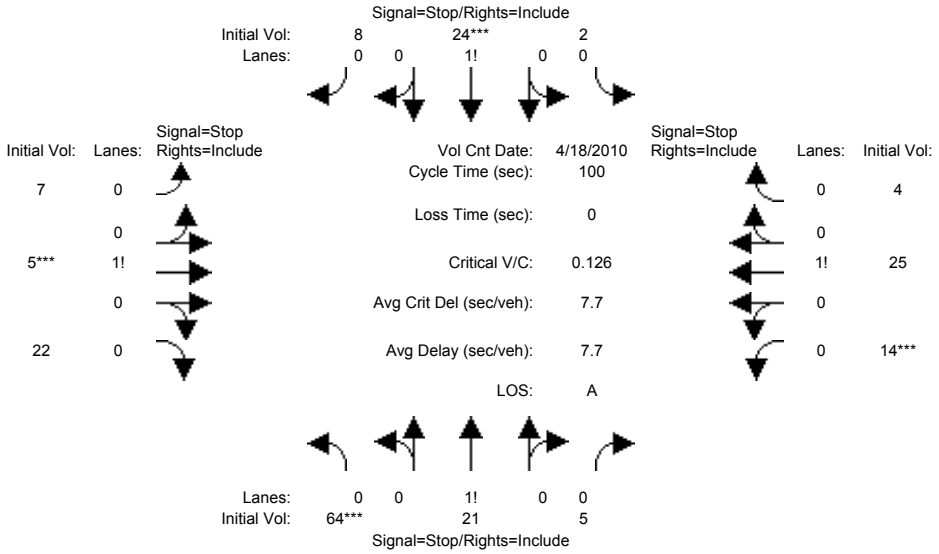
Source: Highway Capacity Manual 2000

Appendix B

- Intersection Turning Movement Counts
- Level of Service Worksheets: Existing Conditions (Scenario 1)

Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
Existing AM

Intersection #1: MacArthur Drive/Arbor Avenue




```
Street Name:         MacArthur Drive                    Arbor Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 18 Apr 2010 << AM Peak
Base Vol:      64   21     5     2   24     8     7    5    22    14   25     4
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   64   21     5     2   24     8     7    5    22    14   25     4
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.88 0.88  0.88  0.88 0.88  0.88  0.88 0.88  0.88  0.88 0.88  0.88
PHF Volume:    73   24     6     2   27     9     8    6    25    16   28     5
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   73   24     6     2   27     9     8    6    25    16   28     5
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   73   24     6     2   27     9     8    6    25    16   28     5
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.71 0.23  0.06  0.06 0.71  0.23  0.20 0.15  0.65  0.33 0.58  0.09
Final Sat.:   578  190    45    49  593   198   178  127   559   260  465    74
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.13  0.13  0.05 0.05  0.05  0.04 0.04  0.04  0.06 0.06  0.06
Crit Moves:  ****                 ****             ****        ****
Delay/Veh:    8.0  8.0   8.0   7.4  7.4   7.4   7.2  7.2   7.2   7.6  7.6   7.6
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   8.0  8.0   8.0   7.4  7.4   7.4   7.2  7.2   7.2   7.6  7.6   7.6
LOS by Move:    A    A     A     A    A     A     A    A     A     A    A     A
ApproachDel:       8.0              7.4              7.2              7.6
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:        8.0              7.4              7.2              7.6
LOS by Appr:         A                A                A                A
AllWayAvgQ:   0.1  0.1   0.1   0.0  0.0   0.0   0.0  0.0   0.0   0.1  0.1   0.1
Note: Queue reported is the number of cars per lane.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #1 MacArthur Drive/Arbor Avenue
*******************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
```


Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

```
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   64   21     5     2   24     8     7    5    22    14   25     4
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             124
Minor Approach Volume:           43
Minor Approach Volume Threshold: 776
-------------------------------------------------------------------------------
```

SIGNAL WARRANT DISCLAIMER

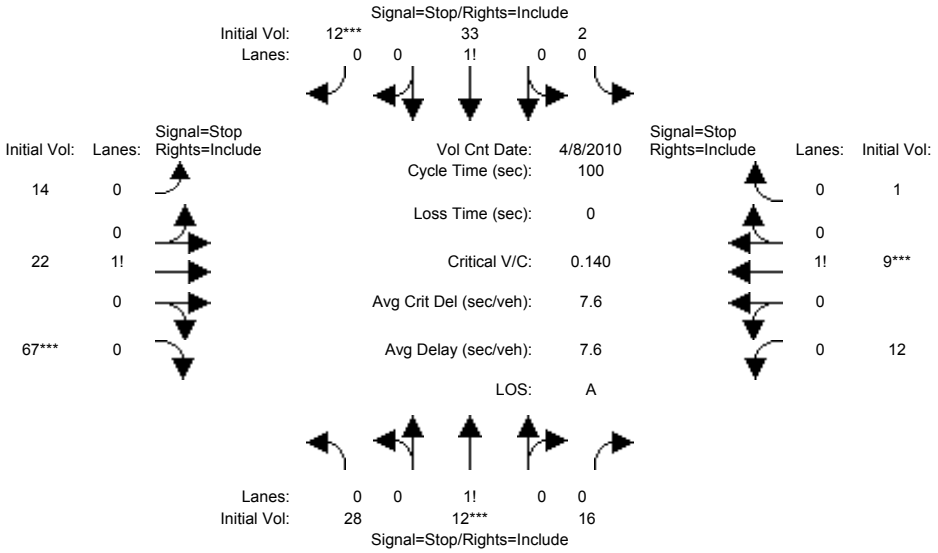
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
Existing PM

Intersection #1: MacArthur Drive/Arbor Avenue




```
Street Name:         MacArthur Drive                    Arbor Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 8 Apr 2010 << PM Peak
Base Vol:      28   12    16     2   33    12    14   22    67    12    9     1
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   28   12    16     2   33    12    14   22    67    12    9     1
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.83 0.83  0.83  0.83 0.83  0.83  0.83 0.83  0.83  0.83 0.83  0.83
PHF Volume:    34   14    19     2   40    14    17   27    81    14   11     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   34   14    19     2   40    14    17   27    81    14   11     1
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   34   14    19     2   40    14    17   27    81    14   11     1
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.50 0.21  0.29  0.04 0.70  0.26  0.14 0.21  0.65  0.54 0.41  0.05
Final Sat.:   404  173   231    35  574   209   120  189   576   425  318    35
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.08  0.08  0.07 0.07  0.07  0.14 0.14  0.14  0.03 0.03  0.03
Crit Moves:        ****                    ****              ****       ****
Delay/Veh:    7.7  7.7   7.7   7.6  7.6   7.6   7.6  7.6   7.6   7.6  7.6   7.6
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   7.7  7.7   7.7   7.6  7.6   7.6   7.6  7.6   7.6   7.6  7.6   7.6
LOS by Move:    A    A     A     A    A     A     A    A     A     A    A     A
ApproachDel:       7.7              7.6              7.6              7.6
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:        7.7              7.6              7.6              7.6
LOS by Appr:         A                A                A                A
AllWayAvgQ:   0.1  0.1   0.1   0.1  0.1   0.1   0.2  0.2   0.2   0.0  0.0   0.0
Note: Queue reported is the number of cars per lane.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #1 MacArthur Drive/Arbor Avenue
*******************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

 Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	28	12	16	2	33	12	14	22	67	12	9	1

Major Street Volume: 125
Minor Approach Volume: 56
Minor Approach Volume Threshold: 774

SIGNAL WARRANT DISCLAIMER

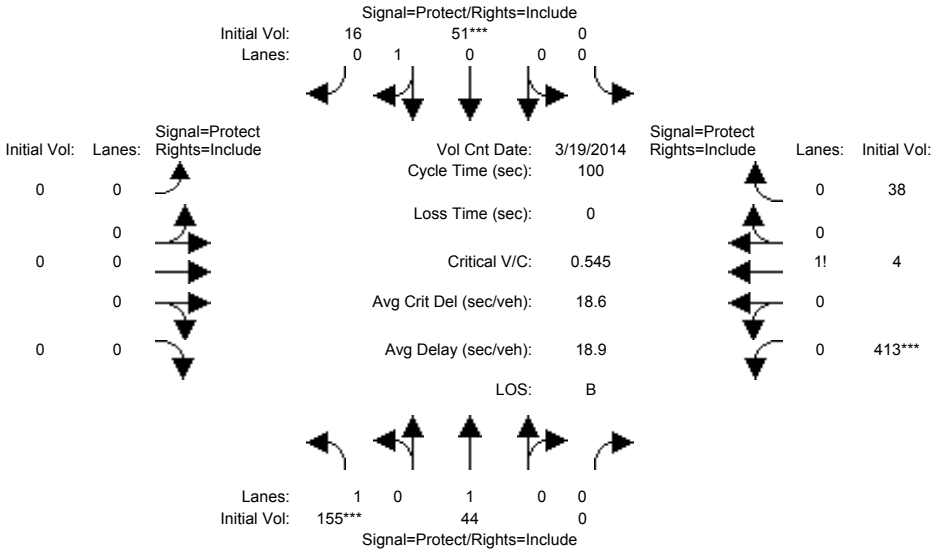
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #2: MacArthur Drive/I-205 Westbound Ramp



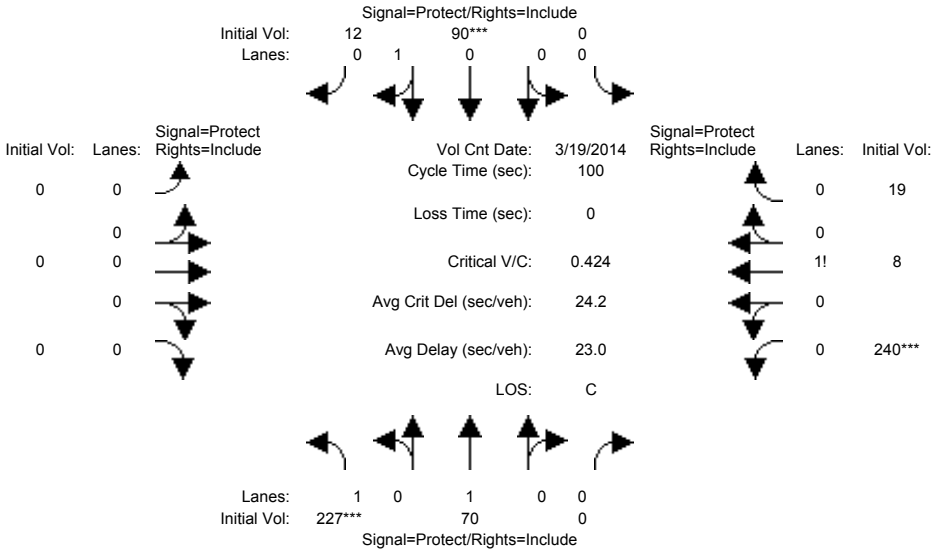
Street Name:	MacArthur Drive						I-205 Westbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Mar 2014 << AM Peak												
Base Vol:	155	44	0	0	51	16	0	0	0	413	4	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	44	0	0	51	16	0	0	0	413	4	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.73	0.73	0.73	1.00	1.00	1.00	0.78	0.78	0.78
PHF Volume:	190	54	0	0	70	22	0	0	0	530	5	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	54	0	0	70	22	0	0	0	530	5	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	54	0	0	70	22	0	0	0	530	5	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.94	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.81	0.81	0.81
Lanes:	1.00	1.00	0.00	0.00	0.76	0.24	0.00	0.00	0.00	0.91	0.01	0.08
Final Sat.:	1688	1777	0	0	1309	411	0	0	0	1399	14	129
Capacity Analysis Module:												
Vol/Sat:	0.11	0.03	0.00	0.00	0.05	0.05	0.00	0.00	0.00	0.38	0.38	0.38
Crit Moves:	****				****					****		
Green/Cycle:	0.21	0.30	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.70	0.70	0.70
Volume/Cap:	0.55	0.10	0.00	0.00	0.55	0.55	0.00	0.00	0.00	0.55	0.55	0.55
Uniform Del:	35.5	24.9	0.0	0.0	43.0	43.0	0.0	0.0	0.0	7.5	7.5	7.5
IncremntDel:	1.8	0.1	0.0	0.0	3.7	3.7	0.0	0.0	0.0	0.6	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	37.3	25.0	0.0	0.0	46.6	46.6	0.0	0.0	0.0	8.1	8.1	8.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	25.0	0.0	0.0	46.6	46.6	0.0	0.0	0.0	8.1	8.1	8.1
LOS by Move:	D	C	A	A	D	D	A	A	A	A	A	A
HCM2kAvgQ:	5	1	0	0	4	4	0	0	0	9	9	9

Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #2: MacArthur Drive/I-205 Westbound Ramp



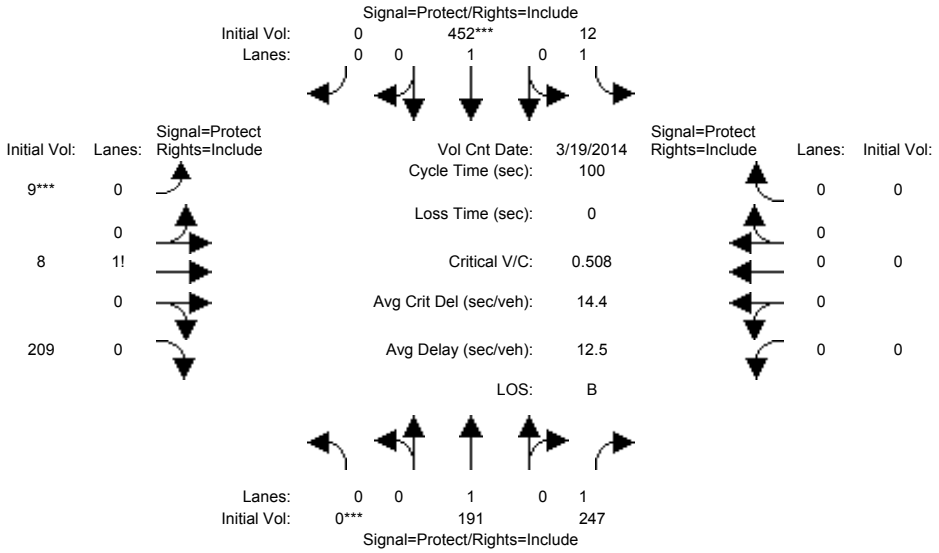
Street Name:	MacArthur Drive						I-205 Westbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Mar 2014 << PM Peak												
Base Vol:	227	70	0	0	90	12	0	0	0	240	8	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	70	0	0	90	12	0	0	0	240	8	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.77	0.77	0.77	1.00	1.00	1.00	0.86	0.86	0.86
PHF Volume:	248	76	0	0	116	16	0	0	0	280	9	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	76	0	0	116	16	0	0	0	280	9	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	248	76	0	0	116	16	0	0	0	280	9	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.94	1.00	1.00	0.92	0.92	1.00	1.00	1.00	0.81	0.81	0.81
Lanes:	1.00	1.00	0.00	0.00	0.88	0.12	0.00	0.00	0.00	0.90	0.03	0.07
Final Sat.:	1688	1777	0	0	1542	206	0	0	0	1390	46	110
Capacity Analysis Module:												
Vol/Sat:	0.15	0.04	0.00	0.00	0.08	0.08	0.00	0.00	0.00	0.20	0.20	0.20
Crit Moves:	****				****					****		
Green/Cycle:	0.35	0.52	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.48	0.48	0.48
Volume/Cap:	0.42	0.08	0.00	0.00	0.42	0.42	0.00	0.00	0.00	0.42	0.42	0.42
Uniform Del:	25.1	11.8	0.0	0.0	36.5	36.5	0.0	0.0	0.0	17.2	17.2	17.2
IncremntDel:	0.5	0.0	0.0	0.0	0.9	0.9	0.0	0.0	0.0	0.4	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	25.6	11.9	0.0	0.0	37.5	37.5	0.0	0.0	0.0	17.6	17.6	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.6	11.9	0.0	0.0	37.5	37.5	0.0	0.0	0.0	17.6	17.6	17.6
LOS by Move:	C	B	A	A	D	D	A	A	A	B	B	B
HCM2kAvgQ:	6	1	0	0	4	4	0	0	0	6	6	6

Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #3: MacArthur Drive/I-205 Eastbound Ramp



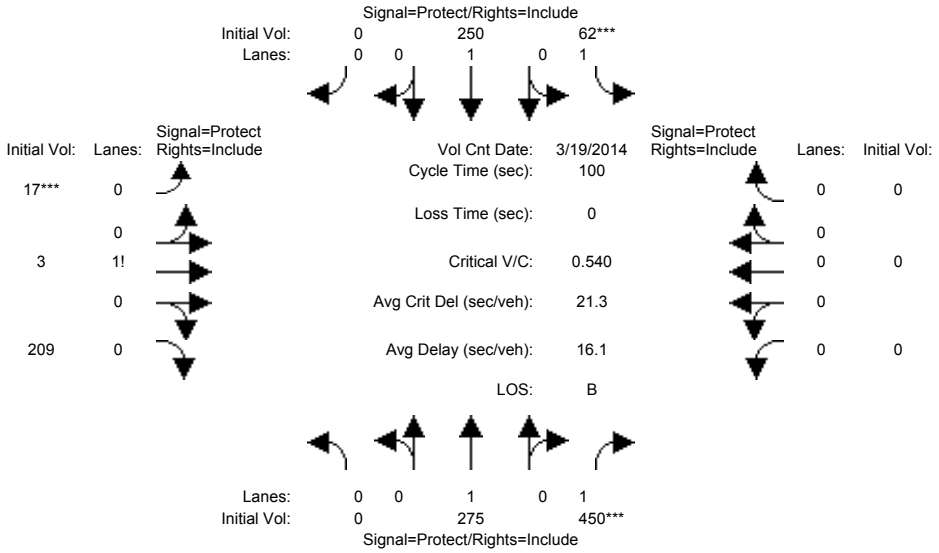
Street Name:	MacArthur Drive						I-205 Eastbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Mar 2014 << AM Peak												
Base Vol:	0	191	247	12	452	0	9	8	209	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	191	247	12	452	0	9	8	209	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.75	0.75	0.75	0.87	0.87	0.87	1.00	1.00	1.00
PHF Volume:	0	218	282	16	604	0	10	9	241	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	218	282	16	604	0	10	9	241	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	218	282	16	604	0	10	9	241	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.79	0.89	0.94	1.00	0.81	0.81	0.81	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.04	0.04	0.92	0.00	0.00	0.00
Final Sat.:	0	1777	1510	1688	1777	0	62	55	1430	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.19	0.01	0.34	0.00	0.17	0.17	0.17	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.00	0.64	0.64	0.03	0.67	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.19	0.29	0.29	0.51	0.00	0.51	0.51	0.51	0.00	0.00	0.00
Uniform Del:	0.0	7.5	8.1	47.3	8.3	0.0	26.9	26.9	26.9	0.0	0.0	0.0
IncremntDel:	0.0	0.1	0.2	3.0	0.4	0.0	0.8	0.8	0.8	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	7.6	8.3	50.2	8.7	0.0	27.8	27.8	27.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.6	8.3	50.2	8.7	0.0	27.8	27.8	27.8	0.0	0.0	0.0
LOS by Move:	A	A	A	D	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	3	4	0	9	0	7	7	7	0	0	0

Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #3: MacArthur Drive/I-205 Eastbound Ramp



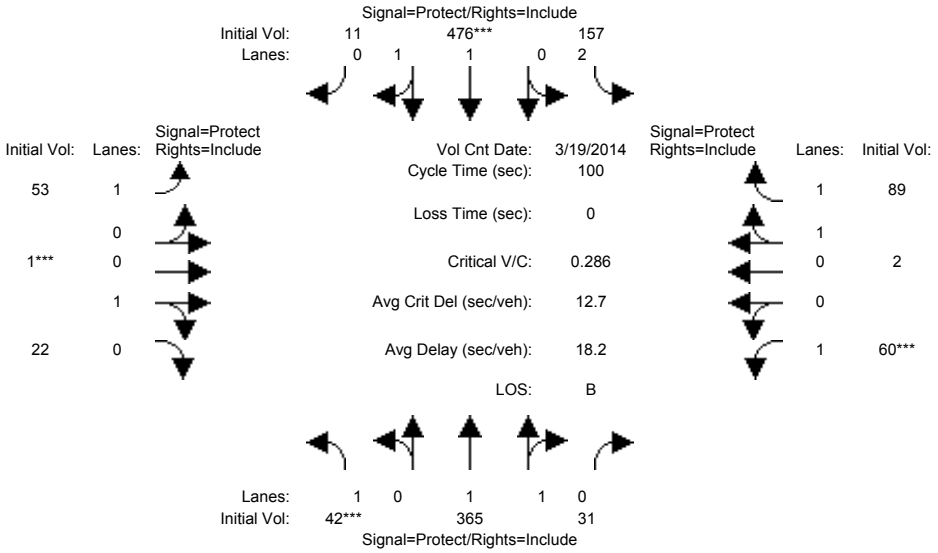
Street Name:	MacArthur Drive						I-205 Eastbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Mar 2014 << PM Peak												
Base Vol:	0	275	450	62	250	0	17	3	209	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	275	450	62	250	0	17	3	209	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.87	0.87	0.87	0.82	0.82	0.82	1.00	1.00	1.00
PHF Volume:	0	291	477	72	288	0	21	4	256	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	291	477	72	288	0	21	4	256	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	291	477	72	288	0	21	4	256	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.79	0.89	0.94	1.00	0.81	0.81	0.81	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.07	0.01	0.92	0.00	0.00	0.00
Final Sat.:	0	1777	1510	1688	1777	0	115	20	1408	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.32	0.04	0.16	0.00	0.18	0.18	0.18	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.59	0.59	0.08	0.66	0.00	0.34	0.34	0.34	0.00	0.00	0.00
Volume/Cap:	0.00	0.28	0.54	0.54	0.24	0.00	0.54	0.54	0.54	0.00	0.00	0.00
Uniform Del:	0.0	10.3	12.6	44.3	6.8	0.0	26.9	26.9	26.9	0.0	0.0	0.0
IncremntDel:	0.0	0.1	0.7	4.4	0.1	0.0	1.1	1.1	1.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	10.4	13.3	48.7	6.9	0.0	28.0	28.0	28.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.4	13.3	48.7	6.9	0.0	28.0	28.0	28.0	0.0	0.0	0.0
LOS by Move:	A	B	B	D	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	4	9	2	3	0	7	7	7	0	0	0

Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #4: MacArthur Drive/Pescadero Ave



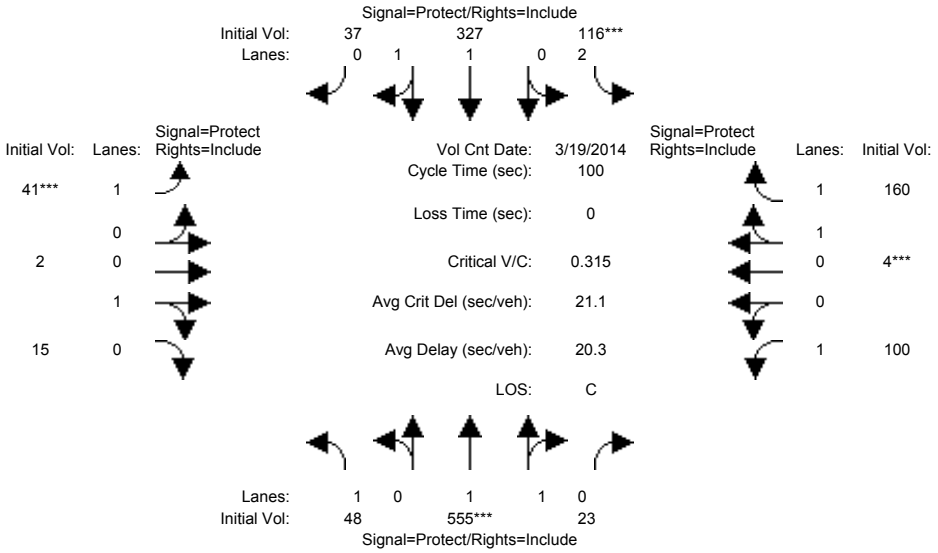
Street Name:	MacArthur Drive						Pescadero Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Mar 2014 << AM Peak												
Base Vol:	42	365	31	157	476	11	53	1	22	60	2	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	365	31	157	476	11	53	1	22	60	2	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.74	0.74	0.74	0.86	0.86	0.86	0.77	0.77	0.77
PHF Volume:	47	406	35	212	644	15	61	1	25	78	3	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	406	35	212	644	15	61	1	25	78	3	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	406	35	212	644	15	61	1	25	78	3	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.88	0.88	0.86	0.89	0.89	0.95	0.86	0.86	0.89	0.80	0.80
Lanes:	1.00	1.84	0.16	2.00	1.95	0.05	1.00	0.04	0.96	1.00	0.04	1.96
Final Sat.:	1688	3074	261	3274	3289	76	1805	71	1556	1688	67	2964
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.06	0.20	0.20	0.03	0.02	0.02	0.05	0.04	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.52	0.52	0.26	0.68	0.68	0.10	0.06	0.06	0.16	0.12	0.12
Volume/Cap:	0.29	0.25	0.25	0.25	0.29	0.29	0.33	0.29	0.29	0.29	0.33	0.33
Uniform Del:	41.9	13.0	13.0	29.5	6.2	6.2	41.8	45.2	45.2	36.9	40.6	40.6
IncremntDel:	1.0	0.1	0.1	0.2	0.1	0.1	1.1	1.7	1.7	0.6	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	42.9	13.1	13.1	29.7	6.3	6.3	42.8	46.9	46.9	37.4	41.1	41.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	13.1	13.1	29.7	6.3	6.3	42.8	46.9	46.9	37.4	41.1	41.1
LOS by Move:	D	B	B	C	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	4	4	3	4	4	2	1	1	2	2	2

Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #4: MacArthur Drive/Pescadero Ave



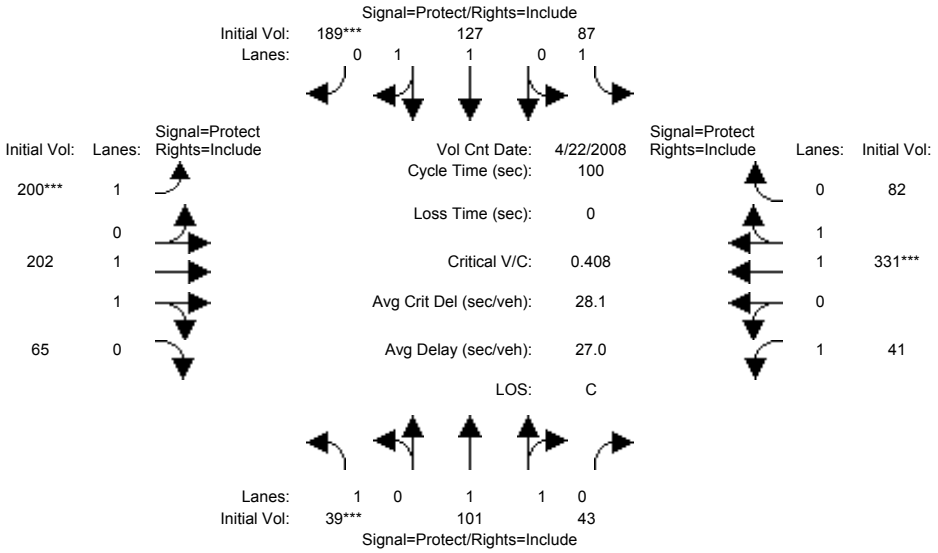
Street Name:	MacArthur Drive						Pescadero Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Mar 2014 << PM Peak												
Base Vol:	48	555	23	116	327	37	41	2	15	100	4	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	555	23	116	327	37	41	2	15	100	4	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.93	0.93	0.93	0.69	0.69	0.69	0.88	0.88	0.88
PHF Volume:	51	589	24	125	352	40	59	3	22	114	5	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	589	24	125	352	40	59	3	22	114	5	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	589	24	125	352	40	59	3	22	114	5	182
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.88	0.88	0.86	0.87	0.87	0.95	0.87	0.87	0.89	0.80	0.80
Lanes:	1.00	1.92	0.08	2.00	1.80	0.20	1.00	0.12	0.88	1.00	0.05	1.95
Final Sat.:	1688	3222	134	3274	2987	338	1805	194	1455	1688	74	2960
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.18	0.04	0.12	0.12	0.03	0.01	0.01	0.07	0.06	0.06
Crit Moves:		****		****			****				****	
Green/Cycle:	0.14	0.58	0.58	0.12	0.56	0.56	0.10	0.05	0.05	0.25	0.19	0.19
Volume/Cap:	0.21	0.32	0.32	0.32	0.21	0.21	0.32	0.27	0.27	0.27	0.32	0.32
Uniform Del:	37.9	10.8	10.8	40.2	11.1	11.1	41.5	45.4	45.4	30.6	34.5	34.5
IncremntDel:	0.4	0.1	0.1	0.5	0.1	0.1	1.0	1.7	1.7	0.4	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	38.3	10.9	10.9	40.6	11.1	11.1	42.4	47.1	47.1	30.9	34.8	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	10.9	10.9	40.6	11.1	11.1	42.4	47.1	47.1	30.9	34.8	34.8
LOS by Move:	D	B	B	D	B	B	D	D	D	C	C	C
HCM2kAvgQ:	1	5	5	2	3	3	2	1	1	3	3	3

Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM

Intersection #5: MacArthur Drive/Grant Line Road



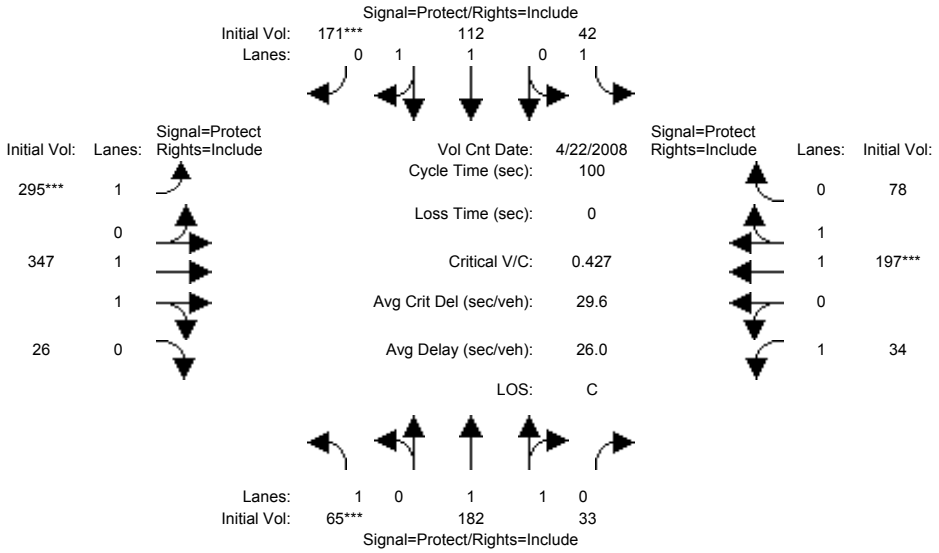
Street Name:	MacArthur Drive						Grant Line Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Apr 2008 << Am Peak												
Base Vol:	39	101	43	87	127	189	200	202	65	41	331	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	101	43	87	127	189	200	202	65	41	331	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	42	110	47	95	138	205	217	220	71	45	360	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	110	47	95	138	205	217	220	71	45	360	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	110	47	95	138	205	217	220	71	45	360	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.85	0.85	0.89	0.81	0.81	0.95	0.92	0.92	0.95	0.92	0.92
Lanes:	1.00	1.40	0.60	1.00	1.00	1.00	1.00	1.51	0.49	1.00	1.60	0.40
Final Sat.:	1688	2261	963	1688	1536	1536	1805	2633	847	1805	2806	695
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.06	0.09	0.13	0.12	0.08	0.08	0.02	0.13	0.13
Crit Moves:	****					****	****				****	
Green/Cycle:	0.06	0.18	0.18	0.21	0.33	0.33	0.30	0.47	0.47	0.14	0.31	0.31
Volume/Cap:	0.41	0.27	0.27	0.27	0.27	0.41	0.41	0.18	0.18	0.18	0.41	0.41
Uniform Del:	45.2	35.2	35.2	33.2	24.8	26.0	28.2	15.3	15.3	38.0	26.9	26.9
IncremntDel:	2.6	0.2	0.2	0.4	0.1	0.3	0.5	0.1	0.1	0.3	0.2	0.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	47.8	35.5	35.5	33.6	24.9	26.4	28.7	15.3	15.3	38.3	27.2	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	35.5	35.5	33.6	24.9	26.4	28.7	15.3	15.3	38.3	27.2	27.2
LOS by Move:	D	D	D	C	C	C	C	B	B	D	C	C
HCM2kAvgQ:	2	2	2	2	3	5	6	3	3	1	6	6

Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM

Intersection #5: MacArthur Drive/Grant Line Road



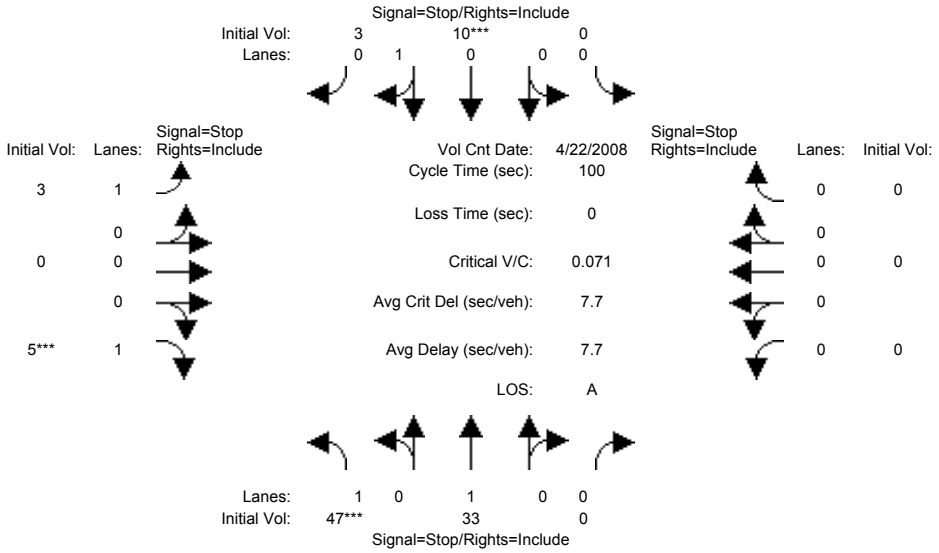
Street Name:	MacArthur Drive						Grant Line Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Apr 2008 << PM Peak												
Base Vol:	65	182	33	42	112	171	295	347	26	34	197	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	182	33	42	112	171	295	347	26	34	197	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	71	198	36	46	122	186	321	377	28	37	214	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	198	36	46	122	186	321	377	28	37	214	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	198	36	46	122	186	321	377	28	37	214	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.87	0.87	0.89	0.81	0.81	0.95	0.94	0.94	0.95	0.91	0.91
Lanes:	1.00	1.69	0.31	1.00	1.00	1.00	1.00	1.86	0.14	1.00	1.43	0.57
Final Sat.:	1688	2792	506	1688	1534	1534	1805	3325	249	1805	2475	980
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.07	0.03	0.08	0.12	0.18	0.11	0.11	0.02	0.09	0.09
Crit Moves:	****					****	****				****	
Green/Cycle:	0.10	0.28	0.28	0.11	0.28	0.28	0.42	0.52	0.52	0.09	0.20	0.20
Volume/Cap:	0.43	0.26	0.26	0.26	0.28	0.43	0.43	0.22	0.22	0.22	0.43	0.43
Uniform Del:	42.5	28.2	28.2	41.1	27.9	29.2	20.7	12.8	12.8	41.8	34.8	34.8
IncremntDel:	1.8	0.1	0.1	0.8	0.1	0.4	0.4	0.1	0.1	0.6	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.2	28.3	28.3	41.9	28.0	29.6	21.1	12.8	12.8	42.5	35.2	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	28.3	28.3	41.9	28.0	29.6	21.1	12.8	12.8	42.5	35.2	35.2
LOS by Move:	D	C	C	D	C	C	C	B	B	D	D	D
HCM2kAvgQ:	3	3	3	1	3	5	7	3	3	1	5	5

Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
Existing AM

Intersection #6: Pescadero Avenue/Paradise Road




```
Street Name:         Pescadero Avenue                    Paradise Road
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 22 Apr 2008 << AM Peak
Base Vol:      47   33     0     0   10     3     3    0     5     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   47   33     0     0   10     3     3    0     5     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    51   36     0     0   11     3     3    0     5     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   51   36     0     0   11     3     3    0     5     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   51   36     0     0   11     3     3    0     5     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  0.00  0.00 0.77  0.23  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:   715  793     0     0  646   194   662    0   848     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.05  xxxx  xxxx 0.02  0.02  0.00 xxxx  0.01  xxxx xxxx  xxxx
Crit Moves:  ****                  ****                    ****
Delay/Veh:    8.1  7.4   0.0   0.0  7.3   7.3   8.1  0.0   6.9   0.0  0.0   0.0
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   8.1  7.4   0.0   0.0  7.3   7.3   8.1  0.0   6.9   0.0  0.0   0.0
LOS by Move:    A    A     *     *    A     A     A    *     A     *    *     *
ApproachDel:       7.8              7.3              7.3           xxxxxx
Delay Adj:        1.00             1.00             1.00            xxxxx
ApprAdjDel:        7.8              7.3              7.3           xxxxxx
LOS by Appr:         A                A                A                *
AllWayAvgQ:   0.1  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Note: Queue reported is the number of cars per lane.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #6 Pescadero Avenue/Paradise Road
*******************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

 Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	1 0 1 0 0			0 0 0 1 0			1 0 0 0 1			0 0 0 0 0		
Initial Vol:	47	33	0	0	10	3	3	0	5	0	0	0

Major Street Volume: 93
Minor Approach Volume: 8
Minor Approach Volume Threshold: 1396

SIGNAL WARRANT DISCLAIMER

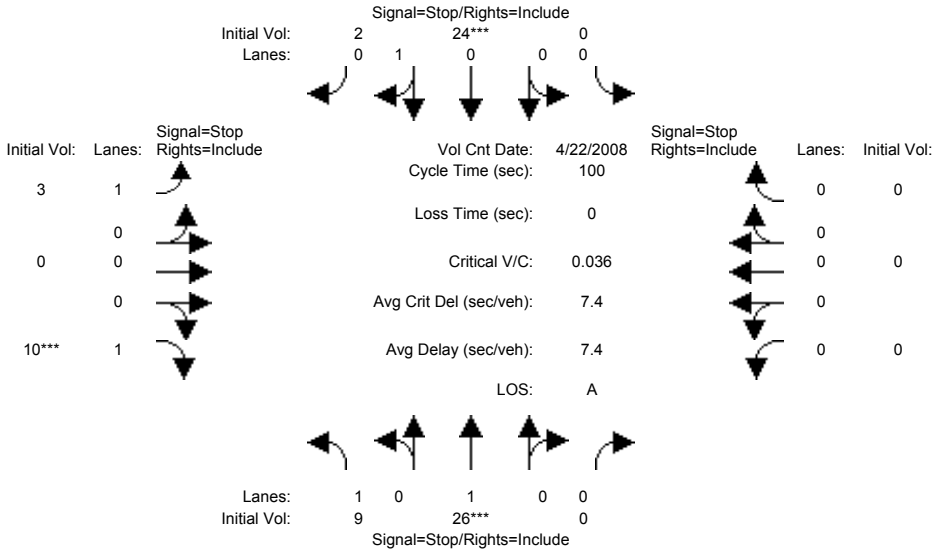
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
Existing PM

Intersection #6: Pescadero Avenue/Paradise Road




```
Street Name:         Pescadero Avenue                    Paradise Road
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 22 Apr 2008 << Pm Peak
Base Vol:       9   26     0     0   24     2     3    0    10     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    9   26     0     0   24     2     3    0    10     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  1.00
PHF Volume:    10   28     0     0   26     2     3    0    11     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   10   28     0     0   26     2     3    0    11     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   10   28     0     0   26     2     3    0    11     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  0.00  0.00 0.92  0.08  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:   710  788     0     0  766    64   676    0   873     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.04  xxxx  xxxx 0.03  0.03  0.00 xxxx  0.01  xxxx xxxx  xxxx
Crit Moves:       ****             ****                    ****
Delay/Veh:    7.8  7.4   0.0   0.0  7.5   7.5   8.0  0.0   6.8   0.0  0.0   0.0
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   7.8  7.4   0.0   0.0  7.5   7.5   8.0  0.0   6.8   0.0  0.0   0.0
LOS by Move:    A    A     *     *    A     A     A    *     A     *    *     *
ApproachDel:       7.5              7.5              7.1           xxxxxx
Delay Adj:        1.00             1.00             1.00            xxxxx
ApprAdjDel:        7.5              7.5              7.1           xxxxxx
LOS by Appr:         A                A                A                *
AllWayAvgQ:   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Note: Queue reported is the number of cars per lane.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #6 Pescadero Avenue/Paradise Road
*******************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
```

 Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	1 0 1 0 0			0 0 0 1 0			1 0 0 0 1			0 0 0 0 0		
Initial Vol:	9	26	0	0	24	2	3	0	10	0	0	0

Major Street Volume: 61
Minor Approach Volume: 13
Minor Approach Volume Threshold: 1577

SIGNAL WARRANT DISCLAIMER

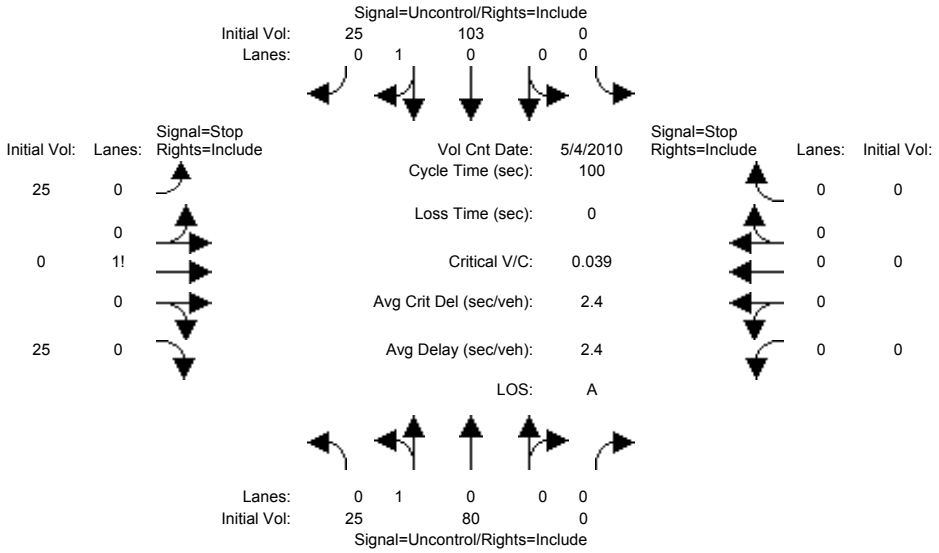
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Existing AM

Intersection #7: Paradise Ave/Arbor Road




```
Street Name:           Paradise Ave                        Arbor Road
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 May 2010 << AM Peak
Base Vol:      25   80     0     0  103    25    25    0    25     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   25   80     0     0  103    25    25    0    25     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    27   87     0     0  112    27    27    0    27     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   27   87     0     0  112    27    27    0    27     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.5  6.6   6.3 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.6  4.1   3.4 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  139 xxxx xxxxx  xxxx xxxx xxxxx   267  267   126  xxxx xxxx xxxxx
Potent Cap.: 1457 xxxx xxxxx  xxxx xxxx xxxxx   712  631   912  xxxx xxxx xxxxx
Move Cap.:   1457 xxxx xxxxx  xxxx xxxx xxxxx   701  619   912  xxxx xxxx xxxxx
Volume/Cap:  0.02 xxxx  xxxx  xxxx xxxx  xxxx  0.04 0.00  0.03  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  793 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  9.9 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    A     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx              9.9           xxxxxx
ApproachLOS:         *              *                 A                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #7 Paradise Ave/Arbor Road
*******************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
```

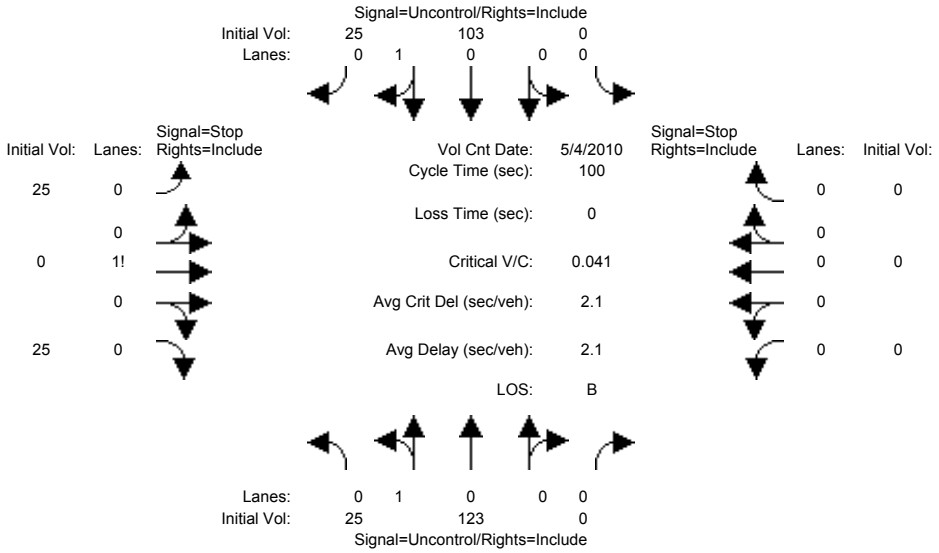

Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

```
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   25   80     0     0  103    25    25    0    25     0    0     0
ApproachDel:    xxxxxx           xxxxxx              9.9           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=50]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=283]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #7 Paradise Ave/Arbor Road
*******************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   25   80     0     0  103    25    25    0    25     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             233
Minor Approach Volume:           50
Minor Approach Volume Threshold: 608
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
Existing PM

Intersection #7: Paradise Ave/Arbor Road




```
Street Name:           Paradise Ave                        Arbor Road
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 May 2010 << PM Peak
Base Vol:      25  123     0     0  103    25    25    0    25     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   25  123     0     0  103    25    25    0    25     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    27  134     0     0  112    27    27    0    27     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   27  134     0     0  112    27    27    0    27     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.5  6.6   6.3 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.6  4.1   3.4 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  139 xxxx xxxxx  xxxx xxxx xxxxx   314  314   126  xxxx xxxx xxxxx
Potent Cap.: 1457 xxxx xxxxx  xxxx xxxx xxxxx   669  594   912  xxxx xxxx xxxxx
Move Cap.:   1457 xxxx xxxxx  xxxx xxxx xxxxx   659  582   912  xxxx xxxx xxxxx
Volume/Cap:  0.02 xxxx  xxxx  xxxx xxxx  xxxx  0.04 0.00  0.03  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  765 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 10.1 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    B     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             10.1           xxxxxx
ApproachLOS:         *              *                B                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #7 Paradise Ave/Arbor Road
*******************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
```

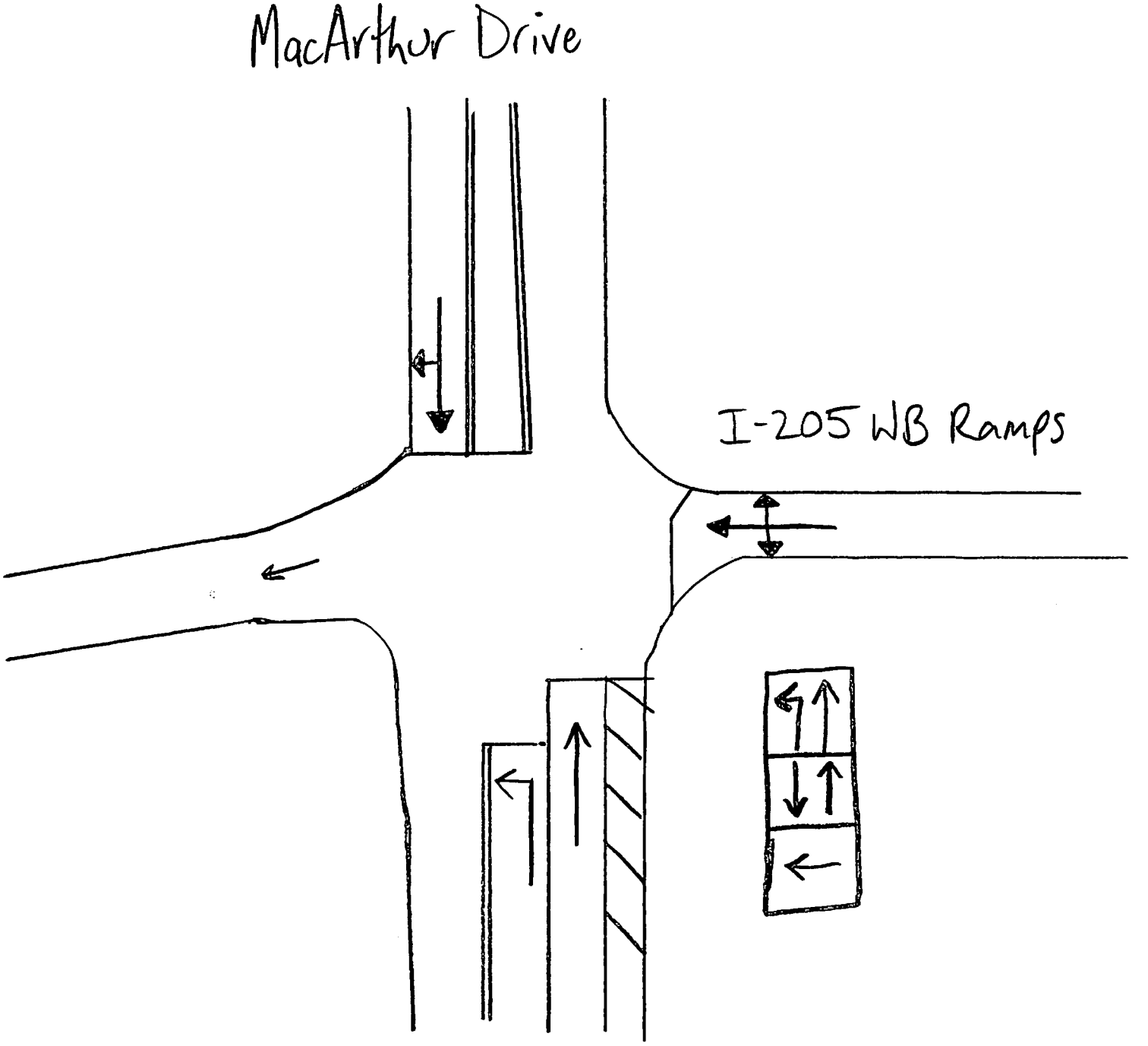

Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

```
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   25  123     0     0  103    25    25    0    25     0    0     0
ApproachDel:    xxxxxx           xxxxxx             10.1           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=50]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=326]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #7 Paradise Ave/Arbor Road
*******************************************************************************
Base Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   25  123     0     0  103    25    25    0    25     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             276
Minor Approach Volume:           50
Minor Approach Volume Threshold: 563
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

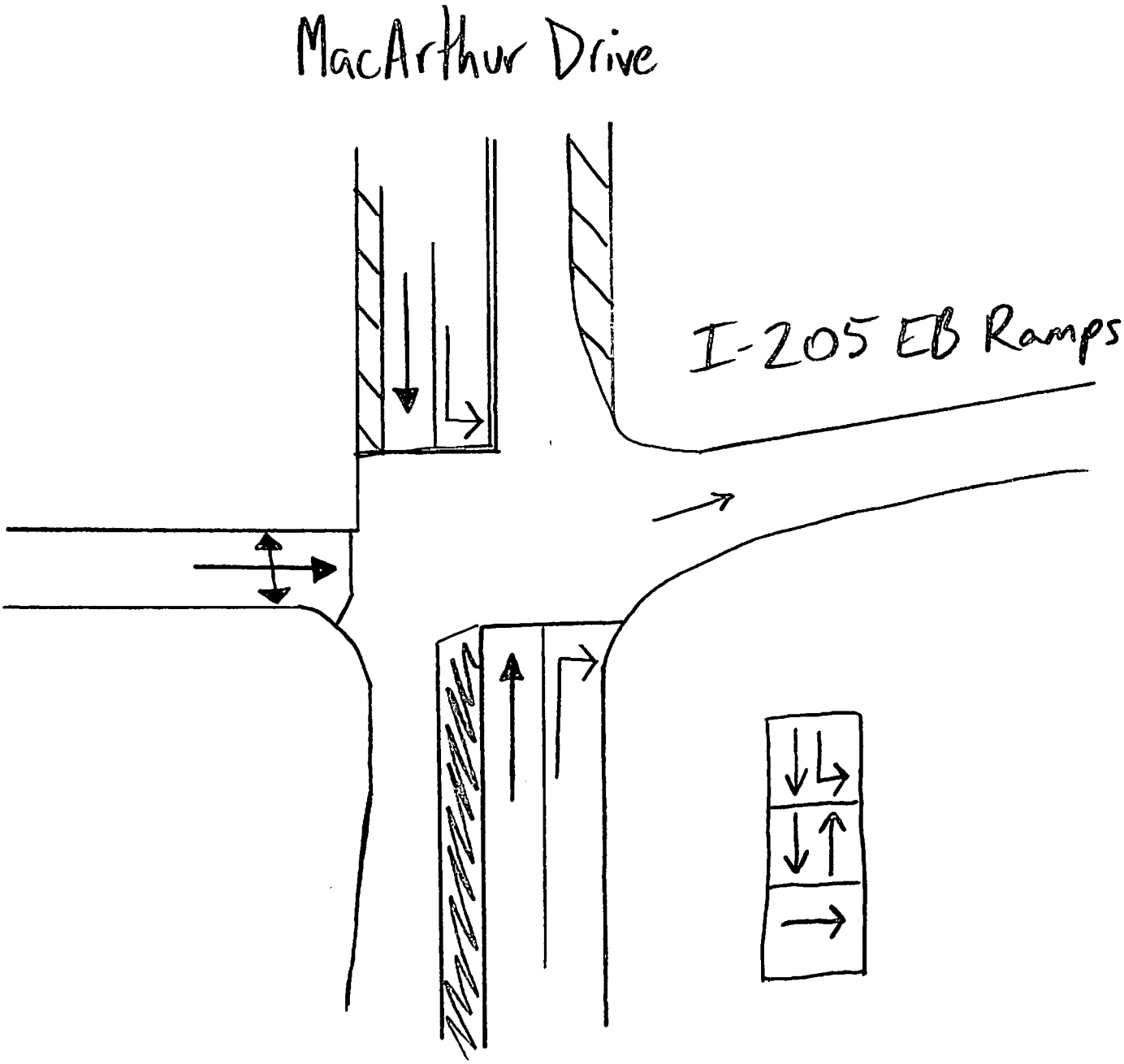
14-7160-001

N



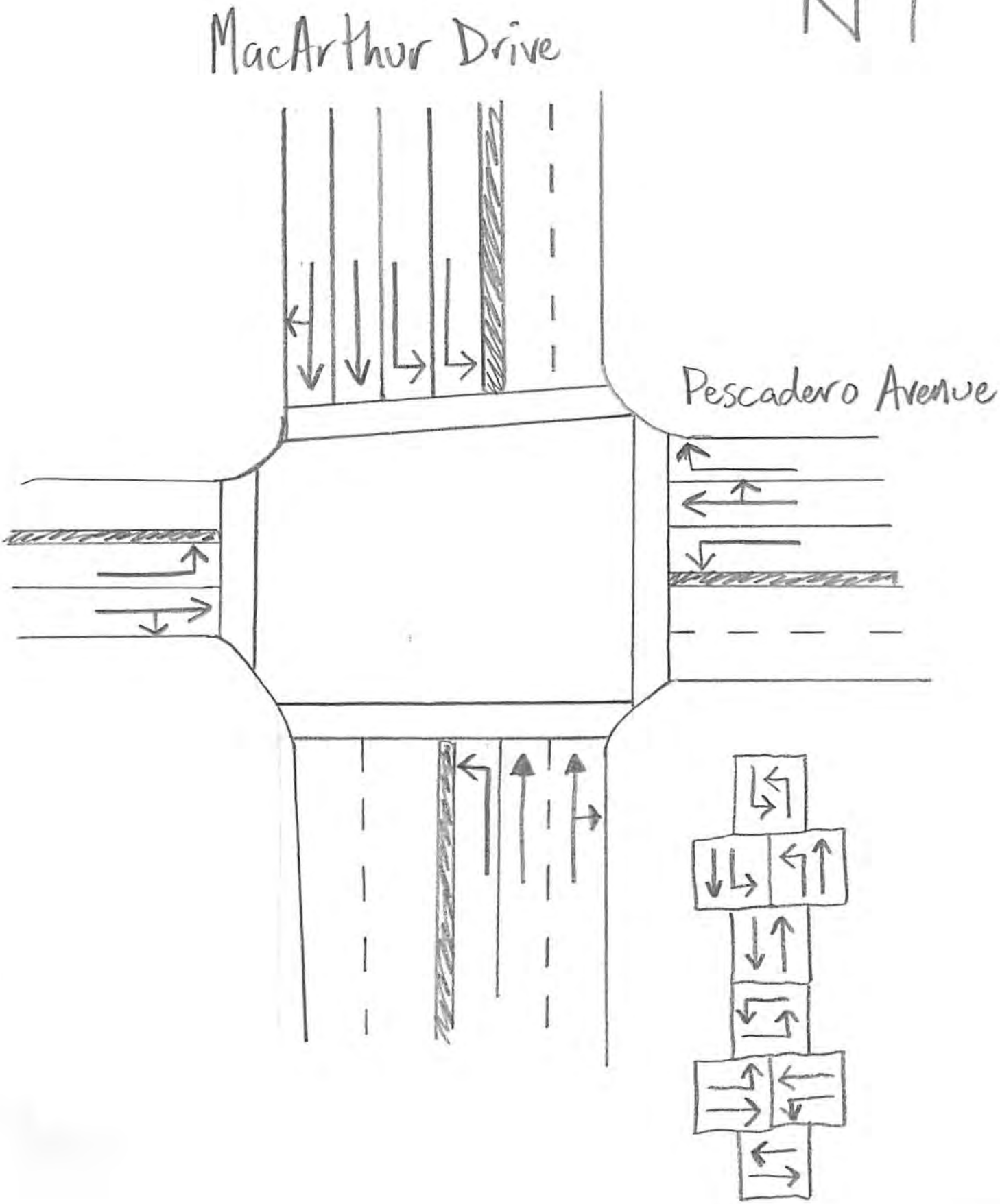
14-7160-002

N



14-7160-003

N



Appendix C – Level of Service Worksheets: Existing + Proposed Project (Scenario 2)

Table 3.5: FARs and Employment Densities

	Retail	Office	Other
Employees / KSF[1]	2	3	1
Floor Area Ratio (FAR)	0.30	0.45	0.50

1. KSF = 1,000 square feet

Source: Fehr & Peers, March 2010.

Table 3.6: Tracy Model Approximate Peak Hour Vehicle Trip Generation Rates

Lane Use Type	Units	AM Model	AM ITE	PM Model	PM ITE
Single Family	Dwelling Units	0.55	0.75	1.05	1.01
Multi Family[1]	Dwelling Units	0.31	0.51	0.59	0.62
Retail[2]	~~Employees~~	1.90	1.00	3.46	3.73
Office[3]	Employees	0.22	0.48	0.42	0.46
Other[4]	Employees	0.17	0.51	0.33	0.59

unit should be KSF and not employees

ITE rates based on KSF and NOT em

The above rates are approximate because the actual rates depend on the individual trips' origins and destinations.

Other employment is mostly comprised of industrial employment

1. Land Use Code 220 (Apartment)
2. Land Use Code 820 (Shopping Center)
3. Land Use Code 710 (General Office Building)
4. Land Use Code 150 (Warehousing)

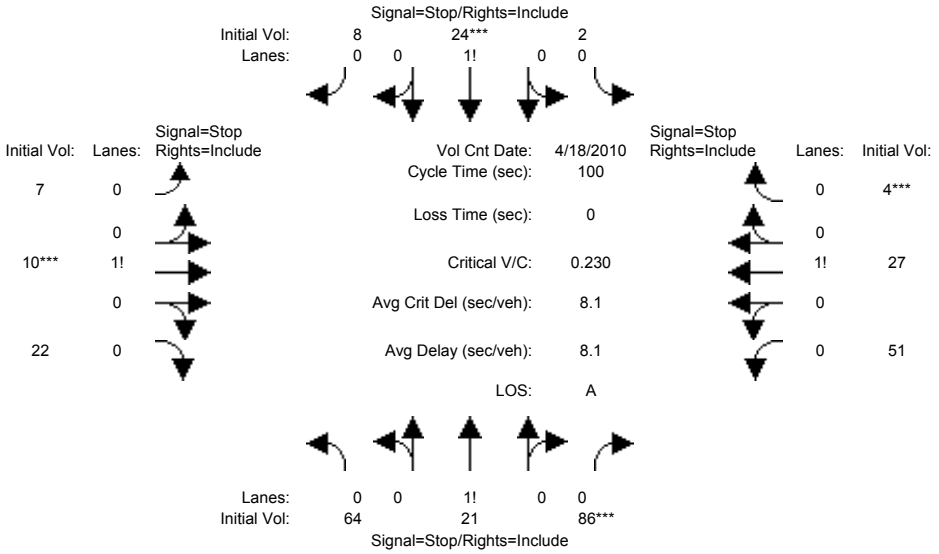
Source: Fehr & Peers, March 2010; Tracy Travel Demand Model.

3.4.3 TRIP GENERATION REDUCTIONS DUE TO SUSTAINABILITY STRATEGIES

Table 3.7 presents the trip reductions due to the SAP transportation measures for the future services and for Tracy as a whole. The future services achieve a greater reduction in trips than Tracy as a whole because many of the SAP transportation measures address only new developments – most of which occur in the future services.

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing Plus Project AM

Intersection #1: MacArthur Drive/Arbor Avenue




```
Street Name:         MacArthur Drive                    Arbor Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 18 Apr 2010 << AM Peak
Base Vol:      64   21     5     2   24     8     7    5    22    14   25     4
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   64   21     5     2   24     8     7    5    22    14   25     4
Added Vol:      0    0    81     0    0     0     0    5     0    37    2     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   64   21    86     2   24     8     7   10    22    51   27     4
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.88 0.88  0.88  0.88 0.88  0.88  0.88 0.88  0.88  0.88 0.88  0.88
PHF Volume:    73   24    98     2   27     9     8   11    25    58   31     5
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   73   24    98     2   27     9     8   11    25    58   31     5
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   73   24    98     2   27     9     8   11    25    58   31     5
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.37 0.12  0.51  0.06 0.71  0.23  0.18 0.26  0.56  0.62 0.33  0.05
Final Sat.:   316  104   425    48  572   191   142  203   446   461  244    36
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.23 0.23  0.23  0.05 0.05  0.05  0.06 0.06  0.06  0.13 0.13  0.13
Crit Moves:              ****       ****              ****                  ****
Delay/Veh:    8.3  8.3   8.3   7.5  7.5   7.5   7.6  7.6   7.6   8.3  8.3   8.3
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   8.3  8.3   8.3   7.5  7.5   7.5   7.6  7.6   7.6   8.3  8.3   8.3
LOS by Move:    A    A     A     A    A     A     A    A     A     A    A     A
ApproachDel:       8.3              7.5              7.6              8.3
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:        8.3              7.5              7.6              8.3
LOS by Appr:         A                A                A                A
AllWayAvgQ:   0.3  0.3   0.3   0.0  0.0   0.0   0.1  0.1   0.1   0.1  0.1   0.1
Note: Queue reported is the number of cars per lane.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #1 MacArthur Drive/Arbor Avenue
*******************************************************************************
```


Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	64	21	86	2	24	8	7	10	22	51	27	4

Major Street Volume: 205
Minor Approach Volume: 82
Minor Approach Volume Threshold: 642

SIGNAL WARRANT DISCLAIMER

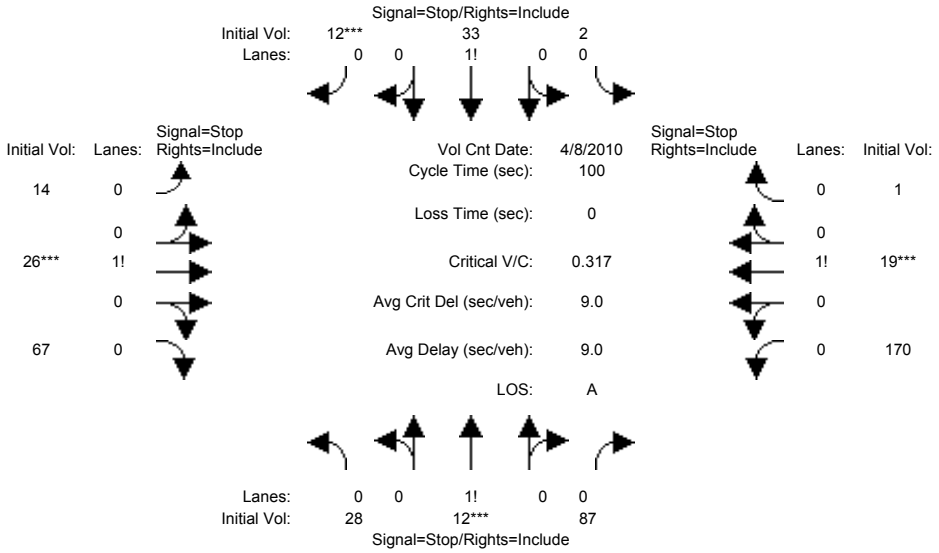
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing Plus Project PM

Intersection #1: MacArthur Drive/Arbor Avenue




```
Street Name:         MacArthur Drive                    Arbor Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 8 Apr 2010 << PM Peak
Base Vol:      28   12    16     2   33    12    14   22    67    12    9     1
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   28   12    16     2   33    12    14   22    67    12    9     1
Added Vol:      0    0    71     0    0     0     0    4     0   158   10     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   28   12    87     2   33    12    14   26    67   170   19     1
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.83 0.83  0.83  0.83 0.83  0.83  0.83 0.83  0.83  0.83 0.83  0.83
PHF Volume:    34   14   105     2   40    14    17   31    81   205   23     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   34   14   105     2   40    14    17   31    81   205   23     1
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   34   14   105     2   40    14    17   31    81   205   23     1
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.22 0.09  0.69  0.04 0.70  0.26  0.13 0.24  0.63  0.89 0.10  0.01
Final Sat.:   164   70   510    30  490   178   101  188   485   647   72     4
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.21 0.21  0.21  0.08 0.08  0.08  0.17 0.17  0.17  0.32 0.32  0.32
Crit Moves:        ****                    ****       ****             ****
Delay/Veh:    8.6  8.6   8.6   8.2  8.2   8.2   8.3  8.3   8.3   9.9  9.9   9.9
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   8.6  8.6   8.6   8.2  8.2   8.2   8.3  8.3   8.3   9.9  9.9   9.9
LOS by Move:    A    A     A     A    A     A     A    A     A     A    A     A
ApproachDel:       8.6              8.2              8.3              9.9
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:        8.6              8.2              8.3              9.9
LOS by Appr:         A                A                A                A
AllWayAvgQ:   0.2  0.2   0.2   0.1  0.1   0.1   0.2  0.2   0.2   0.4  0.4   0.4
Note: Queue reported is the number of cars per lane.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #1 MacArthur Drive/Arbor Avenue
```

 Copyright (c) 2008 Dowling Associates, Inc.

```
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:   28   12    87     2   33    12    14   26    67   170   19     1
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             297
Minor Approach Volume:           127
Minor Approach Volume Threshold: 543
-------------------------------------------------------------------------------
```

SIGNAL WARRANT DISCLAIMER

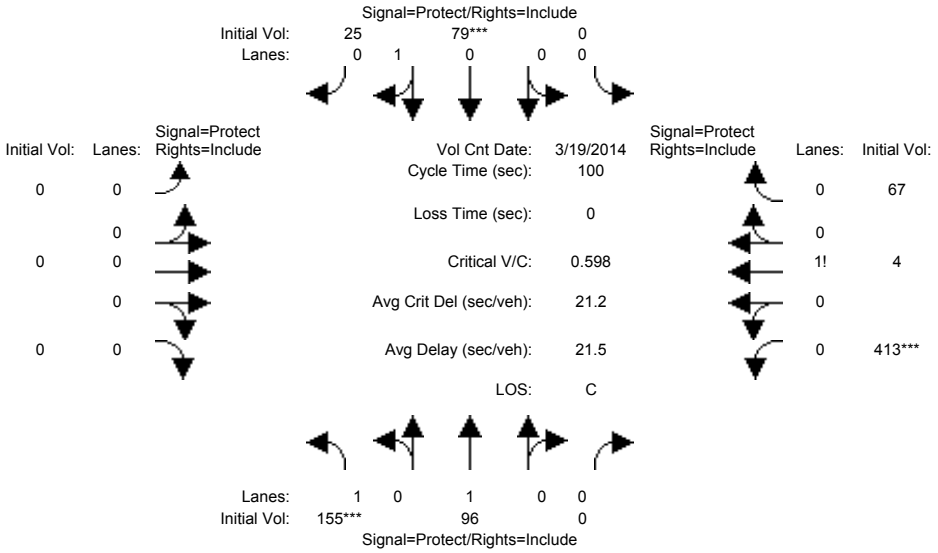
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #2: MacArthur Drive/I-205 Westbound Ramp

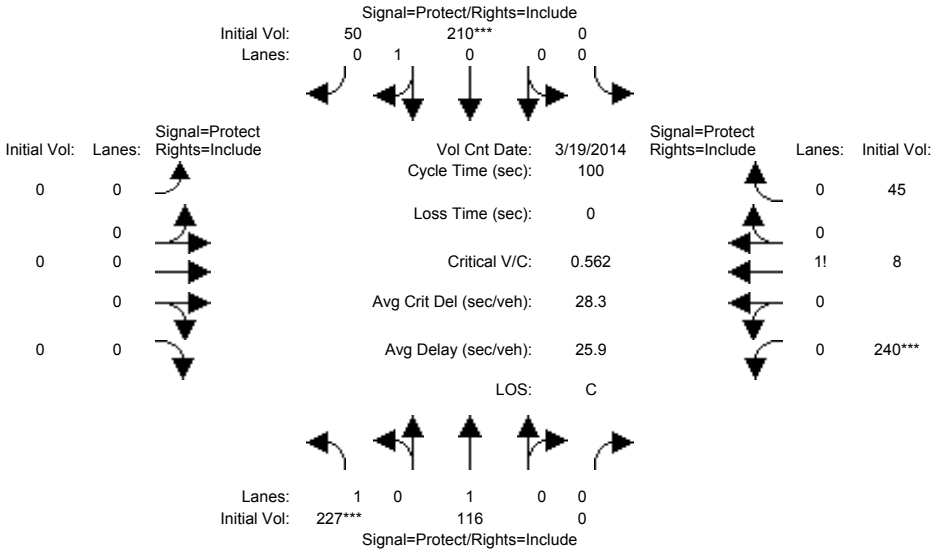


Street Name:	MacArthur Drive						I-205 Westbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Mar 2014 << AM Peak												
Base Vol:	155	44	0	0	51	16	0	0	0	413	4	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	44	0	0	51	16	0	0	0	413	4	38
Added Vol:	0	52	0	0	28	9	0	0	0	0	0	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	96	0	0	79	25	0	0	0	413	4	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.73	0.73	0.73	1.00	1.00	1.00	0.78	0.78	0.78
PHF Volume:	190	118	0	0	109	34	0	0	0	530	5	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	118	0	0	109	34	0	0	0	530	5	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	118	0	0	109	34	0	0	0	530	5	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.94	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.81	0.81	0.81
Lanes:	1.00	1.00	0.00	0.00	0.76	0.24	0.00	0.00	0.00	0.85	0.01	0.14
Final Sat.:	1688	1777	0	0	1306	413	0	0	0	1316	13	214
Capacity Analysis Module:												
Vol/Sat:	0.11	0.07	0.00	0.00	0.08	0.08	0.00	0.00	0.00	0.40	0.40	0.40
Crit Moves:	****				****					****		
Green/Cycle:	0.19	0.33	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.67	0.67	0.67
Volume/Cap:	0.60	0.20	0.00	0.00	0.60	0.60	0.00	0.00	0.00	0.60	0.60	0.60
Uniform Del:	37.1	24.3	0.0	0.0	40.4	40.4	0.0	0.0	0.0	8.9	8.9	8.9
IncremntDel:	3.1	0.2	0.0	0.0	4.1	4.1	0.0	0.0	0.0	1.0	1.0	1.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	40.3	24.4	0.0	0.0	44.6	44.6	0.0	0.0	0.0	9.9	9.9	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	24.4	0.0	0.0	44.6	44.6	0.0	0.0	0.0	9.9	9.9	9.9
LOS by Move:	D	C	A	A	D	D	A	A	A	A	A	A
HCM2kAvgQ:	5	2	0	0	5	5	0	0	0	11	11	11

Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #2: MacArthur Drive/I-205 Westbound Ramp

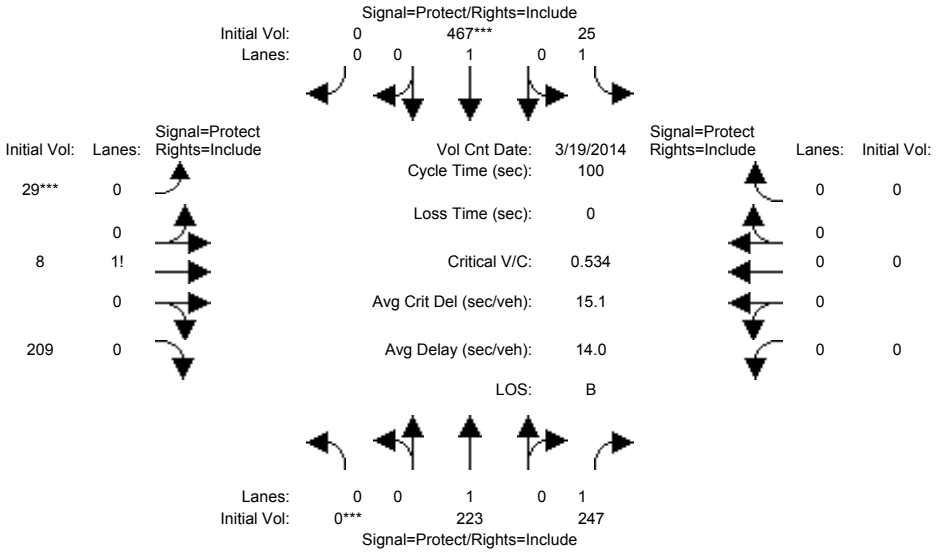


Street Name:	MacArthur Drive						I-205 Westbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Mar 2014 << PM Peak												
Base Vol:	227	70	0	0	90	12	0	0	0	240	8	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	70	0	0	90	12	0	0	0	240	8	19
Added Vol:	0	46	0	0	120	38	0	0	0	0	0	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	227	116	0	0	210	50	0	0	0	240	8	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.77	0.77	0.77	1.00	1.00	1.00	0.86	0.86	0.86
PHF Volume:	248	126	0	0	272	65	0	0	0	280	9	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	126	0	0	272	65	0	0	0	280	9	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	248	126	0	0	272	65	0	0	0	280	9	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.94	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.81	0.81	0.81
Lanes:	1.00	1.00	0.00	0.00	0.81	0.19	0.00	0.00	0.00	0.82	0.03	0.15
Final Sat.:	1688	1777	0	0	1398	333	0	0	0	1266	42	237
Capacity Analysis Module:												
Vol/Sat:	0.15	0.07	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.22	0.22	0.22
Crit Moves:	****				****					****		
Green/Cycle:	0.26	0.61	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.39	0.39	0.39
Volume/Cap:	0.56	0.12	0.00	0.00	0.56	0.56	0.00	0.00	0.00	0.56	0.56	0.56
Uniform Del:	32.0	8.3	0.0	0.0	26.6	26.6	0.0	0.0	0.0	23.6	23.6	23.6
IncremntDel:	1.7	0.0	0.0	0.0	1.2	1.2	0.0	0.0	0.0	1.2	1.2	1.2
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	33.7	8.4	0.0	0.0	27.8	27.8	0.0	0.0	0.0	24.8	24.8	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	8.4	0.0	0.0	27.8	27.8	0.0	0.0	0.0	24.8	24.8	24.8
LOS by Move:	C	A	A	A	C	C	A	A	A	C	C	C
HCM2kAvgQ:	6	2	0	0	9	9	0	0	0	9	9	9

Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #3: MacArthur Drive/I-205 Eastbound Ramp

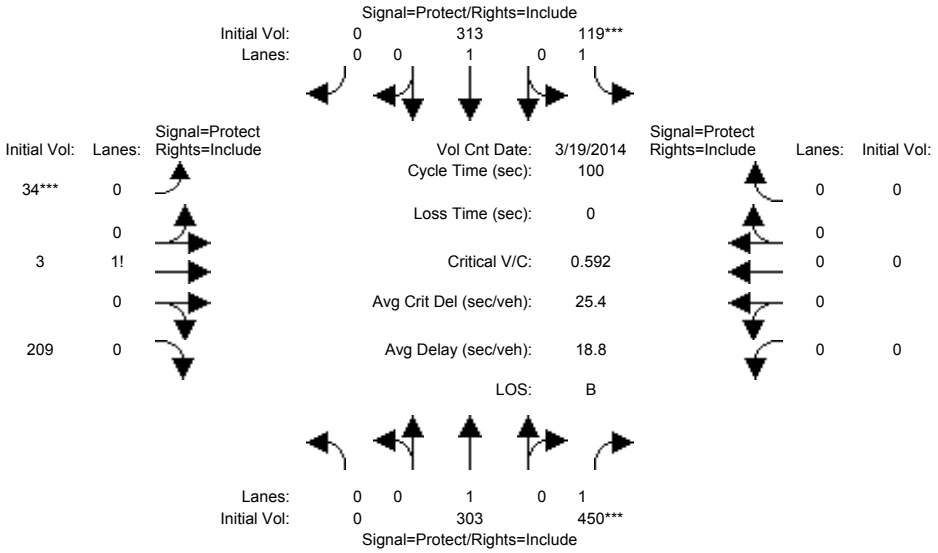


Street Name:	MacArthur Drive						I-205 Eastbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Mar 2014 << AM Peak												
Base Vol:	0	191	247	12	452	0	9	8	209	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	191	247	12	452	0	9	8	209	0	0	0
Added Vol:	0	32	0	13	15	0	20	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	223	247	25	467	0	29	8	209	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.75	0.75	0.75	0.87	0.87	0.87	1.00	1.00	1.00
PHF Volume:	0	255	282	33	624	0	33	9	241	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	255	282	33	624	0	33	9	241	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	255	282	33	624	0	33	9	241	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.79	0.89	0.94	1.00	0.81	0.81	0.81	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.12	0.03	0.85	0.00	0.00	0.00
Final Sat.:	0	1777	1510	1688	1777	0	182	50	1314	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.19	0.02	0.35	0.00	0.18	0.18	0.18	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.00	0.59	0.59	0.06	0.66	0.00	0.34	0.34	0.34	0.00	0.00	0.00
Volume/Cap:	0.00	0.24	0.31	0.31	0.53	0.00	0.53	0.53	0.53	0.00	0.00	0.00
Uniform Del:	0.0	9.6	10.1	44.8	9.0	0.0	26.5	26.5	26.5	0.0	0.0	0.0
IncremntDel:	0.0	0.1	0.2	1.7	0.5	0.0	1.1	1.1	1.1	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	9.7	10.3	46.5	9.5	0.0	27.5	27.5	27.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.7	10.3	46.5	9.5	0.0	27.5	27.5	27.5	0.0	0.0	0.0
LOS by Move:	A	A	B	D	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	4	4	1	10	0	7	7	7	0	0	0

Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #3: MacArthur Drive/I-205 Eastbound Ramp

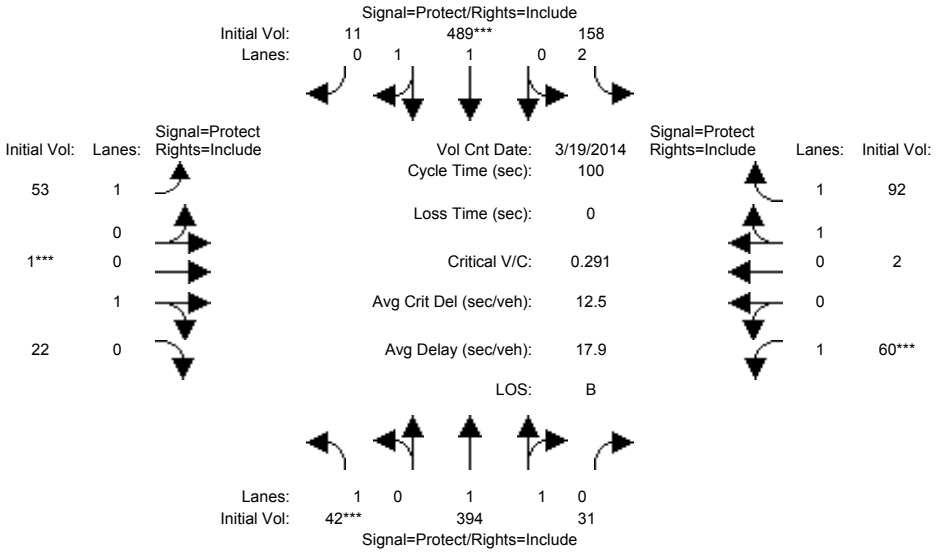


Street Name:	MacArthur Drive						I-205 Eastbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Mar 2014 << PM Peak												
Base Vol:	0	275	450	62	250	0	17	3	209	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	275	450	62	250	0	17	3	209	0	0	0
Added Vol:	0	28	0	57	63	0	17	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	303	450	119	313	0	34	3	209	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.87	0.87	0.87	0.82	0.82	0.82	1.00	1.00	1.00
PHF Volume:	0	321	477	137	361	0	42	4	256	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	321	477	137	361	0	42	4	256	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	321	477	137	361	0	42	4	256	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.79	0.89	0.94	1.00	0.81	0.81	0.81	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.14	0.01	0.85	0.00	0.00	0.00
Final Sat.:	0	1777	1510	1688	1777	0	213	19	1310	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.32	0.08	0.20	0.00	0.19	0.19	0.19	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.53	0.53	0.14	0.67	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.34	0.59	0.59	0.30	0.00	0.59	0.59	0.59	0.00	0.00	0.00
Uniform Del:	0.0	13.3	15.9	40.5	6.8	0.0	27.9	27.9	27.9	0.0	0.0	0.0
IncremntDel:	0.0	0.2	1.2	4.0	0.1	0.0	1.9	1.9	1.9	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	13.5	17.1	44.5	7.0	0.0	29.8	29.8	29.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.5	17.1	44.5	7.0	0.0	29.8	29.8	29.8	0.0	0.0	0.0
LOS by Move:	A	B	B	D	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	5	10	4	4	0	8	8	8	0	0	0

Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #4: MacArthur Drive/Pescadero Ave

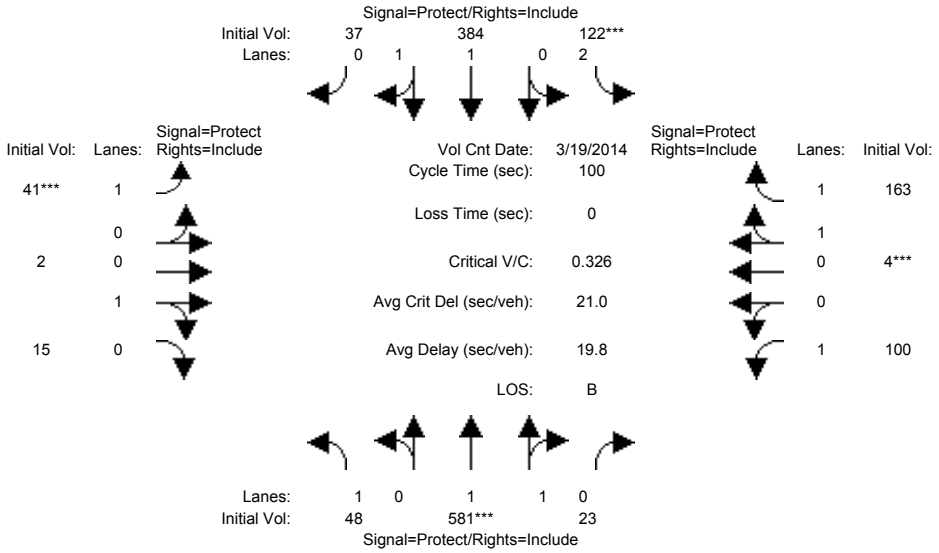


Street Name:	MacArthur Drive						Pescadero Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Mar 2014 << AM Peak												
Base Vol:	42	365	31	157	476	11	53	1	22	60	2	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	365	31	157	476	11	53	1	22	60	2	89
Added Vol:	0	29	0	1	13	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	394	31	158	489	11	53	1	22	60	2	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.74	0.74	0.74	0.86	0.86	0.86	0.77	0.77	0.77
PHF Volume:	47	439	35	214	662	15	61	1	25	78	3	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	439	35	214	662	15	61	1	25	78	3	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	439	35	214	662	15	61	1	25	78	3	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.88	0.88	0.86	0.89	0.89	0.95	0.86	0.86	0.89	0.80	0.80
Lanes:	1.00	1.85	0.15	2.00	1.96	0.04	1.00	0.04	0.96	1.00	0.04	1.96
Final Sat.:	1688	3095	243	3274	3291	74	1805	71	1556	1688	64	2966
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.07	0.20	0.20	0.03	0.02	0.02	0.05	0.04	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.54	0.54	0.25	0.69	0.69	0.10	0.06	0.06	0.16	0.12	0.12
Volume/Cap:	0.29	0.26	0.26	0.26	0.29	0.29	0.35	0.29	0.29	0.29	0.35	0.35
Uniform Del:	42.1	12.5	12.5	30.3	6.0	6.0	42.1	45.3	45.3	37.1	40.7	40.7
IncremntDel:	1.0	0.1	0.1	0.2	0.1	0.1	1.2	1.8	1.8	0.6	0.6	0.6
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	43.1	12.5	12.5	30.5	6.1	6.1	43.3	47.1	47.1	37.7	41.3	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	12.5	12.5	30.5	6.1	6.1	43.3	47.1	47.1	37.7	41.3	41.3
LOS by Move:	D	B	B	C	A	A	D	D	D	D	D	D
HCM2kAvgQ:	1	4	4	3	4	4	2	1	1	2	2	2

Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #4: MacArthur Drive/Pescadero Ave

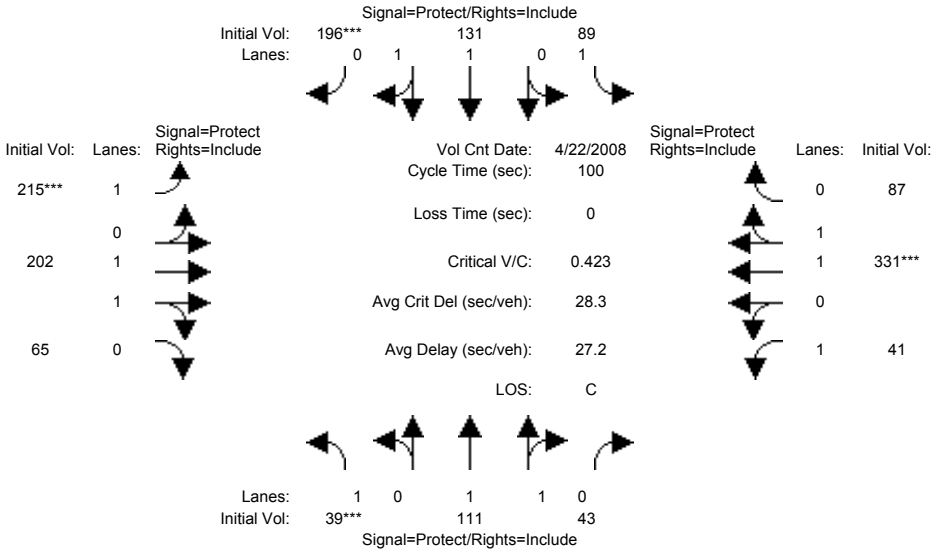


Street Name:	MacArthur Drive						Pescadero Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Mar 2014 << PM Peak												
Base Vol:	48	555	23	116	327	37	41	2	15	100	4	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	555	23	116	327	37	41	2	15	100	4	160
Added Vol:	0	26	0	6	57	0	0	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	581	23	122	384	37	41	2	15	100	4	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.93	0.93	0.93	0.69	0.69	0.69	0.88	0.88	0.88
PHF Volume:	51	616	24	131	413	40	59	3	22	114	5	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	616	24	131	413	40	59	3	22	114	5	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	616	24	131	413	40	59	3	22	114	5	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.88	0.88	0.86	0.88	0.88	0.95	0.87	0.87	0.89	0.80	0.80
Lanes:	1.00	1.92	0.08	2.00	1.82	0.18	1.00	0.12	0.88	1.00	0.05	1.95
Final Sat.:	1688	3227	128	3274	3039	293	1805	194	1455	1688	73	2962
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.04	0.14	0.14	0.03	0.01	0.01	0.07	0.06	0.06
Crit Moves:		****		****			****				****	
Green/Cycle:	0.13	0.58	0.58	0.12	0.58	0.58	0.10	0.05	0.05	0.24	0.19	0.19
Volume/Cap:	0.23	0.33	0.33	0.33	0.23	0.23	0.33	0.28	0.28	0.28	0.33	0.33
Uniform Del:	39.2	10.7	10.7	40.1	10.3	10.3	41.8	45.5	45.5	31.0	34.9	34.9
IncremntDel:	0.6	0.1	0.1	0.5	0.1	0.1	1.1	1.8	1.8	0.4	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	39.7	10.8	10.8	40.6	10.3	10.3	42.9	47.3	47.3	31.4	35.2	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	10.8	10.8	40.6	10.3	10.3	42.9	47.3	47.3	31.4	35.2	35.2
LOS by Move:	D	B	B	D	B	B	D	D	D	C	D	D
HCM2kAvgQ:	1	5	5	2	3	3	2	1	1	3	3	3

Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #5: MacArthur Drive/Grant Line Road

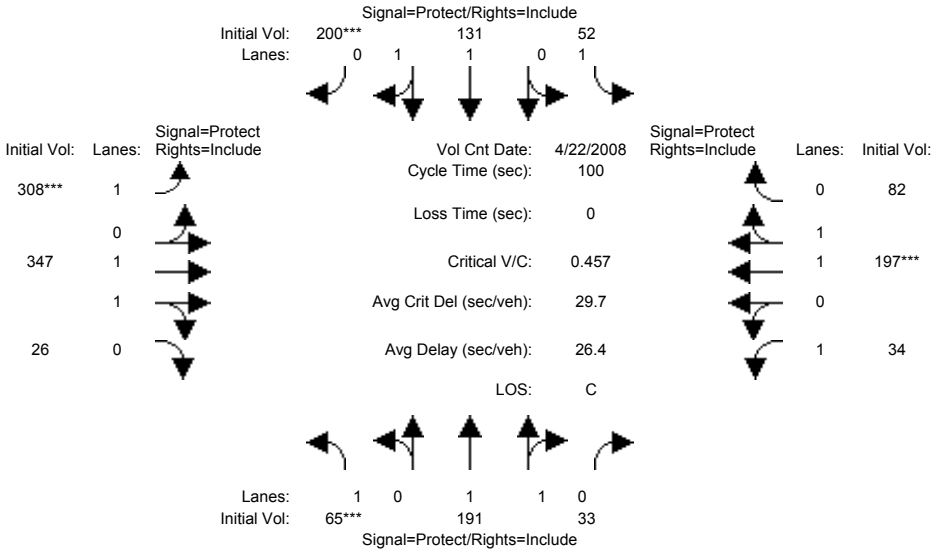


Street Name:	MacArthur Drive						Grant Line Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Apr 2008 << Am Peak												
Base Vol:	39	101	43	87	127	189	200	202	65	41	331	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	101	43	87	127	189	200	202	65	41	331	82
Added Vol:	0	10	0	2	4	7	15	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	111	43	89	131	196	215	202	65	41	331	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	42	121	47	97	142	213	234	220	71	45	360	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	121	47	97	142	213	234	220	71	45	360	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	121	47	97	142	213	234	220	71	45	360	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.85	0.85	0.89	0.81	0.81	0.95	0.92	0.92	0.95	0.92	0.92
Lanes:	1.00	1.44	0.56	1.00	1.00	1.00	1.00	1.51	0.49	1.00	1.58	0.42
Final Sat.:	1688	2331	903	1688	1536	1536	1805	2633	847	1805	2770	728
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.06	0.09	0.14	0.13	0.08	0.08	0.02	0.13	0.13
Crit Moves:	****					****	****				****	
Green/Cycle:	0.06	0.18	0.18	0.20	0.33	0.33	0.31	0.47	0.47	0.14	0.31	0.31
Volume/Cap:	0.42	0.28	0.28	0.28	0.28	0.42	0.42	0.18	0.18	0.18	0.42	0.42
Uniform Del:	45.4	35.1	35.1	33.7	24.9	26.2	27.7	15.2	15.2	37.9	27.6	27.6
IncremntDel:	2.9	0.3	0.3	0.5	0.1	0.3	0.5	0.1	0.1	0.3	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.2	35.4	35.4	34.1	25.0	26.6	28.2	15.2	15.2	38.3	27.9	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	35.4	35.4	34.1	25.0	26.6	28.2	15.2	15.2	38.3	27.9	27.9
LOS by Move:	D	D	D	C	C	C	C	B	B	D	C	C
HCM2kAvgQ:	2	2	2	2	3	5	6	3	3	1	6	6

Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #5: MacArthur Drive/Grant Line Road

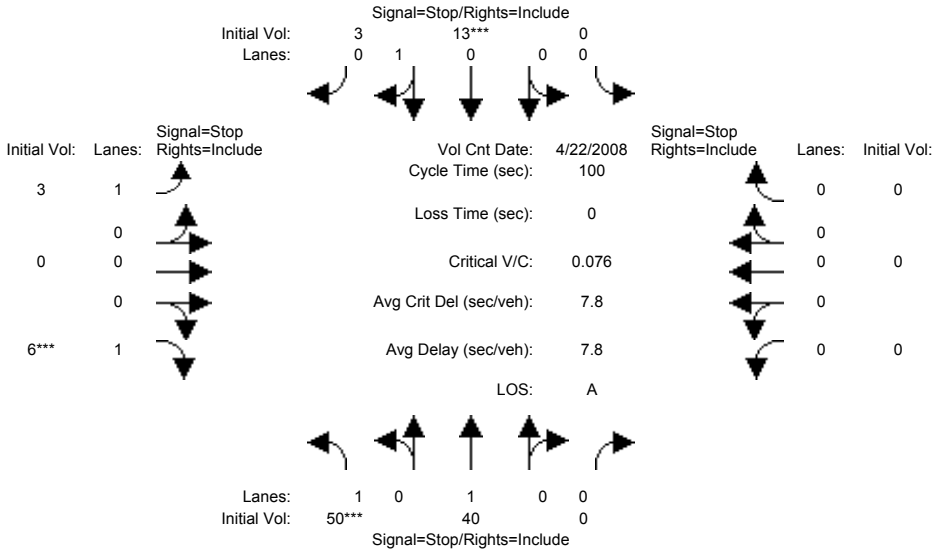


Street Name:	MacArthur Drive						Grant Line Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Apr 2008 << PM Peak												
Base Vol:	65	182	33	42	112	171	295	347	26	34	197	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	182	33	42	112	171	295	347	26	34	197	78
Added Vol:	0	9	0	10	19	29	13	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	191	33	52	131	200	308	347	26	34	197	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	71	208	36	57	142	217	335	377	28	37	214	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	208	36	57	142	217	335	377	28	37	214	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	208	36	57	142	217	335	377	28	37	214	89
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.87	0.87	0.89	0.81	0.81	0.95	0.94	0.94	0.95	0.91	0.91
Lanes:	1.00	1.71	0.29	1.00	1.00	1.00	1.00	1.86	0.14	1.00	1.41	0.59
Final Sat.:	1688	2815	486	1688	1534	1534	1805	3325	249	1805	2437	1014
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.07	0.03	0.09	0.14	0.19	0.11	0.11	0.02	0.09	0.09
Crit Moves:	****					****	****				****	
Green/Cycle:	0.09	0.28	0.28	0.13	0.31	0.31	0.41	0.51	0.51	0.09	0.19	0.19
Volume/Cap:	0.46	0.27	0.27	0.27	0.30	0.46	0.46	0.22	0.22	0.22	0.46	0.46
Uniform Del:	43.1	28.3	28.3	39.6	26.2	27.7	21.7	13.7	13.7	42.1	35.8	35.8
IncremntDel:	2.1	0.2	0.2	0.7	0.1	0.4	0.5	0.1	0.1	0.7	0.5	0.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	45.2	28.4	28.4	40.2	26.4	28.1	22.1	13.8	13.8	42.8	36.3	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	28.4	28.4	40.2	26.4	28.1	22.1	13.8	13.8	42.8	36.3	36.3
LOS by Move:	D	C	C	D	C	C	C	B	B	D	D	D
HCM2kAvgQ:	3	3	3	2	3	6	8	4	4	1	5	5

Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing Plus Project AM

Intersection #6: Pescadero Avenue/Paradise Road




```
Street Name:         Pescadero Avenue                    Paradise Road
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 22 Apr 2008 << AM Peak
Base Vol:      47   33     0     0   10     3     3    0     5     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   47   33     0     0   10     3     3    0     5     0    0     0
Added Vol:      3    7     0     0    3     0     0    0     1     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   50   40     0     0   13     3     3    0     6     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    54   43     0     0   14     3     3    0     7     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   54   43     0     0   14     3     3    0     7     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   54   43     0     0   14     3     3    0     7     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  0.00  0.00 0.81  0.19  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:   714  793     0     0  676   156   657    0   840     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.05  xxxx  xxxx 0.02  0.02  0.00 xxxx  0.01  xxxx xxxx  xxxx
Crit Moves:  ****                 ****                    ****
Delay/Veh:    8.1  7.5   0.0   0.0  7.4   7.4   8.1  0.0   6.9   0.0  0.0   0.0
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   8.1  7.5   0.0   0.0  7.4   7.4   8.1  0.0   6.9   0.0  0.0   0.0
LOS by Move:    A    A     *     *    A     A     A    *     A     *    *     *
ApproachDel:       7.9              7.4              7.3           xxxxxx
Delay Adj:        1.00             1.00             1.00            xxxxx
ApprAdjDel:        7.9              7.4              7.3           xxxxxx
LOS by Appr:         A                A                A                *
AllWayAvgQ:   0.1  0.1   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Note: Queue reported is the number of cars per lane.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #6 Pescadero Avenue/Paradise Road
```

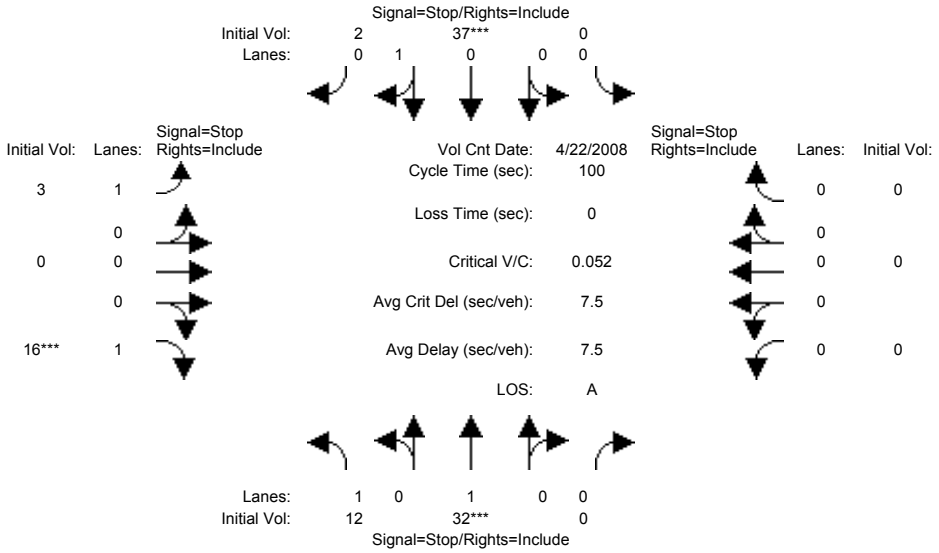
 Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

```
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:        1  0  1  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   50   40     0     0   13     3     3    0     6     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             106
Minor Approach Volume:           9
Minor Approach Volume Threshold: 1339
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing Plus Project PM

Intersection #6: Pescadero Avenue/Paradise Road




```
Street Name:         Pescadero Avenue                    Paradise Road
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 22 Apr 2008 << Pm Peak
Base Vol:       9   26     0     0   24     2     3    0    10     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    9   26     0     0   24     2     3    0    10     0    0     0
Added Vol:      3    6     0     0   13     0     0    0     6     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   12   32     0     0   37     2     3    0    16     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  1.00
PHF Volume:    13   35     0     0   40     2     3    0    17     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   13   35     0     0   40     2     3    0    17     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   13   35     0     0   40     2     3    0    17     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  0.00  0.00 0.95  0.05  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:   707  783     0     0  778    42   666    0   857     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.04  xxxx  xxxx 0.05  0.05  0.00 xxxx  0.02  xxxx xxxx  xxxx
Crit Moves:       ****             ****                     ****
Delay/Veh:    7.9  7.5   0.0   0.0  7.6   7.6   8.0  0.0   6.9   0.0  0.0   0.0
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   7.9  7.5   0.0   0.0  7.6   7.6   8.0  0.0   6.9   0.0  0.0   0.0
LOS by Move:    A    A     *     *    A     A     A    *     A     *    *     *
ApproachDel:       7.6              7.6              7.1           xxxxxx
Delay Adj:        1.00             1.00             1.00            xxxxx
ApprAdjDel:        7.6              7.6              7.1           xxxxxx
LOS by Appr:         A                A                A                *
AllWayAvgQ:   0.0  0.0   0.0   0.1  0.1   0.1   0.0  0.0   0.0   0.0  0.0   0.0
Note: Queue reported is the number of cars per lane.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #6 Pescadero Avenue/Paradise Road
```

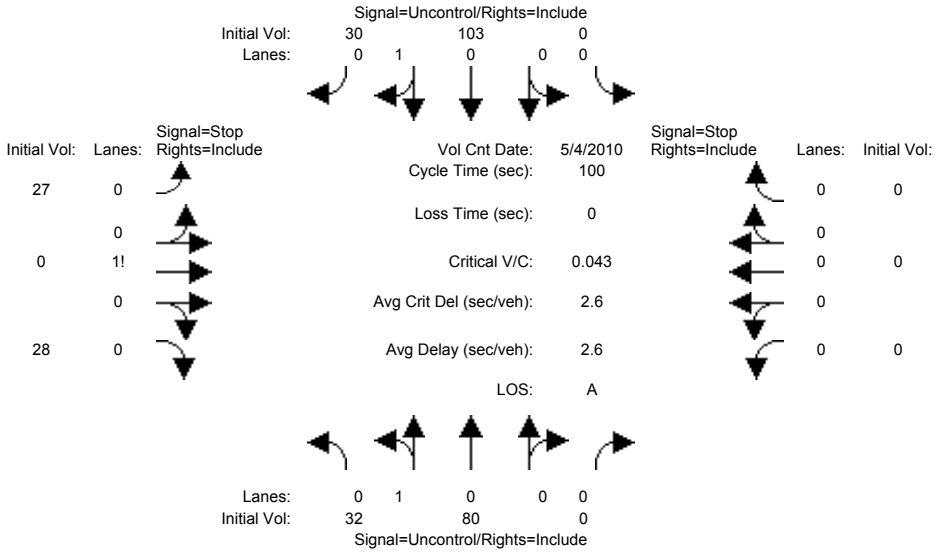
 Copyright (c) 2008 Dowling Associates, Inc.

```
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:        1  0  1  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   12   32     0     0   37     2     3    0    16     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             83
Minor Approach Volume:           19
Minor Approach Volume Threshold: 1444
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing Plus Project AM

Intersection #7: Paradise Ave/Arbor Road




```
Street Name:           Paradise Ave                        Arbor Road
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 May 2010 << AM Peak
Base Vol:      25   80     0     0  103    25    25    0    25     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   25   80     0     0  103    25    25    0    25     0    0     0
Added Vol:      7    0     0     0    0     5     2    0     3     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   32   80     0     0  103    30    27    0    28     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    35   87     0     0  112    33    29    0    30     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   35   87     0     0  112    33    29    0    30     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.5  6.6   6.3 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.6  4.1   3.4 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  145 xxxx xxxxx  xxxx xxxx xxxxx   285  285   128  xxxx xxxx xxxxx
Potent Cap.: 1450 xxxx xxxxx  xxxx xxxx xxxxx   695  616   908  xxxx xxxx xxxxx
Move Cap.:   1450 xxxx xxxxx  xxxx xxxx xxxxx   682  601   908  xxxx xxxx xxxxx
Volume/Cap:  0.02 xxxx  xxxx  xxxx xxxx  xxxx  0.04 0.00  0.03  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  781 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 10.0 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    A     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             10.0           xxxxxx
ApproachLOS:         *                *               A                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #7 Paradise Ave/Arbor Road
*******************************************************************************
```

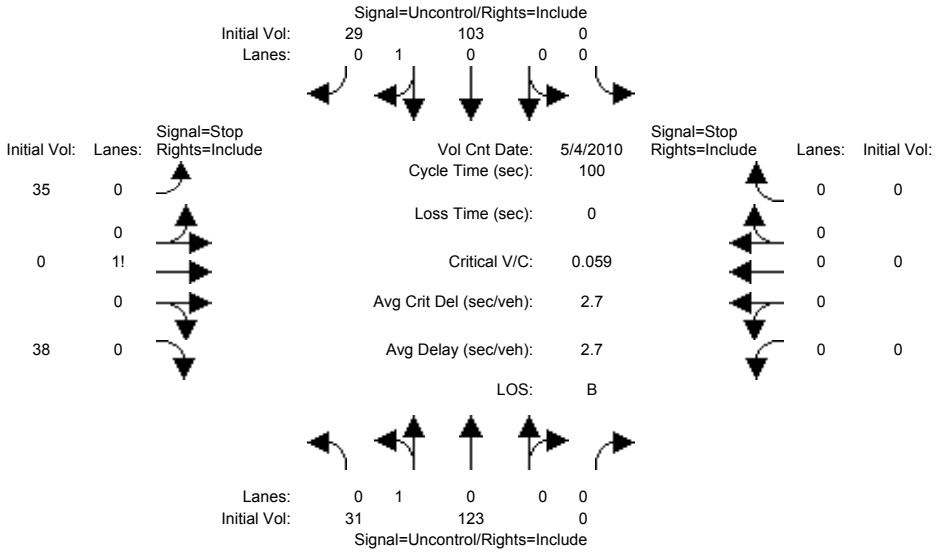

Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

```
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   32   80     0     0  103    30    27    0    28     0    0     0
ApproachDel:    xxxxxx           xxxxxx             10.0           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=55]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=300]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #7 Paradise Ave/Arbor Road
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   32   80     0     0  103    30    27    0    28     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             245
Minor Approach Volume:           55
Minor Approach Volume Threshold: 595
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing Plus Project PM

Intersection #7: Paradise Ave/Arbor Road




```
Street Name:           Paradise Ave                      Arbor Road
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 May 2010 << PM Peak
Base Vol:      25  123     0     0  103    25    25    0    25     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   25  123     0     0  103    25    25    0    25     0    0     0
Added Vol:      6    0     0     0    0     4    10    0    13     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   31  123     0     0  103    29    35    0    38     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    34  134     0     0  112    32    38    0    41     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   34  134     0     0  112    32    38    0    41     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.5  6.6   6.3 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.6  4.1   3.4 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  143 xxxx xxxxx  xxxx xxxx xxxxx   329  329   128  xxxx xxxx xxxxx
Potent Cap.: 1451 xxxx xxxxx  xxxx xxxx xxxxx   656  582   909  xxxx xxxx xxxxx
Move Cap.:   1451 xxxx xxxxx  xxxx xxxx xxxxx   644  568   909  xxxx xxxx xxxxx
Volume/Cap:  0.02 xxxx  xxxx  xxxx xxxx  xxxx  0.06 0.00  0.05  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  759 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.3 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 10.3 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    B     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             10.3           xxxxxx
ApproachLOS:         *                *                B                *
Note: Queue reported is the number of cars per lane.
                     Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #7 Paradise Ave/Arbor Road
*******************************************************************************
```


Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

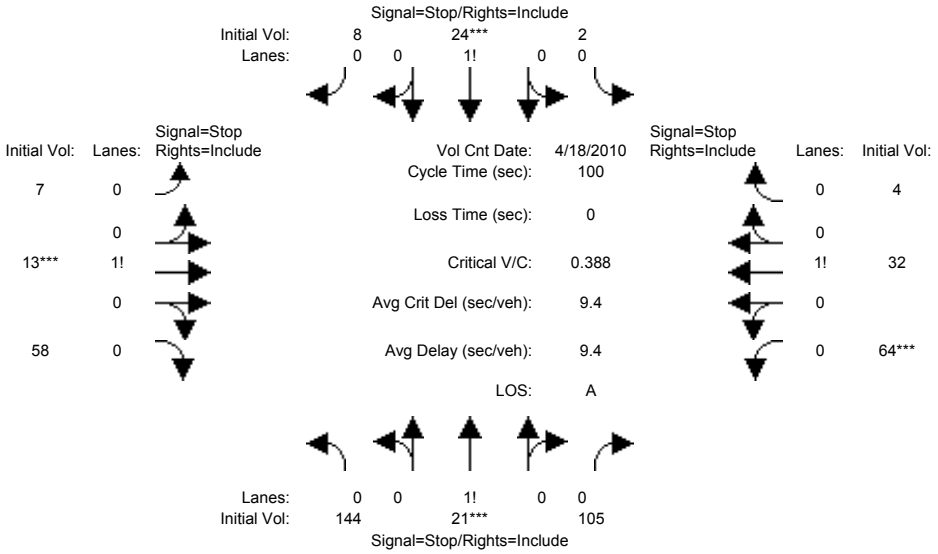
```
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   31  123     0     0  103    29    35    0    38     0    0     0
ApproachDel:    xxxxxx           xxxxxx             10.3           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=73]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=359]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #7 Paradise Ave/Arbor Road
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   31  123     0     0  103    29    35    0    38     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             286
Minor Approach Volume:           73
Minor Approach Volume Threshold: 553
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Appendix D – Existing plus Four Parcels Traffic Condition (Scenario 3)

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing Plus All Four Project AM

Intersection #1: MacArthur Drive/Arbor Avenue




```
Street Name:         MacArthur Drive                    Arbor Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 18 Apr 2010 << AM Peak
Base Vol:      64   21     5     2   24     8     7    5    22    14   25     4
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   64   21     5     2   24     8     7    5    22    14   25     4
Added Vol:     80    0   100     0    0     0     0    8    36    50    7     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  144   21   105     2   24     8     7   13    58    64   32     4
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.88 0.88  0.88  0.88 0.88  0.88  0.88 0.88  0.88  0.88 0.88  0.88
PHF Volume:   164   24   119     2   27     9     8   15    66    73   36     5
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  164   24   119     2   27     9     8   15    66    73   36     5
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  164   24   119     2   27     9     8   15    66    73   36     5
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.53 0.08  0.39  0.06 0.71  0.23  0.09 0.17  0.74  0.64 0.32  0.04
Final Sat.:   422   62   308    43  511   170    67  124   553   434  217    27
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.39 0.39  0.39  0.05 0.05  0.05  0.12 0.12  0.12  0.17 0.17  0.17
Crit Moves:       ****              ****              ****        ****
Delay/Veh:   10.1 10.1  10.1   8.0  8.0   8.0   8.1  8.1   8.1   8.9  8.9   8.9
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  10.1 10.1  10.1   8.0  8.0   8.0   8.1  8.1   8.1   8.9  8.9   8.9
LOS by Move:    B    B     B     A    A     A     A    A     A     A    A     A
ApproachDel:      10.1              8.0              8.1              8.9
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:       10.1              8.0              8.1              8.9
LOS by Appr:         B                A                A                A
AllWayAvgQ:   0.6  0.6   0.6   0.1  0.1   0.1   0.1  0.1   0.1   0.2  0.2   0.2
Note: Queue reported is the number of cars per lane.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #1 MacArthur Drive/Arbor Avenue
*******************************************************************************
```


Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Initial Vol:	144	21	105	2	24	8	7	13	58	64	32	4

Major Street Volume: 304
Minor Approach Volume: 100
Minor Approach Volume Threshold: 537

SIGNAL WARRANT DISCLAIMER

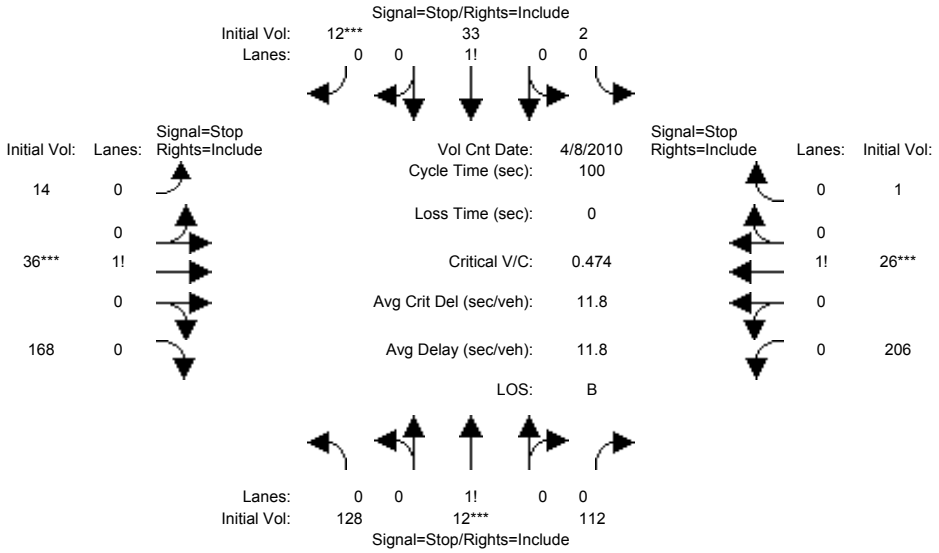
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing Plus All Four Project PM

Intersection #1: MacArthur Drive/Arbor Avenue




```
Street Name:         MacArthur Drive                    Arbor Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 8 Apr 2010 << PM Peak
Base Vol:      28   12    16     2   33    12    14   22    67    12    9     1
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   28   12    16     2   33    12    14   22    67    12    9     1
Added Vol:    100    0    96     0    0     0     0   14   101   194   17     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:  128   12   112     2   33    12    14   36   168   206   26     1
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.83 0.83  0.83  0.83 0.83  0.83  0.83 0.83  0.83  0.83 0.83  0.83
PHF Volume:   154   14   135     2   40    14    17   43   202   248   31     1
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  154   14   135     2   40    14    17   43   202   248   31     1
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  154   14   135     2   40    14    17   43   202   248   31     1
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.51 0.05  0.44  0.04 0.70  0.26  0.06 0.17  0.77  0.88 0.11  0.01
Final Sat.:   326   31   285    23  386   140    44  113   527   551   69     3
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.47 0.47  0.47  0.10 0.10  0.10  0.38 0.38  0.38  0.45 0.45  0.45
Crit Moves:       ****                    ****       ****             ****
Delay/Veh:   12.5 12.5  12.5   9.3  9.3   9.3  10.7 10.7  10.7  12.6 12.6  12.6
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  12.5 12.5  12.5   9.3  9.3   9.3  10.7 10.7  10.7  12.6 12.6  12.6
LOS by Move:    B    B     B     A    A     A     B    B     B     B    B     B
ApproachDel:      12.5              9.3             10.7             12.6
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:       12.5              9.3             10.7             12.6
LOS by Appr:         B                A                B                B
AllWayAvgQ:   0.8  0.8   0.8   0.1  0.1   0.1   0.5  0.5   0.5   0.7  0.7   0.7
Note: Queue reported is the number of cars per lane.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #1 MacArthur Drive/Arbor Avenue
```

 Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

```
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:        0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
Initial Vol:  128   12   112     2   33    12    14   36   168   206   26     1
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             451
Minor Approach Volume:           252
Minor Approach Volume Threshold: 432
-------------------------------------------------------------------------------
```

SIGNAL WARRANT DISCLAIMER

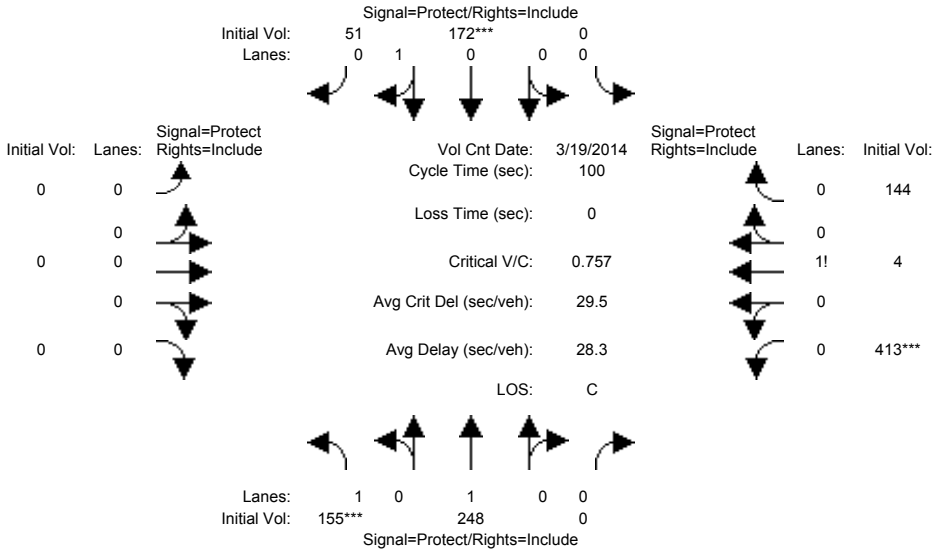
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus All Four Project AM

Intersection #2: MacArthur Drive/I-205 Westbound Ramp

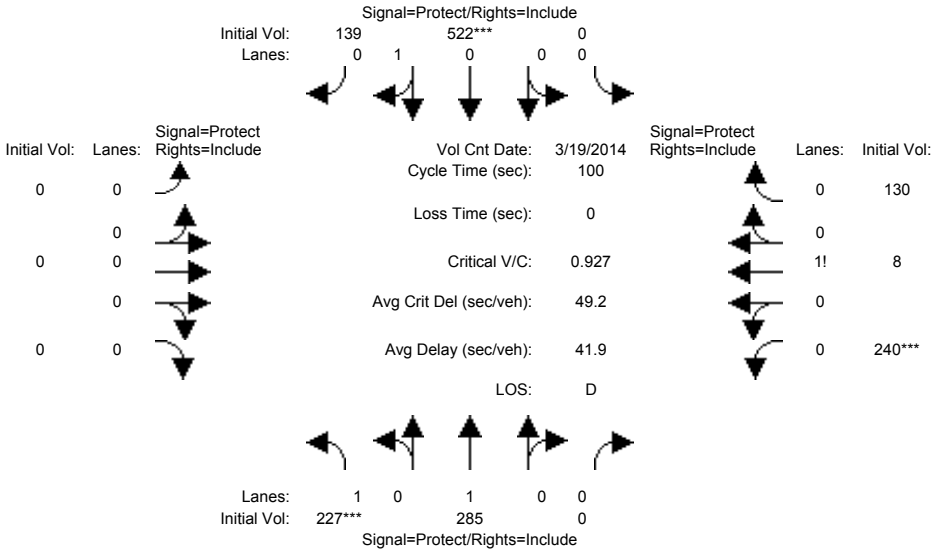


Street Name:	MacArthur Drive						I-205 Westbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Mar 2014 << AM Peak												
Base Vol:	155	44	0	0	51	16	0	0	0	413	4	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	44	0	0	51	16	0	0	0	413	4	38
Added Vol:	0	204	0	0	121	35	0	0	0	0	0	106
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	248	0	0	172	51	0	0	0	413	4	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.73	0.73	0.73	1.00	1.00	1.00	0.78	0.78	0.78
PHF Volume:	190	304	0	0	236	70	0	0	0	530	5	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	304	0	0	236	70	0	0	0	530	5	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	304	0	0	236	70	0	0	0	530	5	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.94	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.81	0.81	0.81
Lanes:	1.00	1.00	0.00	0.00	0.77	0.23	0.00	0.00	0.00	0.73	0.01	0.26
Final Sat.:	1688	1777	0	0	1328	394	0	0	0	1137	11	396
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.47	0.47	0.47
Crit Moves:	****				****					****		
Green/Cycle:	0.15	0.38	0.00	0.00	0.24	0.24	0.00	0.00	0.00	0.62	0.62	0.62
Volume/Cap:	0.76	0.45	0.00	0.00	0.76	0.76	0.00	0.00	0.00	0.76	0.76	0.76
Uniform Del:	40.8	22.9	0.0	0.0	35.6	35.6	0.0	0.0	0.0	13.8	13.8	13.8
IncremntDel:	12.4	0.5	0.0	0.0	8.0	8.0	0.0	0.0	0.0	3.5	3.5	3.5
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	53.2	23.4	0.0	0.0	43.6	43.6	0.0	0.0	0.0	17.3	17.3	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.2	23.4	0.0	0.0	43.6	43.6	0.0	0.0	0.0	17.3	17.3	17.3
LOS by Move:	D	C	A	A	D	D	A	A	A	B	B	B
HCM2kAvgQ:	6	7	0	0	10	10	0	0	0	17	17	17

Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus All Four Project PM

Intersection #2: MacArthur Drive/I-205 Westbound Ramp

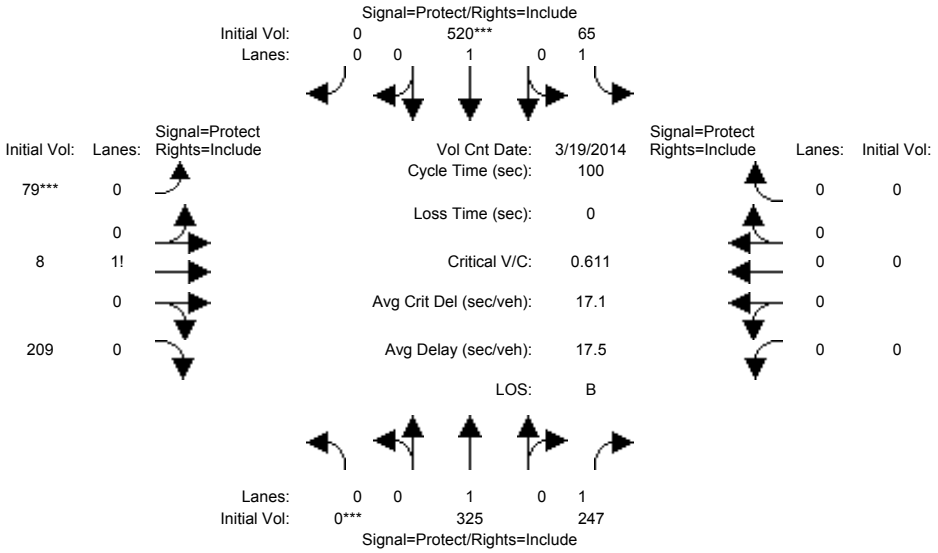


Street Name:	MacArthur Drive						I-205 Westbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Mar 2014 << PM Peak												
Base Vol:	227	70	0	0	90	12	0	0	0	240	8	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	70	0	0	90	12	0	0	0	240	8	19
Added Vol:	0	215	0	0	432	127	0	0	0	0	0	111
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	227	285	0	0	522	139	0	0	0	240	8	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.77	0.77	0.77	1.00	1.00	1.00	0.86	0.86	0.86
PHF Volume:	248	311	0	0	675	180	0	0	0	280	9	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	311	0	0	675	180	0	0	0	280	9	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	248	311	0	0	675	180	0	0	0	280	9	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.94	1.00	1.00	0.91	0.91	1.00	1.00	1.00	0.82	0.82	0.82
Lanes:	1.00	1.00	0.00	0.00	0.79	0.21	0.00	0.00	0.00	0.64	0.02	0.34
Final Sat.:	1688	1777	0	0	1364	363	0	0	0	984	33	533
Capacity Analysis Module:												
Vol/Sat:	0.15	0.17	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.29	0.29	0.29
Crit Moves:	****				****					****		
Green/Cycle:	0.16	0.69	0.00	0.00	0.53	0.53	0.00	0.00	0.00	0.31	0.31	0.31
Volume/Cap:	0.93	0.25	0.00	0.00	0.93	0.93	0.00	0.00	0.00	0.93	0.93	0.93
Uniform Del:	41.5	5.7	0.0	0.0	21.5	21.5	0.0	0.0	0.0	33.5	33.5	33.5
IncremntDel:	36.0	0.1	0.0	0.0	15.0	15.0	0.0	0.0	0.0	24.3	24.3	24.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00
Delay/Veh:	77.6	5.8	0.0	0.0	36.5	36.5	0.0	0.0	0.0	57.9	57.9	57.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.6	5.8	0.0	0.0	36.5	36.5	0.0	0.0	0.0	57.9	57.9	57.9
LOS by Move:	E	A	A	A	D	D	A	A	A	E	E	E
HCM2kAvgQ:	9	3	0	0	29	29	0	0	0	17	17	17

Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus All Four Project AM

Intersection #3: MacArthur Drive/I-205 Eastbound Ramp

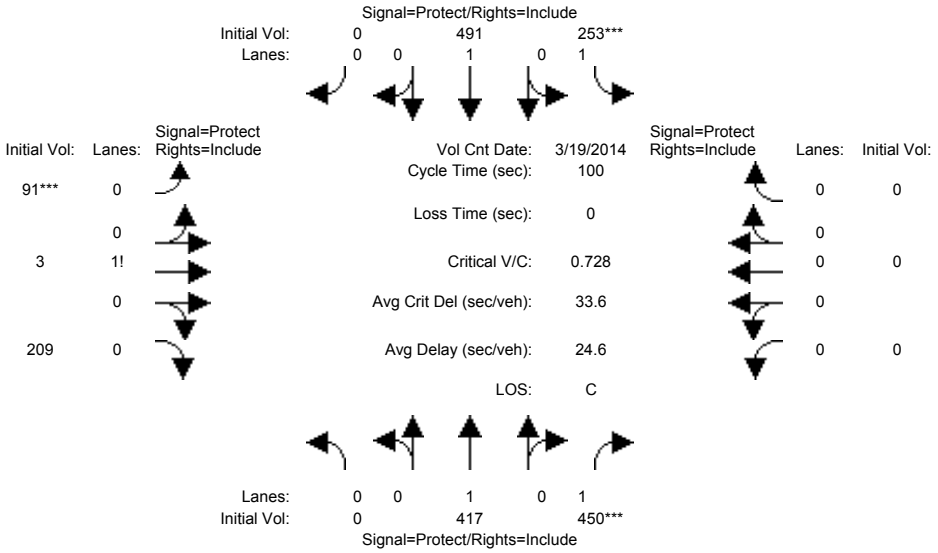


Street Name:	MacArthur Drive						I-205 Eastbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Mar 2014 << AM Peak												
Base Vol:	0	191	247	12	452	0	9	8	209	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	191	247	12	452	0	9	8	209	0	0	0
Added Vol:	0	134	0	53	68	0	70	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	325	247	65	520	0	79	8	209	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.75	0.75	0.75	0.87	0.87	0.87	1.00	1.00	1.00
PHF Volume:	0	371	282	87	695	0	91	9	241	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	371	282	87	695	0	91	9	241	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	371	282	87	695	0	91	9	241	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.79	0.89	0.94	1.00	0.82	0.82	0.82	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.27	0.03	0.70	0.00	0.00	0.00
Final Sat.:	0	1777	1510	1688	1777	0	414	42	1094	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.19	0.05	0.39	0.00	0.22	0.22	0.22	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.00	0.51	0.51	0.13	0.64	0.00	0.36	0.36	0.36	0.00	0.00	0.00
Volume/Cap:	0.00	0.41	0.36	0.41	0.61	0.00	0.61	0.61	0.61	0.00	0.00	0.00
Uniform Del:	0.0	14.9	14.5	40.2	10.6	0.0	26.3	26.3	26.3	0.0	0.0	0.0
IncremntDel:	0.0	0.3	0.3	1.3	1.0	0.0	2.0	2.0	2.0	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	15.2	14.8	41.5	11.6	0.0	28.3	28.3	28.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.2	14.8	41.5	11.6	0.0	28.3	28.3	28.3	0.0	0.0	0.0
LOS by Move:	A	B	B	D	B	A	C	C	C	A	A	A
HCM2kAvgQ:	0	7	5	2	12	0	9	9	9	0	0	0

Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus All Four Project PM

Intersection #3: MacArthur Drive/I-205 Eastbound Ramp

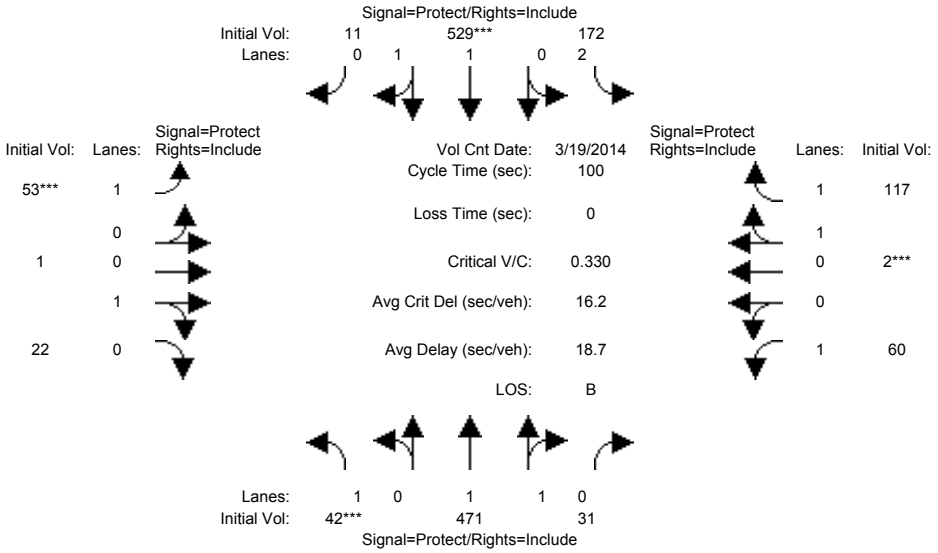


Street Name:	MacArthur Drive						I-205 Eastbound Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Mar 2014 << PM Peak												
Base Vol:	0	275	450	62	250	0	17	3	209	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	275	450	62	250	0	17	3	209	0	0	0
Added Vol:	0	142	0	191	241	0	74	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	417	450	253	491	0	91	3	209	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.87	0.87	0.87	0.82	0.82	0.82	1.00	1.00	1.00
PHF Volume:	0	442	477	292	566	0	111	4	256	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	442	477	292	566	0	111	4	256	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	442	477	292	566	0	111	4	256	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.79	0.89	0.94	1.00	0.81	0.81	0.81	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.30	0.01	0.69	0.00	0.00	0.00
Final Sat.:	0	1777	1510	1688	1777	0	465	15	1067	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.32	0.17	0.32	0.00	0.24	0.24	0.24	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green/Cycle:	0.00	0.43	0.43	0.24	0.67	0.00	0.33	0.33	0.33	0.00	0.00	0.00
Volume/Cap:	0.00	0.57	0.73	0.73	0.48	0.00	0.73	0.73	0.73	0.00	0.00	0.00
Uniform Del:	0.0	21.3	23.4	35.1	7.9	0.0	29.6	29.6	29.6	0.0	0.0	0.0
IncremntDel:	0.0	1.1	4.1	6.6	0.3	0.0	5.3	5.3	5.3	0.0	0.0	0.0
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Delay/Veh:	0.0	22.4	27.6	41.8	8.2	0.0	34.9	34.9	34.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.4	27.6	41.8	8.2	0.0	34.9	34.9	34.9	0.0	0.0	0.0
LOS by Move:	A	C	C	D	A	A	C	C	C	A	A	A
HCM2kAvgQ:	0	10	12	8	8	0	11	11	11	0	0	0

Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus All Four Project AM

Intersection #4: MacArthur Drive/Pescadero Ave

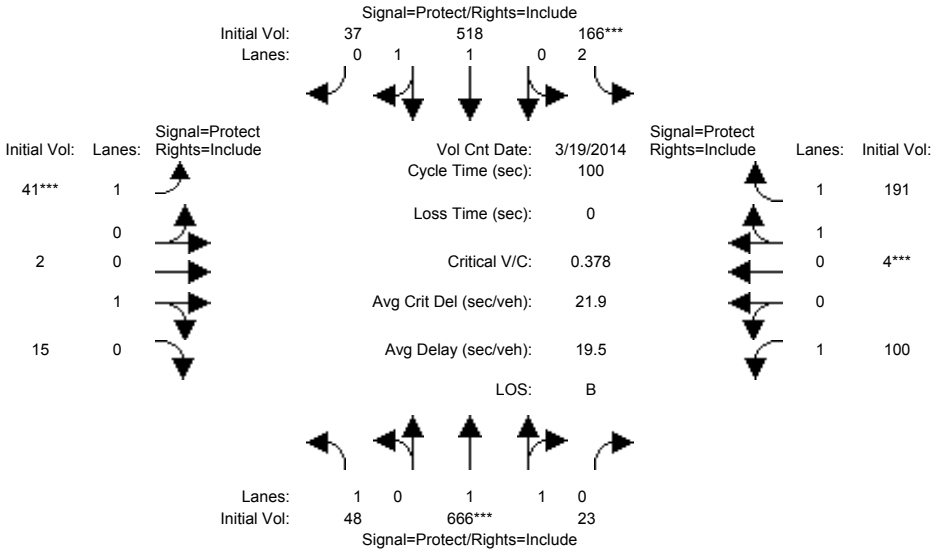


Street Name:	MacArthur Drive						Pescadero Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Mar 2014 << AM Peak												
Base Vol:	42	365	31	157	476	11	53	1	22	60	2	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	365	31	157	476	11	53	1	22	60	2	89
Added Vol:	0	106	0	15	53	0	0	0	0	0	0	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	471	31	172	529	11	53	1	22	60	2	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.74	0.74	0.74	0.86	0.86	0.86	0.77	0.77	0.77
PHF Volume:	47	524	35	233	716	15	61	1	25	78	3	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	524	35	233	716	15	61	1	25	78	3	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	524	35	233	716	15	61	1	25	78	3	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.88	0.88	0.86	0.89	0.89	0.95	0.86	0.86	0.89	0.80	0.80
Lanes:	1.00	1.88	0.12	2.00	1.96	0.04	1.00	0.04	0.96	1.00	0.03	1.97
Final Sat.:	1688	3138	207	3274	3297	69	1805	71	1556	1688	51	2980
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.07	0.22	0.22	0.03	0.02	0.02	0.05	0.05	0.05
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.52	0.52	0.22	0.66	0.66	0.10	0.07	0.07	0.19	0.15	0.15
Volume/Cap:	0.33	0.32	0.32	0.32	0.33	0.33	0.33	0.24	0.24	0.24	0.33	0.33
Uniform Del:	43.1	13.8	13.8	32.6	7.5	7.5	41.6	44.2	44.2	34.4	37.7	37.7
IncremntDel:	1.4	0.1	0.1	0.3	0.1	0.1	1.0	1.2	1.2	0.4	0.4	0.4
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	44.5	13.9	13.9	32.9	7.5	7.5	42.7	45.4	45.4	34.8	38.1	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	13.9	13.9	32.9	7.5	7.5	42.7	45.4	45.4	34.8	38.1	38.1
LOS by Move:	D	B	B	C	A	A	D	D	D	C	D	D
HCM2kAvgQ:	1	5	5	3	5	5	2	1	1	2	2	2

Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus All Four Project PM

Intersection #4: MacArthur Drive/Pescadero Ave

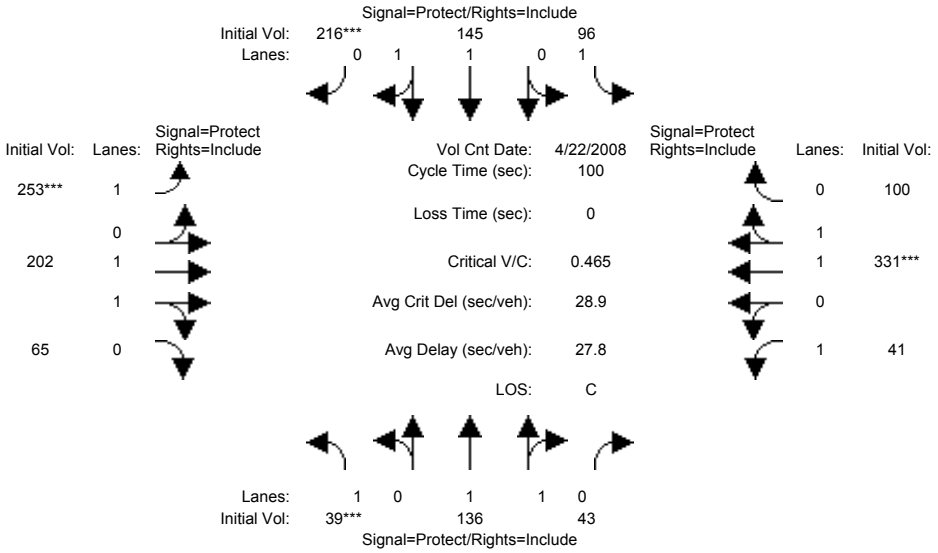



```
Street Name:         MacArthur Drive                    Pescadero Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 19 Mar 2014 << PM Peak
Base Vol:      48  555    23   116  327    37    41    2    15   100    4   160
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   48  555    23   116  327    37    41    2    15   100    4   160
Added Vol:      0  111     0    50  191     0     0    0     0     0    0    31
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   48  666    23   166  518    37    41    2    15   100    4   191
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.94 0.94  0.94  0.93 0.93  0.93  0.69 0.69  0.69  0.88 0.88  0.88
PHF Volume:    51  706    24   178  557    40    59    3    22   114    5   217
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   51  706    24   178  557    40    59    3    22   114    5   217
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   51  706    24   178  557    40    59    3    22   114    5   217
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.89 0.88  0.88  0.86 0.88  0.88  0.95 0.87  0.87  0.89 0.80  0.80
Lanes:       1.00 1.93  0.07  2.00 1.87  0.13  1.00 0.12  0.88  1.00 0.04  1.96
Final Sat.:  1688 3246   112  3274 3119   223  1805  194  1455  1688   62  2969
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.22  0.22  0.05 0.18  0.18  0.03 0.01  0.01  0.07 0.07  0.07
Crit Moves:       ****        ****              ****                   ****
Green/Cycle: 0.10 0.58  0.58  0.14 0.62  0.62  0.09 0.05  0.05  0.23 0.19  0.19
Volume/Cap:  0.29 0.38  0.38  0.38 0.29  0.29  0.38 0.29  0.29  0.29 0.38  0.38
Uniform Del: 41.4 11.5  11.5  38.7  9.0   9.0  43.1 45.7  45.7  31.8 35.1  35.1
IncremntDel:  0.9  0.1   0.1   0.5  0.1   0.1   1.5  1.9   1.9   0.4  0.4   0.4
InitQueuDel:  0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Delay/Veh:   42.3 11.6  11.6  39.2  9.1   9.1  44.6 47.7  47.7  32.2 35.5  35.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  42.3 11.6  11.6  39.2  9.1   9.1  44.6 47.7  47.7  32.2 35.5  35.5
LOS by Move:    D    B     B     D    A     A     D    D     D     C    D     D
HCM2kAvgQ:      1    6     6     2    4     4     2    1     1     3    3     3
```

 Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus All Four Project AM

Intersection #5: MacArthur Drive/Grant Line Road

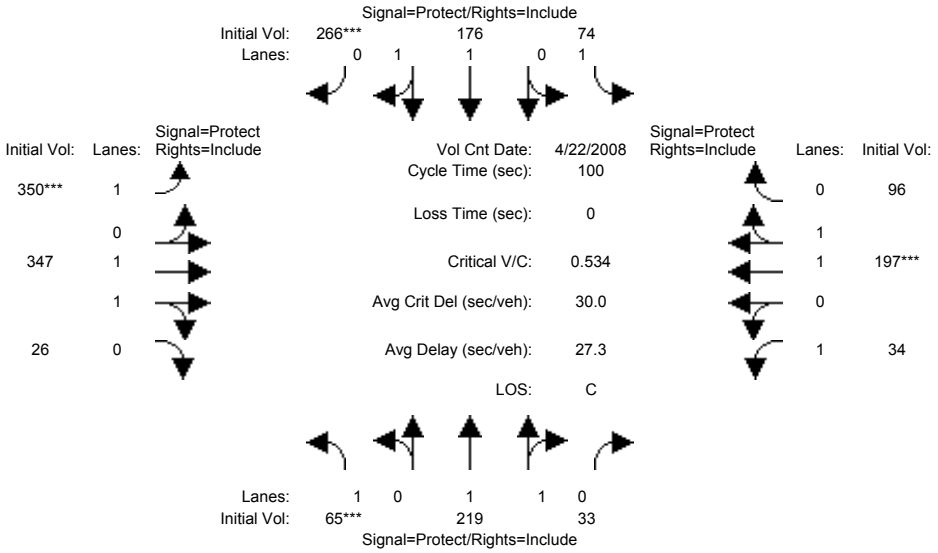


Street Name:	MacArthur Drive						Grant Line Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Apr 2008 << Am Peak												
Base Vol:	39	101	43	87	127	189	200	202	65	41	331	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	101	43	87	127	189	200	202	65	41	331	82
Added Vol:	0	35	0	9	18	27	53	0	0	0	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	136	43	96	145	216	253	202	65	41	331	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	42	148	47	104	158	235	275	220	71	45	360	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	148	47	104	158	235	275	220	71	45	360	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	148	47	104	158	235	275	220	71	45	360	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.86	0.86	0.89	0.81	0.81	0.95	0.92	0.92	0.95	0.92	0.92
Lanes:	1.00	1.52	0.48	1.00	1.00	1.00	1.00	1.51	0.49	1.00	1.54	0.46
Final Sat.:	1688	2472	782	1688	1536	1536	1805	2633	847	1805	2675	808
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.06	0.06	0.10	0.15	0.15	0.08	0.08	0.02	0.13	0.13
Crit Moves:	****					****	****				****	
Green/Cycle:	0.05	0.19	0.19	0.19	0.33	0.33	0.33	0.48	0.48	0.14	0.29	0.29
Volume/Cap:	0.46	0.32	0.32	0.32	0.31	0.46	0.46	0.18	0.18	0.18	0.46	0.46
Uniform Del:	45.9	35.0	35.0	34.6	25.1	26.6	26.7	15.0	15.0	37.8	29.2	29.2
IncremntDel:	3.7	0.3	0.3	0.6	0.1	0.4	0.6	0.1	0.1	0.3	0.3	0.3
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	49.6	35.3	35.3	35.1	25.2	27.0	27.2	15.0	15.0	38.2	29.5	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.6	35.3	35.3	35.1	25.2	27.0	27.2	15.0	15.0	38.2	29.5	29.5
LOS by Move:	D	D	D	D	C	C	C	B	B	D	C	C
HCM2kAvgQ:	2	3	3	3	4	6	7	3	3	1	6	6

Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus All Four Project PM

Intersection #5: MacArthur Drive/Grant Line Road

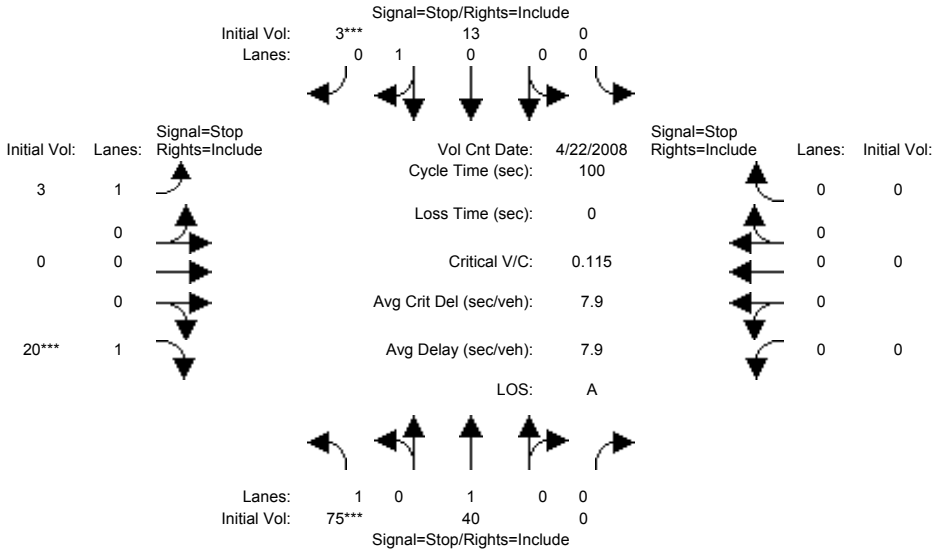


Street Name:	MacArthur Drive						Grant Line Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Apr 2008 << PM Peak												
Base Vol:	65	182	33	42	112	171	295	347	26	34	197	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	182	33	42	112	171	295	347	26	34	197	78
Added Vol:	0	37	0	32	64	95	55	0	0	0	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	219	33	74	176	266	350	347	26	34	197	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	71	238	36	80	191	289	380	377	28	37	214	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	238	36	80	191	289	380	377	28	37	214	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	238	36	80	191	289	380	377	28	37	214	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.87	0.87	0.89	0.81	0.81	0.95	0.94	0.94	0.95	0.90	0.90
Lanes:	1.00	1.74	0.26	1.00	1.00	1.00	1.00	1.86	0.14	1.00	1.34	0.66
Final Sat.:	1688	2875	433	1688	1536	1536	1805	3325	249	1805	2308	1125
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.05	0.12	0.19	0.21	0.11	0.11	0.02	0.09	0.09
Crit Moves:	****					****	****				****	
Green/Cycle:	0.08	0.27	0.27	0.16	0.35	0.35	0.39	0.48	0.48	0.09	0.17	0.17
Volume/Cap:	0.53	0.30	0.30	0.30	0.35	0.53	0.53	0.24	0.24	0.24	0.53	0.53
Uniform Del:	44.3	28.8	28.8	37.3	23.9	25.8	23.2	15.1	15.1	42.6	37.6	37.6
IncremntDel:	4.2	0.2	0.2	0.6	0.2	0.6	0.8	0.1	0.1	0.8	0.9	0.9
InitQueuDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	48.5	28.9	28.9	37.9	24.1	26.4	24.0	15.2	15.2	43.3	38.6	38.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	28.9	28.9	37.9	24.1	26.4	24.0	15.2	15.2	43.3	38.6	38.6
LOS by Move:	D	C	C	D	C	C	C	B	B	D	D	D
HCM2kAvgQ:	3	4	4	2	4	7	9	4	4	1	5	5

Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing Plus All Four Project AM

Intersection #6: Pescadero Avenue/Paradise Road




```
Street Name:         Pescadero Avenue                    Paradise Road
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 22 Apr 2008 << AM Peak
Base Vol:      47   33     0     0   10     3     3    0     5     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   47   33     0     0   10     3     3    0     5     0    0     0
Added Vol:     28    7     0     0    3     0     0    0    15     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   75   40     0     0   13     3     3    0    20     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    82   43     0     0   14     3     3    0    22     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   82   43     0     0   14     3     3    0    22     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   82   43     0     0   14     3     3    0    22     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  0.00  0.00 0.81  0.19  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:   708  784     0     0  663   153   646    0   822     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.06  xxxx  xxxx 0.02  0.02  0.01 xxxx  0.03  xxxx xxxx  xxxx
Crit Moves:  ****                          ****              ****
Delay/Veh:    8.4  7.5   0.0   0.0  7.5   7.5   8.2  0.0   7.1   0.0  0.0   0.0
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   8.4  7.5   0.0   0.0  7.5   7.5   8.2  0.0   7.1   0.0  0.0   0.0
LOS by Move:    A    A     *     *    A     A     A    *     A     *    *     *
ApproachDel:       8.1              7.5              7.2           xxxxxx
Delay Adj:        1.00             1.00             1.00            xxxxx
ApprAdjDel:        8.1              7.5              7.2           xxxxxx
LOS by Appr:         A                A                A                *
AllWayAvgQ:   0.1  0.1   0.0   0.0  0.0   0.0   0.0  0.0   0.0   0.0  0.0   0.0
Note: Queue reported is the number of cars per lane.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #6 Pescadero Avenue/Paradise Road
```

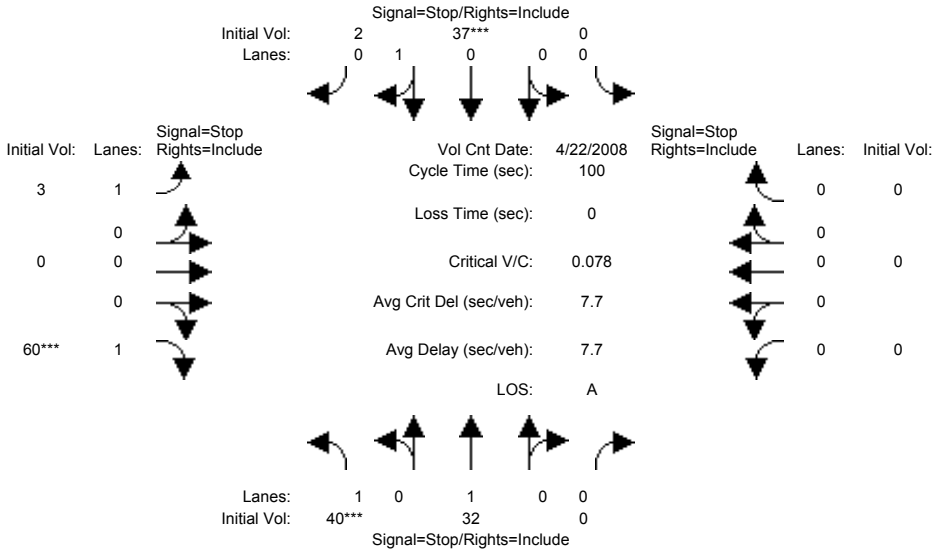
 Copyright (c) 2008 Dowling Associates, Inc.

```
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:        1  0  1  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   75   40     0     0   13     3     3    0    20     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             131
Minor Approach Volume:           23
Minor Approach Volume Threshold: 1248
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing Plus All Four Project PM

Intersection #6: Pescadero Avenue/Paradise Road




```
Street Name:         Pescadero Avenue                    Paradise Road
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 22 Apr 2008 << Pm Peak
Base Vol:       9   26     0     0   24     2     3    0    10     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    9   26     0     0   24     2     3    0    10     0    0     0
Added Vol:     31    6     0     0   13     0     0    0    50     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   40   32     0     0   37     2     3    0    60     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  1.00
PHF Volume:    43   35     0     0   40     2     3    0    65     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   43   35     0     0   40     2     3    0    65     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   43   35     0     0   40     2     3    0    65     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  0.00  0.00 0.95  0.05  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:   688  760     0     0  747    40   655    0   837     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.05  xxxx  xxxx 0.05  0.05  0.00 xxxx  0.08  xxxx xxxx  xxxx
Crit Moves:  ****                  ****                     ****
Delay/Veh:    8.2  7.6   0.0   0.0  7.8   7.8   8.1  0.0   7.2   0.0  0.0   0.0
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   8.2  7.6   0.0   0.0  7.8   7.8   8.1  0.0   7.2   0.0  0.0   0.0
LOS by Move:    A    A     *     *    A     A     A    *     A     *    *     *
ApproachDel:       7.9              7.8              7.3           xxxxxx
Delay Adj:        1.00             1.00             1.00            xxxxx
ApprAdjDel:        7.9              7.8              7.3           xxxxxx
LOS by Appr:         A                A                A                *
AllWayAvgQ:   0.1  0.0   0.0   0.1  0.1   0.1   0.0  0.0   0.1   0.0  0.0   0.0
Note: Queue reported is the number of cars per lane.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #6 Pescadero Avenue/Paradise Road
```

 Copyright (c) 2008 Dowling Associates, Inc.

```
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:        1  0  1  0  0    0  0  0  1  0    1  0  0  0  1    0  0  0  0  0
Initial Vol:   40   32     0     0   37     2     3    0    60     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             111
Minor Approach Volume:           63
Minor Approach Volume Threshold: 1319
-------------------------------------------------------------------------------
```

SIGNAL WARRANT DISCLAIMER

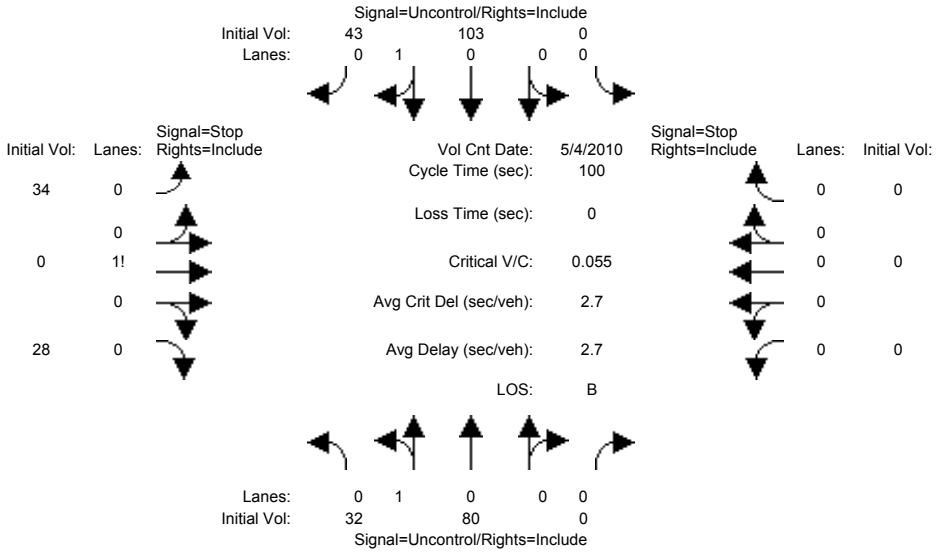
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing Plus All Four Project AM

Intersection #7: Paradise Ave/Arbor Road




```
Street Name:           Paradise Ave                      Arbor Road
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 May 2010 << AM Peak
Base Vol:      25   80     0     0  103    25    25    0    25     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   25   80     0     0  103    25    25    0    25     0    0     0
Added Vol:      7    0     0     0    0    18     9    0     3     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   32   80     0     0  103    43    34    0    28     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    35   87     0     0  112    47    37    0    30     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   35   87     0     0  112    47    37    0    30     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.5  6.6   6.3 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.6  4.1   3.4 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  159 xxxx xxxxx  xxxx xxxx xxxxx   292  292   135  xxxx xxxx xxxxx
Potent Cap.: 1433 xxxx xxxxx  xxxx xxxx xxxxx   689  611   900  xxxx xxxx xxxxx
Move Cap.:   1433 xxxx xxxxx  xxxx xxxx xxxxx   675  595   900  xxxx xxxx xxxxx
Volume/Cap:  0.02 xxxx  xxxx  xxxx xxxx  xxxx  0.05 0.00  0.03  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  761 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.3 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 10.2 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    B     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             10.2           xxxxxx
ApproachLOS:         *                *                B                *
Note: Queue reported is the number of cars per lane.
                     Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #7 Paradise Ave/Arbor Road
*******************************************************************************
```

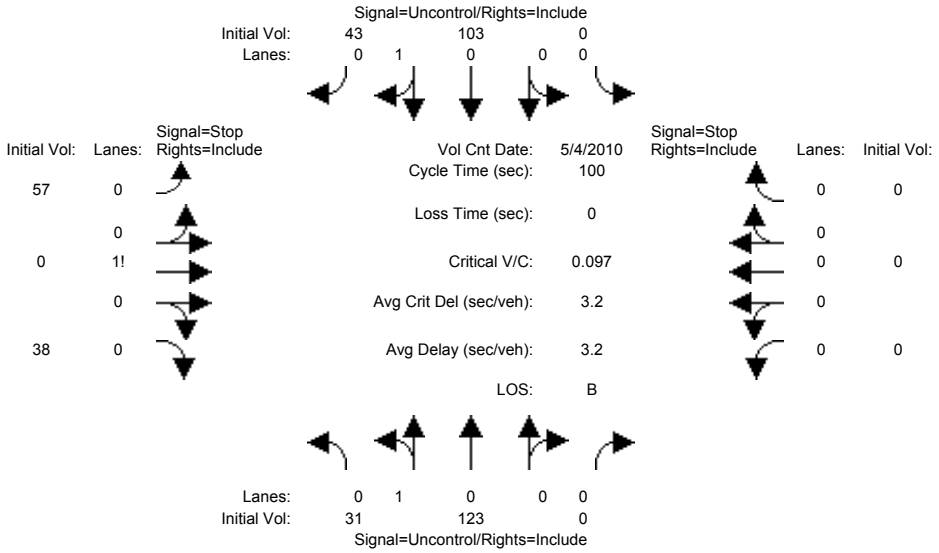

Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

```
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   32   80     0     0  103    43    34    0    28     0    0     0
ApproachDel:    xxxxxx           xxxxxx             10.2           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=62]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=320]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #7 Paradise Ave/Arbor Road
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   32   80     0     0  103    43    34    0    28     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             258
Minor Approach Volume:           62
Minor Approach Volume Threshold: 581
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing Plus All Four Project PM

Intersection #7: Paradise Ave/Arbor Road




```
Street Name:           Paradise Ave                        Arbor Road
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 May 2010 << PM Peak
Base Vol:      25  123     0     0  103    25    25    0    25     0    0     0
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   25  123     0     0  103    25    25    0    25     0    0     0
Added Vol:      6    0     0     0    0    18    32    0    13     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   31  123     0     0  103    43    57    0    38     0    0     0
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92  0.92 0.92  0.92
PHF Volume:    34  134     0     0  112    47    62    0    41     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   34  134     0     0  112    47    62    0    41     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.5  6.6   6.3 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.6  4.1   3.4 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  159 xxxx xxxxx  xxxx xxxx xxxxx   336  336   135  xxxx xxxx xxxxx
Potent Cap.: 1433 xxxx xxxxx  xxxx xxxx xxxxx   649  576   900  xxxx xxxx xxxxx
Move Cap.:   1433 xxxx xxxxx  xxxx xxxx xxxxx   637  563   900  xxxx xxxx xxxxx
Volume/Cap:  0.02 xxxx  xxxx  xxxx xxxx  xxxx  0.10 0.00  0.05  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  721 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.5 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  7.6 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 10.8 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    B     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             10.8           xxxxxx
ApproachLOS:         *                *                B                *
Note: Queue reported is the number of cars per lane.
                     Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #7 Paradise Ave/Arbor Road
*******************************************************************************
```


Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

```
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   31  123     0     0  103    43    57    0    38     0    0     0
ApproachDel:    xxxxxx           xxxxxx             10.8           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=95]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=395]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
*******************************************************************************
Intersection #7 Paradise Ave/Arbor Road
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
Initial Vol:   31  123     0     0  103    43    57    0    38     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             300
Minor Approach Volume:           95
Minor Approach Volume Threshold: 541
-------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


Copyright (c) 2008 Dowling Associates, Inc. Licensed to TJKM, PLEASANTON, CA

RESOLUTION _____

APPROVING THE PRELIMINARY AND FINAL DEVELOPMENT PLAN FOR A 795,732 SQUARE FOOT INDUSTRIAL DISTRIBUTION FACILITY
LOCATED ON A 39.58-ACRE SITE, LOCATED AT 8450 ARBOR AVENUE - ASSESSOR'S PARCEL NUMBER 213-060-03
APPLICATION NUMBER D15-0014

WHEREAS, The subject property was annexed to the City of Tracy in 1990, received a zoning designation of Planned Unit Development, is designated Light Industrial in the I-205 Corridor Specific Plan, and is consistent with the General Plan designation of Industrial, and

WHEREAS, DCT Industrial Operating LLC, submitted an application for a Planned Unit Development Preliminary and Final Development Plan review (Application Number D15-0014) for a 795,732 square foot industrial building on July 17, 2015, and revised the application on October 7, 2015, and

WHEREAS, The subject property is located within the I-205 Corridor Specific Plan area, with a land use designation of Light Industrial, within which industrial land uses are permitted, and

WHEREAS, The Planning Commission conducted a public hearing to review and consider the application on October 28, 2015, and has determined that the application conforms to and is consistent with the General Plan and the I-205 Corridor Specific Plan (which also serves as the concept development plan for the subject property) and recommended City Council approval of the project;

NOW, THEREFORE BE IT RESOLVED, That the Tracy City Council approves the PUD Preliminary and Final Development Plan for a 795,732 square foot industrial building, Application No. D15-0014, subject to the conditions contained in Exhibit 1 to this Resolution.

* * * * * * * * * * * * * * * * * * * *

The foregoing Resolution 2015-_____ was adopted by the Tracy City Council on the 17th day of November, 2015, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

_____
MAYOR

ATTEST:

_____
CITY CLERK

Development Services Department, Conditions of Approval

Conditions of Approval for DCT Industrial
795,732 Square Foot Industrial Distribution Building
8450 Arbor Avenue
Application Number D15-0014
November 17, 2015

A.1. These Conditions of Approval shall apply to the real property described as DCT Industrial, a 795,732 square foot industrial distribution building located at 8450 Arbor Avenue, Application Number D15-0014 (hereinafter “Project”), located on a 39.58-acre site, Assessor’s Parcel Number 213-060-03.

A.2. The following definitions shall apply to these Conditions of Approval:

a) “Applicant” means any person, or other legal entity, defined as a “Developer”.

b) “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.

c) “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, I-205 Specific Plan, ordinances, resolutions, policies, procedures, and the City’s Design Documents (including the Standard Plans, Standard Specifications, Design Standards, and relevant Public Facility Master Plans).

d) “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.

e) “Conditions of Approval” shall mean the conditions of approval applicable to DCT Industrial, a 795,732 square foot industrial distribution facility located at 8450 Arbor Avenue, Application Number D15-0014. The Conditions of Approval shall specifically include all Development Services Department, including Planning Division and Engineering Division, conditions set forth herein.

f) “Project” means the real property consisting of approximately 39.58 acres located at 8450 Arbor Avenue, Assessor’s Parcel Number 213-060-03.

A.3. 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 1500, et seq., "CEQA Guidelines").

B.1. Unless specifically modified by these Conditions of Approval, the Developer shall comply with all City Regulations.

B.2. 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.

B.3. 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.

B.4. Except as otherwise modified herein, all construction shall be consistent with the site plan and architectural renderings received by the Development Services Department on October 7, 2015.

B.5. 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 I-205 Specific Plan, and Water Efficient Landscape Guidelines on private property, and the Parks and Parkways Design Manual for public property, to the satisfaction of the Development Services Director. Said landscape plans shall include documentation which demonstrates that there is no less than 10 percent of the parking area in landscaping, and 40 percent canopy tree coverage at tree maturity.

B.6. 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 parking space in order to allow access to vehicles without stepping into landscape planters.

B.7. 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. 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.

B.8. No roof mounted equipment, including, but not limited to, HVAC units, vents, fans, antennas, sky lights and dishes whether proposed as part of this application, potential future equipment, or any portion thereof, shall be visible from Arbor Avenue, Mac

Arthur Drive, I-205, or any other public right-of-way. All roof-mounted equipment shall be screened from view from the public right-of-way with a continuous parapet wall at least equal in height to the height of any equipment installed, to the satisfaction of the Development Services Director.

B.9. All vents, gutters, downspouts, flashing, electrical conduit, 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.

B.10. Prior to final inspection or certificate of occupancy, on-site circulation signs shall be installed to the satisfaction of the Development Services Director.

B.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.

B.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.

B.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.

B.14. The applicant shall pay all applicable fees for the project, including, but not limited to, development impact fees, building permit fees, plan check fees, grading permit fees, encroachment permit fees, inspection fees, school fees, or any other City or other agency fees or deposits that may be applicable to the project.

B.15. All improvements shall be consistent with the Tracy Municipal Code, Standard Plans, and other applicable City Regulations.

B.16. No signs are approved as a 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, and all signs shall be designed in compliance with the I-205 Specific Plan and Tracy Municipal Code Chapter 10.08, Article 35, Signs.

B.17. Prior to the issuance of a building permit, a detailed plan of the trash enclosures, at least eight feet in height, shall be submitted, showing solid metal doors, a solid roof, an interior concrete curb, and exterior materials and colors compatible with the adjacent building exterior.

B.18. Prior to the issuance of a building permit, a detailed plan of the screen walls shall be submitted, showing colors and details such as score lines, compatible with the adjacent building exterior.

B.19. The architectural elevations for all of the area contained within the PDP/FDP shall be consistent with the elevations received by the Development Services Department on October 7, 2015.

Engineering Division Conditions of Approval

C.1. General Conditions

C.1.1 Developer shall comply with the applicable recommendations of the technical analyses/ reports prepared for the Project listed as follows:

a) *DCT Industrial Project Traffic Impact Study in the City of Tracy*, prepared by TJKM Transportation Consultants, dated May 20, 2014 ("*Traffic Analysis*").

b) *Wastewater System Analysis for Properties at Arbor Road and MacArthur Drive*, prepared by Ch2MHill, dated May 2014 ("*Wastewater Analysis*").

c) *Hydraulic Evaluation of I-205 Parcels M1 and M2 and Infill Parcels 7 and 13*, prepared by West Yost Associates, dated July 7, 2014 ("*Water Analysis*").

d) *M2 Parcel Storm Drainage and Flood Protection Evaluation*, prepared by Storm Water Consulting Inc., dated March 20, 2014 ("*Storm Drainage Analysis*"), and as updated per the Memorandum dated April 19, 2015.

C.1.2 Developer shall comply with the requirements of the Finance Plan for M2 Parcel (39.58 Gross Acres), I-205 Industrial, approved by City Council.

C.1.3 Developer shall comply with the applicable requirements of Annexation and Development Agreement ("Development Agreement") dated October 29, 1990, recorded in the office of the San Joaquin County Recorder on November 5, 1990, Official Recorder No. 90109507

C.2. Grading Permit

The City will not accept 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.

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 Storm Water Pollution Prevention Plan (SWPPP) for the Project with a copy of the Notice of Intent (NOI) submitted to the State Water Quality Control Board (SWQCB) and any relevant documentation or written approvals from the SWQCB, including the Wastewater Discharge Identification Number (WDID#).

a) After the completion of the Project, the Developer is responsible for filing the Notice of Termination (NOT) required by SWQCB. The Developer shall provide the City with a copy of the completed Notice of Termination.

b) The cost of preparing the SWPPP, NOI and NOT, including the filing fee of the NOI and NOT, shall be paid by the Developer.

c) The Developer shall comply with all the requirements of the SWPPP and applicable Best Management Practices (BMPs) and the applicable provisions of the City's Storm Water Management Program.

C.2.4. Two (2) sets of the Project's Geotechnical Report signed and stamped by a licensed Geo-technical Engineer licensed to practice in the State of California. The technical report must include relevant information related to soil types and characteristics, soil bearing capacity, percolation rate, and elevation of the highest observed groundwater level.

C.2.5. A copy of the Approved Fugitive Dust and Emissions Control Plan that meets San Joaquin Valley Air Pollution Control District (SJVAPCD).

C.2.6. Documentation of any necessary authorizations from Regional Water Quality Control Board (RWQCB) such as NOI and WDID and documents such as SWPPP.

C.2.7. Two (2) sets of Hydrologic and Storm Drainage Calculations for the design of the on-site storm drainage system and for determining the size of the project's storm drainage connection, as required in Condition C.4.2.3(b) below.

C.2.8. Executed hold-harmless agreement relieving the City of liability associated with flooding of portions of the parking areas as required in Condition C.11.3 below.

C.3. <u>Encroachment Permit</u> - 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 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, Mechanical Engineer, and Registered Landscape Architect for the relevant work.

C.3.2. Two (2) sets of structural calculations, as applicable, signed and stamped by a Structural Engineer licensed in the State of California, as required in Condition C.4.1.(b), below.

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

C.3.4. 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 City Council's acceptance of the public improvements and release of the Improvement Security.

C.3.5. Signed and notarized Deferred Improvement Agreement (DIA) and Improvement Security, to allow deferment of completion of improvements as required by these Conditions of Approval. The form and amount of Improvement Security shall be in accordance with the DIA and Section 12.36.080 of the TMC, or pursuant to the terms of the Development Agreement, as appropriate. The Developer's obligations in the DIA shall be deemed to be satisfied upon the release of the Improvement Security.

C.3.6. 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 will be calculated based on the fee rate adopted by the City Council on April 15, 2014, per Resolution 2014-059.

C.4. Traffic Control Plan signed and stamped by a Registered Civil Engineer or Traffic Engineer licensed in the State of California.

C.5. <u>Improvement Plans</u> - 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, Traffic, Electrical, Mechanical 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.5.1. <u>Site Grading</u>

a) 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.

b) When the grade of the Project Site is higher than the adjacent property(s) by more than 12 inches, a reinforced concrete or masonry block, or engineered retaining wall is required for retaining soil. The Grading Plan shall show construction detail(s) of the retaining wall or masonry wall. The entire retaining wall and footing shall be constructed within the Project Site. A structural calculation shall be submitted with the Grading and Storm Drainage Plans.

c) An engineered fill may be accepted as a substitute of a retaining wall, subject to approval by the City Engineer. The Grading and Storm Drainage Plans must show the extent of the slope easement(s). The Developer shall be responsible for obtaining permission from owner(s) of the adjacent and affected property(s). The slope easement must be recorded, prior to the issuance of the final building certificate of occupancy.

d) 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.

C.5.2. <u>Storm Drainage</u>

C.4.2.1 <u>Permanent Drainage System</u>

a) The development shall construct an initial phase of DET 13 to include 4.7 AF of storage within the Project boundaries, a pump station having a capacity of 1 cfs, and a force main outfall along Arbor Avenue to discharge to the Eastside Channel. DET 13 shall be a fully functioning initial phase of completion with the only retrofit needed being its expansion in area and volume in conjunction with adjacent new development in the future.

The Developer shall design and install Detention Basin DET13 in accordance with the Citywide Storm Drainage Master Plan ("Storm Drainage Master Plan"), Storm Drainage Analysis, and the City of Tracy's Engineering Design & Construction Standards. The Developer shall submit improvement plans and obtain approval of the plans by the City Engineer prior to beginning work. The improvement plans for DET13 shall include concept level

plans for the ultimate configuration (build-out condition) of DET13. The developer shall receive fee credits for the dedication of land, installation of pump station, and all costs associated with constructing DET13 as outlined in the Finance Plan.

In order for the above storage volumes requirements to be valid, it will be necessary to construct a 24" storm drain force main extending west in Arbor Avenue from DET13 to the City's existing Eastside Channel west of MacArthur Drive outfall to the Eastside Channel. The Developer shall be eligible to receive fee credits and/or reimbursements for the cost of this force main per the Finance Plan.

b) Fee Credits and/or reimbursements for design and construction of DET13 and Downstream Improvements shall be as determined by the Finance Plan, and included in the OIA.

c) The DET13 improvements will be accepted by the City upon completion of construction of the storm drainage facilities from DET13 to Eastside Channel.

d) All Layout and design of Access Easements and maintenance access roads required to access DET13 and all off-site storm drains and structures to be dedicated to the City shall be per the requirements of Public Works Department and City Regulations.

e) Parcel maps, Grant Deed documents or other instruments for dedication of the storm drainage basin parcel to the City shall be prepared and executed by the Developer. Acceptance of the basin parcel by the City will be upon completion of the downstream facilities as listed in Condition 4.2.1 (a) above, and upon the determination by the City Engineer that the basin is constructed and operational per the Master Plan and City Standards.

f) The public street system serving the project site will need to include storm water quality treatment provisions that conform to the City's Manual of Stormwater Quality Control ("SWQC") Standards for New Development and Redevelopment. Design of DET13 shall include measures to provide measures for storm water quality treatment for the public streets.

C.4.2.2 <u>Temporary Retention ("Interim Drainage")</u>

If Developer does not construct DET13 and Down Stream Improvements as listed in Condition C.4.2.1 (a) then, the Developer may construct as Interim Drainage as follows:

a) Per requirements cited in the Storm Drainage Analysis, DET13 may need to function as a Temporary Retention Basin ("Interim Drainage") serving this development until such time as the

components of the Eastside Channel System that will ultimately discharge storm runoff from the Project to the Eastside Channel ("Downstream Improvements") are completed and operational. For the Interim Drainage, at a minimum, the basin shall be designed to retain storm water run-off from the Project resulting from 200% of the 10-year, 48-hour storm event in compliance with Sections 5.06 and 5.07 of City of Tracy Design Standards.

b) The Developer shall provide a geotechnical investigation with respect to the Temporary Retention Basin that validates that percolation rates for the subsurface soils that exist at and below the bottom of the basin are acceptable.

c) Developer shall be responsible for conceptual design of the modifications needed to bring the configuration and design of the basin to the ultimate configuration per the Master Plan. Developer shall be eligible for reimbursements for basin improvements that comply with the ultimate configuration per the Master Plan. Reimbursement of costs shall be in accordance with Chapter 13.08 of Tracy Municipal Code.

d) Developer shall be responsible for maintenance of DET13 as a Retention Basin until the downstream drainage facilities are installed and accepted by the City. The Developer shall sign an improvement agreement (Deferred Improvement Agreement), to assure completion of the Developer's obligation to repair and maintain said basin(s) while the storm drainage retention basin is in service and then to modify storm drainage retention basin to conform to Master Plan requirements at such time they are no longer needed due to the construction of the above-referenced permanent facilities.

e) The Developer shall record a temporary storm drainage easement to grant rights to the City to access the temporary storm drainage retention basin(s) for any necessary emergency repair or maintenance work the City may have to perform within the basin site. Said temporary access easement shall include a sunset clause that such easement will automatically be terminated at such time as the above-referenced permanent storm drainage improvements are completed.

C.4.2.3 <u>Onsite Drainage</u>

a) The design and construction details of the Project's storm drainage system and treatment facilities shall meet City Regulations in affect at the time of this approval and shall comply with the applicable requirements of the City's Storm Water Quality Control Standards and storm water regulations that were adopted by the City Council in 2008 and any subsequent amendments.

Catch basin Filter inserts shall be permitted as an acceptable method of storm water quality due to the high groundwater present at the site.

b) 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 Stormwater Coordinator prior to issuance of the Grading Permit for the Project.

c) Prior to the final inspection of the building the Developer shall submit a signed and notarized Stormwater Treatment Facilities Maintenance Agreement (STFMA) as a guarantee for the performance of Developer's responsibility towards the repair and maintenance of on-site storm water treatment facilities.

C.5.3. The Developer shall arrange for a site sub-surface investigation for determining the presence of irrigation and drainage tile drains within and around the Project Site, if any, and submit a report prepared and signed by a Geotechnical Engineer. In the event that tile drains exist within and around the Project Site, the Developer has the option to either relocate or abandon the on-site tile drains as required for the proposed development. All existing tile drains and proposed improvements for the relocation or removal of tile drains must be shown on the Grading and Storm Drainage Plans. Any tile drains under the proposed buildings shall be abandoned or relocated as may be required, to the satisfaction of the City. The Developer or the property owner(s) will be responsible for maintenance of tile drains to remain or the relocated tile drains and associated improvements. Additionally, the Developer will be responsible for monitoring the groundwater levels, and for the mitigations, if any, that may be required, by any applicable laws and regulations.

C.5.4. <u>Sanitary Sewer Improvement Plans</u>

a) As recommended in the Wastewater Analysis, the Developer shall design and install an 8-inch sewer line from the Project in Arbor Avenue to MacArthur Drive, a 10" line in MacArthur Drive to a new manhole on MacArthur Drive west of the existing MacArthur pump station, and a small section of 21-inch sewer line between the new manhole and existing manhole.

b) Since the proposed 8-inch and 10-inch diameter sewer lines are not part of the City's Wastewater Master Plan, these improvements are considered part of the Project's off-site sewer improvements and no fee credits will be issued. However, these lines do serve adjacent parcels and the developer will be eligible for reimbursement per the Finance Plan from the M1 Parcel as well as Infill Parcel Numbers 7 and 13 when these parcels develop.

c) All new sewer lines and associated appurtenances shall meet the City of Tracy Design Standards including minimum flow velocity requirement.

d) The Developer is responsible for the cost of installing the Project's permanent sewer connection(s) including but not limited to, replacing asphalt concrete pavement, application of 2" thick asphalt concrete overlay (25 feet on both sides of the utility trench) where required, restoring pavement marking and striping, and other improvements that are disturbed as a result of installing the Project's sewer connection. This pavement repair requirement is applicable when connections are perpendicular to the street direction, when the new sewer line is placed in the street parallel to the street direction; the width of overlay to be the width of the affected lane.

e) 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 2015, the City had an unused capacity of approximately 4200 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, but as other development projects within the City come forward and building permits are issued, this remaining capacity will be reduced.

C.5.5. Water Distribution System

a) Off-site Water Line Improvements: The developer shall design and install a 12-inch line in MacArthur Drive from the terminus of the existing 12-inch water line just north of I-205 to Arbor Ave, and 12-inch water line in Arbor Avenue from MacArthur Drive to the eastern property boundary of the Project. The developer is also responsible for constructing a 16-inch water line from the existing water line in Pescadero Avenue north, crossing under the freeway and continuing along the eastern edge of the Project and connecting to the new 12-inch line on Arbor Avenue. Alternatively, the 16" line may cross under the freeway on the western side of the Project and continue along the western edge of the Project. The actual location of the new line may be a variation of these, or any other location as approved by the City. The improvements are required to be complete, in place and operational, prior to the issuance of the final certificate of occupancy for the Project.

b) Since the proposed water lines are not considered master plan improvements, no fee credits will be issued. However, the developer will be eligible from reimbursement per the finance plan from the M1 parcel, Infill Parcel Numbers 7 and 13, the Eastside Industrial development, the Chrisman Road property and all NEI Phase 3 properties at such time as these properties develop.

c) During the construction phase 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 required by the City of Tracy Fire Code Official.

d) Prior to issuance of building permit, the Developer shall submit calculations and plans as required by the Fire Department and obtain approvals for the proposed fire system.

e) In order to guarantee completion of the Offsite Water Line Improvements, the Developer shall enter into an improvement agreement (Offsite Improvement Agreement or OIA) and post an improvement security in the amounts and form in accordance with section 12.36.080 of the TMC, and as required by these Conditions of Approval. The Developer shall submit the signed and notarized OIA with the necessary improvement security, prior to the issuance of the Grading Permit.

f) All public improvements to be installed within the jurisdiction of the Caltrans and San Joaquin County (County) will require encroachment permit and a maintenance agreement with the respective agencies.

   The Developer is required to coordinate with Caltrans and obtain approval of the design of the water line crossing under the I-205 freeway. The Developer shall comply with all the applicable requirements of Caltrans and County in connection therewith, obtain any necessary encroachment permit(s), and pay applicable permit processing, plan checking and inspection fees, prior to starting work.

g) All costs associated with the installation of the Project's permanent water connection(s) as identified in the Water Analysis including acquisition of right-of-way and/or easements, the cost of removing and replacing asphalt concrete pavement, pavement marking and striping such as crosswalk lines and lane line markings, replacing traffic detecting loops, conduits, and wires, relocating existing utilities that may be in conflict with the water connection(s), and other improvements shall be paid by the Developer subject to terms of the Finance Plan.

h) The portion of the new City water lines that run through existing agricultural properties may be run beneath existing dirt access roads. The City shall be granted a 15' easement for these pipelines even though the access roads may be as narrow as 10' to accommodate those existing agricultural activities. The access roads to have an all-weather surface.

i) City will use its power of eminent domain, if necessary, to secure an easement for the City water line described herein across the small parcel situated between the Project and the Caltrans freeway property, or between Caltrans and the parcels immediately to the east or west of

the Project. All costs of the eminent domain procedures shall be paid for by the Developer. However, the developer will be eligible from reimbursement per the Finance Plan from the M1 parcel, Infill Parcel Numbers 7 and 13, the Eastside Industrial development, the Chrisman Road property and all NEI Phase 3 properties at such time as these properties develop.

j) Interruption to the water supply to the existing businesses and other users shall be kept to a minimum to facilitate construction of off-site improvements related to the Project. 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. 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 or business owner(s) at least 72 hours before start of work.

k) Domestic and Irrigation Water Services – The Developer shall design and install domestic and irrigation water service connection, including a remote-read master 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. Sub-metering will be allowed within private property. The City will not perform water consumption reading on sub-meters. The Developer will be responsible for relocating or reinstalling water sub-meters. The City shall maintain water lines from the master water meter to the point of connection with the water distribution main (inclusive) only. Repair and maintenance of all on-site water lines, laterals, sub-meters, valves, fittings, fire hydrant and appurtenances shall be the responsibility of the Developer.

l) Fire Service Line - The Developer shall design and install fire hydrants at the locations approved by the City's Fire Safety Officer and Chief Building Official. Prior to the approval of the Improvement Plans, the Developer shall obtain written approval from the City's Fire Safety Officer 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 to serve the Project.

C.4.6. Street Improvements:

a) Prior to issuance of the final certificate of occupancy, the Developer shall complete construction of improvements identified in the Traffic Analysis, and satisfy all applicable requirements specified in these Conditions of Approval, I-205 Specific Plan and City Regulations.

b) The Developer shall be responsible for design and construction of Frontage Improvements on the south side of Arbor Avenue for the full length of frontage of the Project. If any of the Frontage Improvements are not constructed prior to approval of the temporary certificate of occupancy, the Developer shall enter into a DIA with security to guarantee completion of such improvements. Scope of work and timing of completion of Frontage Improvements shall be subject to the approval of the City Engineer.

c) The Developer shall design and install improvements to widen Arbor Avenue for the full frontage of the Project. The ultimate roadway section per the Roadway Master Plan will include one eastbound and one westbound travel lanes with a 16-foot wide raised median and a 10' wide Class 1 bicycle path on the north side of Arbor Avenue.

   The roadway improvements to be constructed with this Project shall include, but are not limited to, concrete curb, gutter and sidewalk, accessible ramps, asphalt concrete pavement, signing and striping, storm drains, catch basins, fire hydrants, LED street lights, street trees with automatic irrigation system, barricade and guardrail, 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 on the east and west ends. The Project obligation will be to build the southern side of Arbor Avenue, a striped 11' median and one westbound lane to edge of pavement condition. The Arbor Avenue lane transitions to the west and east of the Project will be paved to an edge of pavement condition with appropriate striping. Other improvements will be provided by the appropriate land owner on which those improvements front.

d) The Developer shall submit geotechnical recommendations and pavement design calculations to the City to demonstrate adequacy and integrity of the existing structural street section on Arbor Avenue, and construct improvements as required to support STAA truck traffic. At a minimum, in addition to the widening, the Developer shall complete grinding and overlay of existing Arbor Street pavement with a 2" asphalt concrete overlay for the entire street width for the project frontage.

e) Prior to approval of Grading or Encroachment Permits, the Developer shall submit improvement plans for Arbor Avenue with the locations of all utilities including water, recycled water, sanitary sewer, storm drainage lines that will be installed within the right-of-way.

f) All underground facilities within the southerly half street section proposed to be built with the Project shall be completed prior to issuance final certificate of occupancy.

g) For Arbor Avenue and the intersection improvements at Arbor Avenue/MacArthur Drive improvements, structural section of the roadway, turning radius and travel lane storage requirements for STAA

Trucks are to be considered in the design of these roadway improvements. Adequate Acceleration and deceleration lanes shall be provided where required.

h) Intersection improvements at MacArthur Drive and Arbor Avenue shall include the installation of four-way stop signs, stop bars, and legend, pavement transition, lane line marking(s), pavement markings, traffic sign(s) and other improvements are necessary for the safe operation of a four-way stop intersection as recommended in the traffic study prepared by TJKM Transportation Consultants, dated May 20, 2014.

i) Right-of-Way on Arbor Avenue: The Developer shall dedicate 7-foot wide right-of-way along the entire frontage of the Property on Arbor Avenue to conform to the street sections shown on the *City of Tracy Citywide Roadway and Transportation Master Plan* prepared by RBF Consulting, November 2012 ("TMP"). Per the TMP, Arbor Avenue is designated as two-lane Arterial with Two-Way Left-Turn Lanes (TWLTL), (Figure 4.15(c) of TMP), and Right-of-way width of 84 feet. Additional right-of-way dedication may be required for turn lanes as identified in the Traffic Analysis and TMP and as shown on the Revised Preliminary Site Plan prepared by Kier & Wright Engineers, titled DCT Industrial Warehouse for DCT Industrial, dated April, 2014, "Interim & Ultimate Striping Plan of Arbor Ave", prepared by Kier & Wright, dated March 24, 2015, "N. MacArthur Drive at Arbor Ave Right Lane STAA turning Exhibit", prepared by Kier & Wright, dated February 11, 2015, "Potable Water Line Exhibit", prepared by Kier & Wright, dated March 24, 2015. Design of the improvements on Arbor Avenue shall be approved by the City Engineer.

j) Right-of-Way at Arbor Avenue and N. MacArthur Drive Intersection: As recommended in the Traffic Analysis, the Developer shall acquire and dedicate required right-of-way at the intersection of Arbor Avenue and N. MacArthur Drive to accommodate STAA trucks. Final configuration of the right-of-way dedication shall be as approved by the City Engineer.

k) The Developer shall execute a Grant Deed to convey the land in fee title and submit legal description and plat map that describes the area to be dedicated, prior to City Council's acceptance of the public improvements. The cost of right-of-way dedication including the cost of preparing the legal description and plat map will be paid by the Developer. The City will use its right of eminent domain, if necessary, to obtain the right of way dedications along Arbor Avenue and MacArthur Drive that are required to satisfy the interim and ultimate build-out of those streets to serve this Project as anticipated by the I-205 Specific Plan and the City's Master Plan. All costs of the eminent domain procedures shall be paid for by the Developer. However the developer will be eligible for reimbursement pursuant to the Finance Plan.

l) The roadway improvements described in this sub-section (Offsite Roadway Improvements) must be designed and constructed by the Developer to meet the applicable requirements of the latest edition of the California Department of Transportation Highway Design Manual (HDM) and the California Manual of Uniform Traffic Control Devices (MUTCD), the applicable City Regulations, and these Conditions of Approval. Design and construction details of the Offsite Roadway Improvements must be shown on the Improvement Plans.

m) In order to guarantee completion of the Offsite Roadway Improvements, the Developer is required to enter into an Offsite Improvement Agreement (OIA) with the City and post improvement security in the amounts approved by the City Engineer, prior to the Encroachment Permit. The OIA requires authorization from the City Council. The Developer shall pay applicable engineering review fees such as plan checking, agreement and permit processing, testing, and construction inspection fees based on current charge rate and as required by these Conditions of Approval and shall be reimbursed in accordance with the Finance Plan.

n) The City will assume responsibility to maintain the public improvements and accept the offer of dedication for right-of-way on Arbor Avenue after the City Council accepts the public improvements.

o) Arbor Avenue is not an I-205 Specific Plan program-funded street. Hence, all improvements required for the Project as identified in the Traffic Analysis and these Conditions of Approval shall be completed by the Developer, and no fee credits shall be given. Per the Finance Plan, the developer shall be eligible for reimbursements from Parcel M1 and Infill Parcel Numbers 7 and 13 at the time these parcels develop for improvements constructed at the intersection of Arbor Avenue and N. MacArthur Drive.

C.4.7. Project Driveways: Developer shall construct driveways to comply with the recommendations of the Traffic Analysis and City Regulations. Project driveways shall be designed for STAA truck access and provide adequate deceleration lanes on Arbor Avenue and safe site distances.

C.4.8 Joint Utility Trench Plans – All future utilities along the frontage of the Project on Arbor Avenue shall be placed in an underground facility. If required, the Developer shall relocate existing utility poles after obtaining approval of affected utility companies and the City. No fee credits or reimbursements shall be applicable for utility pole relocations.

a) City may form a Utility Underground District and complete the undergrounding of overhead utilities within Arbor Avenue right-of-way in the future in accordance with the applicable section(s) of Tracy Municipal Code.

b) Developer shall prepare joint trench plans in compliance with utility companies' requirements and City regulations, and obtain approval of the plans. All private utility services to serve Project such as electric, telephone and cable TV to the building must be installed underground, and to be installed at the location approved by the respective owner(s) of the utilities.

c) The Developer shall submit Joint Utility Trench Plans for the installation of electric, gas, telephone and TV cable main and service lines that are necessary to be installed to serve the Project. These utilities shall be installed within the 10-feet wide Public Utility Easement (PUE) that will be offered for dedication to the City. The Developer shall coordinate, as feasible, with the respective owner(s) of the utilities for the design of these underground utilities to ensure they can be installed within the 10-feet wide PUE to the extent feasible (and except in the event, that additional space beyond the 10-feet PUE is required, as determined by the utilities owner(s)).

C.4.9 Pavement cuts or utility trench(s) on existing street(s) for the installation of water distribution main, storm drain, sewer line, electric, gas, cable TV, and telephone will require the application of 2" asphalt concrete overlay and replacement of pavement striping and marking that are disturbed during construction. The limits of asphalt concrete overlay shall be 25 feet from both sides of the trench, and shall extend over the entire width of the adjacent travel lane(s) if pavement excavation encroaches to the adjacent travel lane or up to the street centerline or the median curb. If the utility trench extends beyond the street centerline, the asphalt concrete overlay shall be applied over the entire width of the street (to the lip of gutter or edge of pavement, whichever applies). This pavement repair requirement is applicable when cuts or trenches are perpendicular to the street direction; when the new joint trench is placed in the street parallel to the street direction; the width of overlay is to be the width of the affected lane.

C.6. Building Permit - No building permit 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.6.1. Check payment of the applicable development impact fees including City Wide Roadway and Traffic, Water, Recycled Water, Wastewater, Storm Drainage, Public Safety, Public Facilities, and Park Development Impact Fees per the Finance Plan.

C.6.2. Check payment of any applicable Regional Transportation Impact Fees (RTIF)

C.6.3. Check payment of any applicable Agricultural Conversion or Mitigation Fee as required in Chapter 13.28 of the Tracy Municipal Code.

C.6.4. Approval of the Finance Plan by the City Council.

C.7. 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.7.1. 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.7.2. Certified "As-Built" Improvement Plans (or Record Drawings). Upon completion of the 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.7.3. Signed and notarized Grant Deeds and /or Grant of Easement(s) including legal description and plat map(s), relating to the offer of dedication for the storm drainage detention basin, Arbor Avenue right-of-way, and utility easements, as required in these Conditions of Approval.

C.7.4. Reasonable written permission from irrigation district or affected owner(s), if applicable. The cost of relocating and/or removing irrigation facilities and/or tile drains is the sole responsibility of the Developer.

C.8. Temporary or Final Building Certificate of Occupancy - No Final Building Certificate of Occupancy will be issued by the City until after the Developer provides reasonable documentation which demonstrates, to the satisfaction of the City Engineer, that:

C.8.1. The Developer has satisfied all the requirements set forth in Conditions C.5 and C.6 above.

C.8.2. The Developer has completed construction of all required public facilities for the building for which a certificate of occupancy is requested and all 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, land acquisition, program implementation, and contingency).

C.9. Improvement Security – The Developer shall provide improvement security for all public facilities, as required by the OIA, DIA, and these Conditions of Approval. The form of the improvement security may be a surety bond, letter of credit or other form in accordance with section 12.36.080 of the TMC and the Development Agreement. The amount of improvement security shall be as follows:

C.9.1. Faithful Performance (100% of the estimated cost of constructing the public facilities)

C.9.2. Labor & Materials (100% of the estimated cost of constructing the public facilities), and

C.9.3. Warranty (10% of the estimated cost of constructing the public facilities)

C.10. Release of Improvement Security - Improvement Security(s) described herein shall be released to the Developer after City Council's acceptance of public improvements, and after the Developer demonstrates, to the satisfaction of the City Engineer, compliance of these Conditions of Approval, and completion of the following:

C.10.1. Improvement Security for Faithful Performance, Labor & Materials, and Warranty shall be released to the Developer in accordance with Section 12.36.080 of the TMC.

C.10.2. Written request from the Developer and a copy of the recorded Notice of Completion.

C.11. Benefit District – The Developer may make a written request to the City for the formation of a Benefit District, prior to the approval of improvement plans for the public facility(s) considered to be oversized that benefits other property(s) or development(s). Reimbursement request(s) will be processed in accordance with Chapter 12.60 of the TMC.

C.12. Special Conditions

C.12.1. All streets and utilities improvements within City's right-of-way shall be designed and constructed in accordance with City Regulations, and City's Design documents including the City's Facilities Master Plan for storm drainage, roadway, wastewater and water adopted by the City, or as otherwise specifically approved by the City.

C.12.2. When street cuts are made for installation of utilities, the Developer is required to install 2 inches 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 inches 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 existing gutter located along that side of the street. This pavement repair requirement is when cuts/trenches are perpendicular to the street direction; when the street cut is parallel to the street direction, the width of overlay to be the width of the affected lane.

C.12.3. The Developer shall execute a hold-harmless agreement with the City relieving the City of any liability associated with flooding of portions of the parking areas and other site improvements contiguous to the proposed building that will be constructed below the base flood elevation of 22 feet for Old River depicted on the existing FEMA Flood Insurance Rate Map covering this area.

C.12.4. All existing on-site wells, if any, shall be abandoned or removed in accordance with the 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. 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), prior to the issuance of the Grading Permit.

C.12.5. The Developer shall abandon or remove all existing irrigation structures, channels and pipes, if any, as directed by the City after coordination with the irrigation district, if the facilities are no longer required for irrigation purposes. If irrigation facilities including tile drains, if any, are required to remain to serve existing adjacent agricultural uses, the Developer will design, coordinate and construct required modifications to the facilities to the satisfaction of the affected agency and the City. Written permission from irrigation district or affected owner(s) will be required to be submitted to the City prior to the issuance of the Grading Permit. The cost of relocating and/or removing irrigation facilities and/or tile drains is the sole responsibility of the Developer.

C.12.6. 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 the State law for any reset monuments (California Business and Professions Code Section 8871).

C.12.7. 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, Improvement Plans, OIA, and DIA, 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 the cost for the inclusion, design, and implementations of such additions and requirements, without reimbursement or any payment from the City.

RESOLUTION _____

ADOPTING THE TECHNICAL STUDIES AND FINANCE PLAN FOR THE M2 PARCEL LOCATED IN THE I-205 PLANNING AREA

WHEREAS, The M2 Property is a 39.58 acre vacant property within the I-205 Specific Plan area, located on the south side of Arbor Avenue east of MacArthur Drive, and

WHEREAS, Technical studies as well as a finance plan have been developed for this property and must be adopted in order for development of the property to move forward, and

WHEREAS, The I-205 Specific Plan area has a cost allocation spreadsheet, currently spreadsheet #47, which identifies the infrastructure projects that are needed to serve new development in the area and allocates the fair share of the costs to the properties within its boundaries, and

WHEREAS, The parcel's fair share of infrastructure needs to be increased to reflect full parcel development based on the development application submitted for this parcel (D15-0014), and

WHEREAS, The Developer completed technical studies that included the needs of this parcel as well as the adjacent I-205 parcel, M1 parcel and Infill Parcels numbers 7 and 13, located on the west side of MacArthur Drive, and

WHEREAS, A summary of the fees and potential reimbursements for Parcel M2 are shown in the finance plan;

NOW, THEREFORE BE IT RESOLVED, That the Tracy City Council adopt the Technical Studies and Finance Plan for the I-205 M2 Parcel.

* * * * * * * * * * * * * * * * * * * *

The foregoing Resolution 2015-_____ was adopted by the Tracy City Council on the 17th day of November, 2015, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

_____
MAYOR

ATTEST:

_____
CITY CLERK

November 17, 2015

AGENDA ITEM 4

REQUEST

PUBLIC HEARING TO INTRODUCE AN ORDINANCE AMENDING VARIOUS PROVISIONS OF THE TRACY MUNICIPAL CODE IN ORDER TO CONFORM WITH THE GENERAL PLAN HOUSING ELEMENT – THE APPLICATION IS INITIATED BY THE CITY OF TRACY – APPLICATION NUMBER ZA15-0003

EXECUTIVE SUMMARY

This proposal is to adopt a set of Tracy Municipal Code Zoning regulation amendments regarding definitions and permitted zones for extremely low income and special needs housing, and related items for implementation of the General Plan Housing Element. The Planning Commission recommended that the City Council approve the proposed amendments.

DISCUSSION

The City has initiated the preparation of an updated Housing Element of the General Plan to coincide with the State identified planning cycle 2015 - 2022. Part of the process is to complete implementation items identified in the current 2009 – 2014 planning cycle. This proposal is a City-initiated request to amend the Tracy Municipal Code to amend various sections of the Zoning Ordinance to achieve conformance with the General Plan Housing Element and other consistency changes allowing for the implementation of the Housing Element.

These proposed zoning amendments include provisions for the following:

(1) Improved clarity for emergency shelters, as required by Senate Bill 2, the 2008 Housing Accountability Act;

(2) Second units in residential zones where a primary single-family unit already exists;

(3) Manufactured/mobile homes installed on a permanent foundation in all residential zones where single-family dwellings are permitted;

(4) Single room occupancy facilities (SROs) in the MDR and HDR zones and with a Conditional Use Permit in the MDC zone;

(5) Definition of “family” in the Zoning Ordinance to eliminate any requirements on the number of persons constituting a family;

(6) Requests for reasonable accommodations to land use and zoning decision procedures regulating the siting, funding, development and use of housing for people with disabilities;

(7) Eliminating the requirement for a conditional use permit for the use of a temporary dwelling during construction; and

The City of Tracy adopted its current Housing Element on May 15, 2012. Contained within the Housing Element is the City's Housing Plan that outlines goals, policies and programs that build upon identified housing needs that were to guide the City through the 2009-2014 planning period. Specifically, Goal 4 in the Housing Element called for mitigating any potential governmental constraints to housing production and affordability.

Pursuant to Program Number 12, it was noted that extremely low income households and households with special needs have limited housing options in Tracy. Housing types appropriate for these groups include: emergency shelters, transitional housing, supportive housing, and single-room occupancy (SRO) units. Currently, the City of Tracy's Zoning Ordinance does not specifically itemize such housing types; rather they are more generically identified as "boarding and rooming" houses. Part of the objectives the City of Tracy committed to accomplishing under the 2009-2014 Housing Element included amending the Zoning Ordinance to specifically address the following:

Emergency Shelters: The City will amend its Zoning Ordinance to permit homeless shelters with a ministerial permit within the MDR and HDR zones. Objective performance standards will be established and these standards will be the same as similar uses in the MDR and HDR zones (Housing Element, Page 121).

Transitional Housing: The City will amend its Zoning Ordinance to differentiate transitional housing in the form of group quarters versus as regular housing developments. For transitional housing facilities that operate as regular housing developments, such housing will be permitted where similar housing is otherwise permitted. For transitional housing facilities that operate as group quarters, such facilities will be permitted as residential care facilities (Housing Element, Page 121).

Supportive Housing: The Zoning Ordinance will be amended to differentiate supportive housing in the form of group quarters versus as regular housing developments. For supportive housing facilities that operate as regular housing developments, such uses will be permitted where similar housing is otherwise permitted. For supportive housing facilities that operate as group quarters, such facilities will be permitted as residential care facilities (Housing Element, Page 121).

Background

Senate Bill 2

The 2008 California Housing Accountability Act (SB 2) mandates that every local government agency identify at least one zoning district where emergency homeless shelters can be located without discretionary review (e.g. use permit). The intention of SB 2 is to pre-plan shelter capacity, streamline the permitting process and provide regulatory certainty to providers seeking to open a new emergency shelter. SB 2 allows local governments to establish objective standards and criteria to protect community interests and promote neighborhood compatibility.

The *May 7, 2008 California Department of Housing and Community Development Memo on Senate Bill 2 (Attachment D)* provides more comprehensive information on SB 2 and

its requirements. Emergency shelters are defined by the California Health and Safety Code, section 50801(e) as "*housing with minimal supportive services for homeless persons that is limited in occupancy of six months or less by a homeless person. No individual or household may be denied emergency shelter because of an ability to pay*." Emergency shelters include housing and support services for veterans, survivors of domestic violence, families, foster children aging out of the system, and other special-needs populations. Most shelters are typically located within the city limits of a community. Area emergency shelters are typically operated by nonprofit organizations that rely on various funding sources for their establishment and operation, and they typically include supportive services.

Emergency shelters are proposed to be a permitted use in the MDC, MDR, HDR zones, but would be subject to specific criteria as contained in the new langauge being proposed (Section 10.08.3197) as follows:

(1) Concentration. An emergency shelter may not be located closer than 300 feet from another emergency shelter;
(2) On-site resident manager. An emergency shelter shall have a resident, on-site manager.

In accordance with SB 2, the following definitions are proposed to be added to the Tracy Municipal Code:

- Emergency homeless shelter: housing for homeless persons with minimal supportive services that is limited to occupancy of six months or less. (Government Code, section 50801(e).)

- Single-room occupancy facility ("SRO"): a residential building that includes multiple single-room dwelling units that are the primary residence of their occupant or occupants. (24 C.F.R. 92.2.)

- Supportive housing facility: means housing with no limit on the length of stay, that is occupied by persons with disabilities and individuals or families that are homeless at the time approved for occupancy, and that is linked to on-site services that assist the supportive housing resident in retaining the housing, thereby improving the residents health status, and maximizing his or her ability to live and, when possible and applicable, work in the community. Supportive housing that is provided in single-family, two-family, or multi-family dwelling units will be permitted, conditionally permitted or prohibited in the same manner as other single-family, two-family, or multi-family dwelling units under this code." (Government Code, section 65582(f).)

- Transitional housing facility: means a building configured for rental housing, but operated under program requirements that call for the termination of assistance and recirculation of the assisted unit to another eligible program recipient at some predetermined future point in time that is not less than six months from beginning of assistance. Transitional housing that is provided in single-family, two-family, or multi-family dwelling units will be permitted, conditionally permitted or prohibited in the same manner as other single-family, two-family, or multi-family dwelling units under this code." (Health and Safety Code, section

50675.2(h).)

In addition to the implementation of SB 2, the Housing Plan (Section VI) also contained additional items necessary for the implementation of the Housing Element, which are also included as part of this Zoning Ordinance Amendment. Each of these recommended changes is also required by State law, either by statute or otherwise, and therefore, all of the amendments can be described as technical, cleanup items. A summary of each of the amendments is provided below and a copy of the City's zoning map can be found at the following (http://www.ci.tracy.ca.us/documents/Zoning_Map.pdf):

Single Room Occupancy: The City will amend its Zoning Ordinance to permit SROs in the MDR and HDR zones and with a Conditional Use Permit in the MDC zone.

Second Units: The City will amend its Zoning Ordinance to permit second units in residential zones where a primary single-family unit already exists. Current Zoning Ordinance regulations only allow second units in the Low Density Residential Zone on lots at least 8,000 square feet in area. State law (Government Code, section 65852.2) now requires cities to allow second units in any zone that permits single family homes. The size of a detached second unit is limited to 1,200 square feet; and an attached second unit will be limited to no more than 30% of the size of the primary unit.

Manufactured Homes: The City will amend its Zoning Ordinance to allow manufactured/mobile homes installed on a permanent foundation in all residential zones where single-family dwellings are permitted.

Definition of Family: General Plan Housing Element Goal 5.0 states:

"Continue to promote equal housing opportunity in the City's housing market regardless of age, race, color, national origin, ancestry, sex, disability, marital status, source of income, sexual orientation, and any other arbitrary factors."

The revised definition is also in response to case law which renders Tracy's current definition in need of update. Housing Element Program 14 requires the City to amend its definition of a family in the Zoning Ordinance to eliminate any requirements on the number of persons constituting a family.

The proposed definition of "family" is as follows:

"Family" means one or more persons occupying a single dwelling unit, under no more than one written or oral rental agreement."

Reasonable Accommodation: Housing Element Program 15, as it pertains to Reasonable Accommodation, states:

> "The Fair Housing Act, as amended in 1988, requires that cities and counties provide reasonable accommodation to rules, policies, practices, and procedures where such accommodation may be necessary to afford individuals with disabilities equal housing opportunities. While fair housing laws intend that all people have equal access to housing, the law also recognizes that people with disabilities may need extra tools to achieve equality. Reasonable

> accommodation is one of the tools intended to further housing opportunities for people with disabilities. Reasonable accommodation provides a means of requesting from the local government flexibility in the application of land use and zoning regulations or, in some instances, even a waiver of certain restrictions or requirements because it is necessary to achieve equal access to housing. Cities and counties are required to consider requests for accommodations related to housing for people with disabilities and provide the accommodation when it is determined to be "reasonable" based on fair housing laws and the case law interpreting the statutes."

Housing Element Program 15 calls for amending the Tracy Municipal Code to address reasonable accommodation to land use and zoning decisions and procedures regulating the siting, funding, development and use of housing for people with disabilities within one year of adoption of the Housing Element.

CEQA Compliance

The project will not have a significant effect on the environment. Pursuant to Section 15183(a) of the California Environmental Quality Act (CEQA), which states in part "…CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review...". On May 15, 2012, the Tracy City Council adopted an updated Housing Element to its General Plan and that Housing Element anticipated certain amendments to the City's Zoning Ordinance. Through the proposed action/project, the city is implementing the policies of the previously adopted Housing Element in 2012. This proposal is merely following through with implementation language for programs contained in the adopted Housing Element, with no new development being proposed as part of this project.

There are no environmental effects that are peculiar to this project or that have not been previously analyzed because it does not affect a specific site, but rather implements various policies and programs within the General Plan. Any future development that may result from this amendment will be subject to further site-specific environmental analysis. There are also no significant off-site or cumulative impacts that have not been previously discussed or any new information that was not known at the time of the Initial Study and Negative Declaration for the Housing Element.

Planning Commission Discussion

The Planning Commission held a public hearing, took public testimony and discussed the proposed amendments on October 14, 2015, and unanimously voted to recommend that the City Council introduce the Ordinance.

STRATEGIC PLANS

This agenda item is not related to any of the Council's Strategic Plans.

FISCAL IMPACT

This agenda item will not require any specific expenditure of funds.

RECOMMENDATION

Staff and the Planning Commission recommend that the City Council introduce an Ordinance amending various provisions of the Tracy Municipal Code in order to conform with the General Plan Housing Element.

Prepared by: Nash Gonzalez, Contract Planner

Reviewed by: Bill Dean, Assistant Development Services Director
Andrew Malik, Development Services Director
Stephanie Garrabrant-Sierra, Assistant City Manager

Approved by: Troy Brown, City Manager

ATTACHMENTS

A. May 7, 2008 California Department of Housing and Community Development Memo on SB2

ATTACHMENT A

STATE OF CALIFORNIA -BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT
1800 Third Street, Suite 430
P. O. Box 952053
Sacramento, CA 94252-2053
(916) 323-3177
FAX (916) 327-2643

MEMORANDUM

Updated: April 10, 2013

DATE: May 7, 2008

TO: Planning Directors and Interested Parties

FROM: Cathy E. Creswell, Deputy Director
Division of Housing Policy Development

SUBJECT: **Senate Bill 2 -- Legislation Effective January 1, 2008:** ***Local Planning and Approval for Emergency Shelters and Transitional and Supportive Housing***

Chapter 633, Statutes of 2007 (SB 2) clarifies and strengthens housing element law to ensure zoning encourages and facilitates emergency shelters and limits the denial of emergency shelters and transitional and supportive housing under the Housing Accountability Act. The law will facilitate efforts to address the critical needs of homeless populations and persons with special needs throughout all communities in California. Generally, SB 2 amends housing element law regarding planning and approval for emergency shelters and transitional and supportive housing as follows:

Planning (Government Code Section 65583)

- At least one zone shall be identified to permit emergency shelters without a conditional use permit or other discretionary action.
- Sufficient capacity must be identified to accommodate the need for emergency shelters and at least one year-round emergency shelter.
- Existing or proposed permit procedures, development and management standards must be objective and encourage and facilitate the development of or conversion to emergency shelters.
- Emergency shelters shall only be subject to development and management standards that apply to residential or commercial within the same zone.
- Written and objective standards may be applied as specified in statute, including maximum number of beds, provision of onsite management, length of stay and security.
- Includes flexibility for jurisdictions to meet zoning requirements with existing ordinances or demonstrate the need for emergency shelters can be accommodated in existing shelters or through a multi-jurisdictional agreement.

- Transitional and supportive housing shall be considered a residential use and only subject to those restrictions that apply to other residential uses of the same type in the same zone.

Local Approval (Government Code Section 65589.5: Housing Accountability Act)

- Limits denial of emergency shelters, transitional housing or supportive housing by requiring specific findings.
- Some findings shall not be utilized if new planning requirements of SB 2 are not met; such as identifying a zone without a conditional use permit,

Attached is a briefing paper informing local governments of SB 2, providing assistance in evaluating these new provisions to effectively implement this important new State law; in addition to a copy of the legislation. Electronic copies of these can be found on the Department's website at ***www.hcd.ca.gov*** or the Senate's website at ***www.senate.ca.gov***. You may also obtain copies of published bills from the Legislative Bill Room by calling (916) 445-2323. If you have any questions, or seek additional technical assistance, please contact Paul McDougall, HPD Manager, at (916) 445-4728.

Attachments

Chapter 633, Statutes of 2007
(Senate Bill 2)

TABLE OF CONTENTS

Introduction

Homeless Needs 5
Purpose and Objectives of SB 2 5

Section 1: Planning (Government Code Section 65583)

Identifying and Analyzing Needs and Resources 7
Identifying Zoning for Emergency Shelters 8
Permitting Emergency Shelters without Discretionary Action 10
Development Standards to Encourage and Facilitate 10
Encouraging Multi-jurisdictional Cooperation and Coordination 12
Existing Ordinances and Existing Shelters that Accommodate Need 13
Transitional and Supportive Housing 13
Housing Element Policies and Programs 14
Timing: When SB 2 Applies 15

Section 2: Local Approval (Government Code Section 65589.5)

The Housing Accountability Act 17
Zoning Inconsistency 17

Attachments

1 – Statutory Changes to Housing Element Law (Underline Version) 18
2 – Definitions 30
3 – Helpful Links 32

Introduction

Homeless Needs

Homelessness in California is a continuing and growing crisis. On any given day, there are at least 361,000 homeless individuals in California – or 1.1 percent of the State's total population. Of this number, two-thirds are estimated to be single adults, while the other third are families. Some 30 percent of California's homeless – 108,000 – are so-called "chronic" homeless who have been homeless for six months or more. This population tends to be comprised of single adults who face such obstacles as mental illness, substance abuse problems and chronic physical health problems or disabilities that prevent them from working. Homeless individuals and families are without permanent housing largely because of a lack of affordable housing, often compounded by limited education or skills, mental illness and substance abuse issues, domestic violence and the lack of family or other support networks.[1]

California's homelessness crisis demands the effective involvement of both the public and private sectors. A housing element can be an effective and powerful tool in combating homelessness. Passage of SB 2 strengthened the law to increase its effectiveness in addressing the needs of California's homeless population. The upcoming housing element update presents an important opportunity to make ending homelessness a critical priority.

Purpose and Objectives of SB 2

The framework of SB 2 resulted from a collaborative effort by key stakeholders including housing and homeless advocates and providers, local governments, planners, and the building industry. SB 2 strengthens existing housing element requirements to provide the opportunity for the development of emergency shelters and transitional and supportive housing. SB 2 ensures zoning, development and management standards and permit procedures encourage emergency shelters while allowing flexibility for existing local strategies and cooperative efforts.

SB 2 focuses on the impacts of zoning requirements on the development of emergency shelters. While the new statute requires that every local government zone for the development of emergency shelters, it does not restrict how local governments allocate resources to address local priority needs. For example, nothing in SB 2 prohibits communities from also adopting a "Housing First" strategy to provide homeless persons with housing immediately and then providing services as needed.

[1] *Governor's Interagency Task Force on Homelessness, Progress Report and Work Plan for 2003.* Health and Human Services Agency and Business, Transportation and Housing Agency, December 2002

Section 1

Planning

(Government Code Section 65583)

Identifying and Analyzing Needs and Resources

Current law, Government Code Section 65583(a)(7), requires an identification and analysis of the needs of homeless persons and families. The analysis is an essential component of an effective housing element; however data sources can be limited and vary in estimates of need. As a result, an analysis should consider a variety of data sources and include proactive outreach with service providers to examine the degree and characteristics of homeless needs in the community and surrounding communities. A thorough analysis includes:

- An estimate or count of the daily average number of persons lacking shelter. Wherever possible, and to better describe the characteristics of needs, this figure could be divided into single males, single females and families (one or more adults with children) as the needs of each subgroup differ significantly.

- As local data or other existing sources permit (see list below), a description of the percentage of the homeless population who are mentally ill, developmentally disabled, veterans, runaway or emancipated foster youth, substance abusers, survivors of domestic violence, and other subpopulations of homeless considered significant by the jurisdiction.

- An inventory of the resources available within the community including shelters, transitional housing and supportive housing units by type. The analysis should estimate the number and type of existing shelter beds, and units of transitional and supportive housing available.

- Assess the degree of unmet homeless needs, including the extent of need for emergency shelters. As part of this analysis, SB 2 now clarifies the need assessment for emergency shelters must consider seasonal and year-round need. In recognition of local efforts to encourage supportive housing, SB 2 allows jurisdictions with 10 Year Plans to End Chronic Homelessness to reduce the need for emergency shelters by the number of supportive housing units identified in an adopted 10-year plan **and** that are either vacant or funding has been identified to allow construction in the housing element planning period.

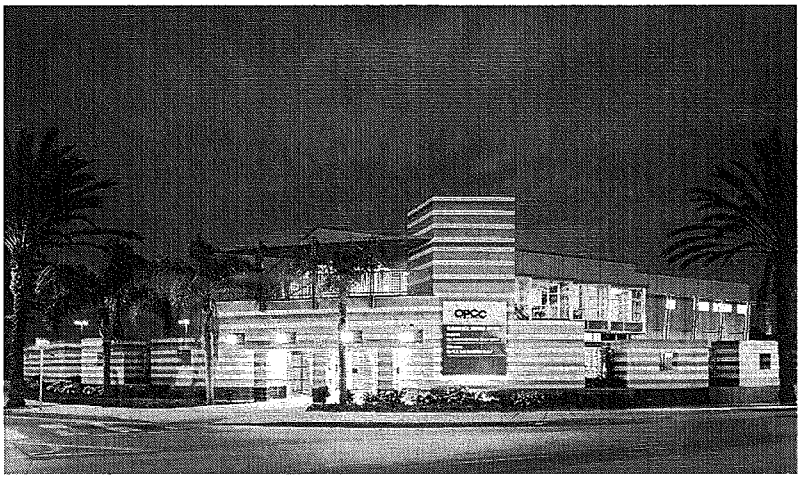
Resources to identify and analyze homeless needs, include:

- Consolidated plans
- Continuum of care plans
- 10 Year Plans to End Chronic Homelessness
- Interagency Council on Homelessness, Guide to Developing Plans and Examples (*http://www.ich.gov/slocal/index.html*)

- Local service providers such as continuum of care providers, local homeless shelter and service providers, food programs, operators of transitional housing programs, local drug and alcohol program service providers, county mental health and social service departments, local Salvation Army, Goodwill Industries, churches and schools, and
- 15 countywide Designated Local Boards certified by the Department's Emergency Housing and Assistance Program (*http://www.hcd.ca.gov/fa/ehap/cntys-with-dlb.html*).

Identifying Zoning for Emergency Shelters

Prior to enactment of SB 2, housing element law required local governments to identify zoning to encourage and facilitate the development of emergency shelters. SB 2 strengthened these requirements. Most prominently, housing element law now requires the identification of a zone(s) where emergency shelters are permitted without a conditional use permit or other discretionary action. To address this requirement, a local government may amend an existing zoning district, establish a new zoning district or establish an overlay zone for existing zoning districts. For example, some communities may amend one or more existing commercial zoning districts to allow emergency shelters without discretionary approval. The zone(s) must provide sufficient opportunities for new emergency shelters in the planning period to meet the need identified in the analysis and must in any case accommodate at least one year-round emergency shelter (see more detailed discussion below).



Cloverfield Services Center – Emergency Shelter by OPCC in Santa Monica, CA
Photo courtesy of OPCC in Santa Monica

When identifying a zone or analyzing an existing zone for emergency shelters, the element should address the compatibility and suitability of the zone. The element should consider what other uses are permitted in the zone and whether the zone is suitable for residential or emergency shelters. For example, an industrial zone with heavy manufacturing may have environmental conditions rendering it unsuitable for residential or shelter uses. In some localities, manufacturing or industrial zones may be in transition, where older industrial uses are redeveloping to residential, office or commercial. Transitioning zones may be compatible

with residential uses and suitable for emergency shelters. Also, a commercial zone allowing residential or residential compatible services (i.e., social services, offices) would be suitable for shelters. For example, Sacramento County permits emergency shelters in its commercial zone along with other residential uses and uses such as retail that are compatible with residential.

SB 2 clarifies existing law by requiring zoning identified for emergency shelters to include sufficient capacity to accommodate the need. The identified zone(s) must have sufficient capacity, when taken as a whole, to meet the need for shelters identified in the housing element, and have a realistic potential for development or reuse opportunities in the planning period. Further, capacity for emergency shelters must be suitable and available and account for physical features (flooding, seismic hazards, chemical contamination, other environmental constraints, and slope instability or erosion) and location (proximity to transit, job centers, and public and community services). The element should also address available acreage (vacant or underutilized) and the realistic capacity for emergency shelters in the zone. For example, if a jurisdiction identifies the public institution zoning district as the zone where emergency shelters will be allowed without a conditional use permit, the element should demonstrate sufficient acreage within the zoning district that could accommodate the actual development of an emergency shelter. The element could also discuss the potential for reuse or conversion of existing buildings to emergency shelters.

SB 2 ensures that each local government shares the responsibility to provide opportunities for the development of emergency shelters. Regardless of the extent of need identified in the element, local governments must provide zoning to allow at least one year round emergency shelter, unless the need for emergency shelters is accommodated through existing shelters or a multi-jurisdictional agreement (see discussion below). This is especially important given the fact that the homeless population is not always visible in the community; is sometimes transitory; data resources are frequently inadequate and the availability and adequacy of services and programs vary significantly by community and can impact the homeless count.

If a local government's existing zoning does not allow emergency shelters without a conditional use permit or other discretionary action, the housing element must include a program to identify a specific zone(s) and amend the zoning code *within one year of adoption of the housing element* (65583(a)(4)). The only exceptions permitted to the non-discretionary zoning requirement are where a jurisdiction demonstrates their homeless needs can be accommodated in existing shelters; or where the jurisdiction meets all of its need through a multi-jurisdictional agreement (discussed in later sections).

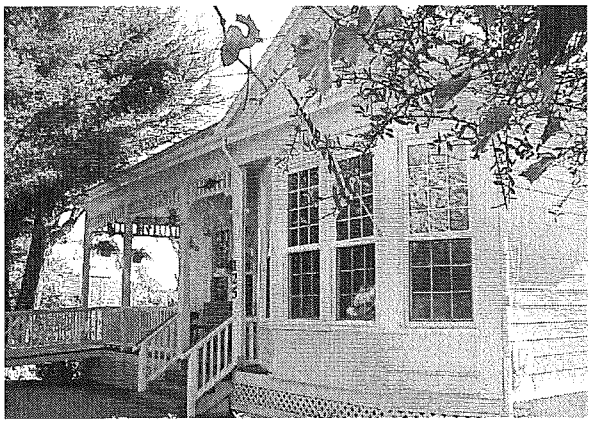
Where a local government has identified a zone and sufficient capacity to encourage emergency shelters consistent with the provisions of SB 2, a local government may also identify additional zones for the development of emergency shelters that require a conditional use permit.

Permitting Emergency Shelters without Discretionary Action

To comply with SB 2, localities must have or adopt a zoning classification that permits emergency shelters in a non-discretionary manner (localities may however apply development standards pursuant to Section 65583(a)(4)). In such zones, permitted uses, development standards and permit procedures must include:

- Objective development standards that encourage and facilitate the approval of emergency shelters.
- Decision-making criteria such as standards that do not require discretionary judgment.
- Standards that do not render emergency shelters infeasible, and only address the use as an emergency shelter, not the perceived characteristics of potential occupants.

Requiring a variance, minor use permit, special use permit or any other discretionary process does not constitute a non-discretionary process. However, local governments may apply non-discretionary design review standards.



Emergency Shelter – Jackson, California
Photo courtesy of Amador-Tuolumne Community Action

A local government should not require public notice of its consideration of emergency shelter proposals unless it provides public notice of other non-discretionary actions. For example, if a local government permits new construction of a single-family residence without discretionary action and public notice is not given for these applications, then a local government should employ the same procedures for emergency shelter applications. The appropriate point for public comment and discretionary action is when zoning is being amended or adopted for emergency shelters, not on a project-by-project basis.

Development Standards to Encourage and Facilitate Emergency Shelters

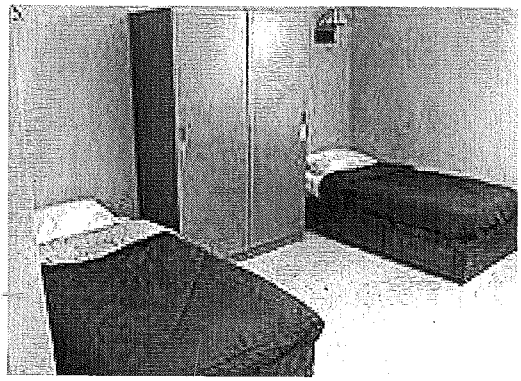
SB 2 requires that emergency shelters only be subject to those development and management standards that apply to residential or commercial use within the same zone, except the local government may apply certain objective standards discussed on the next page (Government Code Section 65583(a)(4)). For example, a light commercial zone might permit a range of wholesaler, service repair and business services subject to buildable area and lot area requirements. In this case, the emergency shelter may be subject only to the same buildable area and lot area requirements. The same zone might permit residential uses subject to certain development standard (i.e., lot area, heights, and setbacks) requirements. In this case, emergency shelters should only be subject to the same development standards.

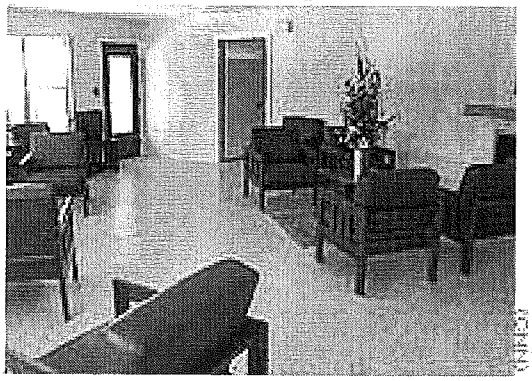
To demonstrate that processing procedures and standards are objective and encourage and facilitate development of emergency shelters, the housing element must address how:

- zoning explicitly allows the use (meaning the use is specifically described in the zoning code);
- development standards and permit procedures do not render the use infeasible;
- zoning, development and management standards, permit procedures and other applicable land-use regulations promote the use through objective; and predictable standards.

SB 2 allows flexibility for local governments to apply written, objective development and management standards for emergency shelters as described in statue and below.

- The maximum number of beds or persons permitted to be served nightly by the facility.
- Off-street parking based upon demonstrated need, provided that the standards do not require more parking for emergency shelters than for other residential or commercial uses within the same zone.
- The size and location of exterior and interior on-site waiting and client intake areas.
- The provision of on-site management.
- The proximity to other emergency shelters provided that emergency shelters are not required to be more than 300 feet apart.
- The length of stay.
- Lighting.
- Security during hours that the emergency shelter is in operation.





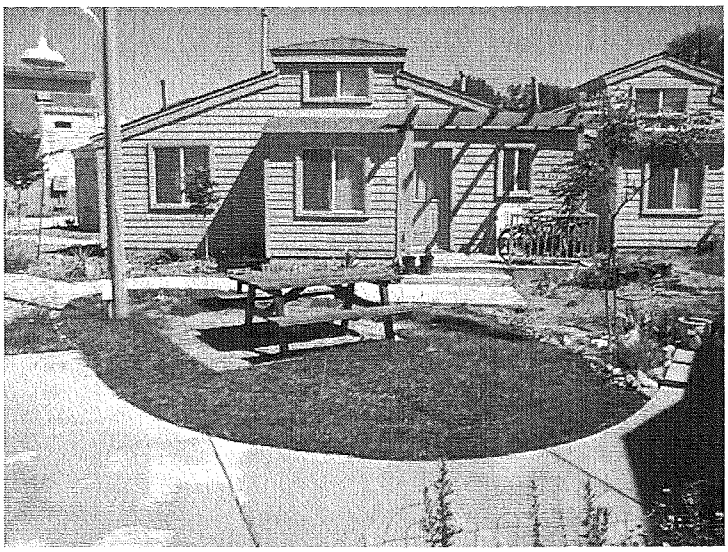
These standards must be designed to encourage and facilitate the development of, or conversion to, an emergency shelter. For example, a standard establishing the maximum number of beds should act to encourage the development of an emergency shelter; local governments should establish flexible ranges for hours of operation; length of stay provision should be consistent with financing programs or statutory definitions limiting occupancy to six months (Health and Safety Code Section 50801) and should not unduly impair shelter operations. Appropriate management standards are reasonable and limited to ensure the operation and maintenance of the property.

Encouraging Multi-Jurisdictional Cooperation and Coordination

SB 2 recognizes and encourages multi-jurisdictional coordination by allowing local governments to satisfy all or part of their obligation to zone for emergency shelters by adopting and implementing a multi-jurisdictional agreement, with a maximum of two adjacent communities. The agreement must commit the participating jurisdictions to develop at least one year-round shelter within two years of the beginning of the housing element planning period. For example, jurisdictions in Southern California Association of Governments (SCAG) region with a statutory due date of June 30, 2008 would need to ensure the development of shelter(s) by June 30, 2010. To utilize this provision, local governments must adopt an agreement that allocates a portion of the new shelter capacity to each jurisdiction as credit towards the jurisdiction's emergency shelter need. The housing element for each participating local government must describe how the capacity was allocated. In addition, the housing element of each participating jurisdiction must describe:

- How the joint facility will address the local governments need for emergency shelters.
- The local government's contribution for both the development and ongoing operation and management of the shelter.
- The amount and source of the funding to be contributed to the shelter.
- How the aggregate capacity claimed by all of the participating jurisdictions does not exceed the actual capacity of the shelter facility.

If the local government can demonstrate that the multi-jurisdictional agreement can accommodate the jurisdiction's need for emergency shelter, the jurisdiction is authorized to comply with the zoning requirements for emergency shelters by identifying a zone(s) where new emergency shelters are allowed with a conditional use permit.



Quinn Cottages, Transitional Housing in Sacramento, CA
Photo courtesy of Cottage Housing, Inc.

Existing Ordinances and Existing Shelters that Accommodate Need

Existing Ordinances Permitting Emergency Shelters

Hendley Circle Apartments – Supportive SRO Housing in Burbank
Photo courtesy of Burbank Housing

Many local governments have a record of effective actions to address the homeless needs in their community. SB 2 recognizes and provides flexibility for jurisdictions that have already adopted an ordinance(s) that complies with the new zoning requirements. For those local governments with existing ordinances and zoning consistent with requirements of SB 2, no further action will be required to identify zones available for emergency shelters. The housing element must however, describe how the existing ordinance, policies and standards are consistent with the requirements of SB 2.

Existing Shelters That Accommodate the Need for Emergency Shelters

Local governments that can demonstrate, to the satisfaction of the Department, the existence of one or more emergency shelters either within the jurisdiction or pursuant to a multi-jurisdictional agreement that can accommodate the need for emergency shelters identified in the housing element may comply with the zoning requirements of SB 2 by identifying a zone(s) where new emergency shelters are allowed with a conditional use permit. To demonstrate homeless needs can be accommodated in existing shelters, an element must at minimum list existing shelters including the total number of beds and the number vacant. The analysis should support and document the estimate of vacant beds and must consider seasonal fluctuations in the need for emergency shelters.

Transitional and Supportive Housing

Transitional housing is defined in Section 50675.2 of the Health & Safety Code as rental housing for stays of at least six months but where the units are re-circulated to another program recipient after a set period. Transitional housing may be designated for a homeless individual or family transitioning to permanent housing. This housing can take several forms,

such as single family or multifamily units, and may include supportive services to allow individuals to gain necessary life skills in support of independent living. *Supportive housing* as defined at Section 50675.14 of the Health & Safety Code has no limit on the length of stay, is linked to onsite or offsite services, and is occupied by a target population as defined in Health & Safety Code Section 53260. Services typically include assistance designed to meet the needs of the target population in retaining housing, living and working in the community, and/or improving health and may include case management, mental health treatment, and life skills.

The housing element must demonstrate that transitional housing and supportive housing are permitted as a residential use and only subject to those restrictions that apply to other residential dwellings of the same type in the same zone (Government Code Section 65583(a)(5)). In other words, transitional housing and supportive housing are permitted in all zones allowing residential uses and are not subject to any restrictions (e.g., occupancy limit) not imposed on similar dwellings (e.g., single family home, apartments) in the same zone in which the transitional housing and supportive housing is located. For example, transitional housing located in an apartment building in a multifamily zone is permitted in the same manner as an apartment building in the same zone and supportive housing located in a single family home in a single family zone is permitted in the same manner as a single family home in the same zone.

If jurisdictions do not explicitly permit transitional and supportive housing as previously described, the element must include a program to ensure zoning treats transitional and supportive housing as a residential use, subject only to those restrictions on residential uses contained in the same type of structure.

Housing Element Policies and Programs

Gish Apartments – Supportive Housing, San Jose, CA
Photo courtesy of First Community Housing and Bernard Andre

Effective programs reflect the results of the local housing need analyses, identification of available resources, including land and financing, and the mitigation of identified governmental and nongovernmental constraints. Programs consist of specific action steps the locality will take to implement its policies and achieve goals and objectives. Programs must include a specific timeframe for implementation, identify the agencies or officials responsible for implementation, and describe the jurisdiction's specific role in implementation.

Where a jurisdiction does not provide an analysis demonstrating compliance with the provisions of SB 2 through existing zoning, the element must have a program(s) to address the results of that analysis. For example, if the element does not identify an existing zone to

permit emergency shelters without a conditional use permit or other discretionary action, the element must include a program to establish the appropriate zoning, unless the jurisdiction has satisfied its needs through existing emergency shelters or a multi-jurisdictional agreement. If development and management standards do not encourage and facilitate emergency shelters or zoning does not treat transitional and supportive housing as a residential use, the element must include a program(s) to amend existing zoning or processing requirements to comply with SB 2.

Programs to address the requirements of SB 2 for emergency shelters must be implemented within one year of adoption of the housing element. Programs to address requirements for transitional and supportive housing should be implemented early in the planning period. Further, since the program for emergency shelters must be implemented within one year of adoption, the housing element should provide analysis to support and assure effective implementation of the program. For example, the analysis should examine the suitability of zones to be included in the program and whether sufficient and suitable capacity is available. The same type of analysis could evaluate development and management standards that will be considered as part of establishing or amending zoning. This analysis should demonstrate the necessary commitment to ensure zoning, permit procedures and development standards encourage and facilitate emergency shelters.

******* UPDATED*******

Please be aware, if the adopted housing element from the previous cycle (4th cycle) included a program to address the requirements of SB 2 for emergency shelters, and the required timeframe has lapsed, the Department will not be able to find future housing elements in compliance until the required rezoning is complete and the element is amended to reflect that rezoning.

Timing: When SB 2 Applies

In accordance with Government Code Section 65583(e), any draft housing element submitted to the Department after March 31, 2008 will be required to comply with SB 2.

Section 2

Local Approval

(Government Code Section 65589.5)

The Housing Accountability Act

To promote predictability for the development of housing affordable to lower- and moderate-income households, the Housing Accountability Act (Government Code Section 65589.5) prohibits a jurisdiction from disapproving a housing development project, including housing for farmworkers and for very low-, low-, or moderate-income households, or conditioning approval in a manner that renders the project infeasible for development for the use of very low-, low-, or moderate-income households, including through the use of design review standards, unless it makes at least one of five specific written findings based on substantial evidence in the record (Government Code Section 65589.5).

SB 2 adds emergency shelters to the list of uses protected under the Housing Accountability Act. In addition, SB 2 clarifies that the definition of a housing development project includes transitional or supportive housing (see Attachment 1: SB 2 - changes are underlined).

Zoning Inconsistency

Pursuant to the Housing Accountability Act, a local government is prohibited from making the finding regarding zoning and general plan inconsistency (Section 65589.5(d)(5)) to disapprove a development if the jurisdiction identified the site in its general plan (e.g., housing or land-use element) as appropriate for residential use at the density proposed or failed to identify adequate sites to accommodate its share of the regional housing need for all income groups. In addition to extending these provisions to emergency shelters and transitional housing, SB 2 prohibits the use of the zoning and general plan inconsistency finding to disapprove an emergency shelter if the jurisdictions have:

- not identified a zone(s) where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit,
- not demonstrated the identified zone(s) include sufficient capacity to accommodate the need for emergency shelter, or
- not demonstrated the identified zone(s) can accommodate at least one emergency shelter.

This provision applies to any site identified in any element of the general plan for industrial, commercial, or multifamily residential uses. In any court action, the burden of proof is on the local jurisdiction to demonstrate its housing element satisfies the above requirements of SB 2.

Attachment 1

Statutory Changes to Housing Element Law *(underline version)*

Attachment 1

Changes to State Housing Element Law
Chapter 633, Statutes of 2007 (SB 2)

(changes indicated in strikeouts and underlines)

65582. As used in this article, the following definitions apply:
(a) "Community," "locality," "local government," or "jurisdiction" means a city, city and county, or county.
(b) "Council of governments" means a single or multicounty council created by a joint powers agreement pursuant to Chapter 5 (commencing with Section 6500) of Division 1 of Title 1.
(c) "Department" means the Department of Housing and Community Development.
(d) "Emergency shelter" has the same meaning as defined in subdivision (e) of Section 50801 of the Health and Safety Code.
(e) "Housing element" or "element" means the housing element of the community's general plan, as required pursuant to this article and subdivision (c) of Section 65302.
(f) "Supportive housing" has the same meaning as defined in subdivision (b) of Section 50675.14 of the Health and Safety Code.
(g) "Transitional housing" has the same meaning as defined in subdivision (h) of Section 50675.2 of the Health and Safety Code.

65583. The housing element shall consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing. The housing element shall identify adequate sites for housing, including rental housing, factory-built housing, ~~and~~ mobilehomes, and emergency shelters, and shall make adequate provision for the existing and projected needs of all economic segments of the community. The element shall contain all of the following:
(a) An assessment of housing needs and an inventory of resources and constraints relevant to the meeting of these needs. The assessment and inventory shall include all of the following:
(1) An analysis of population and employment trends and documentation of projections and a quantification of the locality's existing and projected housing needs for all income levels, including extremely low income households, as defined in subdivision (b) of Section 50105 and Section 50106 of the Health and Safety Code. These existing and projected needs shall include the locality's share of the regional housing need in accordance with Section 65584. Local agencies shall calculate the subset of very low income households allotted under Section 65584 that qualify as extremely low income households. The local agency may either use available census data to calculate the percentage of very low income households that qualify as extremely low income households or presume that 50 percent of the very low income households qualify as extremely low income households. The number of extremely low income households and very low income households shall equal the jurisdiction's allocation of very low income households pursuant to Section 65584.
(2) An analysis and documentation of household characteristics, including level of payment compared to ability to pay, housing characteristics, including overcrowding, and housing stock condition.

(3) An inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment, and an analysis of the relationship of zoning and public facilities and services to these sites.
(4) (A) The identification of a zone or zones where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit. The identified zone or zones shall include sufficient capacity to accommodate the need for emergency shelter identified in paragraph (7), except that each local government shall identify a zone or zones that can accommodate at least one year-round emergency shelter. If the local government cannot identify a zone or zones with sufficient capacity, the local government shall include a program to amend its zoning ordinance to meet the requirements of this paragraph within one year of the adoption of the housing element. The local government may identify additional zones where emergency shelters are permitted with a conditional use permit. The local government shall also demonstrate that existing or proposed permit processing, development, and management standards are objective and encourage and facilitate the development of, or conversion to, emergency shelters. Emergency shelters may only be subject to those development and management standards that apply to residential or commercial development within the same zone except that a local government may apply written, objective standards that include all of the following:
(i) The maximum number of beds or persons permitted to be served nightly by the facility.
(ii) Off-street parking based upon demonstrated need, provided that the standards do not require more parking for emergency shelters than for other residential or commercial uses within the same zone.
(iii) The size and location of exterior and interior onsite waiting and client intake areas.
(iv) The provision of onsite management.
(v) The proximity to other emergency shelters, provided that emergency shelters are not required to be more than 300 feet apart.
(vi) The length of stay.
(vii) Lighting.
(viii) Security during hours that the emergency shelter is in operation.
(B) The permit processing, development, and management standards applied under this paragraph shall not be deemed to be discretionary acts within the meaning of the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code).
(C) A local government that can demonstrate to the satisfaction of the department the existence of one or more emergency shelters either within its jurisdiction or pursuant to a multijurisdictional agreement that can accommodate that jurisdiction's need for emergency shelter identified in paragraph (7) may comply with the zoning requirements of subparagraph (A) by identifying a zone or zones where new emergency shelters are allowed with a conditional use permit.
(D) A local government with an existing ordinance or ordinances that comply with this paragraph shall not be required to take additional action to identify zones for emergency shelters. The housing element must only describe how existing ordinances, policies, and standards are consistent with the requirements of this paragraph.
(5) An analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels, including the types of housing identified in paragraph (1) of subdivision (c), and for persons with disabilities as identified in

the analysis pursuant to paragraph (6), including land use controls, building codes and their enforcement, site improvements, fees and other exactions required of developers, and local processing and permit procedures. The analysis shall also demonstrate local efforts to remove governmental constraints that hinder the locality from meeting its share of the regional housing need in accordance with Section 65584 and from meeting the need for housing for persons with disabilities identified pursuant to, supportive housing, transitional housing, and emergency shelters identified pursuant to paragraph Transitional housing and supportive housing shall be (5considered a residential use of property, and shall be subject only to those restrictions that apply to other residential dwellings of the same type in the same zone.

(6) An analysis of potential and actual nongovernmental constraints upon the maintenance, improvement, or development of housing for all income levels, including the availability of financing, the price of land, and the cost of construction.

(67) An analysis of any special housing needs, such as those of the elderly, persons with disabilities, large families, farmworkers, families with female heads of households, and families and persons in need of emergency shelter. The need for emergency shelter shall be (7assessed based on annual and seasonal need. The need for emergency shelter may be reduced by the number of supportive housing units that are identified in an adopted 10-year plan to end chronic homelessness and that are either vacant or for which funding has been identified to allow construction during the planning period.

(8) An analysis of opportunities for energy conservation with respect to residential development.

(89) An analysis of existing assisted housing developments that are eligible to change from low-income housing uses during the next 10 years due to termination of subsidy contracts, mortgage prepayment, or expiration of restrictions on use. "Assisted housing developments," for the purpose of this section, shall mean multifamily rental housing that receives governmental assistance under federal programs listed in subdivision (a) of Section 65863.10, state and local multifamily revenue bond programs, local redevelopment programs, the federal Community Development Block Grant Program, or local in-lieu fees. "Assisted housing developments" shall also include multifamily rental units that were developed pursuant to a local inclusionary housing program or used to qualify for a density bonus pursuant to Section 65916.

(A) The analysis shall include a listing of each development by project name and address, the type of governmental assistance received, the earliest possible date of change from low-income use and the total number of elderly and nonelderly units that could be lost from the locality's low-income housing stock in each year during the 10-year period. For purposes of state and federally funded projects, the analysis required by this subparagraph need only contain information available on a statewide basis.

(B) The analysis shall estimate the total cost of producing new rental housing that is comparable in size and rent levels, to replace the units that could change from low-income use, and an estimated cost of preserving the assisted housing developments. This cost analysis for replacement housing may be done aggregately for each five-year period and does not have to contain a project-by-project cost estimate.

(C) The analysis shall identify public and private nonprofit corporations known to the local government which have legal and managerial capacity to acquire and manage these housing developments.

(D) The analysis shall identify and consider the use of all federal, state, and local financing and subsidy programs which can be used to preserve, for lower income households, the assisted housing developments, identified in this paragraph, including, but not limited to, federal Community Development Block Grant Program funds, tax increment funds received by a redevelopment agency of the community, and administrative fees received by a housing authority operating within the community. In considering the use of these financing and subsidy programs, the analysis shall identify the amounts of funds under each available program which have not been legally obligated for other purposes and which could be available for use in preserving assisted housing developments.
(b) (1) A statement of the community's goals, quantified objectives, and policies relative to the maintenance, preservation, improvement, and development of housing.
(2) It is recognized that the total housing needs identified pursuant to subdivision (a) may exceed available resources and the community's ability to satisfy this need within the content of the general plan requirements outlined in Article 5 (commencing with Section 65300). Under these circumstances, the quantified objectives need not be identical to the total housing needs. The quantified objectives shall establish the maximum number of housing units by income category, including extremely low income, that can be constructed, rehabilitated, and conserved over a five-year time period.
(c) A program which sets forth a five-year schedule of actions the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the housing element through the administration of land use and development controls, the provision of regulatory concessions and incentives, and ~~the~~ the utilization of appropriate federal and state financing and subsidy programs when available and the utilization of moneys in a low- and moderate-income housing fund of an agency if the locality has established a redevelopment project area pursuant to the Community Redevelopment Law (Division 24 (commencing with Section 33000) of the Health and Safety Code). In order to make adequate provision for the housing needs of all economic segments of the community, the program shall do all of the following:
(1) Identify actions that will be taken to make sites available during the planning period of the general plan with appropriate zoning and development standards and with services and facilities to accommodate that portion of the city's or county's share of the regional housing need for each income level that could not be accommodated on sites identified in the inventory completed pursuant to paragraph (3) of subdivision (a) without rezoning, and to comply with the requirements of Section 65584.09. Sites shall be identified as needed to facilitate and encourage the development of a variety of types of housing for all income levels, including multifamily rental housing, factory-built housing, mobilehomes, housing for agricultural employees, supportive housing, single-room occupancy units, emergency shelters, and transitional housing.
(A) Where the inventory of sites, pursuant to paragraph (3) of subdivision (a), does not identify adequate sites to accommodate the need for groups of all household income levels pursuant to Section 65584, the program shall identify sites that can be developed for housing within the planning period pursuant to subdivision (h) of Section 65583.2.
(B) Where the inventory of sites pursuant to paragraph (3) of subdivision (a) does not identify adequate sites to accommodate the need for farmworker housing, the program shall provide for sufficient sites to meet the need with zoning that permits farmworker housing use by right, including density and development standards that could accommodate and facilitate the feasibility of the development of farmworker housing for low- and very low income households.

(2) Assist in the development of adequate housing to meet the needs of extremely low, very low, low-, and moderate-income households.
(3) Address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing, including housing for all income levels and housing for persons with disabilities. The program shall remove constraints to, and provide reasonable accommodations for housing designed for, intended for occupancy by, or with supportive services for, persons with disabilities.
(4) Conserve and improve the condition of the existing affordable housing stock, which may include addressing ways to mitigate the loss of dwelling units demolished by public or private action.
(5) Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability.
(6) Preserve for lower income households the assisted housing developments identified pursuant to paragraph (~~8~~9) of subdivision (a).
The program for preservation of the assisted housing developments shall utilize, to the extent necessary, all available federal, state, and local financing and subsidy programs identified in paragraph (~~8~~9) of subdivision (a), except where a community has other urgent needs for which alternative funding sources are not available. The program may include strategies that involve local regulation and technical assistance.
(7) The program shall include an identification of the agencies and officials responsible for the implementation of the various actions and the means by which consistency will be achieved with other general plan elements and community goals. The local government shall make a diligent effort to achieve public participation of all economic segments of the community in the development of the housing element, and the program shall describe this effort.
(d) (1) A local government may satisfy all or part of its requirement to identify a zone or zones suitable for the development of emergency shelters pursuant to paragraph (4) of subdivision (a) by adopting and implementing a multijurisdictional agreement, with a maximum of two other adjacent communities, that requires the participating jurisdictions to develop at least one year-round emergency shelter within two years of the beginning of the planning period.
(2) The agreement shall allocate a portion of the new shelter capacity to each jurisdiction as credit towards its emergency shelter need, and each jurisdiction shall describe how the capacity was allocated as part of its housing element.
(3) Each member jurisdiction of a multijurisdictional agreement shall describe in its housing element all of the following:
(A) How the joint facility will meet the jurisdiction's emergency shelter need.
(B) The jurisdiction's contribution to the facility for both the development and ongoing operation and management of the facility.
(C) The amount and source of the funding that the jurisdiction contributes to the facility.
(4) The aggregate capacity claimed by the participating jurisdictions in their housing elements shall not exceed the actual capacity of the shelter.
(e) Except as otherwise provided in this article, amendments to this article that alter the required content of a housing element shall apply to both of the following:
(1) A housing element or housing element amendment prepared pursuant to subdivision (e) of Section 65588 or Section 65584.02, ~~where~~when a city, county, or city and county submits a ~~first~~ draft to the department for review pursuant to Section 65585 more than 90 days after the effective date of the amendment to this section.

(2) Any housing element or housing element amendment prepared pursuant to subdivision (e) of Section 65588 or Section 65584.02, ~~where~~when the city, county, or city and county fails to submit the first draft to the department before the due date specified in Section 65588 or 65584.02.

Housing Accountability Act

65589.5. (a) The Legislature finds and declares all of the following:
(1) The lack of housing, including emergency shelters, is a critical problem that threatens the economic, environmental, and social quality of life in California. (2) California housing has become the most expensive in the nation. The excessive cost of the state's housing supply is partially caused by activities and policies of many local governments that limit the approval of housing, increase the cost of land for housing, and require that high fees and exactions be paid by producers of housing.
(3) Among the consequences of those actions are discrimination against low income and minority households, lack of housing to support employment growth, imbalance in jobs and housing, reduced mobility, urban sprawl, excessive commuting, and air quality deterioration.
(4) Many local governments do not give adequate attention to the economic, environmental, and social costs of decisions that result in disapproval of housing projects, reduction in density of housing projects, and excessive standards for housing projects.
(b) It is the policy of the state that a local government not reject or make infeasible housing developments, including emergency shelters, that contribute to meeting the ~~housing~~ need determined pursuant to this article without a thorough analysis of the economic, social, and Environmental effects of the action and without complying with subdivision (d).
(c) The Legislature also recognizes that premature and unnecessary development of agricultural lands for urban uses continues to have adverse effects on the availability of those lands for food and fiber production and on the economy of the state. Furthermore, it is the policy of the state that development should be guided away from prime agricultural lands; therefore, in implementing this section, local jurisdictions should encourage, to the maximum extent practicable, in filling existing urban areas.
(d) A local agency shall not disapprove a housing development project, including farmworker housing as defined in subdivision (d) of Section 50199.50 of the Health and Safety Code, for very low, low-, or moderate-income households, or an emergency shelter, or condition approval in a manner that renders the project infeasible for development for the use of very low, low-, or moderate- income households, or an emergency shelter, including through the use of design review standards, unless it makes written findings, based upon substantial evidence in the record, as to one of the following:
(1) The jurisdiction has adopted a housing element pursuant to this article that has been revised in accordance with Section 65588, is in substantial compliance with this article, and the jurisdiction has met or exceeded its share of the regional housing need allocation pursuant to Section 65584 for the planning period for the income category proposed for the housing development project, provided that any disapproval or conditional approval shall not be based on any of the reasons prohibited by Section 65008. If the housing development project includes a mix of income categories, and the jurisdiction has not met or exceeded its share of the regional housing need for one or more of those categories, then this paragraph shall not be used to disapprove or conditionally approve the project. The share of the regional

housing need met by the jurisdiction shall be calculated consistently with the forms and definitions that may be adopted by the Department of Housing and Community Development pursuant to Section 65400. In the case of an emergency shelter, the jurisdiction shall have met or exceeded the need for emergency shelter, as identified pursuant to paragraph (7) of subdivision (a) of Section 65583. Any disapproval or conditional approval pursuant to this paragraph shall be in accordance with applicable law, rule, or standards.

(2) The development project or emergency shelter as proposed would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households or rendering the development of the emergency shelter financially infeasible. As used in this paragraph, a "specific, adverse impact" means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete. Inconsistency with the zoning ordinance or general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.

(3) The denial of the project or imposition of conditions is required in order to comply with specific state or federal law, and there is no feasible method to comply without rendering the development unaffordable to low- and moderateincome households or rendering the development of the emergency shelter financially infeasible.

(4) The development project or emergency shelter is proposed on land zoned for agriculture or resource preservation that is surrounded on at least two sides by land being used for agricultural or resource preservation purposes, or which does not have adequate water or wastewater facilities to serve the project.

(5) The development project or emergency shelter is inconsistent with both the jurisdiction's zoning ordinance and general plan land use designation as specified in any element of the general plan as it existed on the date the application was deemed complete, and the jurisdiction has adopted a revised housing element in accordance with Section 65588 that is in substantial compliance with this article.

(A) This paragraph cannot be utilized to disapprove or conditionally approve a housing development project if the development project is proposed on a site that is identified as suitable or available for very low, low-, or moderate-income households in the jurisdiction's housing element, and consistent with the density specified in the housing element, even though it is inconsistent with both the jurisdiction's zoning ordinance and general plan land use designation.

(B) If the local agency has failed to identify in the inventory of land in its housing element sites that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction's share of the regional housing need for all income levels pursuant to Section 65584, then this paragraph shall not be utilized to disapprove or conditionally approve a housing development project proposed for a site designated in any element of the general plan for residential uses or designated in any element of the general plan for commercial uses if residential uses are permitted or conditionally permitted within commercial designations. In any action in court, the burden of proof shall be on the local agency to show that its housing element does identify adequate sites with appropriate zoning and development standards and with services and facilities to accommodate the local agency's share of the regional housing need for the very low and low-income categories.

~~(e) This section does not relieve the local agency~~ (C) If the local agency has failed to identify a zone or zones where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit, has failed to demonstrate that the identified zone or zones include sufficient capacity to accommodate the need for emergency shelter identified in paragraph (7) of subdivision (a) of Section 65583, or has failed to demonstrate that the identified zone or zones can accommodate at least one emergency shelter, as required by paragraph (4) of subdivision (a) of Section 65583, then this paragraph shall not be utilized to disapprove or conditionally approve an emergency shelter proposed for a site designated in any element of the general plan for industrial, commercial, or multifamily residential uses. In any action in court, the burden of proof shall be on the local agency to show that its housing element does satisfy the requirements of paragraph (4) of subdivision (a) of Section 65583.

(e) Nothing in this section shall be construed to relieve the local agency from complying with the Congestion Management Program required by Chapter 2.6 (commencing with Section 65088) of Division 1 of Title 7 or the California Coastal Act (Division 20 (commencing with Section 30000) of the Public Resources Code). ~~This~~Neither shall anything in this section ~~also does not~~be construed to relieve the local agency ~~local agency~~ from making one or more of the findings required pursuant to Section 21081 of the Public Resources Code or otherwise complying with the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code).

(f) ~~This~~(1) Nothing in this section ~~does not~~shall be construed to prohibit a local agency from requiring the development project to comply with objective, quantifiable, written development standards, conditions, and policies appropriate to, and consistent with, meeting the jurisdiction's share of the regional housing need pursuant to Section 65584. However, the development standards, conditions, and policies shall be applied to facilitate and accommodate development at the density permitted on the site and proposed by the development ~~project. This~~. (2) Nothing in this section ~~does not~~shall be construed to prohibit a local agency from requiring an emergency shelter project to comply with objective, quantifiable, written development standards, conditions, and policies that are consistent with paragraph (4) of subdivision (a) of Section 65583 and appropriate to, and consistent with, meeting the jurisdiction's need for emergency shelter, as identified pursuant to paragraph (7) of subdivision (a) of Section 65583. However, the development standards, conditions, and policies shall be applied by the local agency to facilitate and accommodate the development of the emergency shelter project.

(3) This section does not prohibit a local agency from imposing fees and other exactions otherwise authorized by law that are essential to provide necessary public services and facilities to the development project or emergency shelter.

(g) This section shall be applicable to charter cities because the Legislature finds that the lack of housing, including emergency shelter, is a critical statewide problem.

(h) The following definitions apply for the purposes of this section:

(1) "Feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.

(2) "Housing development project" means a use consisting of ~~either~~ any of the following:

(A) Residential units only.

(B) Mixed-use developments consisting of residential and nonresidential uses in which nonresidential uses are limited to neighborhood commercial uses and to the first floor of buildings that are two or more stories. As used in this paragraph, "neighborhood commercial" means small-scale general or specialty stores that furnish goods and services primarily to residents of the neighborhood.
(C) Transitional housing or supportive housing.
(3) "Housing for very low, low-, or moderate-income households" means that either (A) at least 20 percent of the total units shall be sold or rented to lower income households, as defined in Section 50079.5 of the Health and Safety Code, or (B) 100 percent of the units shall be sold or rented to moderate-income households as defined in Section 50093 of the Health and Safety Code, or middle-income households, as defined in Section 65008 of this code. Housing units targeted for lower income households shall be made available at a monthly housing cost that does not exceed 30 percent of 60 percent of area median income with adjustments for household size made in accordance with the adjustment factors on which the lower income eligibility limits are based. Housing units targeted for persons and families of moderate income shall be made available at a monthly housing cost that does not exceed 30 percent of 100 percent of area median income with adjustments for household size made in accordance with the adjustment factors on which the moderate-income eligibility limits are based.
(4) "Area median income" means area median income as periodically established by the Department of Housing and Community Development pursuant to Section 50093 of the Health and Safety Code. The developer shall provide sufficient legal commitments to ensure continued availability of units for very low or low-income households in accordance with the provisions of this subdivision for 30 years.
(5) "Disapprove the development project" includes any instance in which a local agency does either of the following:
(A) Votes on a proposed housing development project application and the application is disapproved.
(B) Fails to comply with the time periods specified in subparagraph (B) of paragraph (1) of subdivision (a) of Section 65950. An extension of time pursuant to Article 5 (commencing with Section 65950) shall be deemed to be an extension of time pursuant to this paragraph.
(i) If any city, county, or city and county denies approval or imposes restrictions, including design changes, a reduction of allowable densities or the percentage of a lot that may be occupied by a building or structure under the applicable planning and zoning in force at the time the application is deemed complete pursuant to Section 65943, that have a substantial adverse effect on the viability or affordability of a housing development for very low, low-, or moderate-income households, and the denial of the development or the imposition of restrictions on the development is the subject of a court action which challenges the denial, then the burden of proof shall be on the local legislative body to show that its decision is consistent with the findings as described in subdivision (d) and that the findings are supported by substantial evidence in the record.
(j) When a proposed housing development project complies with applicable, objective general plan and zoning standards and criteria, including design review standards, in effect at the time that the housing development project's application is determined to be complete, but the local agency proposes to disapprove the project or to approve it upon the condition that the project be developed at a lower density, the local agency shall base its decision regarding the proposed housing development project upon written findings supported by substantial evidence on the record that both of the following conditions exist:

(1) The housing development project would have a specific, adverse impact upon the public health or safety unless the project is disapproved or approved upon the condition that the project be developed at a lower density. As used in this paragraph, a "specific, adverse impact" means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete.
(2) There is no feasible method to satisfactorily mitigate or avoid the adverse impact identified pursuant to paragraph (1), other than the disapproval of the housing development project or the approval of the project upon the condition that it be developed at a lower density.
(k) The applicant or any person who would be eligible to apply for residency in the development or emergency shelter may bring an action to enforce this section. If in any action brought to enforce the provisions of this section, a court finds that the local agency disapproved a project or conditioned its approval in a manner rendering it infeasible for the development of an emergency shelter, or housing for very low, low-, or moderate-income households including farmworker housing, without making the findings required by this section or without making sufficient findings supported by substantial evidence, the court shall issue an order or judgment compelling compliance with this section within 60 days, including, but not limited to, an order that the local agency take action on the development project or emergency shelter. The court shall retain jurisdiction to ensure that its order or judgment is carried out and shall award reasonable attorney's fees and costs of suit to the plaintiff or petitioner who proposed the housing development or emergency shelter, except under extraordinary circumstances in which the court finds that awarding fees would not further the purposes of this section. If the court determines that its order or judgment has not been carried out within 60 days, the court may issue further orders as provided by law to ensure that the purposes and policies of this section are fulfilled, including, but not limited to, an order to vacate the decision of the local agency, in which case the application for the project, as constituted at the time the local agency took the initial action determined to be in violation of this section, along with any standard conditions determined by the court to be generally imposed by the local agency on similar projects, shall be deemed approved unless the applicant consents to a different decision or action by the local agency.
(l) If the court finds that the local agency (1) acted in bad faith when it disapproved or conditionally approved the housing development or emergency shelter in violation of this section and (2) failed to carry out the court's order or judgment within 60 days as described in ~~paragraph~~ subdivision (k), the court in addition to any other remedies provided by this section, may impose fines upon the local agency that the local agency shall be required to deposit into a housing trust fund. Fines shall not be paid from funds that are already dedicated for affordable housing, including, but not limited to, redevelopment or low- and moderate-income housing funds and federal HOME and CDBG funds. The local agency shall commit the money in the trust fund within five years for the sole purpose of financing newly constructed housing units affordable to extremely low, very low, or low-income households. For purposes of this section, "bad faith" shall mean an action that is frivolous or otherwise entirely without merit.
(m) Any action brought to enforce the provisions of this section shall be brought pursuant to Section 1094.5 of the Code of Civil Procedure, and the local agency shall prepare and certify the record of proceedings in accordance with subdivision (c) of Section 1094.6 of the Code of Civil Procedure no later than 30 days after the petition is served, provided that the cost of

preparation of the record shall be borne by the local agency. Upon entry of the trial court's order, a party shall, in order to obtain appellate review of the order, file a petition within 20 days after service upon it of a written notice of the entry of the order, or within such further time not exceeding an additional 20 days as the trial court may for good cause allow. If the local agency appeals the judgment of the trial court, the local agency shall post a bond, in an amount to be determined by the court, to the benefit of the plaintiff if the plaintiff is the project applicant.

(n) In any action, the record of the proceedings before the local agency shall be filed as expeditiously as possible and, notwithstanding Section 1094.6 of the Code of Civil Procedure or subdivision (m) of this section, all or part of the record may be prepared (1) by the petitioner with the petition or petitioner's points and authorities, (2) by the respondent with respondent's points and authorities, (3) after payment of costs by the petitioner, or (4) as otherwise directed by the court. If the expense of preparing the record has been borne by the petitioner and the petitioner is the prevailing party, the expense shall be taxable as costs.

(o) This section shall be known, and may be cited, as the Housing Accountability Act.

Attachment 2

Definitions

Attachment 2

Definitions

Emergency Shelters (Health and Safety Code Section 50801(e)

"Emergency shelter" means housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person. No individual or household may be denied emergency shelter because of an inability to pay.

Transitional Housing (Health and Safety Code Section 50675.2)(h)

"Transitional housing" and "transitional housing development" means buildings configured as rental housing developments, but operated under program requirements that call for the termination of assistance and recirculation of the assisted unit to another eligible program recipient at some predetermined future point in time, which shall be no less than six months.

Supportive Housing (Health and Safety Code 50675.14(b))

Housing with no limit on length of stay, that is occupied by the target population as defined in subdivision (d) of Section 53260, and that is linked to on- or off-site services that assist the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community.

Target Population Definition per HSC 53260(d)

(d) "Target population" means adults with low-income having one or more disabilities, including mental illness, HIV or AIDS, substance abuse, or other chronic health conditions, or individuals eligible for services provided under the Lanterman Developmental Disabilities Services Act (Division 4.5 (commencing with *Section 4500) of the Welfare and Institutions Code*) and may, among other populations, include families with children, elderly persons, young adults aging out of the foster care system, individuals exiting from institutional settings, veterans, or homeless people.

Attachment 3

Helpful Links

Attachment 3

Helpful Links

National Alliance to End Homelessness

http://www.endhomelessness.org/section/tools/tenyearplan

Interagency Council on Homelessness

http://www.ich.gov/

Interagency Council on Homelessness, Guide to Developing Plans and Examples

http://www.ich.gov/slocal/index.html

U.S. Department of Health and Human Services, Homelessness Resource Center

http://www.nrchmi.samhsa.gov/(X(1)S(axpyp555dhn54z45qhpqvnj4))/Default.aspx?AspxAutoDetectCookieSupport=1

The National Coalition for the Homeless – Local Resources in California

http://www.nationalhomeless.org/resources/local/california.html

HCD Selected Bibliography on Homeless Issues

http://www.hcd.ca.gov/hpd/biblio.html

Building Blocks for Effective Housing Elements
(links to funding resources, data, policy and research on homelessness)

http://www.hcd.ca.gov/hpd/housing_element/index.html

ORDINANCE _____

AN ORDINANCE OF THE CITY OF TRACY AMENDING
SECTIONS 10.08.010, 10.08.100, 10.08.270, 10.08.320, 10.08.600, 10.08.610, 10.08.790, 10.08.1080, 10.08.1100, 10.08.1200, 10.08.1280, 10.08.1390, 10.08.1580, 10.08.3140, 10.08.3180, AND ADDING SECTIONS 10.08.302, 10.08.808, 10.08.852, 10.08.861, 10.08.3197 and 10.08.3199 OF THE TRACY MUNICIPAL CODE RELATING TO CONFORMANCE WITH THE GENERAL PLAN HOUSING ELEMENT
AND OTHER CONSISTENCY CHANGES

WHEREAS, The City Council adopted an updated Housing Element to its General Plan on May 15, 2012 (Resolution No. 2012-091) and that Housing Element anticipated certain amendments to the City's Zoning Ordinance, and

WHEREAS, Each City is required to update its Zoning Ordinance to conform to the General Plan within a reasonable time (Government Code section 65860(c)), and

WHEREAS, The project will not have a significant effect on the environment, where pursuant to Section 15183(a) of the California Environmental Quality Act (CEQA), such projects that are consistent with the development densities established by existing zoning, community plans, or general plan policies for which an EIR was certified shall not require additional environmental review. On May 15, 2012, the Tracy City Council adopted an updated Housing Element to its General Plan and the Housing Element anticipated certain amendments to the City’s Zoning Ordinance that this project is to accomplish, and

WHEREAS, The Planning Commission considered the amendments at a regular meeting held on October 14, 2015, and recommended approval to the City Council; and

WHEREAS, The City Council considered the amendments at a regular meeting of the Council held on November 17, 2015.

The City Council of the City of Tracy does ordain as follows:

SECTION 1. The Zoning Ordinance of the Tracy Municipal Code is amended as set forth in Exhibit A, attached.

SECTION 2. This Ordinance shall take effect 30 days after its final passage and adoption.

SECTION 3. A summary of this ordinance shall be published in a newspaper of general circulation and a certified copy of the full text posted in the office of the City Clerk at least five days before the City Council meeting at which the proposed ordinance is to be adopted. Within 15 days after adoption, the City Clerk shall publish a summary, and shall post in her office a certified copy, of the ordinance with the names of those Council Members voting for and against the ordinance. (Government Code section 36933(c)(1).)

* *

The foregoing Ordinance _____ was introduced at a regular meeting of the Tracy City Council on the 17th day of November 2015, and finally adopted on the _____ day of _____, 2015, by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

_____
MAYOR

ATTEST:

_____
CITY CLERK

ORDINANCE NO. ____
Exhibit A

SECTION 1: Section 10.08.010, Title, of Title 10 (Planning and Zoning) of the Tracy Municipal Code is amended to read as follows:

"**10.08.010 - Title.**
This chapter~~, which~~ shall be known as the "zoning regulations" or "zoning ordinance", ~~may be cited as such, will be referred to hereafter as "this chapter", and sections or portions hereinafter referred to shall refer to sections or portions of this chapter."~~

SECTION 2: Section 10.08.100, Boarding and rooming house, of Title 10 (Planning and Zoning) of the Tracy Municipal Code is amended to read as follows:

"**10.08.100 - Boarding and rooming house.**
"Boarding and rooming house" ~~shall~~ means a building, or portion ~~thereof~~ of a building, which is used to accommodate, for compensation, three ~~(3)~~ or more boarders and roomers. Members of the occupant's ~~immediate~~ family who might be occupying such building shall not be defined as boarders or roomers. For the purposes of this section, "compensation" includes compensation in money, services, or other things of value.

SECTION 3: A new Section 10.08.302. Emergency Homeless Shelter, is added to Title10 (Planning and Zoning) of the Tracy Municipal Code to read as follows:

"10.08.302 Emergency Homeless Shelter.
"Emergency Homeless Shelter" means housing for homeless persons with minimal supportive services that is limited to occupancy of six months or less (Health and Safety Code, § 50801(e).)"

SECTION 4: A new Section 10.08.808, Single-Room Occupancy Facility ("SRO"), is added to Title 10 (Planning and Zoning) of the Tracy Municipal Code to read as follows:

"10.08.808 Single-Room Occupancy Facility ("SRO").
"Single-Room Occupancy Facility ("SRO"), means a residential building that includes multiple single-room dwelling units that are the primary residence of their occupant or occupants (24 C.F.R. 92.2.)."

SECTION 5: A new Section 10.08.852, Supportive Housing Facility, is added to Title 10 (Planning and Zoning) of the Tracy Municipal Code to read as follows:

"10.08.852 Supportive Housing Facility
"Supportive Housing Facility" means housing with no limit on the length of stay, that is occupied by persons with disabilities and individuals or families that are homeless at the time approved for occupancy, and that is linked to on-site services that assist the supportive housing resident in retaining the housing, thereby improving the residents

health status, and maximizing his or her ability to live and, when possible and applicable, work in the community. Supportive housing that is provided in single-family, two-family, or multi-family dwelling units will be permitted, conditionally permitted or prohibited in the same manner as other single-family, two-family, or multi-family dwelling units under this code." (Government Code, section 65582(f)).

SECTION 6: A new Section 10.08.861, Transitional Housing Facility, is added to Title 10 (Planning and Zoning) of the Tracy Municipal Code to read as follows:

"10.08.861 Transitional Housing Facility
"Transitional Housing Facility" means a building configured for rental housing, but operated under program requirements that call for the termination of assistance and recirculation of the assisted unit to another eligible program recipient at some predetermined future point in time that is not less than six months from beginning of assistance. Transitional housing that is provided in single-family, two-family, or multi-family dwelling units will be permitted, conditionally permitted or prohibited in the same manner as other single-family, two-family, or multi-family dwelling units under this code." (Health and Safety Code, section 50675.2(h)).

SECTION 7: Section 10.08.270, Dwelling, of Title 10 (Planning and Zoning) of the Tracy Municipal Code is retitled and amended to read as follows:

"**10.08.270 – Dwelling, Dwelling unit, Unit.**
"Dwelling," "Dwelling unit" or "Unit" ~~shall~~ means a building, or portion thereof, designed or used for residential occupancy of indefinite duration, including ~~one~~ single-family, two-family, and multi-family ~~structures~~ buildings. These terms do not ~~but shall not~~ include buildings used for boarding, rooming, or lodging houses, tents, ~~trailer parks or mobile home~~, motels, motor courts, motor lodges, cottages, camps, or similar structures designed or used primarily for transient residents.

(a) "Dwelling, ~~one~~ single-family" ~~shall~~ means a detached building arranged, designed, or used for, and intended to be occupied by, not more than one family, and which building has not more than one primary kitchen and not less than one bathroom.

(b) "Dwelling, two-family" ~~shall~~ means a ~~dwelling~~ building designed for occupancy by two ~~(2)~~ families living independently of each other and containing two dwelling units.

(c) "Dwelling, multiple-family" shall mean a ~~dwelling~~ building designed for occupancy by three ~~(3)~~ or more families living independently of each other and containing three ~~(3)~~ or more dwelling units".

SECTION 8: Section 10.08.320, Family, of Title 10 (Planning and Zoning) of the Tracy Municipal Code is amended to read as follows:

"**10.08.320 - Family.**
"Family" means one or more persons occupying a single dwelling unit, under no more than one written or oral rental agreement." ~~shall mean any number of persons living or cooking together on the premises as a single dwelling unit, but it shall not include a group of more than four (4) individuals not related by blood or marriage or legal adoption.~~

SECTION 9: Section 10.08.600, Manufactured home, of Title 10 (Planning and Zoning) of the Tracy Municipal Code is retitled and amended to read as follows:

"10.08.600 - Manufactured home.

~~"Manufactured housing shall mean a home which conforms to the National Manufactured Housing Construction and Safety Standards Act of 1944.~~
"Manufactured home" means a building that is transportable in one or more sections, is eight feet or more in width, or 40 feet or more in length, in the traveling mode, or, when erected on site, is 320 or more square feet, is built on a permanent chassis and designed to be used as a single-family dwelling with or without a foundation when connected to required utilities, and includes the plumbing, heating, air conditioning, and electrical systems contained in it. "Manufactured home" includes: (1) a mobile home; and (2) any building that meets all the requirements of this paragraph except the size requirements and with respect to which the manufacturer voluntarily files a certification and complies with the standards established under the National Manufactured Housing Construction and Safety Act of 1974 (42 U.S.C., section 5401, and following). (Hlth. & Saf. Code, sections 18007 and 18008.)"

SECTION 10: Section 10.08.610, Mobile home, of Title 10 (Planning and Zoning) of the Tracy Municipal Code is amended to read as follows:

"10.08.610 - Mobile home.
(See "Manufactured home.") ~~"Mobile home" shall mean a vehicle or trailer designed or used as permanent or semipermanent housing for human habitation, including any kind of mobile living or sleeping quarters.~~

SECTION 11: Section 10.08.790, Secondary residential unit [Definition] of Title 10 (Planning and Zoning) of the Tracy Municipal Code is retitled and amended to read as follows:

"10.08.790 – Second~~ary residential~~ unit.
"Second unit ~~Secondary residential unit~~" ~~shall~~ means an attached or detached ~~separate~~ residential building, manufactured home, or efficiency unit on a lot containing a single-family dwelling, and ~~unit~~ that provides complete independent living facilities for one or more persons. It shall include permanent provisions for living, ~~containing~~ sleeping, eating, cooking and sanitation on the same lot as the single-family dwelling. ~~kitchen, and bathroom facilities; created on a Low Density Residential Zone (LDR) lot which already contains one legally created residential unit. A secondary residential unit may be created~~

~~by the conversation of a portion of, or an addition to, an existing dwelling or by the construction of a new structure.~~ (Gov't. Code, section 65852.2(i). See TMC, section 10.08.3180.)"

SECTION 12. Use Group No. 21, Single-family uses, of Section 10.08.1080, Permitted uses, of Title 10 (Planning and Zoning) of the Tracy Municipal Code, is amended to read as follows:

"Use Group No. 21: Single-family uses.

	Permitted in Zones	
Use Group No. 21:	RE LDR MDR HDR ~~LDC~~	~~MDR~~
Single-family uses ~~(a)~~ Single-family dwelling unit~~s~~; Second unit, subject to TMC section 10.08.3180; Manufactured home		~~HDR~~

SECTION 13. Subsection (a) of Section 10.08.1100, Permitted Uses (RE) [Residential Estate] of Title 10 (Planning and Zoning) of the Tracy Municipal Code is amended to read as follows:

10.08.1100 - Permitted uses (RE).

"(a) Only uses which are included in the following Use Groups shall be permitted without conditional approval in the RE Zone:

Group 1	Minor public service uses;
Group 4	Temporary buildings and uses;
Group 21	Single-family use; Second unit, subject to TMC section 10.08.3180;
Group 28	Household pets and small animals;
Group 29	Accessory use when located on the same parcel as the principal use; and
Group 30	Educational, cultural, institutional and recreational uses serving local residential areas (neighborhood).

SECTION 14. Section 10.08.1200, Permitted Uses (LDR) [Low Density Residential] of Title 10 (Planning and Zoning) of the Tracy Municipal Code is amended to read as follows:

"10.08.1200 - Permitted uses (LDR).

(a) The following uses shall be permitted in the LDR Zone:
(1) ~~One~~ Single-family dwelling; Second unit, subject to TMC section 10.08.3180;
(2) Mobile home~~s~~ on an individual lot~~s~~;
(3) Crop and tree farming; and

(4) Public park~~s~~, building~~s and~~ or school~~s~~.

(b) The following conditional uses shall be permitted in the LDR Zone subject to the granting of a use permit as provided in Sections 10.08.4250 through 10.08.4420 of Article 34 of this chapter:

(1) Mobile home park~~s and~~ or mobile home park subdivision~~s~~;
(2) (not used) ~~Secondary residential units;~~
(3) Off-street parking to serve an adjacent commercial or office use~~s~~;
(4) Church~~es~~ and church-related use~~s~~;
(5) Educational, cultural, institutional ~~and~~ or recreational use~~s~~;
(6) Private school~~s~~, nursery school~~s, and~~ or day care center~~s~~;
(7) Hospital~~s~~, convalescent hospitals~~, and~~ or rest and nursing home~~s~~;
(8) Board and care facilit~~ies~~y;
(9) Planned residential development of ~~one~~ single-family dwellings on an individual lot~~s~~; and
(10) Mortuary~~ies~~."

SECTION 15. Section 10.08.1280, Permitted Uses (MDC) [Medium Density Cluster] of Title 10 (Planning and Zoning) of the Tracy Municipal Code is amended to read as follows:

"10.08.1280 - Permitted uses (MDC).

(a) The following uses shall be permitted in the MDC Zone:

(1) ~~One~~ Single-family, two-family, ~~and~~ or three-family dwelling~~s and~~ or dwelling group~~s~~ composed of such dwellings; Second unit, subject to TMC section 10.08.3180;
(2) Boarding and rooming house~~s~~;
(3) Emergency Homeless Shelter, subject to TMC Section 10.08.3197;
(4) Crop and tree farming;
(5) Public park~~s, and~~ building~~s~~ or school~~s~~; and
(6) Accessory use~~s and~~ or structure~~s~~ as provided in Section 10.08.1080 of Article 5 of this chapter.

(b) The following conditional uses shall be permitted in the MDC Zone subject to the granting of a use permit as provided in Sections 10.08.4250 through 10.08.4420 of Article 34 of this chapter:

(1) Mobile home park~~s and~~ or mobile home park subdivision~~s~~;
(2) Condominium~~s and~~ or planned residential development~~s~~ of one- and two-family dwellings;
(3) (not used) ~~Attached single-family dwellings:~~
(4) Off-street parking to serve an adjacent commercial ~~and~~ or office use~~s~~;
(5) Church~~es~~ and church related use~~s~~;
(6) Educational, cultural, institutional~~, and~~ or recreational use~~s~~;
(7) Private school~~s~~, nursery school~~s, and~~ or day care center~~s~~;
(8) Hospital~~s~~, convalescent hospital~~s~~, rest home~~s and~~ or nursing home~~s~~;
(9) Board and care facility~~ies~~; and
(10) Mortuary~~ies~~."
(11) Single-Room Occupancy Facility ("SROs"), subject to TMC Section 10.08.3197

SECTION 16. Section 10.08.1390, Permitted Uses (MDR) [Medium Density Residential] of Title 10 (Planning and Zoning) of the Tracy Municipal Code is amended to read as follows:

"10.08.1390 - Permitted uses (MDR).

(a) The following uses shall be permitted in the MDR Zone:

(1) ~~One~~ Single-family, two-family, ~~and~~ or multiple-family dwelling~~s~~, dwelling group~~s~~, ~~and~~ or apartment house~~s~~; Second unit, subject to TMC section 10.08.3180;
(2) Boarding and rooming house~~s~~;
(3) Emergency Homeless Shelter, subject to TMC Section 10.08.3197;
(4) Single-Room Occupancy Facility ("SROs"), subject to TMC Section 10.08.3197
(5) Crop and tree farming;
(6) Public park~~s~~, building~~s~~, or school~~s~~; and
(7) Accessory use~~s~~ as provided in section 10.08.1080 of Article 5 of this chapter.

(b) The following conditional uses shall be permitted in the MDR Zone subject to the granting of a use permit as provided in Sections 10.08.4250 through 10.08.4420 of Article 34 of this chapter:

(1) Mobile home park~~s and~~ or mobile home park subdivision~~s~~;
(2) Condominium~~s and~~ or planned residential development~~s~~;
(3) (not used) ~~Attached single-family dwellings;~~
(4) Off-street parking to serve an adjacent commercial ~~and~~ or office use~~s~~;
(5) Church~~es~~ and church-related use~~s~~;
(6) Educational, cultural, institutional~~, and~~ or recreational use~~s~~;
(7) Private school~~s~~, nursery school~~s, and~~ or day care center~~s~~;
(8) Hospital~~s~~, convalescent hospital~~s and~~ or rest and nursing home~~s~~;
(9) Board and care facility~~ies~~; and
(10) ~~Mortuaries~~ Mortuary"

SECTION 17. Section 10.08.1580, Permitted Uses (HDR) [High Density Residential] of Title 10 (Planning and Zoning) of the Tracy Municipal Code is amended to read as follows:

"10.08.1580 - Permitted uses (HDR).

(a) The following uses shall be permitted in the HDR Zone:

(1) ~~One~~ Single-family, two-family, ~~and~~ or multiple-family dwelling~~s~~, dwelling group~~s~~, ~~and~~ or apartment house~~s~~; Second unit, subject to TMC section 10.08.3180;
(2) Boarding and rooming house;
(3) Emergency Homeless Shelter, subject to TMC Section 10.08.3197;
(4) Single-Room Occupancy Facility ("SROs"), subject to TMC Section 10.08.3197
~~(3)~~(5) Crop and tree farming;
~~(4)~~(6) Public park~~s~~, building~~s, and~~ or school~~s~~; and
~~(5)~~(7) Accessory use~~s~~ as provided in Section 10.08.1080 of Article 5 of this

chapter.

(b) The following conditional uses shall be permitted in the HDR Zone subject to the granting of a use permit as provided in Sections 10.08.4250 through 10.08.4420 of Article 34 of this chapter:

(1) Mobile home park~~s and~~ or mobile home park subdivision~~s~~;
(2) Condominium~~s and~~ or planned residential development~~s~~;
(3) (not used) ~~Attached single-family dwellings;~~
(4) Off-street parking to serve an adjacent commercial ~~and~~ or office use~~s~~;
(5) Church~~es~~ and church-related use~~s~~;
(6) Educational, cultural, institutional~~, and~~ or recreational use~~s~~;
(7) Private school~~s~~, nursery school~~s, and~~ or day care center~~s~~;
(8) Board and care facility~~ies~~;
(9) Hospital~~s~~, convalescent hospital~~s~~, rest home~~s~~ or nursing home~~s~~; and
(10) Mortuary~~ies~~."

SECTION 18. The text of Subsection (a) of Use Group No. 29, Accessory uses, of Section 10.08.1080, Permitted uses, of Title 10 (Planning and Zoning) of the Tracy Municipal Code is amended to read as follows:

"Accessory uses (when located on the same parcel as the principal use and the principal use is conforming)

(a) Buildings or structures, minor, found in connection with the principal use or required by the residents or operators of the use for the normal and usual conduct of the use or the maintenance of buildings and grounds. (A second unit is not an "accessory use" or an accessory building. See TMC Section 10.08.3180.)"

SECTION 19. Section 10.08.3140, Permitted locations of mobile homes, travel trailers, motor homes, and campers, of Title 10 (Planning and Zoning) of the Tracy Municipal Code is retitled and amended to read as follows:

"**10.08.3140 - Permitted locations of travel trailers, motor homes, and campers**.

~~(a) Mobile homes, travel trailers, motor homes, and campers used as permanent residences shall be located in properly zoned mobile home parks. Utility connections for water, sewers, or power shall be prima facia evidence of occupancy as a residence, except for the temporary (twenty four (24) hours) use of power to recharge batteries or service appliances.~~

(~~b~~ a) Temporary locations. Travel trailers, ~~mobile homes,~~ office trailers, and mobile offices may be permitted on a temporary basis for the purpose of establishing a business in the POM, CBD, CS, GHC, HS, M-1, and M-2 Zones as follows:

(1) A temporary permit authorized by the Commission, valid for six months, shall be required for such use.

(2) Such temporary permit may be renewed for two ~~(2)~~ additional six ~~(6)~~ month periods, for a maximum of ~~eighteen (~~18~~)~~ months, at the discretion of the Commission, except as set forth in subsection (3) of this subsection.

(3) Additional temporary permits for six ~~(6)~~ month periods beyond the initial ~~eighteen (~~18~~)~~ month period may be authorized by the Commission:

(i) If the progress of the applicant toward establishing a permanent business facility is being delayed by the action of a public agency, the temporary permit may be renewed indefinitely; or

(ii) If the applicant has an approved development plan for a permanent business facility and can demonstrate that progress is being made to implement such plan, the temporary permit may be extended to a maximum ~~twenty four (~~24~~)~~ month period from the date of the initial approval.

(~~c~~ b) Storage. ~~Mobile homes, t~~Travel trailers, motor homes, and campers may be stored anywhere on a lot provided:

(1) No utility service is connected to the vehicle, except for the temporary ~~twenty four (~~24~~)~~ hours~~)~~ use of power to recharge batteries or service appliances; and

(2) The vehicle is not located in a clear zone.

(~~d~~ c) Exemption. A motor home or mounted camper which is normally used for every day transportation, is mounted on a pickup of greater than ~~three-fourths (~~3/4~~)~~ ton, is not more than ~~seventy-eight (~~78'~~)~~ inches in height measured from the surface of the street, and is not more than ~~seventy-two (~~72'~~)~~ inches in width ~~shall be~~ is exempt from ~~the provisions of~~ this section.

(~~e~~ d) Amortizing. ~~Mobile homes, t~~Travel trailers, motor homes, and campers existing on August 21, 1973, shall conform to the requirements of this section within the time frame established by the State for amortizing mobile homes which allows nine ~~(9)~~ years from the date of manufacture to amortize a 193 inch by 480 inch or smaller mobile home and ~~eighteen (~~18~~)~~ years from the date of manufacture to amortize larger units, but in no event shall it be less than three ~~(3)~~ years.

(~~f~~ e) Temporary dwelling during construction. A ~~mobile home~~ travel trailer, motor home or camper to be ~~utilized~~ used as a dwelling in a residential zone while a ~~one~~ single-family dwelling is under construction on the same lot ~~shall be~~ is a ~~conditional use for which a use permit is required.~~ permitted use during construction with a valid building permit for the proposed residence. The temporary dwelling must be removed from the property within 10 days of receiving a final occupancy or final inspection for the residence. (See Sections 10.08.4250 through 10.08.4410 of Article 34 of this chapter.) In addition, the following provisions ~~shall~~ apply:

(1) ~~Such mobile~~ The trailer, motor home or camper may only be so located and occupied while actual construction activities are taking place upon ~~such~~ the lot; in no case may the period of such placement and use exceed one year.

(2) ~~Such mobile~~ The trailer, motor home or camper may only be occupied by the property owner; who is also the builder designated on the building permit, and family.

~~(3) Surety adequate to ensure the timely removal and compliance with the conditions of the use permit may be required.~~

(4) The minimum yards for the zone shall be maintained.~~, unless otherwise specified in the use permit.~~

~~(5) Additional conditions necessary and appropriate to ensure compatibility with surrounding development, existing and contemplated, may be imposed."~~

SECTION 20. Section 10.08.3180, Secondary units, of Title 10 (Planning and Zoning) of the Tracy Municipal Code is retitled and amended to read as follows:

"10.08.3180 – Secondary~~ residential~~ units.

(a) Second Unit. A second unit is permitted on any residentially zoned lot having an existing single-family dwelling (the "primary dwelling") if the proposed unit complies with the standards in Subsection B. (See Definition at TMC §10.08.790.) A second unit may be created by the conversion of a portion of, or an addition to, the primary dwelling or by the construction of a new structure.
~~In addition to appropriate conditions which may be included in the use permit which must be secured as provided in sections 10.08.4250 through 10.08.4410 of article 34 of this chapter, the following provisions and conditions shall apply to a secondary residential unit:~~

(b) Standards. These standards apply to a second unit.
(1) There may be only one second unit on a lot. ~~The unit shall be exclusively for rental occupancy or occupancy by other family members;~~ The second unit may not be sold separately ~~sale or ownership separate~~ from the ~~principal~~ primary dwelling ~~shall be prohibited~~.
(2) The primary dwelling must be an allowed use in the zoning district.
(3) The size of a detached second unit shall not exceed 1,200 square feet. The size of an attached second unit shall not exceed 30% of the living area of the primary unit.
(4) ~~The lot upon which the unit is to be located shall have an area of at least 8,000 square feet.~~ The second unit shall conform to the yard setback, lot coverage and building height requirements of the zoning district in which it is located.
(5) The minimum distance between a second unit and a primary dwelling or a second unit and an accessory building is six feet.
~~(c) The exterior of the unit shall be constructed of the same general materials as the principal dwelling.~~
~~(d) The unit shall conform to all yard, coverage, and height requirements for the principal dwelling.~~

~~(e)~~ (6) ~~At least one~~ One additional off-street parking space ~~shall be~~ is required." (Government Code, section 65852.2.)

~~(f) The floor area shall be no less than 300 square feet or more than 460 square feet.~~

SECTION 21. A new section 10.08.3197, Standards for Emergency Homeless Shelters is added to Title 10 (Planning and Zoning) of the Tracy Municipal Code to read as follows:

"**10.08.3197 Standards for Emergency Homeless Shelters.**

(a) General. Emergency homeless shelters are permitted in the MDR, HDR and MDC Zoning Districts, subject to the requirements of this Section.

(b) Requirements for Emergency Homeless Shelters.

(1) Concentration. An emergency homeless shelter may not be located closer than 300 feet from another emergency homeless shelter.

(2) On-site resident manager. An emergency homeless shelter shall have a resident, on-site manager.

SECTION 22. A new section 10.08.3199, Reasonable accommodation, is added to Title 10 (Planning and Zoning) of the Tracy Municipal Code to read as follows:

"10.08.3199 Reasonable accommodation.

(a) Purpose. It is the City's policy to provide individuals with disabilities reasonable accommodation in regulations and procedures to ensure equal access to housing, and to facilitate the development of housing. The purpose of this chapter is to provide a procedure under which a disabled person may request a reasonable accommodation in the application of zoning requirements.

This chapter is based on requirements of the federal and state fair housing laws, and implements the City of Tracy General Plan Housing Element. It is distinct from the requirements for a variance set forth in Government Code Section 65906 and TMC Section 10.08.3630 and following, Variances.

(b) Definitions. In this chapter:

"Disabled person" means a person who has a medical, physical or mental condition that limits a major life activity, as those terms are defined in Government Code Section 12926, anyone who is regarded as having such a condition or anyone who has a record of having such a condition. It includes a person or persons, or an authorized representative of a disabled person. The term "disabled person" does not include a person who is currently using illegal substances, unless he or she has a separate disability. (42 U.S.C., section 3602(h).)

"Fair housing laws" means (1) the Federal Fair Housing Act (42 U.S.C., section 3601 and following) and (2) the California Fair Employment and Housing Act (Government Code, section 12955 and following), including amendments to them.

"Reasonable accommodation" means providing disabled persons flexibility in the application of land use and zoning regulations and procedures, or even waiving certain requirements, when necessary to eliminate barriers to housing opportunities. It may include such things as yard area modifications for ramps, handrails or other such accessibility improvements; hardscape additions, such as widened driveways, parking area or walkways; building additions for accessibility; tree removal; or reduced off-street parking where the disability clearly limits the number of people operating vehicles. Reasonable accommodation does not include an accommodation which would (1) impose an undue financial or administrative burden on the city or (2) require a fundamental alteration in the nature of the city's land use and zoning program.

(c) Requesting reasonable accommodation.

(1) Request. A disabled person may request a reasonable accommodation in the application of the City's land use and zoning regulations. Such a request may include a modification or exception to the requirements for the siting, development and use of housing or housing-related facilities that would eliminate regulatory barriers. A reasonable accommodation cannot waive a requirement for a conditional use permit when otherwise required or result in approval of uses otherwise prohibited by the City's land use and zoning regulations.

(2) Availability of information. Information regarding this reasonable accommodation procedure shall be prominently displayed at the public information counters in the planning division, advising the public of the availability of the procedure for eligible applicants, and be made available in any other manner as determined by the Director.

(3) Assistance. If an applicant needs assistance in making the request, the Director will endeavor to provide the assistance necessary to ensure that the process is available to the applicant.

(4) Balancing rights and requirements. The City will attempt to balance:
A. the privacy rights and reasonable request of an applicant for confidentiality, with
B. the land use requirements for notice and public hearing, factual findings and rights to appeal, in the city's requests for information, considering an application, preparing written findings and maintaining records for a request for reasonable accommodation.

(d) Application requirements.

(1) Application. The applicant shall submit a request for reasonable accommodation on a form provided by the Director. The application shall include the following information:

A. The applicant's name, address and telephone number;

B. Address of the property for which the request is being made;

C. The name and address of the property owner, and the owner's written consent to the application;

D. The current use of the property;

E. The basis for the claim that the individual is considered disabled under the fair housing laws: identification and description of the disability which is the basis for the request for accommodation, including current, written medical certification and description of disability and its effects on the person's medical, physical or mental limitations;

F. The rule, policy, practice and/or procedure of the city for which the request for accommodation is being made, including the zoning code regulation from which reasonable accommodation is being requested;

G. The type of accommodation sought;

H. The reason(s) why the accommodation is reasonable and necessary for the needs of the disabled person(s). Where appropriate, include a summary of any potential means and alternatives considered in evaluating the need for the accommodation;

I. Copies of memoranda, correspondence, pictures, plans or background information reasonably necessary to reach a decision regarding the need for the accommodation; and

J. Other supportive information deemed necessary by the Director to facilitate proper consideration of the request, consistent with fair housing laws.

(2) Review with other land use applications. If the project for which the reasonable accommodation is being requested also requires some other discretionary approval (such as conditional use permit or development review), then the applicant shall submit the reasonable accommodation application first for a determination by the Director, before proceeding with the other applications.

(3) Fee. The fee for an application for reasonable accommodation shall be established by resolution of the City Council.

(e) Approval authority – Notice – Decision.

(1) Approval authority.

A. Director of Development Services. The Director has the authority to review and decide upon requests for reasonable accommodation, including whether the applicant is a disabled

person within the meaning of this chapter, except as noted in subsection (e)(1)B of this Section. The Director may refer the matter to the Planning Commission.

B. Planning Commission. The Planning Commission has the authority to review and decide upon requests for reasonable accommodation, including whether the applicant is a disabled person within the meaning of this chapter, when referred by the Director, or on appeal.

(2) Notice. No advance notice or public hearing is required for consideration of reasonable accommodation requests by the Director, except when the request includes any encroachment into the front yard setback area; results in a building size increase above what is allowed in the applicable zoning district with respect to height, lot coverage and floor area ratio maximums; or whenever a reduction in required parking is requested.

A request for reasonable accommodation subject to review by the Planning Commission requires advance notice and a public hearing under Government Code, section 65090.

(3) Decision. The Director shall render a decision or refer the matter to the Planning Commission within 30 days after the application is complete, and shall approve, approve with conditions or deny the application, based on the findings set forth in subsection (f) below.

If the application for reasonable accommodation is referred to, or reviewed by, the Planning Commission, a decision to approve, approve with conditions or deny the application shall be rendered within 20 working days after the close of the public meeting, based on the findings set forth in subsection (f) below.

(f) Findings – Other requirements.

(1) Findings. The reviewing authority shall approve the application, with or without conditions, if it can make the following findings:

A. The housing will be used by a disabled person;

B. The requested accommodation is necessary to make specific housing available to a disabled person;

C. The requested accommodation would not impose an undue financial or administrative burden on the city; and

D. The requested accommodation would not require a fundamental alteration in the nature of a city program or law,

including land use and zoning.

(2) Other requirements.

A. An approved request for reasonable accommodation is subject to the applicant's compliance with all other applicable zoning regulations.

B. A modification approved under this chapter is considered a personal accommodation for the individual applicant and does not run with the land.

C. Where appropriate, the reviewing authority may condition its approval on any or all of the following:

i. Inspection of the property periodically, as specified, to verify compliance with this section and any conditions of approval;

ii. Removal of the improvements, where removal would not constitute an unreasonable financial burden, when the need for which the accommodation was granted no longer exists;

iii. Time limits and/or expiration of the approval if the need for which the accommodation was granted no longer exists;

iv. Recordation of a deed restriction requiring removal of the accommodating feature once the need for it no longer exists;

v. Measures to reduce the impact on surrounding properties;

vi. Measures in consideration of the physical attributes of the property and structures;

vii. Other reasonable accommodations that may provide an equivalent level of benefit and/or that will not result in an encroachment into required setbacks, exceedance of maximum height, lot coverage or floor area ratio requirements specified for the zone district; and

viii. Other conditions necessary to protect the public health, safety or welfare.

(g) Appeal. A decision by the Director may be appealed to the Planning Commission and a decision of the Planning Commission may be appealed to the City Council in accordance with the appeal procedures of TMC Sections

10.08.4040. “

Note: Underlined text denotes additions, while strikethrough denotes that text proposed to be deleted from the current ordinance.

November 17, 2015

AGENDA ITEM 5

REQUEST

PUBLIC MEETING TO REVIEW THE GENERAL PLAN DRAFT HOUSING ELEMENT, RECEIVE PUBLIC INPUT, AND DIRECT STAFF TO SUBMIT THE DRAFT TO THE STATE DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT FOR FORMAL STATE REVIEW

EXECUTIVE SUMMARY

This is a public meeting to review the Draft Housing Element and receive input from the public. Staff recommends City Council direct staff to finalize the Draft Housing Element and submit it to the State Department of Housing and Community Development for review.

DISCUSSION

Each city and county in California is required by State law to periodically review and revise the General Plan Housing Element. During the review, the City is required to evaluate the goals and policies to comply with State housing law, the effectiveness of the Housing Element in attaining housing goals, and the progress of the City in implementing the Housing Element.

Veronica Tam and Associates (VTA) was hired by the City in May 2015 to help with the Housing Element review and update process. VTA has over 20 years' experience, has prepared more than 100 housing elements, and has successfully guided the City of Tracy through the past two Housing Element updates. Veronica Tam will be present at the meeting to summarize the content of Tracy's Draft Housing Element, its review and approval process, and answer questions regarding State Housing Element requirements.

In general, the Housing Element is required to (1) identify and analyze housing needs for all income levels; (2) contain goals and programs to preserve and develop housing; (3) identify adequate sites for housing; and (4) analyze governmental and nongovernmental constraints upon the maintenance and development of housing.

The attached Draft Housing Element is prepared in strike-thru/underline format to illustrate the changes that are proposed for this Housing Element update, compared with the City's existing Housing Element. This update is largely technical in nature, revising the demographic data and other descriptive characteristics of the City, although the project also includes an evaluation of all of the policies and programs of the Housing Element. This Draft is posted on the City's web site and is available at the public library, City Hall, and by contacting the City Development Services Department.

Tonight's meeting is an opportunity to discuss the status of the Housing Element update and for members of the public to provide input regarding the Draft Housing Element. The Planning Commission conducted a similar public meeting on November 4, 2015.

No one addressed the Planning Commission during this meeting and no changes were recommended to the Draft Housing Element.

Following tonight's meeting the Draft Housing Element will be finalized and submitted to the State Department of Housing and Community Development (HCD) for review. The Department of HCD has 60 days to provide comments on the Draft Housing Element. Following their review, HCD's comments will be incorporated into the Housing Element; then the Planning Commission and City Council will conduct public hearings to consider adopting the Housing Element. It is important that the City Council adopt the revised Housing Element prior to the State-imposed deadline of April 29, 2016. If the deadline is achieved, the City will not be required to conduct another update until 2023. If the City does not meet the April 29th deadline, the next update will be required in 2019.

After adoption by the City, the Housing Element will be submitted to HCD and HCD will have 90 days to determine whether or not the Housing Element substantially complies with State housing law.

FISCAL IMPACT

The consultant cost for this public meeting is within the scope of work approved with the Professional Services Agreement with Veronica Tam and Associates. No specific expenditure of funds is required.

RECOMMENDATION

Staff recommends that the City Council receive public input, direct City staff to finalize the Draft Housing Element and submit the Draft Housing Element to State HCD for review.

Prepared by: Alan Bell, Senior Planner

Reviewed by: Bill Dean, Assistant Development Services Director
Andrew Malik, Development Services Director

Approved by: Troy Brown, City Manager

ATTACHMENT

Attachment A – Draft Housing Element

ATTACHMENT A

City of Tracy
2015-2023 Housing Element

Public Review Draft

October 2015

City of Tracy
333 Civic Center Plaza
Tracy, CA 95376

Table of Contents

I. Introduction 4

A. Community Context 4
B. Role of the Housing Element 5
C. Public Participation 6
D. Data Sources and Methodology 6
E. General Plan Consistency 7

II. Housing Needs Assessment 8

A. Population Characteristics 8
B. Household Characteristics 12
C. Employment Market 18
D. Housing Problems 24
E. Special Housing Needs 28
F. Housing Stock Characteristics 38
G. Housing Costs and Affordability 45
H. Affordable Housing 53
I. Future Housing Needs 54

III. Housing Constraints 57

A. Market Constraints 57
B. Governmental Constraints 62
C. Environmental and Infrastructure Constraints 100

IV. Housing Resources 107

A. Regional Housing Needs Allocation 107
B. Financial Resources 136
C. Administrative Resources 139

V. Review of Past Accomplishments 145

VI. Housing Plan 147

A. Conservation of the Existing Supply of Housing 147
B. Assist in the Development of Affordable Housing 150
C. Provide Adequate Housing Sites 155
D. Remove Governmental Constraints 159
E. Provide Equal Housing Opportunities 164

List of Tables

Table 1: Population Growth Trends 9
Table 2: Age Distribution 10
Table 3: Race and Ethnicity 12
Table 4: Household Types 15
Table 5: Household Income Distribution (2013) 17
Table 6: Households by Income Category (2011) 18
Table 7: Employment Profile 19
Table 8: Major Employers 20
Table 9: Mean Salary By Occupation (2014 1st Quarter)-Stockton MSA, San Joaquin County 21
Table 10: Place of Work 22
Table 11: Means of Transportation to Work 23
Table 12: Housing Assistance Needs of Lower Income Households (2011) 25
Table 13: Overcrowding (2013) 28
Table 14: Special Needs Groups 28
Table 15: Elderly Residents by Household Type 30
Table 16: Disabilities Tallied by Age and Type 32
Table 17: Homeless Services 37
Table 18: Housing Growth 39
Table 19: Housing Stock Characteristics 40
Table 20: Housing Tenure 41
Table 21: Percentage Homeowner by Household Size 42
Table 22: Homeownership by Race/Ethnicity 42
Table 23: Age of Local Housing Stock 44
Table 24: Median Home Sale Price (2014-2015) 46
Table 25: Rental Rates (2015) 47
Table 26: Housing Affordability Matrix – San Joaquin County (2015) 50
Table 27: Inventory of Assisted Units 54
Table 28: Housing Needs for 2014-2023 56
Table 29: Disposition of Home Loans (2013) 59
Table 30: Land Use Designations Permitting Residential Use 63
Table 31: Tracy Hills Specific Plan Permitted and Conditionally Permitted Residential Uses 75
Table 32: Ellis Specific Plan Permitted and Conditionally Permitted Residential Uses 76
Table 33: Residential Development Standards 82
Table 34: Parking Requirements 83
Table 35: Housing Types Permitted by Zone 84
Table 36: Permit Processing Fees 94
Table 38: Street Design Criteria 97
Table 39: Processing Times 98
Table 40: Approximate Processing Times 98
Table 41: Credits Toward the RHNA 109
Table 42: Residential Development Potential in the Tracy Hills Specific Plan (Proposed Amendment) 112
Table 43: Residential Development Potential in the Ellis Specific Plan 119
Table 44: Vacant Sites Inventory 123
Table 44: Proposed Rezoning 126

Table 45: Recent Development Projects (Constructed, Approved, and Proposed) 127
Table 46: Comparison of Sites Inventory and RHNA 128
Table 47: 2009-2014 Housing Element Summary of Quantified Objectives 146
Table 48: Summary of Quantified Objectives 166

List of Figures

Figure 1: Population Growth Trends 6
Figure 2: Race and Ethnicity 12
Figure 3: Median Household Income 16
Figure 4: Travel Time to Work 23
Figure 5: Housing Stock Composition 40
Figure 6: Years Structure Built 45
Figure 7: Downtown Specific Plan 78
Figure 8: Tracy Hills Specific Plan 113
Figure 9: Ellis Specific Plan (Location and Existing Parcels) 116

Appendices

Appendix A: Public Participation
Appendix B: Review of Past Accomplishments

I. Introduction

The Housing Element represents an awareness of the need to assure that housing is provided for all economic segments of the community. The Element also satisfies the legal requirements that housing policy be a part of the General Plan. The Tracy Housing Element is prepared for the 2015~~09~~-2023~~14~~ update cycle for jurisdictions in the San Joaquin Council of Governments (SJCOG) region.

A. Community Context

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

~~In~~ According to the ~~January~~ 2010 Census~~09~~, the City population was ~~estimated~~ reported at ~~to be 81,714~~82,922, an increase of about ~~44~~ 46 percent in the ~~nine~~ ten years since the 2000 Census. During this same period, the housing stock increased by approximately ~~41~~ 44 percent. The growth in population has, in turn, increased diversity within the City. From ~~1990~~ 2000 to 201~~0~~0, Tracy became more racially and ethnically diverse. The percentage of Whites dropped from ~~68~~ 54 to ~~56~~ 36 percent, while the proportion of ~~African Americans~~Blacks, Asians, ~~or Pacific Islanders~~ and Hispanics ~~each~~ increased (by two, seven, and nine percentage points, respectively) ~~by three one to five nine percent~~.

The California Department of Finance (DOF) reported an increase in average household size from 3.21 persons per household in 2000 to ~~3.27~~3.48 persons in 2015~~09~~. This trend can be partially attributed to the ~~swell of families with children and the shift in racial and ethnic composition~~increase in the City's non-White population, since minority households are traditionally larger ~~, since Asian and Hispanic households are typically 30 percent larger~~ than White households.

The City of ~~The percentage of owner-occupied housing continued to increase in recent years. The median household income also increased in real terms from $62,794~~52,993 to ~~$62,794~~76,098 ~~between 1990~~ 2000 ~~and 2013.00 and the City became proportionally more educated as the percentage Nearly 21 percent of the city's population with had college and graduate degrees increased from 20 percent to 27 percent.~~

Tracy's housing stock is comprised primarily of newer single-family homes ~~offers a mix of housing types~~. Single-family homes make up about ~~86~~ 85 percent of ~~the housing stock~~all housing units while~~, the~~ multi-family ~~share~~ housing comprises~~is~~ about ~~12~~ 13 percent~~, and mobile homes comprise the remaining two two percent~~. ~~Less than~~About one-~~third~~ quarter (~~28~~ 26 percent) of Tracy's housing stock is ~~at least~~over 30 years old (built before 1980~~), while approximately~~) and approximately one-third (~~30~~ 32 percent) ~~of the housing stock~~ is less than

ten years old (constructed since 2000). ~~Tracy offers a variety of housing rehabilitation programs to prevent the deterioration of older housing in the City.~~

Housing prices in Tracy are relatively affordable when compared to the San Francisco Bay region, but the City's housing is some of the most expensive in San Joaquin County. The median price of a single-family home in Tracy ~~is~~ was estimated at about $~~245,000~~415,000, as of ~~October~~ March 2015~~09~~. Apartment rents range from $~~642–675~~1,150 for a ~~a~~ studio apartment~~s~~ to $~~1,048~~2,128~~1~~,700 for a ~~three-bedroom unit~~three-bedroom unit. Lower~~-~~ and moderate ~~-~~income households in the City ~~are unable to afford homeownership; however, affordable rental options for lower-income households in Tracy do exist~~will have a difficult time finding affordable ownership and rental housing options.
~~The City has been actively addressing its housing issues~~~~this issue by developing affordable housing, improving the existing housing, and providing assistance to households in need.~~

B. Role of the Housing Element

The Housing Element is concerned with identifying ways in which the housing needs of existing and future residents can be met. The Element covers the planning period of ~~July~~December 31, 2015~~09~~ through ~~June 30~~December 31, 2023~~14~~, and identifies strategies and programs that focus on:

- Conserving and improving existing affordable housing;
- Providing adequate housing sites;
- Assisting in the development of affordable housing;
- Removing governmental and other constraints to housing development; and
- Promoting equal housing opportunities.

An important goal of the Housing Element is to continue to enhance Tracy's reputation as a great community in which to live, work and play. Drawing on its small town character, the City will grow in a manner that provides a high quality of life for all current and future residents and employees. This Housing Element provides policies and programs to address these issues. The Housing Element consists of the following major components:

- Introduction: An overview of the purpose and contents of the Housing Element.
- Housing Needs Assessment: An analysis of the demographic and housing characteristics and trends.
- Housing Constraints: A review of potential market, governmental, and environmental constraints to meeting the identified housing needs.
- Housing Resources: An evaluation of resources available to address housing goals.
- Review of Past Accomplishments: An evaluation of accomplishments under the adopted Housing Element.
- Housing Plan: A strategy to address the identified housing needs given the City's constraints and resources.

C. Public Participation

Public participation by all economic segments is critical to the preparation of the Housing Element.

1. Study Sessions

Study sessionsA Study Session was were conducted before the Planning Commission and City Council to review the Draft Housing Element. The meetings were was advertised in the Tri-Valley Herald Newspaper, as well ason the City's website, and special invitations were sent out to a number of agencies serving low and moderate income households and persons with special needs. Agencies invited to the Study Sessions are listed in Appendix A.

The study session before the Planning Commission was conducted on April 14, 2010August 12, 2015. One representative from the Building Industry Association of the Delta (BIA) and several residents attended this meeting study session and provided comments. The BIA representative commented on how the City's Growth Management Ordinance (GMO) as a governmental constraint that would preclude the City from meeting its RHNA numbers. The BIA representative suggested the Housing Element include a program to resolve the governmental constraint by amending the GMO to make the maximum housing units allowed the same as the City's RHNA numbers. However, the City cannot amend the GMO without voter approvalA summary of their comments can be found in Appendix A. The Draft Housing Element was again presented before the Planning Commission on April 14, 2010October 28, 2015.

The City Council study session was conducted on April 20, 2010. One representative from the BIA attended this meeting and provided comments. The BIA representative addressed the City Council regarding a letter he had submitted to the Mayor and Council dated April 19, 2010. This letter is included in Appendix A.

4.2. Public Review of Draft Housing Element

The Draft Tracy Housing Element was available for public review at the following locations:

- City Hall
- City Library
- City website

5.3. Public Hearings

Public hearings will be conducted before the Planning Commission and City Council prior to adoption of the Housing Element.

D. Data Sources and Methodology

In preparing the technical appendixhHousing eElement, various sources of information are consulted. The 2010 Census provides the basis for population and household characteristics.

Although dated, no better source of information on demographics is widely accepted. In addition, the 201~~0~~0 Census must be used in the Housing Element to ensure consistency with other regional, State, and Federal housing plans. However, several sources are used to provide reliable updates to the 201~~0~~0 Census, including the following:

- San Joaquin Council of Governments 5th Cycle Housing Element Data Package
- 2009~~6~~-2013~~08~~ American Community Survey by the Census Bureau~~[1]~~
- Population and demographic data updated by the State Department of Finance
- Housing market information, such as home sales and rents, from ~~Dataquick~~ CoreLogic, Craigslist.org, ~~and ApartmentHunterz.com~~Apartments.com, Padmapper, Forrent.com, Trulia, and Realtor.com~~and Realtytrack~~
- Lending patterns from ~~the Home Mortgage Disclosure Act (HMDA) database~~LendingPatterns™
- Labor statistics from California Employment Development Department
-

E. General Plan Consistency

According to State planning law, the Housing Element must be consistent with the other General Plan elements. While each of the elements is independent, the elements are also interrelated to a degree. Certain goals and policies of each element may also address issues that are primary subjects of other elements. This integration of issues throughout the General Plan creates a strong basis for the implementation of plans and programs and achievement of community goals. The Housing Element is most closely tied to the Land Use Element as residential development capacities established in the Land Use Element are incorporated into the Housing Element.

This Housing Element builds upon other General Plan elements and is entirely consistent with the policies and proposals set forth by the General Plan. When an element in the General Plan is amended, the Housing Element will be reviewed and modified if necessary to ensure continued consistency among the various elements. Specifically, ~~new~~ State law requires that the Safety and Conservation Elements include an analysis and policies regarding flood hazard and management information upon revisions to the Housing Element. The City of Tracy adopted its General Plan in 2011, which has incorporated these topics in the Safety Element. The City will ensure that updates to these Elements achieve internal consistency with the Housing Element.

~~[1] Due to the small sample sizes used in the American Community Survey (ACS), the data tend to contain large margins of errors. As such, the ACS is used to provide additional reference to current conditions but the official 20100 Census data are used as the basis for analysis.~~

II. Housing Needs Assessment

The City strives to achieve a balanced housing stock that meets the varied needs of all income segments of the community. To understand the City's housing needs, the nature of the existing housing stock and the housing market are comprehensively evaluated. This section of the Housing Element discusses the major components of housing needs in Tracy, including population, household, economic and housing stock characteristics. Each of these components is presented in a regional context, and, where relevant, in the context of other nearby communities. This assessment serves as the basis for identifying the appropriate goals, policies, and programs for the City to implement during the 2015~~09~~-2023~~14~~ Housing Element cycle.

A. Population Characteristics

Understanding the characteristics of a population is vital in the process of planning for the future needs of a community. Characteristics such as size, age and race and ethnicity provide a unique demographic profile of the City.

1. Population Growth Trends

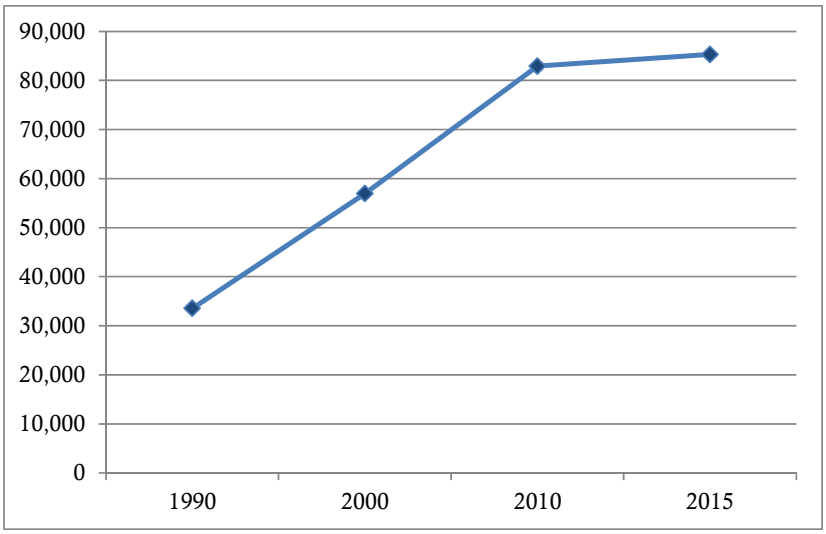
A dominant factor in community planning for Tracy has been the increase in population between 2000 and 2010~~9~~, and the associated housing construction. With the population growth, Tracy has become more diverse racially and ethnically, larger family-households have become more prevalent, and homeownership rates have increased.

Between 1990 and 2000, the Tracy population increased from approximately 33,558 to 56,929 persons (Table 1). This 70-percent increase in population was the highest of any San Joaquin County city during the inter-Census period. Other cities in San Joaquin County had high population growth as well, as shown in Table 1. Lathrop (53 percent) and Escalon (34 percent) had population growth rates that were more than twice that of California (14 percent). Almost 95 percent of the population growth experienced in San Joaquin County during this time was within incorporated cities.

By ~~Table 1 presents the latest available California Department of Finance (DOF)Census estimates for the Tracy population and housing stock. The~~ 2010, the City~~9~~ population ~~was~~ reached ~~approximately 81,714~~82,922, according to the Census. The State Department of Finance (DOF) estimated the current (2015) City population ~~. The City's population growth is projected by the San Joaquin Council of Governments (SJCOG) to remain strong, exceeding that of surrounding cities. According to San Joaquin County Council of Governments projections, between 2010~~09 and 2020, the Tracy population is estimated to grow to approximately ~~125,192~~103,456~~, an increase of 53~~ 25~~ percent. SJCOG figures are based on historical and regional trends estimates, and do not take into account any growth management measures (such as Measure A in Tracy). The Growth Management Ordinance may result in a reduced level of population growth compared to SJCOG estimates. As amended by voter initiative (Measure A) in 2000, the City's Growth Management Ordinance would limit Tracy's population to~~

~~approximately 100,000 people by 2020 if housing construction resumes to the maximum rate permitted by the Growth Management Ordinance and assuming an average of 50 affordable units constructed per year. The current recent economic recession has also slowed population growth in the region compared to previous projections by SJCOG.~~at ~85,296, another 2.9 percent increase since 2010. The recent recession that severely impacted the region between 2008 and 2012 contributed to the limited growth in the City. However, the City is beginning to see renewed interest in development and population is expected to increase in the future.

Figure 1: Population Growth Trends



Sources:

1. *Bureau of the Census, 1990, ~~and~~ 2000, and 2010.*
2. ~~*California Department of Finance, 2009.*~~
3. ~~*San Joaquin Council of Governments – Population Projections, 2009*~~*4. State Department of Finance Population and Housing Estimates, 2015*

Table 1: Population Growth Trends

Jurisdiction	1990	2000	2010~~9~~	~~2020~~2015	Population Growth 1990- 2000	2000-2010~~9~~	2010~~9~~-~~2020~~2015
Escalon	4,437	5,963	7,132~~7,163~~	7,413~~9,272~~ ~~9,410~~	34.4%	19.6%~~20.1%~~	3.9%~~30.0%~~~~31.4%~~
Lathrop	6,841	10,445	18,023~~17,671~~	20,353~~23,747~~~~24,144~~	52.7%	72.6%~~69.2%~~	12.9%~~31.8%~~ ~~36.6%~~
Lodi	51,874	56,999	62,134~~63,313~~	63,719~~66,588~~~~73,130~~	9.9%	9.0%~~11.1%~~	2.6%~~7.2%~~~~15.5%~~
Manteca	40,773	49,258	67,096~~67,754~~	73,787~~87,471~~~~85,605~~	20.8%	36.2%~~37.5%~~	10.0%~~30.4%~~ ~~26.3%~~
Ripon	7,455	10,146	14,297	14,922	36.1%	40.9%	4.4%
Stockton	210,943	243,771	291,707~~290,409~~	306,999~~348,977~~~~366,332~~	15.6%	19.7%~~19.1%~~	5.2%~~19.6%~~~~26.1%~~
Tracy	33,558	56,929	82,922~~81,714~~	85,296~~103,456~~~~125,192~~	69.6%	45.7%~~43.5%~~	2.9%~~24.8%~~~~53.2%~~
County Total	480,628	563,598	685,306~~689~~	719,511~~809~~	17.3%	21.6%~~22.3%~~	5.0%~~18.1%~~~~2~~

	,480	,685888,536	8.9%

Sources:

1. *Bureau of the Census, 1990, and 2000, and 2010.*
2. *State Department of Finance Population and Housing Estimates, 2015California Department of Finance, 2009.*

3.2. 4.

2. Age Characteristics

A community's current and future housing needs are determined in part by the age characteristics of residents. Typically, each age group has distinct lifestyles, family types and sizes, ability to earn incomes, and therefore, housing preferences. As people move through each stage of life, housing needs and preferences change. Traditional assumptions are that the young adult population (20 to 34 years old) tends to favor apartments, low to moderate cost townhomes/condominiums, and smaller single-family units. The adult population (35 to 64 years old) represents the major market for moderate to relatively high cost condominiums and single-family homes. The senior population (65 years and older) tends to generate demand for low to moderate cost apartments and condominiums, group quarters, and mobile homes. In order to create a balanced community it is important to provide housing options that suit the needs of various age groups.

Between 1990 2000 and 20100, the number of persons between the ages of 18 and 24 in Tracy decreased by two one percent (Table 2). This is an age group that, in many communities, is relatively transient and is primarily comprised of college students and people just entering the job market. The City's proportion of young adults/early middle and retirement-aged individuals also decreased during the this same time period, while the proportion of middle age/near retirement-aged persons aged 45 to 64 years increased by approximately 6six percent. A continuation of these trends could be seen through 2013. According to the American Community Survey (ACS) data, the age distribution of Tracy residents between 20096 and 201308 was as follows: nine nine percent children under five; 22 2322 percent school age children, ten percent college age, 10 28 percent young adults/early middle age, 33 percent adults, 20 23 percent middle-age/near retirement adults, and six eight percent seniors.

The City's age distribution reflects an aging and -family-oriented community, where family households with school-age childrenthose nearing retirement age and seniors make up an increasingly significant portion of the population. This age distribution also suggests that Tracy residents are no longer aging in place (a smaller senior population) and young people just entering the job market are not staying in Tracy (with a small population of late teen and college age persons). AThe lack of affordable smaller housing units in Tracy may explain some portion of the recent population trendsbecome an increasingly important critical issue for the City in the coming years.

Table 2: Age Distribution

Age Group	19902000			20100			% Change	
	#	%	% CA	#	%	% CA	Tracy	CA
Preschool (<5 yrs.)	5,3603,497	9%10%	7%8%	6,6005,360	8%9%	7%7%	-1%-1%	0%-1%
School Age (5-17 yrs).	14,2397,006	25%21%	20%18%	20,06814,239	24%25%	18%20%	-1%4	-2%

							%	2%
Late Teens/College Age (18-24)	4,2483,069	7%9%	10%11%	7,4764,248	9%7%	11%10%	2%-2%	1%-2%
Young Adults/Early Middle Age (25-44)	19,947 12,621	35%38%	32%35%	23,826 19,947	29%35%	28%32%	-6%-3%	-4%-3%
Middle Age/Near Retirement (45-64)	9,4984,656	17%14%	21%17%	19,202 9,498	23%17%	25%21%	6%3%	4%3%
Senior (65+)	3,6372,709	6%8%	11%11%	5,7503,637	7%6%	11%11%	1%-2%	0%0%

Note: The % point change column in the table describes the change in representation for each of the age cohorts shown relative to the overall population. For example, the two percent decrease shown for seniors does not mean that the senior population decreased, but rather that the representation of seniors decline from eight percent of the overall population in 1990 2000 to six percent in 2010 2010.
Source: Bureau of the Census, 1990 2000 and 2010 2010.

3. Race and Ethnicity

A community's racial and ethnic composition may have implications for housing needs to the extent that different groups have different household characteristics and cultural backgrounds that may affect housing needs and preferences. Different racial and ethnic groups differ in their attitudes toward and/or tolerance for "housing problems" as defined by the federal Department of Housing and Urban Development (HUD), including overcrowding and housing cost burden. Perceptions regarding housing density and overcrowding, as well as the cultural practices of living with extended families tend to vary among racial and ethnic groups. Communities with a high proportion of Asian and Hispanic households tend to have a larger average household size due to the cultural practice of living with extended family members. In contrast, communities with a high proportion of White households tend to have a smaller average household size.

With the recent population growthSimilar to most other jurisdictions throughout the state and the nation, Tracy has become more racially and ethnically diverse over time. Between 1990 2000 and 2010 2010, the non-Hispanic White population in the City decreased from 68 54 percent to 56 36 percent (Table 3). During the same time period, the representation proportion of all other minority groupsresidents, except Native Americans, increased in Tracy. InBy 2010, Nevertheless, Tracy's racial and ethnic diversity had matched remains is less diverse comparednearly equal to the diversitythat -of both San Joaquin County and the State California in terms of population racial and ethnic diversity (see Figure 2).

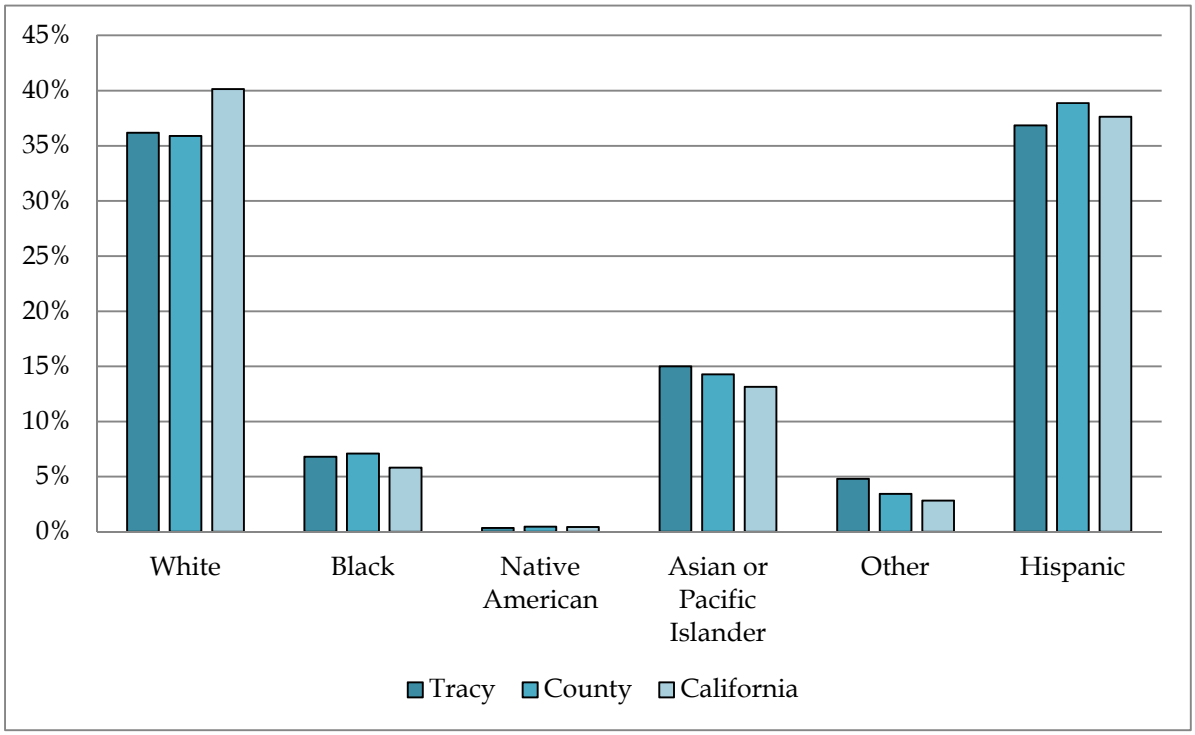
According to ACS data, the racial/ethnic distribution of Tracy residents between 2009 6 and 2013 08 was as follows: 39 35 percent White, 36 39 percent Hispanic, 13 16 percent Asian, seven six percent Black, and five five percent Other.

Table 3: Race and Ethnicity

Race/Ethnicity	201~~0~~0			Percentage Distribution Change, ~~1990~~2000-201~~0~~0		
	Tracy	County	California	Tracy	County	California
White	36%~~56%~~	36%~~47%~~	40%~~48%~~	-18%~~-12%~~	-11%~~-11%~~	-7%~~-9%~~
~~African American~~Black	7%~~5%~~	7%~~6%~~	6%~~7%~~	2%~~3%~~	1%~~1%~~	-1%~~0%~~
Native American	0%~~1%~~	0%~~1%~~	0%~~1%~~	0%~~0%~~	0%~~0%~~	0%~~0%~~
Asian or Pacific Islander	15%~~9%~~	14%~~11%~~	13%~~11%~~	7%~~4%~~	3%~~0%~~	2%~~2%~~
~~Hispanic~~Other	5%~~29%~~	3%~~31%~~	3%~~33%~~	1%~~5%~~	0%~~7%~~	0%~~7%~~
Hispanic	37%	39%	38%	9%	8%	5%

Source: Bureau of the Census, 2000 and 2010.

Figure 2: Race and Ethnicity



Source: Bureau of the Census, 2010.

B. Household Characteristics

The Census defines a "household" as all persons who occupy a housing unit, which may include single persons living alone, families related through marriage or blood, or unrelated persons sharing living quarters. Therefore, the number of households in a community is the same as the number of occupied housing units.

For the purpose of conducting demographic research, the Bureau of the Census defines a family as "a householder and one or more people living in the same household who are related to the householder by birth, marriage, or adoption. All people in a household who are related to the

householder are regarded as members of his or her family. A family household may contain people not related to the householder."

Persons living in retirement or convalescent homes, dormitories, or other group living situations are not considered households. Furthermore, the Census classifies households by type according to the gender of the householder and the presence of relatives. Household characteristics such as size, type, income and tenure reveal important information about the housing needs of a community. Different household sizes, types and income levels often prefer different housing options. Typical household types included in the Census are: family households versus non-family households (unrelated persons living together). Family households can include married couples with or without children, single-parent households with children, or other family households such as grandparents with grandchildren, siblings living together, or other extended family members living together. Non-family households are typically unrelated persons living together but also include singles living alone. Average household size is estimated based on all persons in all households (including singles), whereas the average family size is based on all related members in family households.

However, for zoning purposes, California court cases have ruled that a definition of "family" that: 1) limits the number of persons in a family; 2) specifies how members of the family are related (i.e. by blood, marriage or adoption, etc.), or (3) defines a group of not more than a certain number of unrelated persons as a single housekeeping unit is invalid. Court rulings stated that defining a family does not serve any legitimate or useful objective or purpose recognized under the zoning and land planning powers of the jurisdiction, and therefore violates rights of privacy under the California Constitution. A zoning ordinance also cannot regulate residency by discriminating between biologically related and unrelated persons. Furthermore, a zoning provision cannot regulate or enforce the number of persons constituting a family. Therefore, for the purpose of implementing its zoning regulations, the City recently amended its Zoning Ordinance to define a family as follows: ""Family" means one or more persons occupying a single dwelling unit, under no more than one written or oral rental agreement."

The following discussions focus on the characteristics of households in the City, based on data obtained from the Bureau of the Census, and therefore utilize the Census definitions of households and families. Later in this Housing Element in the Housing Constraints section, the discussions focus on the City's zoning regulations and therefore, the City's zoning definition of family is used.

~~2.~~1. Household Type and Size

Different household types generally have different housing needs. For example, ~~S~~ seniors or young adults usually comprise the majority of ~~the~~ single-person households and tend to reside in apartment units, condominiums, or smaller single-family homes. Families with children often prefer single-family homes.

The proportion of family households in Tracy increased ~~four~~ one ~~percent~~percentage point from ~~1990~~ 2000 to 201~~0~~0, representing 82 percent of all households in the City in 2010. ~~.~~ The

proportional share of family households in California, however, did not change. Average family size also increased slightly in Tracy (Table 4). Compared to California, Tracy has a much larger share of married-couple, family households with children (38 percent versus 23 percent~~, respectively)~~). However, t~~T~~he ~~share~~ overall proportion of this family type ~~increased~~ decreased ~~by four~~three percent during the 200~~199~~0s.~~, which drove the City's average household size and average family size higher. The number of non-family households increased between 1990~~ 2000 ~~and 20100, but the share of non-family households as a percentage of total household decreased during this period. The same was true for~~ the number of ~~single households, which comprised most of these non-family households.~~ Among ~~other~~all household types, other family households experienced the largest growth (four percent) ~~in proportion of all households~~between 2000 and 2010. According to the A~~American Community Survey~~CS data, between ~~2006~~ 2009 and 2013~~08~~, ~~80~~ 81 percent of Tracy households were family households. Of the City's households, ~~53~~ 51 percent included children under the age of 18, and ~~47~~ 49 percent did not include children. About ~~16~~ 14 percent of Tracy residents lived alone and ~~four~~ five percent were other non-family households.

The City's average household ~~size~~ and ~~average~~ family size, both of which have historically been higher than the State average, increased even more between 2000 and 2010. According to Department of Finance (DOF) estimates for ~~2009~~2015, Tracy's average~~ household size is~~person ~~per~~ household size is 3.48 persons,~~27. This was~~ the second highest among San Joaquin County cities~~,~~ ~~(~~after the City of Lathrop~~) and the County overall~~.

Table 4: Household Types

Household Type	~~1990~~2000			20100			~~%~~ Change in Distribution (Percentage Points)		
	Tracy HHs	%	CA %	Tracy HHs	%	CA %	Tracy HHs	%	CA %
Families	14,308 ~~8,617~~	81% ~~77%~~	69% ~~69%~~	19,945 ~~14,308~~	82% ~~81%~~	69% ~~69%~~	5,637 ~~5,691~~	1% ~~4%~~	0% ~~0%~~
Married w/ Children	7,237 ~~4,201~~	41% ~~37%~~	26% ~~27%~~	9,148 ~~7,237~~	38% ~~41%~~	23% ~~26%~~	1,911 ~~3,036~~	-3% ~~-4%~~	-3% ~~-1%~~
Married No Children	4,213 ~~2,754~~	24% ~~25%~~	25% ~~26%~~	5,974 ~~4,213~~	25% ~~24%~~	26% ~~25%~~	1,761 ~~1,459~~	1% ~~-1%~~	1% ~~-1%~~
Other Families	2,858 ~~1,662~~	16% ~~15%~~	18% ~~16%~~	4,823 ~~2,858~~	20% ~~16%~~	19% ~~18%~~	1,965 ~~1,196~~	4% ~~1%~~	1% ~~2%~~
Non-Families	3,312 ~~2,591~~	19% ~~23%~~	31% ~~31%~~	4,386 ~~3,312~~	18% ~~19%~~	31% ~~31%~~	1074 ~~721~~	-1% ~~-4%~~	0% ~~0%~~
Singles	2,530 ~~2,012~~	14% ~~18%~~	24% ~~8%~~	3,326 ~~2,530~~	14% ~~14%~~	23% ~~24%~~	796 ~~518~~	0% ~~-4%~~	-1% ~~16%~~
Other Non-Families	782 ~~579~~	4% ~~5%~~	8% ~~23%~~	1060 ~~782~~	4% ~~4%~~	8% ~~8%~~	278 ~~203~~	0% ~~-1%~~	0% ~~-16%~~
Total Households	**17,620** ~~**11,208**~~	**100%** ~~**100%**~~	**100%** ~~**100%**~~	**24,331** ~~**17,620**~~	**100%** ~~**100%**~~	**100%** ~~**100%**~~	**6,711** ~~**6,412**~~	-- ~~--~~	-- ~~--~~
	Tracy		CA	Tracy		CA	Tracy		CA
Average Household Size	3.21 ~~3.0~~		2.87 ~~2.79~~	3.40 ~~3.21~~		2.90 ~~2.87~~	6% ~~7%~~		1% ~~3%~~
Average Family Size	3.56 ~~3.39~~		3.43 ~~3.32~~	3.72 ~~3.56~~		3.45 ~~3.43~~	4% ~~5%~~		1% ~~3%~~

Note: The % Change column represents a percentage point change of the share of each type of household between ~~1990~~ 2000 and 20100, not the percentage growth of each type of household. "HHs" = households.
Source: Bureau of the Census, (~~1990~~ 2000 and 20100).

~~3.~~2. Household Income

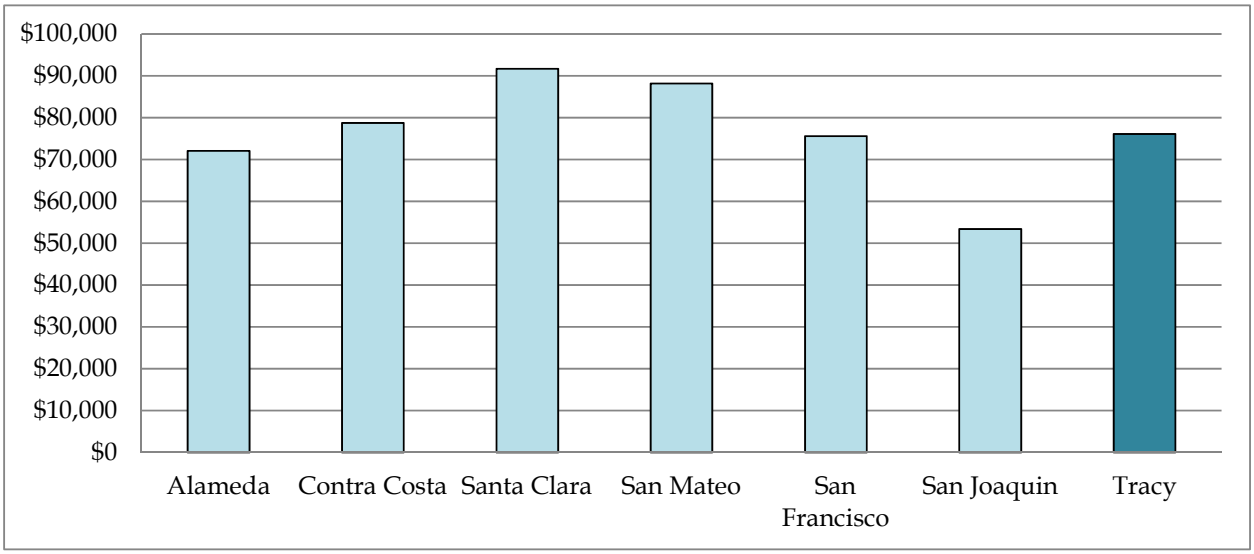
Household income indicates the wealth of a community and therefore is directly connected to the ability to afford housing. Median household income compared to neighboring communities provides a way to measure income in Tracy against other cities.

In 2013~~00~~, households in the County of San Joaquin ~~Valley~~ had a significantly lower median income ($~~36,638~~53,380) than surrounding ~~regions~~counties. However, residents of the ~~San Joaquin Valley~~County also had a much lower cost of living. In general, though, Tracy's median household income ($~~62,794~~76,098) is ~~much~~ more comparable to the nearby counties of Alameda and San Francisco than its own County. The City's median household income was ~~was 71 percent higher than that of the San Joaquin Valley region, 53~~ 43 percent higher than that of ~~San Joaquin the~~San Joaquin County, and ~~32~~ 23 percent higher than ~~that of~~ the State average~~. Tracy's median household income is more similar to East Bay and Bay Area communities west of the City than it is the communities of the San Joaquin Valley~~ (Figure 3).

The San Joaquin Valley has become a destination for Bay Area workers seeking lower cost housing and a lower cost of living overall. This can create difficulty for local workers

competing for valley housing. Compared to the East Bay counties, the median income in the County of San Joaquin ~~Valley~~ is approximately ~~35 six~~35 percent ~~lower higher~~lower than Alameda County ($~~55,946~~72,112), ~~51 17~~72 percent lower than Santa Clara County ($~~74,335~~91,702), ~~48 14~~65 percent lower than San Mateo County ($~~70,819~~88,202), ~~34 one~~42 percent ~~lower higher~~lower than San Francisco County ($~~55,221~~75,604), and ~~42 four~~48 percent lower than Contra Costa County ($~~63,675~~78,756).

Figure 3: Median Household Income



Source: Bureau of the Census, American Community Survey, 2009-2013.

Median household income provides only partial insight into a community's income profile. A more detailed breakdown of households by income category can provide more information about the proportion of households in Tracy whose limited incomes may lead them to have a higher incidence of housing problems such as overpayment (paying more than 30 percent of income on housing) or overcrowding (having more than one person per room).

According to ~~the~~ ACS data, between 2009 and 2013~~According to the 2000 Census~~, a majority of Tracy households earned annual incomes of $75,000 or more ~~15~~ 12 ~~percent of households earned less than $25,000, while approximately 22~~ 19 ~~percent of City households earned incomes between $25,000 and $49,999~~ (Table 5). In addition, households earning $100,000 or more comprised over one-third of households in the City. ~~Approximately 45~~ 33 ~~percent of Tracy households earned incomes between $50,000 and $99,999 and 19~~ 36 ~~percent reported $100,000 or more in income in 1999~~2013~~. In~~By comparison, ~~the County~~ household incomes in San Joaquin County~~ distribution was~~ were more evenly distributed throughout ~~all~~the various ~~the~~ income levels — with ~~, explaining the lower median household income reported for San Joaquin County when compared to Trac~~a significantly higher proportion of households earning less than $50,000 annually and a noticeably lower proportion of households earning more than $100,000.~~y.~~

Table 5: Household Income Distribution (~~1999~~2013)

Household Income	Tracy Number	Tracy %	County Number	County %
Less than $10,000	847~~870~~	3.5%~~5.0%~~	12,419~~18,364~~	5.8%~~10.1%~~
$10,000 to $14,999	564~~526~~	2.3%~~3.0%~~	12,641~~12,234~~	5.9%~~6.7%~~
$15,000 to $24,999	1,476~~1,260~~	6.0%~~7.2%~~	23,162~~24,053~~	10.7%~~13.2%~~
$25,000 to $34,999	1,743~~1,427~~	7.1%~~8.1%~~	21,547~~22,488~~	10.0%~~12.4%~~
$35,000 to $49,999	2,927~~2,403~~	12.0%~~13.7%~~	30,908~~29,730~~	14.3%~~16.5%~~
$50,000 to $74,999	4,445~~4,104~~	18.2%~~23.4%~~	39,089~~35,475~~	18.1%~~19.5%~~
$75,000 to $99,999	3,659~~3,700~~	15.0%~~21.1%~~	26,972~~19,934~~	12.5%~~11.0%~~
$100,000 or more	8,769~~3,239~~	35.9%~~18.5%~~	48,825~~19,334~~	22.6%~~10.6%~~
Total	**24,430~~17,529~~**	**100.0%~~100.0%~~**	**215,563~~181,612~~**	**100.0%~~100.0%~~**

Note: The 2008-2013 American Community Survey estimates measure household income in the past 12 months (in 2013 inflation-adjusted dollars~~)2000 Census measured income earned in 1999~~.
Source: Bureau of the Census, American Community Survey, 2009-2013~~2000~~.

To facilitate the analysis of income distribution among households in communities, the State Department of Housing and Community Development (HCD) groups households into categories by income. Income categories are determined as a percentage of the Area Median Income (AMI) and then adjusted for household size in the following manner:~~The State Department of Housing and Community Development (HCD) categorizes households into five income groups based on County Area Median Incomes (AMI):~~

- Extremely Low Income – 0 to 30 percent AMI
- Very Low Income – 31 to 50 percent of the AMI
- Low Income – 51 to 80 percent of the AMI
- Moderate Income – 81 to 120 percent of the AMI
- Above Moderate Income – above 120 percent of the AMI

Based on the HCD income categories described above, ~~I~~in 2011~~00~~, approximately ~~78~~ 76 percent of Tracy households earned moderate or above moderate incomes~~)~~, while ~~22~~ 24 percent of households ~~had incomes in the~~can be classified as extremely low, very low, and low income ~~levels~~households (Table 6).[2]

[2] Data was obtained from the Comprehensive Housing Affordability Strategy (CHAS) prepared for HUD by the Census Bureau using 2000 Census data. CHAS data does not provide a breakdown of household income for those with more than 80 percent AMI as those households are not qualified for federal housing programs.

Table 6: Households by Income Category (~~2000~~2011)

Income Category (% of County AMI)	Households	Percent
Extremely Low (30% or less)	1,380~~983~~	5.8%~~5.6%~~
Very Low (31 to 50%)	1,735~~948~~	7.4%~~5.4%~~
Low (51 to 80%)	2,495~~1,860~~	10.6%~~10.6%~~
Moderate or Above (over 80%)	17,990~~13,732~~	76.2%~~78.4%~~
Total	**23,600~~17,523~~**	**100.0%~~100.0%~~**

Source: Department of Housing and Urban Development (HUD) Comprehensive Housing Affordability Strategy (CHAS), ~~2000~~based on the 2007-2011 American Community Survey.

C. Employment Market

Employment has an important impact on housing needs. Incomes associated with different jobs and the number of workers in a household determines the type and size of housing a household can afford. In some cases, the types of jobs themselves can affect housing needs and demand (such as in communities with military installations, college campuses, and large amounts of seasonal agriculture). Employment growth typically leads to strong housing demand, while the reverse is true when employment contracts.

1. Employment

~~Tracy's labor force b~~Between ~~2006 and 2010in 2000 included 27,12139,837 persons, 25,49235,433 of whom were employed and 1,5814,400 of whom were unemployed – constituting an unemployment rate of four 7.9 percent. Tracy's unemployment rate continues to be one of the lowest for cities in the County. As reported in the ACS, between~~ 2008~~6~~ and 2013~~08~~, ~~the unemployment rate in~~ Tracy ~~doubled increased to~~had an unemployment rate of ~~8.9~~9.7 percent~~, compared to~~ – similar to the ~~ten~~ 10.1 percent unemployment rate for San Joaquin ~~in the~~ County. The City's unemployment rate has increased ~~slightly~~ (by ~~just under~~ two percentage points) since between 2006 and 2010. The ~~manufacturing and~~ education/health/social service, ~~and~~ manufacturing, and retail industries have employed the most Tracy residents ~~between 2006 and 2010~~since 2006 ~~in 2000~~ (Table 7). ~~These industries~~While education/health/social service and manufacturing jobs ~~usually offer~~are typically associated with moderate incomes, retail jobs ~~. However, between the 2000 Census and~~by ~~2008~~6-2013~~08 ACS, the percentage of residents employed in manufacturing industries shrank and the from 17 percent of the employed residents to 14 percent of the employed residents~~employed in retail trade grew~~. These industries~~ tend to offer lower wages. ~~In contrast, the recreation/accommodation/food service The education/health/social service industries expanded to employ eight 15 percent of the labor force. These industries tend to offer lower wages.~~ Table 8 lists the top ten employers in Tracy. Safeway is the City's largest employer, followed closely by ~~the~~ Tracy Unified School District, the Defense Depot, ~~Tracy Unified School District,~~ and the Deuel Vocational Institute.

Table 7: Employment Profile

Industry	2006-2010~~0~~		2008~~6~~-13~~08~~	
	#	%	#	%
Agriculture, Forestry, Fishing and Hunting, and Mining	430~~298~~	1.2%~~1.2~~	505	1.4%~~1.1%~~
Construction	3,346~~2,070~~	9.4%~~8.1~~	3,248	8.9%~~9.2%~~
Manufacturing	4,755~~4,373~~	13.4%~~17.2~~	4,561	12.5%~~13.7%~~
Wholesale Trade	1,176~~1,438~~	3.3%~~5.6~~	1,758	4.8%~~4.0%~~
Retail Trade	4,785~~3,306~~	13.5%~~13~~	5,485	15.0%~~12.0%~~
Transportation and Warehousing, and Utilities	2,295~~1,493~~	6.5%~~5.9~~	1,957	5.4%~~7.8%~~
Information	1,236~~1,212~~	3.5%~~4.8~~	1,255	3.4%~~2.7%~~
Finance, Insurance, Real Estate	2,376~~1,637~~	6.7%~~6.4~~	2,016	5.5%~~7.4%~~
Professional, Scientific, Management, Administrative	4,227~~2,709~~	11.9%~~10.6~~	4,273	11.7%~~11.7%~~
Educational, Health and Social Services	5,106~~3,496~~	14.4%~~13.7~~	5,580	15.3%~~13.5%~~
Arts, Entertainment, Recreation, Accommodation & Food Services	2,581~~1,368~~	7.3%~~5.4~~	2,882	7.9%~~8.0%~~
Other Services	1412~~940~~	4.0%~~3.7~~	1563	4.3%~~3.7%~~
Public Administration	1,708~~1,152~~	4.8%~~4.5~~	1,454	4.0%~~5.3%~~
Total	**35,433~~2,492~~**	**100.0%~~100.0~~**	**36,537**	**100.0%~~100.1%~~~~100.1%~~~~100.1%~~**

Sources: Bureau of the Census, ~~2000 Census and~~ American Community Survey, (2006-2010 and 2008-2013)~~08~~.

Table 8: Major Employers

Firm	Industry	Employees
Safeway Distribution Center	Distribution	~~1,800~~2,000
Tracy Unified School District	Education	1,600
Defense Depot San Joaquin	Government Agency	1,375~~1,530~~
~~Tracy Unified School District~~	~~Education~~	~~1,500~~
Deuel Vocational Institute	State Prison Facility	~~1,200~~1,300
Sutter Tracy Community Hospital~~Diversified Collection Service~~	Medical Care~~Collection services~~	568~~635~~
City of Tracy	Municipal Services	~~570~~461
Taylor Farms Pacific~~Sutter Tracy Community Hospital~~	~~Medical Care~~Food Processor	~~540~~408
Owens-Illinois, Inc.~~Costco Wholesale~~	Glass Container Manufacturer~~Distribution Grocery~~	400~~513~~
~~Barbosa Cabinets~~Adesa Golden Gate	~~Cabinet Builders~~Car Auction	~~500~~360
Costco Distribution Center~~Owens-Illinois, Inc.~~	~~Glass Container Manufacturer~~Distribution Perishable	~~440~~329

Source: City of Tracy, 2015~~09~~.

Housing development in the City is meeting the needs of many Bay Area employees who are themselves priced out of ownership in the areas where they work. Since local residents employed in Tracy tend to have lower wages, a housing market dictated by persons commuting to Bay Area jobs and their willingness (and ability) to pay presents difficulties in meeting the housing needs of people who live and/or work in Tracy. Table 9 displays mean annual wage data for occupations compiled by the California Employment Development Department (EDD) for the Stockton Metropolitan Statistical Area. Table 9 shows that ~~the~~ farming, food preparation and serving, personal care and service, maintenance, and health care support~~, production, and social services~~ occupations offer the lowe~~r~~st wages in the region. At least 10 percent of the City's population (Table 7) is employed in these low wage occupations.

Table 9: Mean Salary By Occupation (2014 1st Quarter~~08~~)-Stockton MSA, San Joaquin County

Occupation	Mean Annual Salary
Management	$~~93,401~~98,185
Legal	$~~90,221~~95,830
Healthcare Practitioners and Technical	$~~74,931~~86,279
Computer and Mathematical	$~~68,983~~69,424
Architecture and Engineering	$~~67,609~~81,291
Life, Physical and Social Sciences	$~~64,533~~72,206
Business and Financial	$~~61,669~~66,800
Protective Service	$~~52,065~~52,569
Community and Social Services	$~~46,556~~52,346
Construction and Extraction	$~~45,011~~51,872
Installation, Maintenance and Repair	$~~42,966~~47,297
Arts, Design, Entertainment, Sports and Media	$~~41,891~~43,797
Office and Administrative Support	$36,645
Production	$35,139
Transportation and Material Moving	$~~33,086~~34,888
~~Office and Administrative Support~~	~~$33,025~~
Sales	$~~31,793~~34,408
~~Production~~	~~$31,282~~
Healthcare Support	$~~26,857~~30,109
Building and Grounds Cleaning and Maintenance	$~~26,376~~29,081
Personal Care and Service	$~~23,332~~24,053
Food Preparation and Serving	$~~20,074~~22,249
Farming, Fishing and Forestry	$~~19,218~~19,682

Source: California Employment Development Division, 2015~~09~~.

2. Commuting Patterns

Commuting patterns demonstrate the relationship between housing to employment opportunities. The lack of a geographic match between employment centers and housing leads to traffic congestion, air quality deterioration, increased transportation infrastructure needs, and many other adverse environmental and economic problems. Developing housing, particularly near employment centers, can help reduce the occurrence of these environmental and economic problems and place people in closer proximity to the services they need. The availability of housing generally encourages a healthy economy, and could support downtown revitalization efforts.

According to ACS data, between 2008 and 2013, n~~N~~early ~~60~~ 55 percent of Tracy's workforce travels to another county for employment. This rate is more than double that of San Joaquin County~~'s~~ (~~rate of~~ 26 percent)~~,~~ and ~~,~~ the highest ~~proportion~~ among ~~the~~ surrounding counties (Table 10). ~~However~~While the proportion of long distance commuters in Tracy remains high, ~~tThe number percentage of Tracy residents employed outside the County~~this number ~~was high in 1990~~has decreased by three percent since 2000. However, this decrease may have been a result of the recession.

~~According to the 2013 Interregional Multimodal Commute Trip Planning Study, commuters from the counties of San Joaquin, Merced, and Stanislaus primarily travel to the Bay Area for work. To better serve commuters in this tri-county area, the Study has recommended that the San Joaquin Council of Governments (SJCOG) take the following actions:~~

- ~~Establish a centralized "one-stop shop" for commuters to get information on travel mode alternatives.~~
- ~~Give information to commuters and other travelers about available options that might save them time or money.~~
- ~~Shift people from single occupant vehicles to other modes, allowing for cleaner air and less peak period traffic congestion.~~
- ~~Provide employers with an additional tool to help them comply with rule 9410 and to provide an additional benefit to their employees.~~
- ~~Provide easy interface with emerging technologies such as smart phones and tablet computers to provide commuters with more convenient access to information on travel modes and road conditions.~~
- ~~Help transit operators provide more coordinated service in the region.~~
- ~~Keep planners informed about current travel patterns and mode choice trends.~~
- ~~This number continued to increase during the 1990s; Tracy had the largest percentage point increase in employment outside the County between 1990 and 2000. The high rate of residents working in other counties corresponds with longer commute times in Tracy compared to the rest of the County~~

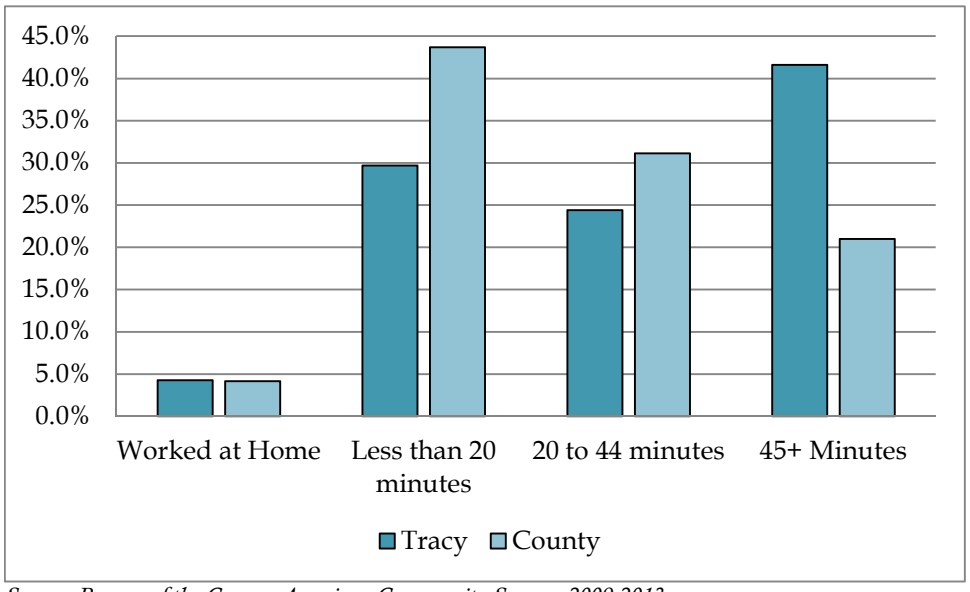
Table 10: Place of Work

Place of Work	CA	Alameda Co.	Contra Costa Co.	San Joaquin Co.	San Mateo Co.	Santa Clara Co.	Tracy
Outside of County of Residence ~~1990~~2000	17%~~15%~~	33%~~30%~~	42%~~41%~~	23%~~17%~~	42%~~43%~~	12%~~11%~~	58%~~51%~~
Outside of County of Residence 201~~0~~3~~0~~	17%~~17%~~	34%~~33%~~	41%~~42%~~	26%~~23%~~	41%~~42%~~	13%~~12%~~	55%~~58%~~
~~Percentage~~ Change in Proportion (~~1990~~ 2000 - 201~~0~~3~~0~~)	0%~~2%~~	1%~~3%~~	-1%~~1%~~	3%~~6%~~	-1%~~-1%~~	1%~~1%~~	-3%~~7%~~

Source: Bureau of the Census, 2000 and American Community Survey, 2008-2013.

The high rate of residents working in other counties corresponds with longer commute times for Tracy residents compared to the rest of the County. Figure 4 ~~shows~~ summarizes ~~travel~~ commute times for workers age 16 and over in Tracy and San Joaquin County~~-~~, according to 2009-2013 ACS data~~in 2000~~. ~~One-third~~Approximately 34 percent of employed Tracy residents either worked at home or lived relatively close to their place of employment (had travel times to work of less than 20 minutes). An additional 24 percent had commutes between 20 to 44 minutes and the remaining ~~43~~ 42 percent had commutes of 45 minutes or longer.

Figure 4: Travel Time to Work



Source: Bureau of the Census, American Community Survey, 2009-2013.

~~Compared to residents countywide, a slightly smaller P~~~~proportions~~ ~~of both County and~~The vast majority of Tracy residents (77 percent) ~~who~~ drove alone to work between 2009 and 2013~~ were nearly equal.in 2000~~ ~~and~~ A~~a~~ similar proportion of County residents also drove to work alone during this time period. ~~larger proportion of County residents carpooled, while or tookmore Tracy resident took public transportation~~In general, the method of transportation City residents chose to take to work matched c~~C~~ountywide trends ~~-~~(Table 11).

Table 11: Means of Transportation to Work

Means of Transportation	Tracy	County	
Drove Alone	76.9%~~72.5%~~	76.7%~~74.6%~~	
Carpooled	13.6%~~18.9%~~	14.5%~~17.0%~~	
Public Transportation	2.4%~~2.1%~~	1.4%~~1.4%~~	
~~Motorcycle~~		0.4%~~0.1%~~	0.5%~~0.2%~~
~~Bike~~Bicycle	0.4%~~0.5%~~	0.5%~~0.7%~~	
Walked	1.4%~~1.6%~~	1.9%~~2.3%~~	
Taxicab, Motorcycle, Other Means~~Other means~~	0.9%~~1.0%~~	0.9%~~0.9%~~	
Worked at home	4.3%~~3.3%~~	4.2%~~2.9%~~	
Total	**100.0%~~100.0%~~**	**100.0%~~100.0%~~**	

Source: Bureau of the Census, American Community Survey, 2009-2013~~0~~.

According to the 2013 Interregional Multimodal Commute Trip Planning Study, commuters from the counties of San Joaquin, Merced, and Stanislaus primarily travel to the Bay Area for work. To better serve commuters in this tri-county area, the Study has recommended that the San Joaquin Council of Governments (SJCOG) take the following actions:

- Establish a centralized "one-stop shop" for commuters to get information on travel mode alternatives.

- Give information to commuters and other travelers about available options that might save them time or money.
- Shift people from single occupant vehicles to other modes, allowing for cleaner air and less peak ~~d~~
- ~~less peak~~ period traffic congestion.
- Provide employers with an additional tool to help them comply with rule 9410 and to provide an additional benefit to their employees.
- Provide easy interface with emerging technologies such as smart phones and tablet computers to provide commuters with more convenient access to information on travel modes and road conditions.
- Help transit operators provide more coordinated service in the region.
- Keep planners informed about current travel patterns and mode choice trends.

D. Housing Problems

The Comprehensive Housing Affordability Strategy (CHAS) developed by the Census for HUD provides detailed information on housing needs by income level for different types of households in Tracy. Detailed CHAS data based on the 2007-2011~~0~~ ~~Census~~ ACS is displayed in Table 12. Housing problems considered by CHAS include:

- Units with physical defects (lacking complete kitchen or bathroom);
- Overcrowded conditions (housing units with more than one person per room);
- Housing cost burden, including utilities, exceeding 30 percent of gross income; or
- Severe housing cost burden, including utilities, exceeding 50 percent of gross income.

The types of problems experienced by households in Tracy vary according to household income, type, and tenure; however, general trends~~. Some highlights~~ include:

- ~~In general, r~~Renter-households ~~had~~ are more likely to experience~~a higher level of~~ housing problems (~~50~~ 56 percent) ~~compared to~~than owner-households (~~40~~ 50 percent).
- Large renter-families ~~had the highest level of~~were more likely to experience housing problems ~~regardless of income level~~than all other household types (~~67~~ 79 percent).
- ~~Extremely~~ Very low income (~~80~~ 86 percent) and ~~very~~ low income households (~~78~~ 82 percent) ~~had the highest incidence of~~ were significantly more likely than households of other income levels to experience housing problems.

Table 12: Housing Assistance Needs of Lower Income Households (2011~~00~~)

Household by Type, Income, and Housing Problem	Renters				Owners			Total Households
	Elderly	Small Families	Large Families	Total Renters	Elderly	Large Families	Total Owners	
Extremely Low Income (0-30% MFI)	**215~~22~~ ~~3~~**	**435~~234~~**	**85~~69~~**	**905~~59~~ ~~9~~**	**150~~19~~ ~~3~~**	**0~~92~~**	**475~~384~~**	**1,380~~983~~**
% with any housing problem	33%~~82.5~~	82%~~81.2~~	100%~~100~~	64%~~83.8~~	73%~~66.3~~	--~~68.5~~	65%~~72.9~~	64%~~79.6~~
% with cost burden >30%	33%~~82.5~~	82%~~72.6~~	100%~~100~~	64%~~79.8~~	73%~~66.3~~	--~~68.5~~	65%~~72.9~~	64%~~77.1~~
% with cost burden > 50%	21%~~58.3~~	71%~~62~~	100%~~94.2~~	56%~~65.9~~	67%~~48.7~~	--~~68.5~~	58%~~64.1~~	57%~~65.2~~
Very Low Income (31-50% MFI)	**320~~10~~ ~~9~~**	**490~~204~~**	**215~~105~~**	**1,190 ~~517~~**	**135~~19~~ ~~9~~**	**105~~159~~**	**545~~431~~**	**1,735~~948~~**
% with any housing problem	61%~~83.5~~	91%~~82.8~~	100%~~100~~	85%~~84.9~~	52%~~44.7~~	100%~~93.7~~	88%~~70.3~~	86%~~78.3~~
% with cost burden >30%	62%~~83.5~~	91%~~82.8~~	100%~~76.2~~	86%~~80.1~~	56%~~44.7~~	100%~~93.7~~	89%~~66.8~~	87%~~74.1~~
% with cost burden >50%	53%~~58.7~~	79%~~43.6~~	65%~~61.9~~	67%~~51.8~~	37%~~27.6~~	100%~~78.6~~	76%~~53.4~~	70%~~52.5~~
Low Income (51-80% MFI)	**25~~165~~**	**485~~425~~**	**340~~163~~**	**1,175 ~~913~~**	**310~~37~~ ~~0~~**	**495~~319~~**	**1,320~~9~~ ~~47~~**	**2,495~~1,860~~**
% with any housing problem	60%~~75.8~~	72%~~76.5~~	96%~~84.7~~	80%~~75.9~~	56%~~35.1~~	98%~~76.5~~	84%~~61.5~~	82%~~68.5~~
% with cost burden >30%	60%~~75.8~~	69%~~54.1~~	87%~~38.7~~	73%~~57.3~~	56%~~35.1~~	98%~~76.5~~	83%~~58.8~~	79%~~58.1~~
% with cost burden > 50%	60%~~12.1~~	45%~~0~~	26%~~9.2~~	35%~~4.9~~	47%~~17.6~~	82%~~50.2~~	71%~~32.2~~	54%~~18.8~~
Total Households	**1,025 ~~705~~**	**3,950~~2,263~~**	**1,330~~9~~ ~~14~~**	**7,695 ~~4,817~~**	**2,015 ~~1,552~~**	**3,190~~7,560~~**	**15,905 ~~12,706~~**	**23,600~~17,523~~**
% with any housing problem	54%~~63.7~~	50%~~43.5~~	79%~~66.7~~	56%~~49.6~~	38%~~33.3~~	61%~~33.5~~	50%~~36.1~~	52%~~39.8~~

Note: Data presented in this table are based on special tabulations from sample Census data. The number of households in each category usually deviates slightly from the 100% total due to the need to extrapolate sample data out to total households. Interpretations of these data should focus on the proportion of households in need of assistance rather than on precise numbers.

Source: HUD Comprehensive Housing Affordability Strategy (CHAS),- (based on the 2007-2011 American Community Survey).~~2000~~.

1. Overpayment (Cost Burden)

A household is considered to be overpaying for housing (or cost burdened) if it spends more than 30 percent of its gross household income on housing. Problems of overpayment occur when housing costs rise faster than incomes or when households are forced to pay more than they can afford for housing of adequate size, condition, and amenities to meet their needs. The prevalence of overpayment varies significantly by income, tenure, household type, and household size.

~~The~~ CHAS tabulations (based on ~~Census~~ ACS data) reported that ~~35~~ 48 percent of Tracy households (~~5,777~~11,417 households) overpaid for housing ~~in 2000~~between 2007 and 2011. ~~Similar to overcrowding, a household's~~Housing cost burden typically varies by income level, tenure, household type, and household size. In Tracy, renters and owners were overpaying for housing at a ~~approximately the same~~nearly ~~an~~ equal rate, whereas in the County as a whole, ~~State, and nearby cities,~~ overpayment among owners ~~were~~ was less prevalent than among renters.

~~s. Tracy renters were experiencing overpayment at lower rates than renters in the County, the State, and nearby cities . Approximately one-third of Tracy renters (1,712 households) were overpaying for housing compared to over 40 percent in the comparison areas. A slightly higher percentage of Tracy renters were spending 25 to 29 percent of their income on housing, compared with these other areas. The rate of overpayment decreased in Tracy during the past 10 years, down from 40 percent at the time of the 1990 Census.~~

~~The story is different for owner-occupied housing in Tracy, as a higher proportion of households (4,065 households) in the City were overpaying for housing compared to homeowners in the County, State, and nearby cities (Table 14). While 29 percent of owner households in nearby cities and the County were overpaying for housing, 34 percent were doing so in Tracy. The percentage of owner households overpaying for housing was stable between 1990 and 2000. Overall, overpayment affected approximately the same proportion of renters as homeowners (33 percent vs. 31 percent respectively).~~

~~Overall, the high cost of housing in Tracy relative to wages has contributed to a relatively high instance of overpayment for housing. Younger owners and older renters are the age/tenure groups most prone to overpaying for housing in Tracy (Table 15). While higher income families with more income security may voluntarily choose expensive housing for which they will technically overpay, many other households with limited incomes and available housing options are forced to overpay for housing or live in crowded conditions.~~

~~Specifically, senior renter households, which tend to be smaller in size and on fixed incomes, may have a particular risk for overpayment in Tracy. Approximately 66 percent of senior households (those with a householder 65 years of age or older) were overpaying for rental housing, while only 30 percent of senior owner households were overpaying. Low-cost senior housing provision is a priority.~~

~~In addition, younger households, which tend to be first-time homebuyers and have smaller household sizes, are not having their needs fully met by the private housing development market. Development of smaller, perhaps attached, less expensive housing could help to fill these needs.~~

~~As shown in Table 16, lower income households have a very high incidence of overpayment for both owner and rental housing. The percentage of households overpaying for rental housing drops off significantly between the $20,000 to $34,000 and $35,000 to $50,000 income range. However, the overpayment rate did not drop off for owner housing until the $75,000 to $100,000 income range. The rate of overpayment was higher for owner-households for all income groups except the $10,000 to $20,000 income range, where 88 percent of renter-households overpay for housing.~~

~~According to the ACS data, between 2006 and 2008, 54 percent of owner-occupied households in Tracy spent more than 30 percent of their household income on housing. By contrast, a slightly higher percentage of renter-households (57 percent) overpaid for housing.~~

~~11.~~2. Overcrowding

Overcrowding is typically defined as a housing unit occupied by more than one person per room. Overcrowding typically occurs when there are not enough adequately sized units within a community, when high housing costs relative to income force too many individuals to share a housing unit than it can adequately accommodate, or when families reside in smaller units than they need to devote income to other necessities, such as food and health care. Overcrowding tends to accelerate the deterioration of housing. Therefore, maintaining a reasonable level of occupancy and alleviating overcrowding are critical to enhancing quality of life.

According to the ~~Census~~2008-2013 ACS, approximately ~~ten~~ six percent of housing units in the City (~~1,783~~1,546 units) were overcrowded~~ in 2000~~. Overcrowding disproportionately affected renters (13 percent versus three percent), indicating overcrowding may be the result of an inadequate supply of larger sized rental units. While ~~71~~ 80 percent of occupied housing units in the City had three or more bedrooms (the minimum size considered large enough to avoid most overcrowding issues for large households), only a ~~small portion~~fraction of these units (~~12~~ 22 percent) were occupied by renters.

Table 13: Overcrowding (2013~~00~~)

Occupants per Room	Owner Occupied		Renter Occupied		Total	
	#	%	#	%	#	%
0 To 1 Occupants per Room	15,639~~1,937~~	97.3%~~67.9%~~	7,245~~3,861~~	86.8%~~22.0%~~	22,884~~15,798~~	93.7%~~89.9%~~
1.01 To 1.50 Occupants per Room	327~~553~~	2.0%~~3.1%~~	798~~456~~	9.6%~~2.6%~~	1,125~~1,009~~	4.6%~~5.7%~~
1.51 To 2.00 Occupants per Room	44~~213~~	0.3%~~1.2%~~	306~~369~~	3.7%~~2.1%~~	350~~582~~	1.4%~~3.3%~~
2.01 Or More Occupants per Room	71~~24~~	0.4%~~0.1%~~	0~~168~~	0.0%~~1.0%~~	71~~192~~	0.3%~~1.1%~~
Overcrowded Units	442~~790~~	2.7%~~4.5%~~	1,104~~993~~	13.2%~~5.6%~~	1,546~~1,783~~	6.3%~~10.1%~~
Total Housing Units	**16,081~~12,727~~**	**100.0%~~72.3%~~**	**8,349~~4,854~~**	**100.0%~~27.7%~~**	**24,430~~17,581~~**	**100.0%~~100.0%~~**

Source: Bureau of the Census, American Community Survey, 2009-2013~~2000~~.

E. Special Housing Needs

Certain groups have greater difficulty finding decent, affordable housing due to special needs and/or circumstances. Special circumstances may be related to one's employment and income, family characteristics, disability, and household characteristics, among other factors. Consequently, some residents in Tracy may experience a higher prevalence of housing overpayment, overcrowding, or other housing problems.

"Special needs" groups include the following: seniors, persons with disabilities, large households, ~~homeless,~~ single-parent households, ~~large households, and migrant/~~farmworkers, persons living in poverty, and the homeless (Table 14). This section provides a detailed discussion of the housing needs facing each particular group as well as programs and services available to address their housing needs.

Table 14: Special Needs Groups ~~(2000)~~

Special Needs Group	Number of Persons or Households	Number of Owners	%	Number of Renters	%	% of Total Households or Persons
Households with Members Age 65+	4,234~~2,593~~	--~~--~~	--~~--~~	--~~--~~	--~~--~~	17.4%~~14.7%~~
Senior-Headed Households	2,895~~2,171~~	2,112~~1,530~~	73.0%~~70.5%~~	783~~641~~	27.0%~~29.5%~~	11.9%~~12.3%~~
Senior Living Alone	1,026~~1,015~~	~~555~~	~~54.7%~~	~~460~~	~~45.3%~~	4.2%~~1.8%~~
Persons with Disabilities	6,909~~7,666~~	--~~--~~	--~~--~~	--~~--~~	--~~--~~	8.3%~~13.6%~~
Large Households	5,829~~3,421~~	3,660~~2,486~~	62.8%~~72.7%~~	2169~~935~~	37.2%~~27.3%~~	24.0%~~19.4%~~
~~Female Headed Households~~	~~3,073~~	~~1,601~~	~~52.1%~~	~~1,472~~	~~47.9%~~	~~17.4%~~
Single-Parent Households with Children	2,713~~1,607~~	--~~701~~	--~~43.6%~~	--~~906~~	--~~56.4%~~	11.2%~~9.1%~~
Female-Headed Households	1,827~~1,016~~	--~~467~~	--	--~~549~~	--	7.5%~~5.8%~~

with Children			46.0%		54.0%	
In Poverty	441201	--–	--–	--–	--–	1.8%19.8%
Farmworkers	505209	--–	--–	--–	--–	0.6%0.4%
Residents Living Below Poverty	6,7703,928	--–	--–	--–	--–	7.0%7.0%
Homeless	25122 32	--–	--–	--–	--–	0.21%0.2%

Sources: Bureau of the Census, 2100, American Community Survey (ACS), 2009-2013; San Joaquin County 2015 Point-in-Time Unsheltered Homeless Count Report.; and San Joaquin County Homeless County, 2109.

1. Seniors

Seniors face unique housing circumstances because of three factors: a limited or fixed income; health care costs; and disabilities. Many senior-headed households have special needs due to their relatively low incomes, disabilities or limitations, and dependency needs. Specifically, people aged 65 years and older often have four main concerns:

- *Housing*: Many seniors live alone and may have difficulty maintaining their homes.
- *Income*: People aged 65 and over are usually retired and living on a limited income.
- *Health care*: Seniors are more likely to have high health care costs.
- *Transportation*: Many of the elderly rely on public transportation; especially those with disabilities.

According to the 2100 Census, over approximately 3,6005,750 seniors (about 6 seven percent of the total population) lived in Tracy. In addition, Aapproximately 12 percent of all households in the City were headed by seniors, which is a decrease from 15 percent in both 19902000 and 2010. Of these senior-headed households, most (71 73 percent) owned their homes;, the while the remainingder (29 27 percent) of senior-headed households rented their homes. Housing cost burden is a significant issue for these households. Approximately 39 43 percent of senior-headed households overpaid for housing. Specifically, – 29 38 percent of senior homeowners overpaid, whileand 72 52 percent of senior renters overpaidexperienced a housing cost burden.

Aside from overpayment housing cost burden issues problems faced by seniors due to their relatively fixed incomes, many seniors are also faced with various disabilities. Approximately 38 35 percent of Tracy seniors had a disability in 1990 2010 which, according tobetween 2009- and 20130 CensusACS – a , grew to approximatelyslightly decrease from lower than the 50 38 percent by in the year 2000 (when 38 percent of seniors reported having a disability).

The 2100 Census reported that among the elderly residents in Tracy, 63 75 percent of the City's elderly residents were living in family households either with spouse or with other family members (Table 15). However, a significant portion (18 percent) of these seniors lives alone. Approximately 28 20 percent of elderly residents were living in non-family households,

~~primarily living alone but some were living with roommates. Another nine~~ five percent of ~~elderly persons were living in group quarters such as convalescent homes.~~

Table 15: Elderly Residents by Household Type

Household Type	Number	%
Family Households	4,322~~2,248~~	75.2%~~63.1%~~
Living with Spouse	1,020~~708~~	~~23.6~~17.8%~~31.5%~~
Other Family Household	3,302~~1,540~~	~~76.4~~57.4%~~68.5%~~
Non-Family Households	1,175~~1,006~~	20.4%~~28.3%~~
Elderly Living Alone	1,026~~980~~	~~87.3~~17.8%~~97.4%~~
Group Quarters	253~~307~~	4.4%~~8.6%~~
Total Elderly Population	5,750~~3,561~~	100.0%~~100.0%~~

Source: Bureau of the Census, 201~~0~~0.

~~According to the ACS data, between 2009~~6 ~~and 2013~~08, ~~over 4,600~~6,400 ~~seniors (about 6~~ ~~eight percent of the total population) lived in Tracy and about four~~ four ~~percent of all households (1,010 households) in the City were comprised of seniors living alone.~~

Senior homeowners, particularly elderly women, may require assistance in performing regular home maintenance or repair activities due to physical limitations or disabilities. These in-home needs and other senior needs can be met through a range of services, including congregate care, rent subsidies, shared housing programs, and housing rehabilitation assistance. For the frail or disabled elderly, housing with architectural design features that accommodate disabilities can ensure continued independent living. Those with a mobility or self-care limitation may require transportation alternatives or shared housing options.

Resources Available

The City recognizes the extensive housing needs of seniors in the community. There are currently two affordable senior housing complexes in the City of Tracy—~~the Village~~Tracy Garden Apartments and Tracy Place Senior Apartments. In addition, the City contracts with the San Joaquin County Housing Authority to provide ~~Section 8~~ Housing Choice Vouchers ~~assistance~~ to very low income households. The City also facilitates housing options for seniors through residential care facilities. As of June 2015, a total of ~~ten~~ 16 ~~senior~~ residential care facilities for the elderly (with a total capacity of 327 beds) are operating in ~~the City~~Tracy~~, with a total capacity of over 300~~327 beds.

In addition, the City operates the Lolly Hansen Senior Center, which offers a wide variety of classes, activities, special events and services, to benefit its senior residents. The Center's programs include:

- *Senior Link:* Specialist provides assistance with access to information, local agencies and service providers.

- *Lunch Program*: Home delivered hot meals available to homebound and/or temporarily ill persons.

- *Daily Nutrition Lunch*: Hot lunches provided for individuals over the age of 60.

- *Paralegal Services*: Paralegal service is provided free of charge by the El Concilio organization.

- *Brown Bag*: Delivers bags of supplemental groceries to low-income senior citizens throughout San Joaquin County provided by Second Harvest Food Bank.

- *TRACER*: A Fixed Route bus service for seniors and persons with disabilities.

2. Persons with Disabilities

In Tracy and elsewhere, persons with disabilities have a wide range of different housing needs, which vary depending on the type and severity of the disability as well as personal preference and lifestyle. Physical, mental, and/or developmental disabilities may prevent a person from working, restrict one's mobility, or make it difficult to care for oneself. "Barrier-free design" housing, accessibility modifications, proximity to services and transit, and group living opportunities represent some of the types of considerations and accommodations that are important in serving this group. Also, some residents suffer from disabilities that require living in a supportive or institutional setting.

~~The 2000 Census defines six types of disabilities: sensory, physical, mental, self-care, go-outside-home, and employment. The Census defines sensory and physical disabilities as "long-lasting conditions." Mental, self-care, go-outside-home, and employment disabilities are defined as conditions lasting six months or more that makes it difficult to perform certain activities. A more detailed description of each disability is provided below:~~

- ~~*Sensory disability*: Refers to blindness, deafness, or severe vision or hearing impairment.~~

- ~~*Physical disability*: Refers to a condition that substantially limits one or more basic physical activities, such as walking, climbing stairs, reaching, lifting, or carrying.~~

- ~~*Mental disability*: Refers to a mental condition lasting more than six months that impairs learning, remembering, or concentrating.~~

- ~~*Self care disability*: Refers to a condition that restricts ability to dress, bathe, or get around inside the home.~~

- ~~*Go-outside-home*: Refers to a condition that restricts ability to go outside the home alone to shop or visit a doctor's office.~~

• *Employment disability*: Refers to a condition that restricts ability to work at a job or business.

According to the 2000 2009-2013 CensusACS, approximately 14 nine percent of Tracy residents (7,6666,909 persons) over five years of age had a disability. The Census ACS tallied the number of disabilities by type for residents with one or more disabilities. Among the disabilities tallied, ambulatory (49 percent) and cognitive (38 percent) difficulties were the most prevalentcommon. Among other types of disabilities tallied, 8 10 percent were sensory disabilitiesvision difficulties, 23 19 percent were physical disabilitiesself-care difficulties, 11 25 percent were mental disabilitieshearing difficulties, seven percent were self-care disabilities, 20 percent were disabilities that limited the ability to go outside the home, and 31 percent were employment disabilities and 35 percent were independent living difficulties (Table 16). –However, the prevalence of certain disabilities does vary by age. For example, Mental disabilitiesCcognitive difficulties accounted for 72 78 percent of disabilities tallied among five to 175 year olds, while 42 4569 percent of disabilities tallied for 186 to 64 year oldsamong seniors limited their ability to workwere ambulatory difficulties. Physical disabilitiesAmbulatory difficulties (69 percent) and independent living difficulties (52 percent) were most prevalent disabilities that restrict the ability to go outside the home alone accounted for 59 percent of disabilities tallied among Tracy's senior population.

Table 16: Disabilities Tallied by Age and Type

Type of Disability	%# of Disabilities Tallied			
	5 to 175	186 to 64	65+	Total
With a hearing difficultySensory disability	10.2%54	19.8%561	38.5%509	24.8%1,124
With a vision difficultyPhysical disability	6.6%40	8.3%1,985	13.6%1,264	9.8%3,289
With a cognitive difficultyMental disability	78.0%318	36.8%904	27.5%466	37.8%1,688
With an ambulatory difficultySelf-care disability	3.4%31	45.3%580	68.9%427	48.8%1,038
With a self-care difficultyGo outside home disability[1]	12.1%–	14.4%2,182	27.8%739	18.5%2,921
With an independent living difficultyEmployment disability[2]	-- –	32.4%4,448	51.6%–	35.3%4,448
Total Persons with DisabilitiesTotal	**677443**	**4,02710,660**	**2,2053,405**	**6,90914,508**

Notes:

1. *Persons under 5 years of age are not included in this table.*
2. *Persons may have multiple disabilities.*
1. *Tallied only for persons 16 years and over.*
2. *Tallied only for persons 16 years to 64 years.*

Source: Bureau of the Census,Census, American Community Survey, 2009-2013.

A recent change in State law requires that the Housing Element discuss the housing needs of persons with developmental disabilities. As defined by the Section 4512 of the Welfare and Institutions Code, "developmental disability" means "a disability that originates before an individual attains age 18 years, continues, or can be expected to continue, indefinitely, and constitutes a substantial disability for that individual. As defined by the State of California's Director of Developmental Services, in consultation with the Superintendent of Public

Instruction, this term shall include mental retardation, cerebral palsy, epilepsy, and autism. This term shall also include disabling conditions found to be closely related to mental retardation or to require treatment similar to that required for individuals with mental retardation, but shall not include other handicapping conditions that are solely physical in nature." This term also reflects the individual's need for a combination and sequence of special, interdisciplinary, or generic services, individualized supports, or other forms of assistance that are of lifelong or extended duration and are individually planned and coordinated.~~A recent change in State law (SB 812 passed in November 2010) requires that the Housing Element discuss the housing needs of persons with developmental disabilities. As defined by federal law, "developmental disability" means a severe, chronic disability of an individual that:~~

~~Is attributable to a mental or physical impairment or combination of mental and physical impairments;~~
~~Is manifested before the individual attains age 22;~~
~~Is likely to continue indefinitely;~~
~~Results in substantial functional limitations in three or more of the following areas of major life activity: self-care; receptive and expressive language; learning; mobility; self-direction; capacity for independent living; or economic self- sufficiency;~~
~~Reflects the individual's need for a combination and sequence of special, interdisciplinary, or generic services, individualized supports, or other forms of assistance that are of lifelong or extended duration and are individually planned and coordinated.~~

Many developmentally disabled persons can live and work independently within a conventional housing environment. More severely disabled individuals require a group living environment where supervision is provided. The most severely affected individuals may require an institutional environment where medical attention and physical therapy are provided. Because developmental disabilities exist before adulthood, the first issue in supportive housing for the developmentally disabled is the transition from the person's living situation as a child to an appropriate level of independence as an adult.

The Census does not record developmental disabilities. According to the U.S. Administration on Developmental Disabilities, an accepted estimate of the percentage of the population that can be defined as developmentally disabled is 1.5 percent. This equates to 1,244 persons in Tracy with developmental disabilities, based on the 2010 Census population. ~~Based on this general estimate, approximately 1,250 Tracy residents may have developmental disabilities.~~

The Valley Mountain Regional Center (VMRC) provides services for persons with developmental disabilities in Amador, Calaveras, San Joaquin, Stanislaus, and Tuolumne counties. According to VMRC, as of ~~July~~March 2015~~1~~, VMRC serves ~~520~~725 Tracy residents. Most of these individuals were residing in a private home with their parent ~~of~~or guardian (89 percent) and 470 ~~of these~~ persons (65 percent) ~~with developmental disabilities~~ were under the age of 18.~~Of these, 89 percent are living with parents, relatives, or legal guardians. The remaining 11 percent are living in community care facilities, foster homes, and other independent living facilities. Of those living with family members or guardians, 10 percent are young adults aged 18 to 22 and 17 percent are adults aged 23 to 59. A portion of these may desire independent living arrangements.~~

Resources Available

~~The City offers the Rehabilitation Home Loan Program and the Emergency Home Repair Assistance Program to improve or repair housing occupied by lower income households. Accessibility improvements to benefit persons with disabilities are eligible uses of these programs.~~ Housing options for persons with disabilities also include community care facilities. As of June 2015, the City of Tracy currently has:

- ~~5 6~~Six Adult Residential Care facilities – ~~30~~ 35 beds total
- ~~2 1~~One Group Home~~s~~ – ~~12~~ 23 beds total
- ~~10~~ 16 Residential Care for the Elderly facilities – ~~303~~ 327 beds total

~~Combined, these facilities offer a capacity of 345 385 beds.~~

~~-~~In addition, VMRC is a private, non-profit corporation that contracts with the State of California to provide diagnostic, evaluation, case management, and early intervention services to people with developmental disabilities. VMRC purchases services such as respite, out-of-home placement, adult day programs, transportation, behavior intervention, infant development services, clinical, and diagnostic services for people with developmental disabilities.

3. Large Households

Large households are defined as those consisting of five or more members. These households comprise a special need group because of the often limited supply of adequately sized and affordable housing units in a community. To save for other basic necessities such as food, clothing and medical care, it is common for lower income large households to reside in smaller units, which frequently results in overcrowding.

In 201~~0~~0, approximately ~~19~~ 24 percent of total households in Tracy were considered large households. Of these large households, approximately ~~73~~ 63 percent owned the units they occupied and ~~27~~ 37 percent rented. Finding large rental units (with three or more bedrooms) is a ~~typical~~ common problem for large families, particularly large renter household~~s~~ ~~with~~ earning lower income ~~slevels~~. According to the 2009-2013 ACS, o~~O~~f the ~~17,727~~24,430 occupied housing units in Tracy, ~~71~~ 80 percent had three or more bedrooms (the minimum size considered large enough to avoid most overcrowding issues for large households). However, only about ~~a~~one-fifth ~~small portion~~fraction of these units (~~12~~ 22 percent) were occupied by renters.

Resources Available

The Section 8 Housing Choice Voucher program extends assistance to large households with overcrowding and cost burden issues. Homebuyer assistance and housing rehabilitation programs can also benefit large households with lower and moderate incomes.

4. Single-Parent Households

Single-parent families, particularly female-headed families with children, often require special consideration and assistance because of their greater need for affordable housing and accessible day care, health care, and other supportive services. Female-headed families with children are considered a vulnerable group because they must balance the needs of their children with work responsibilities, often while earning limited incomes.

The 201~~0~~0 Census showed that single parent households~~s~~ comprised approximately ~~nine~~ eleven percent of Tracy ~~families~~households. Of these ~~families~~households, ~~63~~ 67 percent (1,827 households) were headed by females. Female-headed ~~families~~ households, and particularly those with children, often have a higher incidence of poverty when compared to ~~all~~other household~~s~~ types. According to the 2009-2013 ACS~~ data~~, o~~O~~f female-headed families with children under 18 in Tracy, approximately ~~20~~ 22 percent had incomes below the poverty level. Female-headed households need affordable housing in areas ~~suitable for child rearing and~~ with access to transit networks, schools and parks, and daily services. ~~According to the ACS data, between 2006 and 2008, approximately 22 percent of Tracy households were single-parent households. Female-headed households with children made up 57 percent of these single-parent households.~~

Resources Available

The City offers a number of housing programs and supportive services for lower and moderate income households in general that can also benefit female-headed households.

5. Farmworkers

Farmworkers are traditionally defined as persons whose primary incomes are earned through seasonal agricultural labor. They have special housing needs because of their relatively low income and the transient, seasonal nature of their job. The 2009-2013 ACS~~2000 Census~~ ~~reported~~ found that ~~209~~ 505 ~~people~~ Tracy residents ~~being~~ were employed in the agriculture, forestry, fishing ~~and~~ hunting, ~~farming, fishing~~ and mining ~~forestry occupations~~industry, making up approximately ~~0.4~~ 1.4 percent of the population in Tracy. ~~According to the ACS data, approximately 420 Tracy residents (0.7 percent) were employed in the agriculture, farming, fishing and forestry occupations between 2006 and 2008.~~

Resources Available

Because the City's farmworker population is ~~so~~ small, no special housing programs for this group are ~~warranted~~necessary. The ~~H~~housing needs ~~for~~ of farmworkers in the City can be ~~addressed~~ met through the various affordable housing programs that are available ~~for~~to all lower income households ~~offered by the City~~.

6. Residents Living Below Poverty

Families, particularly female-headed families, are disproportionately affected by poverty. According to 2009-2013 ACS data~~In 2000~~, ~~seven~~ eight percent of the City's total residents

(~~3,928~~6,770 persons) were living in poverty. ~~Nearly~~ However, nearly ~~20~~ 22 percent of female-headed families with children~~, however,~~ had incomes below the poverty level.

7. Homeless

According to the U.S. Department of Housing and Urban Development (HUD), a person is considered homeless if he/she is not imprisoned and:

- Lacks a fixed, regular, and adequate nighttime residence;
- The primary nighttime residence is a publicly or privately operated shelter designed for temporary living arrangements;
- The primary residence is an institution that provides a temporary residence for individuals that should otherwise be institutionalized; or
- The primary residence is a public or private place not designed for or ordinarily used as a regular sleeping accommodation.

According to the San Joaquin County ~~2011~~2015 Point-In-Time Unsheltered Homeless Count ~~2009~~, ~~there are 25~~122 homeless adults and 12 homeless children ~~unsheltered32 homeless persons~~ were counted in the City of Tracy.
~~A The majority of the City's County's unsheltered homeless (22 66 percentpersons) are male.~~

Resources Available

Services and facilities available to the homeless in and around Tracy are listed in Table 17.

Table 17: Homeless Services

Organization	Services
Central Valley Low Income Housing Corporation	Provides rent assistance and supportive services to homeless families and individuals, including case management, budgeting assistance/ counseling, education assistance, and job search preparation.
New Directions	Serves homeless individuals who have a history of substance abuse. Program participants reside in dormitories and receive supportive services which include individual and group counseling.
Lutheran Social Services of Northern California	Provides rent assistance and support services to homeless former foster youth with disabilities. Supportive services include case management, education assistance, child care, and transportation assistance.
Coalition of Tracy Citizens to Assist the Homeless (CTCAH)	Operates Emerson House, a transitional shelter for homeless men.
Tracy Interfaith Ministries	Provides bagged groceries and clothing for homeless individuals, and works with the Salvation Army to provide one-night vouchers for Tracy motels.
McHenry House Tracy Family Shelter	Provides ~~a maximum of 8 to 10 weeks of~~ shelter to homeless families and single women.
Stockton Shelter for the Homeless	Provides short- and long-term housing and supportive services for homeless families and individuals.
Gospel Center Rescue Mission	Provides emergency housing and services to homeless families and individuals and operates the New Hope Family Shelter, a six-month transitional program.

F. Housing Stock Characteristics

A community's housing stock is defined as the collection of all housing units located within the jurisdiction. The characteristics of the housing stock, including growth, type, age and condition, tenure, vacancy rates, housing costs, and affordability are important in determining the housing needs for the community. This section details the housing stock characteristics of Tracy to identify how well the current housing stock meets the needs of current and future residents of the City.

1. Housing Growth

Tracy ~~has~~ experienced ~~strong~~ rapid housing growth ~~since~~ from 1990 to 2005. The total number of housing units in the City increased 49 percent between 1990 and 2000 and another ~~41~~ 44 percent from 2000 to 2010~~9~~. Until 2010, Tracy's housing growth ha~~s~~d consistently outpaced countywide housing growth as well as growth experienced in most surrounding communities (Table 18). Much of the housing growth that occurred between 2000 and 2010~~9~~, however, took place ~~early on in~~in the first half of the decade. Residential building permit data indicates that a tremendous amount of housing development occurred in Tracy between 2000 and 2004. The City issued over 6,600 residential building permits during that ~~five~~four-year time period. Residential development declined sharply in 2005 due to decreased housing demand and the voter-approved Measure A initiative, which amended the City's Growth Management Ordinance (GMO) by reducing the number of new residential building permits allowed each year from 1,500 to 750. New housing construction has declined further ~~in~~ since 2007 ~~and 2008~~ as a result of the economic downturn and tightening of the credit market. By

~~Since~~ 2010, housing growth in all of San Joaquin County ~~has~~ had declined steeply—with many communities, including Tracy, experiencing less than one percent growth in their housing stock. ~~Since January 1, 2007, only 354 building permits have been finaled .~~

Table 18: Housing Growth

Jurisdiction	1990	2000	2010~~9~~	2015	1990 – 2000	% Change 2000 – 2010~~9~~	2010-2015
Escalon	1,640	2,132	2,610~~2,519~~	2,648	30.0%	22.4%~~18.2%~~	1.5%
Lathrop	2,040	2,991	5,261~~4,992~~	5,801	46.6%	75.9%~~66.9%~~	10.3%
Lodi	19,676	21,378	23,792~~23,368~~	23,830	8.7%	11.3%~~9.3%~~	0.2%
Manteca	13,981	16,937	23,132~~22,961~~	24,856	21.1%	36.6%~~35.6%~~	7.5%
Ripon	2,653	3,432	5,129	5,227	29.4%	49.4%	1.9%
Stockton	72,525	82,042	99,637~~96,854~~	100,097	13.1%	21.4%~~18.1%~~	0.5%
Tracy	12,174	18,087	25,963~~25,566~~	26,080	48.6%	43.5%~~41.4%~~	0.5%
County Total	**166,274**	**189,160**	**233,755~~228,981~~**	**237,905**	**13.8%**	**23.6%~~21.1%~~**	1.8%

Sources:
~~1.~~ Bureau of the Census, (1990, ~~and~~ 2000, and 2010) California Department of Finance, (2015).
~~California Department of Finance, Population and Housing Estimates, 2009.~~

2. Housing Type

Table 19 shows the mix of housing units in Tracy, according to 2009-2013 ACS data~~in 2009~~. Tracy's housing stock is comprised mostly of single-family detached homes (~~82~~ 82 percent). Another ~~four~~ four percent of units are single-family attached units (such as zero lot line or second units).~~–~~ Just ~~12~~ 13 percent of ~~the~~ units in the City are comprised of multi-family ~~development~~ units, while~~and m~~ mobile homes, boats, RV, van, etc. make up about ~~two~~ two percent of total housing units.

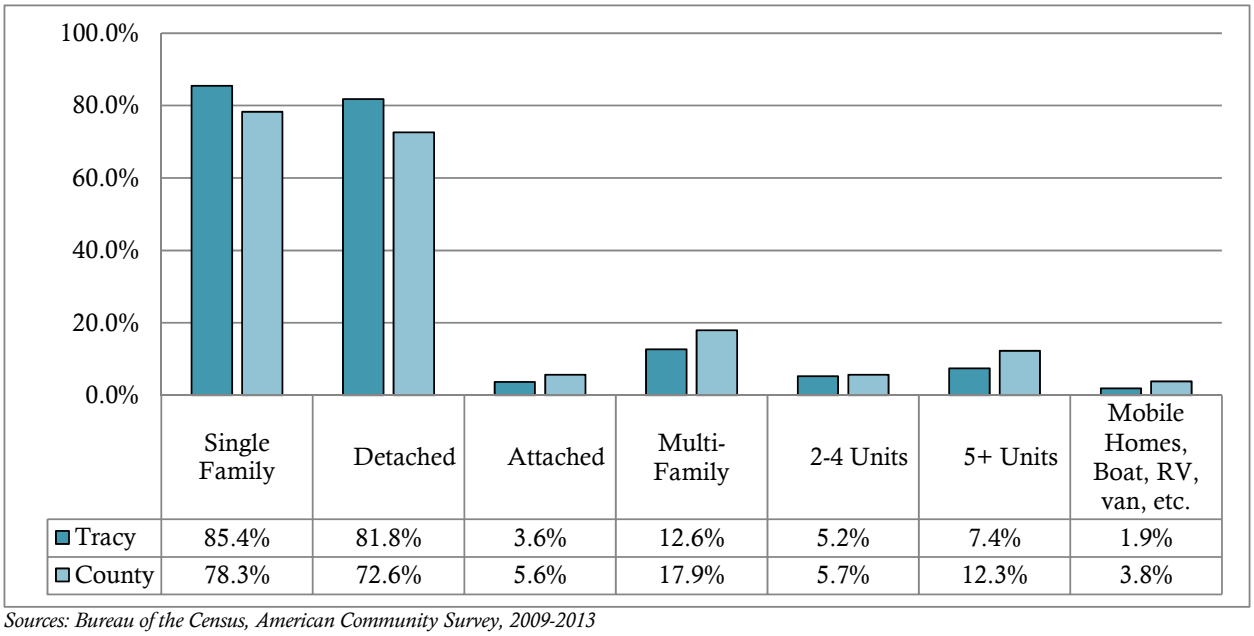
Table 19: Housing Stock Characteristics

Unit Type	Number	Percent
Single-Family	21,886~~21,997~~	85.4%~~86.0%~~
Detached	20,952~~20,968~~	81.8%~~82.0%~~
Attached	934~~1,029~~	3.6%~~4.0%~~
Multi-Family	3,240~~3,093~~	12.6%~~12.1%~~
2-4 Units	1,339~~1,029~~	5.2%~~4.0%~~
5+ Units	1,901~~2,064~~	7.4%~~8.1%~~
Mobile Homes, Boat, RV, van, etc.	492~~476~~	1.9%~~1.9%~~
Total Housing Units	**25,618~~25,566~~**	**100.0%~~100.0%~~**
Total Occupied	24,430~~24,906~~	95.4%~~97.4%~~
Vacancy Rate		~~2.6~~4.6%

Source: Bureau of the Census, American Community Survey, 2009-2013.~~State Department of Finance, Population and Housing Estimates, 2009.~~

Tracy's housing stock ~~is~~has a higher proportion of single-family homes than the County as a whole. ~~less diverse than the countywide housing stockcomparable to the County's.~~ ~~Only~~ About ~~76~~ 73 percent of ~~the~~ housing units in San Joaquin County consisted of single-family detached homes and nearly ~~one-fifth~~18 percent ~~of the total housing stock~~ was made up of multi-family units (Figure 5).

Figure 5: Housing Stock Composition



Sources: Bureau of the Census, American Community Survey, 2009-2013

3. Housing Availability and Tenure

Housing vacancy rates and tenure are important indicators of the supply and cost of housing in a community. Vacancy rates can indicate whether there is a~~the~~ balance between the population and available housing units~~ in the community~~. A low vacancy rate means there is a high demand for housing in the area. A high demand for housing can increase the cost of housing as well as become a disincentive for property owners to maintain their property. A vacancy rate between three and five percent is considered optimal for rental housing ~~and optimal vacancy rate for ownership housing is usually estimated at~~while ~~-~~two to three percent is ideal for ownership housing. The City's overall ~~current~~ vacancy rate ~~is~~ in 2010 was ~~2.6~~4.6 percent (Table 19). Given the City's housing mix of primarily single-family homes, this vacancy rate is considered~~ optimal~~ high~~, indicating a balance between housing supply and demand~~.

Housing tenure refers to whether a unit is owned or rented. According to the Census, approximately ~~72~~ 66 percent of Tracy households were homeowners, while the remaining ~~28~~ 34 percent were renters (Table 20). The home ownership rate in Tracy was ~~significantly moderately~~ higher than ~~for~~ the County ~~as a whole~~average, but ~~comparable~~ below ~~to the~~that of the neighboring cities of Escalon and Lathrop. Furthermore, comparing this tenure distribution with the composition of the City's housing stock indicates that a significant number of single-family homes are used as rentals, reflecting a demand for rental housing in the community.~~A much smaller proportion of households owned their homes in Lodi and Stockton.~~

Table 20: Housing Tenure

Jurisdiction	Owner		Renter	
	#	%	#	%
Escalon	1,792~~1,549~~	72.4%~~75.3%~~	684~~507~~	27.6%~~24.7%~~
Lathrop	3,604~~2,319~~	75.4%~~79.7%~~	1178~~589~~	24.6%~~20.3%~~
Lodi	12,091~~11,308~~	54.7%~~54.6%~~	10,006~~9,384~~	45.3%~~45.4%~~
Manteca	13,521~~10,305~~	62.5%~~63.0%~~	8,097~~6,063~~	37.5%~~37.0%~~
Ripon	3,530	72.7%	1,325	27.3%
Stockton	46,738~~40,534~~	51.6%~~51.6%~~	43,867~~38,022~~	48.4%~~48.4%~~
Tracy	16,163~~12,717~~	66.4%~~72.2%~~	8,168~~4,903~~	33.6%~~27.8%~~
County Total	127,270~~109,667~~	59.2%~~60.4%~~	87,737~~71,962~~	40.8%~~39.6%~~

Source: Bureau of the Census, 201~~0~~0.

According to the ACS~~ data~~, between 2009~~6~~ and 2013~~08~~, ~~72 66 percent of Tracy households were owner occupied while 28 34 percent were renter occupied. T~~the owner vacancy rate ~~was~~ had dipped to ~~five~~1.5 percent ~~and~~ while the renter vacancy rate was ~~six~~ 4.3 percent~~.~~, indicating a slightly tightened housing market compared to 2010.~~ If ownership vacancy rates continue to fall in the City, it may be an indicator of an insufficient number of available ownership housing units.~~

Owner-households are larger in size on average than renter-households. Families with children usually represent many of the larger households in a community, and these households usually

prefer owner-occupied housing. The homeownership rate in Tracy was higher for all household size categories compared with the State and the County (Table 21).

Table 21: Percentage Homeowner by Household Size

Household Size	Tracy		CA		County		Difference	
							Tracy-CA	Tracy-County
1 person	3,326~~1,377~~	58.5%~~54%~~	2,929,442~~1,240,197~~	45.8%~~46%~~	42,389~~19,226~~	52.4%~~51%~~	12.7%~~9%~~	6.1%~~3%~~
2 people	5,546~~3,312~~	72.3%~~75%~~	3,653,802~~2,154,005~~	62.1%~~63%~~	57,790~~35,795~~	68.7%~~69%~~	10.2%~~12%~~	3.6%~~5%~~
3 people	4,354~~2,366~~	68.0%~~73%~~	2,043,812~~1,059,758~~	57.0%~~58%~~	35,266~~17,799~~	58.9%~~60%~~	11.0%~~16%~~	9.1%~~14%~~
4 people	5,276~~3,158~~	68.0%~~79%~~	1,883,451~~1,060,816~~	60.0%~~62%~~	35,058~~18,983~~	59.5%~~64%~~	8.0%~~17%~~	8.5%~~15%~~
5 person	3,198~~1,579~~	65.4%~~75%~~	1,040,408~~538,906~~	55.5%~~58%~~	22,349~~9,970~~	55.0%~~58%~~	9.9%~~17%~~	10.4%~~17%~~
6 person	1473~~599~~	60.6%~~74%~~	507,471~~249,015~~	53.8%~~55%~~	11,484~~4,408~~	52.9%~~54%~~	6.7%~~18%~~	7.7%~~20%~~
7 ~~or more~~+ people	1158~~326~~	58.3%~~61%~~	519,112~~243,637~~	54.0%~~53%~~	10,671~~3,486~~	50.0%~~46%~~	4.3%~~7%~~	8.3%~~14%~~

Source: Bureau of the Census, 201~~0~~0.

Racial and ethnic minorities in Tracy are much more likely to own their homes than their counterparts elsewhere in California, as shown in Table 22. The difference is especially apparent for ~~African Americans~~Blacks and Asian/Pacific Islanders. ~~While~~ Approximately 56 percent of ~~African Americans~~Black households in Tracy owned their homes compared to 42 percent in San Joaquin County. Similarly, about ~~and~~ 78 percent of Asian households in Tracy ~~of Asian/Pacific Islanders have nearly 80 percent rates of homeownership~~~~households~~owned their homes ~~were homeowners in Tracy, these same racial groups have rates of homeownership closer of 42 percent and~~compared to only ~~to 50~~63 percent~~, respectively, in San Joaquin County~~ countywide ~~and California~~. Homeownership rates for these two racial/ethnic groups were even lower statewide.

Table 22: Homeownership by Race/Ethnicity

Homeownership by Race	Tracy		County	CA
White	11,086~~9,231~~	72%~~74%~~	69%~~66%~~	64%~~63%~~
Black or African American	1,893~~786~~	56%~~78%~~	42%~~44%~~	37%~~39%~~
American Indian/Alaska Native alone	108~~103~~	55%~~56%~~	49%~~44%~~	51%~~46%~~
Asian/Pacific Islander	3,300~~1,039~~	78%~~83%~~	63%~~56%~~	57%~~55%~~
Some other race	64~~1,003~~	61%~~54%~~	54%~~46%~~	44%~~40%~~
Two or more races	720~~565~~	64%~~68%~~	54%~~50%~~	46%~~44%~~
Hispanic of any race	7,160~~2,297~~	55%~~59%~~	48%~~48%~~	44%~~44%~~

Source: Bureau of the Census, 201~~0~~0.

~~For all but the two youngest age cohorts shown below, owner-households in Tracy outnumber renter-households . Households with a householder between 15 and 24 years of age rented approximately 732 percent of the time, while householders between 25 to 34 years of age rented approximately 54 percent. The next highest level of renting was for householders 85 years old~~

~~and older, 42 38 percent of whom were renter-households. The 2535 to 34 44 age range had 65 percent owners and 35 percent renters. For all other age cohorts shown below, owner-households outnumbered renter-households at a ratio of two-to-one or more. Younger and older households tend to prefer smaller housing units, and the tenure rates may be further evidence of the need for smaller housing units in the City, especially affordable for-rent housing.~~

~~Income is typically a powerful explanatory variable for tenure. As income increases, home ownership becomes more common . This trend is noticeable in Tracy, as the income groups tracked by the Census ACS show increasing ownership as one moves up the income brackets. For example, while homeownership for households earning $20,000 - $24,999 occurred at a rate of 47 36 percent, homeownership rates for households earning $75,000 - $99,999 was almost approximately 80 70 percent. Compared to the County and State, the share of each most income groups in owner-occupied housing was were higher in Tracy. The differences between the City and comparison areas were particularly pronounced for low-income groups earning up to $20,00014,999 per year as a household.~~

~~The difference in income between owner-households and renter-households in Tracy (as a percentage of the median income) was not as pronounced as in the County or State (Table 29). Owners have a 70 70 percent higher median income in the County compared to renters, and a 64 69 percent higher median income in the State. Several factors, including the lack of low-cost rental housing in the City may contribute to this phenomenon. Low-income households may simply choose not to live in Tracy due to the cost of housing relative to other San Joaquin Valley communities.~~

4. Housing Age and Condition

Housing age can be an important indicator of housing condition within a community. Like any other tangible asset, housing is subject to gradual physical or technological deterioration over time. If not properly and regularly maintained, housing can deteriorate and discourage reinvestment, depress neighboring property values, and eventually impact the quality of life in a neighborhood. Thus, maintaining and improving housing quality is an important goal for the City.

Most of Tracy's housing was built between 1980 and 2009 (Table 23). The housing stock in the City is significantly newer than ~~that~~ housing in the County, State, and nearby cities—indicating that there is not a critical -need for housing rehabilitation in Tracy (Figure 6). A general rule in the housing industry is that structures older than 30 years begin to show signs of deterioration and require reinvestment to maintain their quality. An estimated ~~7,083~~6,557 units (~~39~~ 26 percent of the housing stock) in Tracy were constructed prior to 1980 and would be of sufficient age to ~~be susceptible to deterioration~~ requir~~ing~~e maintenance or rehabilitation~~ as of 2009~~2013. According to the City's Code Enforcement Division, an estimated ~~100~~ several hundred housing units in the City are in substandard condition. ~~These housing units tend to be older homes and have substantial amounts of one or more of the following types of conditions: non-operating~~

~~electrical or plumbing fixtures; non-operating water heaters and HVAC units; leaky roofs; substantial amounts or prolonged periods of debris, appliances, auto parts or recyclables collected from elsewhere stored on the property; substantial weeds or otherwise unmaintained landscaping; structural deficits, such as hazardous electrical, foundations or other systems; illegal conversions, room additions, or other construction.~~

~~An additional 750 units are damaged foreclosed homes that are in otherwise in reasonable structural condition but have incurred relatively recent (within the past two years) interior or exterior damage, typically due to neglect or vandalism to the building(s) or the site, such as holes in walls, broken windows and doors, copper wiring torn out, fences falling down, substantial weeds or other landscaping neglect, illegal occupancy or use, and similar conditions. According to the 2009-2013 ACS, tThe median age year of homes in Tracy in 2009 was 17 yearsa structure was built was in 1993 (a housing unit built between 1990 and 1994). The housing stock near Tracy's downtown (an area containing a significant portion of the City's affordable housing stock), however, is impacted by deferred maintenance. The older housing stock near the City's historic center is significantly more affordable than the new housing being developed on the fringes of the City.~~

Table 23: Age of Local Housing Stock

Year Housing Unit Was Built	Tracy Number	Tracy %	County	State	Nearby Cities
~~2000 to 2009~~	~~7,519~~	~~29.4%~~	~~17.4%~~	~~9.7%~~	~~15.4%~~
~~1999~~ 2010 or later~~to March 2000~~	341~~1,103~~	0.1%~~4.3%~~	0.4%~~2.1%~~	0.4%~~1.4%~~	0.3%~~2.0%~~
~~1995~~ 2000 to ~~1998~~2009	8,266~~2,412~~	32.3%~~9.4%~~	20.0%~~5.2%~~	11.8%~~4.0%~~	17.0%~~4.8%~~
1990 to 1999~~4~~	6,523~~3,441~~	25.5%~~13.5%~~	13.8%~~7.3%~~	10.6%~~6.2%~~	13.4%~~7.6%~~
1980 to 1989	4,238~~4,008~~	16.5%~~15.7%~~	15.1%~~15.6%~~	15.3%~~15.5%~~	16.8%~~17.6%~~
1970 to 1979	2,213~~2,287~~	8.6%~~8.9%~~	16.4%~~17.1%~~	18.3%~~18.5%~~	20.8%~~21.0%~~
1960 to 1969	1,275~~1,479~~	5.0%~~5.8%~~	10.1%~~11.5%~~	13.7%~~15.1%~~	11.4%~~12.7%~~
1940 to 1959	2,229~~2,495~~	8.7%~~9.8%~~	16.9%~~17.1%~~	20.4%~~21.0%~~	14.3%~~14.0%~~
1939 or earlier	840~~822~~	3.3%~~3.2%~~	7.3%~~6.7%~~	9.5%~~8.6%~~	6.0%~~4.9%~~
Total	**25,618~~25,566~~**	**100.0%~~100.0%~~**	**100.0%~~100.0%~~~~100.0%~~~~100.0%~~**	**100.0%~~100.0%~~~~100.0%~~~~100.0%~~**	**100.0%~~100.0%~~~~100.0%~~~~100.0%~~**

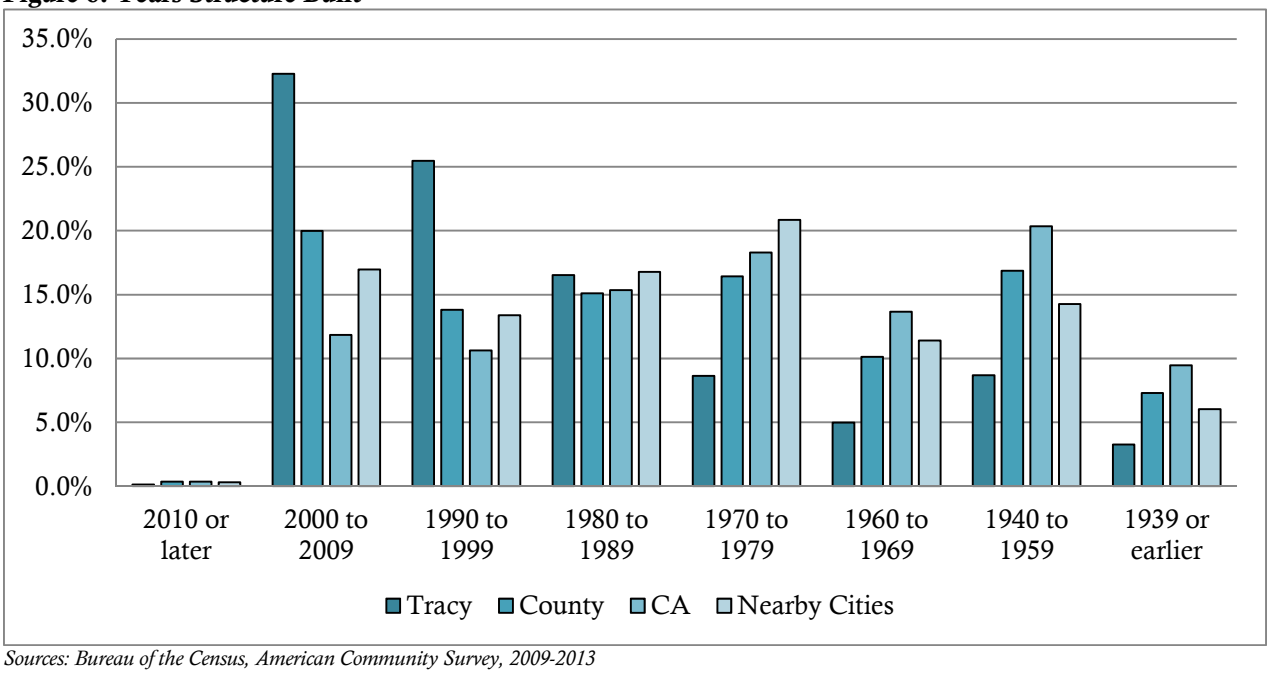
Note: Nearby Cities includes Lathrop, Manteca, Modesto, Turlock, Stockton, and Livermore.

- Bureau of the Census, American Community Survey, 2009-2013

~~he Census, 2000.~~

~~State Department of Finance, 2009.~~

Figure 6: Years Structure Built



Sources: Bureau of the Census, American Community Survey, 2009-2013

G. Housing Costs and Affordability

The cost of housing is directly related to the extent of housing problems in a community. If housing costs are relatively high in comparison to household income, there will be a correspondingly higher prevalence of housing cost burden and overcrowding. This section summarizes the cost and affordability of the housing stock to Tracy residents.

1. Homeownership Market

Tracy's for-sale residential market has largely followed the boom-and-bust cycle experienced throughout California and across the country. Like many other cities, Tracy's home values increased steadily ~~in the first half of the decade~~ ~~2000s~~between 2000 and 2004 before falling substantially ~~during the current economic downturn~~~~in the second half~~in the subsequent five to seven years.

The California Association of Realtors (CAR) publishes median home sales price data compiled by ~~DataQuick~~ CoreLogic for cities and counties throughout the State. The median home sales price in Tracy ~~declined~~ increased by approximately ~~18~~ ~~14~~four percent between ~~2008~~ ~~March~~ August 2014 and ~~2009~~ ~~March~~ August 2015 (Table 24). ~~, but~~ M~~m~~edian home prices in the City are ~~still~~ the highest ($~~245~~~~415~~20,000) in San Joaquin County. Home ~~P~~prices ~~dropped~~ increased approximately ~~22~~ ~~eight~~nine percent countywide ~~from 2008 to 2009~~during ~~the~~that same time period. During the housing market crisis, median home prices were significantly lower in 2009, at $245,000 for Tracy and $167,000 countywide.

Table 24: Median Home Sale Price (2014~~07~~-2015~~09~~)

Jurisdiction	# of Homes Sold in ~~October~~ ~~March~~August 2015~~09~~	Median Price		% Change in Price 2014~~07~~-15~~08~~
		~~October~~~~March~~August 2015~~09~~	~~March~~August 2014~~2008~~	
Escalon	71~~011~~	$288,500~~$278,500 $165,250~~	$300,000~~$243,500 $265,000~~	-3.8~~14.4% 28.4%~~%
Lathrop	514~~752~~	$332,750~~$336,500 $191,750~~	$309,000~~$289,000 $240,000~~	7.7%~~16.4% 40.0%~~
Lodi	77~~6278~~	$271,000~~$235,500 $210,000~~	$250,750~~$215,000 $216,000~~	8.1%~~9.5% 36.4%~~
Manteca	142~~108135~~	$341,000~~$321,500 $192,000~~	$319,500~~$300,000 $249,000~~	6.7%~~7.2% 36.2%~~
Ripon	33	$365,000	$332,000	9.9%
Stockton	421~~372495~~	$210,000~~$196,000 $120,000~~	$185,000~~$165,000 $163,000~~	13.5%~~18.8% 48.4%~~
Tracy	168~~166208~~	$420,000~~$415,000 $245,000~~	$402,500~~$365,750 $298,000~~	4.3%~~13.5% 41.3%~~
San Joaquin County	920~~7961,022~~	$290,000~~$268,500 $167,000~~	$265,000~~$249,300 $214,000~~	9.4%~~7.7% 43.1%~~

Source: ~~DQNews~~CoreLogic.com, 20~~0~~15~~9~~.

2. Rental Market

As previously noted, while over 85 percent of the City's housing stock is comprised of single-family homes, about 66 percent of the households were owner-occupied households. This would suggest that many single-family homes in the City were being used as rentals. ~~in Table 20 on page 30, the majority of housing units in Tracy are owner-occupied. This has resulted in a limited number of units available for rent in the City.~~ Market-rate rents for ~~apartments~~ housing in Tracy are summarized in Table 25. Rental rates were compiled based on a review of ~~208 81~~over 150 rental listings posted on various online resources in September ~~in posted from April to December May~~ 2015~~09~~. ~~Based on the listings, rents in Tracy ranged from $642 675 (for a studio) to $1,811~~2,700 (for a five~~four~~-bedroom house). ~~Most of the units for rent were two-bedroom apartments and four-bedroom houses, with an average median rent of $780 1,683 and $1,053~~2,100 ~~respectively.~~Rents varied significantly by housing type (single-family home versus apartment) and by the number of bedrooms. The majority of apartments available consisted of one- and two-~~-~~bedroom units renting for approximately $1,500-$1,600 per month. The single-family homes available for rent were typically much larger (three or four bedrooms) and ranged in price from $1,800-$2,200 per month.

Table 25: Rental Rates (2015~~09~~)

Size	# of Listings~~Average Rent~~	Average Rent	Median Rent	Rent Range~~# of Listings~~
Apartments				
Studio	24 ~~$642~~	~~$755~~$1,150	~~$773~~$1,150	~~$675-$799~~3$1,150-$1,150
1 Bedroom	~~13 $842~~16	~~$1,497~~$1,584	~~$1,575~~$1,610	~~$1,025-$1,852~~34$1,150-$1,870
2 Bedrooms	~~16 $780~~24	~~$1,760~~$1,624	~~$1,683~~$1,735	~~$1,225-$2,139~~51$1,145-$2,610
3 Bedrooms	~~2 $1,048~~7	~~$2,017~~$1,678	~~$2,017~~$1,695	~~$1,905-$2,128~~5$1,450-$1,985
Subtotal	**~~35~~ 49**	**~~$1,562~~$1,599**	**~~$1,600~~$1,622**	**~~$675-$2,139~~$1,150-$2,610**
Single-Family Homes, Townhomes, Condominiums				
~~1 Bedroom~~	~~1 $943~~	~~–~~	~~–~~	~~$1,400~~4
1-2 Bedrooms	4~~1 $1,053~~	~~–~~$1,213	~~–~~$1,350	~~$1,400~~42$800-$1,350
3 Bedrooms	29~~15 $1,395~~	~~$1,947~~$1,886	~~$2,000~~$1,895	~~$1495-$2,350~~37$1,500-$2,195
4 Bedrooms	~~25 $1,549~~49	~~$2,112~~$2,204	~~$2,100~~$2,200	~~$1,590-$2,700~~19$1,645-$2,795
5 Bedrooms	~~4 $1,811~~22	~~$2,173~~$2,344	~~$2,150~~$2,323	~~$1,890-$2,500~~10$1,950-$2,995
Subtotal	**104~~46~~**	**~~$2,032~~$2,107**	**~~$2,000~~$2,195**	**~~$1,400-$2,700~~$800-$2,995**
Total	~~81~~ 153	~~$1,829~~$1,944	~~$1,895~~$1,950	~~$675 $2,700~~
~~Second Units~~	~~$673~~			~~3~~

Source: Craigslist, Padmapper, Apartments.com, Forrent.com, Trulia, Realtor.com, and various rental property websites, (accessed September 2015). ~~(accessed December May 2015~~9~~); Apartmenthunterz.com (accessed December May 2015~~09~~); RentalHouses.com (accessed December 2009)~~

3. Housing Affordability by Income Level

Housing affordability can be inferred by comparing the cost of renting or owning a home in the City with the maximum affordable housing costs for households at different income levels. Taken together, this information can generally show who can afford what size and type of housing and indicate the type of households most likely to experience overcrowding and overpayment.

The federal Department of Housing and Urban Development (HUD) conducts annual household income surveys nationwide to determine a household's eligibility for federal housing assistance. Based on this survey, the California Department of Housing and Community Development (HCD) developed income limits that can be used to determine the maximum price that could be affordable to households in the upper range of their respective income category. Households in the lower end of each category can afford less by comparison than those at the upper end. ~~The maximum affordable home and rental prices for residents of San Joaquin County are shown in Table 33.~~

Table 26 shows the maximum amount that a household can pay for housing each month without incurring a cost burden (overpayment). This amount can be compared to current housing asking prices (Table 24) and market rental rates (Table 25) to determine what types of housing opportunities a household can afford.

Extremely Low income Households

Extremely low income households earn 30 percent or less of the County area median income – up to $~~13,35~~13,950~~0~~ for a one-person household and up to $~~20,650~~28,410 for a five-person household in 2015~~09~~. Extremely low income households cannot afford market-rate rental or ownership housing in Tracy.

Very Low income Households

Very low income households earn between 31 percent and 50 percent of the County area median income – up to $~~22,250~~23,250 for a one-person household and up to $~~34,350~~35,850 for a five-person household in 2015~~09~~. A very low income household can afford homes offered at prices between $~~86,983~~~~49,965~~59,304 and $~~130,345~~~~70,897~~84,148, adjusting for household size. Given the costs of ownership housing in Tracy, very low income households would not be able to afford a home in the City. Similarly, very low income renters could not afford market-rate rental units in Tracy. After deductions for utilities, a very low income household at the maximum income limit can afford to pay approximately $~~462~~ 478 to $~~639~~ 693 in monthly rent, depending on household size.

Low income Households

Low income households earn between 51 percent and 80 percent of the County's area median income - up to $~~35,650~~37,150 for a one-person household and up to $~~54,950~~57,300 for a five-person household in 2015~~09~~. The affordable home price for a low income household at the maximum income limit ranges from $~~156,321~~~~79,398~~94,237 to $~~236,940~~~~116,376~~138,127. Based on the asking prices of homes for sale in ~~March~~ 2015~~08~~ (Table 24), ownership housing would be unaffordable to low income households. After deductions for utilities, a one-person low income household could afford to pay up to $~~797~~ 593 in rent per month and a five-person low income household could afford to pay as much as $~~1,154~~871. In ~~December~~ ~~May~~ 2015~~09~~, low income households in Tracy ~~should~~ would have ~~no~~ trouble finding affordable adequately sized apartment units (Table 25).

Moderate income Households

Moderate income households earn between 81 percent and 120 percent of the County's Area Median Income – up to $~~82,400~~85,900 depending on household size in 2015~~09~~. The maximum affordable home price for a moderate income household is $~~294,221~~~~165,662~~196,624 for a one-person household and $~~450,043~~~~249,469~~296,095 for a five-person family. Moderate income households in Tracy will also have ~~little~~ trouble purchasing adequately-sized homes. The maximum affordable rent payment for moderate income households is between $~~1,241~~1,173 and $~~1,840~~1,766 per month. Appropriately-sized market-rate rental housing ~~is also affordable~~may be difficult to secure ~~to~~ for households in this income group.

Table 26: Housing Affordability Matrix – San Joaquin County (2015)~~Housing Affordability Matrix – San Joaquin County (201509)~~

Household	Annual Income	~~Affordable Costs~~Amount Available for		Utilities		Taxes and Insurance	Affordable Rent	Affordable Home Price
		Rental	Ownership	Renters	Owners			
Extremely Low Income (0-30% AMI)								
1-Person	$13,950 ~~$13,350~~	$349 ~~$334~~	$349 ~~$334~~	$103 ~~$94~~	$123 ~~$136~~	$122 ~~$67~~	$246 ~~$240~~	$24,132~~$20,332~~ ~~$40,930~~
2-Person	$15,950 ~~$15,300~~	$399 ~~$383~~	$399 ~~$383~~	$136 ~~$115~~	$141 ~~$151~~	$140 ~~$77~~	$263 ~~$268~~	$27,506~~$23,175~~ ~~$47,916~~
3-Person	$20,090 ~~$17,200~~	$502 ~~$430~~	$502 ~~$430~~	$150 ~~$141~~	$163 ~~$172~~	$176 ~~$86~~	$352 ~~$289~~	$38,043~~$32,053~~ ~~$53,401~~
4-Person	$24,250 ~~$19,100~~	$606 ~~$478~~	$606 ~~$478~~	$172 ~~$178~~	$187 ~~$200~~	$212 ~~$96~~	$434 ~~$300~~	$48,191~~$40,602~~ ~~$57,437~~
5-Person	$28,410 ~~$20,650~~	$710 ~~$516~~	$710 ~~$516~~	$203 ~~$220~~	$221 ~~$229~~	$249 ~~$103~~	$507 ~~$296~~	$56,011~~$47,191~~ ~~$59,455~~
Very Low Income (31-50% AMI)								
1-Person	$23,250 ~~$22,250~~	$581 ~~$556~~	$581 ~~$556~~	$103 ~~$94~~	$123 ~~$136~~	$203 ~~$111~~	$478 ~~$462~~	$59,304~~$49,965~~ ~~$86,983~~
2-Person	$26,550 ~~$25,450~~	$664 ~~$636~~	$664 ~~$636~~	$136 ~~$115~~	$141 ~~$151~~	$232 ~~$127~~	$528 ~~$521~~	$67,595~~$56,951~~ ~~$100,437~~
3-Person	$29,850 ~~$28,600~~	$746 ~~$715~~	$746 ~~$715~~	$150 ~~$141~~	$163 ~~$172~~	$261 ~~$143~~	$596 ~~$574~~	$74,955~~$63,152~~ ~~$112,390~~
4-Person	$33,150 ~~$31,800~~	$829 ~~$795~~	$829 ~~$795~~	$172 ~~$178~~	$187 ~~$200~~	$290 ~~$159~~	$657 ~~$617~~	$81,850~~$68,961~~ ~~$123,153~~
5-Person	$35,850 ~~$34,350~~	$896 ~~$859~~	$896 ~~$859~~	$203 ~~$220~~	$221 ~~$229~~	$314 ~~$172~~	$693 ~~$639~~	$84,148~~$70,897~~ ~~$130,345~~
Low Income (51-80% AMI)								
1-Person	$37,150~~$35,650~~	$696~~$891~~	$812~~$891~~	$103~~$94~~	$123~~$136~~	$284~~$178~~	$593~~$797~~	$94,237~~$79,398~~~~$156,321~~
2-Person	$42,450~~$40,700~~	$796~~$1,018~~	$928~~$1,018~~	$136~~$115~~	$141~~$151~~	$325~~$204~~	$660~~$903~~	$107,600~~$90,656~~~~$179,348~~
3-Person	$47,750~~$45,800~~	$895~~$1,145~~	$1,044~~$1,145~~	$150~~$141~~	$163~~$172~~	$365~~$229~~	$745~~$1,004~~	$120,032~~$101,131~~~~$201,391~~
4-Person	$53,050~~$50,900~~	$995~~$1,273~~	$1,160~~$1,273~~	$172~~$178~~	$187~~$200~~	$406~~$255~~	$823~~$1,095~~	$131,998~~$111,213~~~~$221,986~~
5-Person	$57,300~~$54,950~~	$1,074~~$1,374~~	$1,253~~$1,374~~	$203~~$220~~	$221~~$229~~	$439~~$275~~	$871~~$1,154~~	$138,127~~$116,376~~~~$236,940~~
Moderate Income (81-120% AMI)								
1-Person	$55,700~~$53,400~~	$1,276~~$1,335~~	$1,489~~$1,558~~	$103~~$94~~	$123~~$136~~	$521~~$312~~	$1,173~~$1,241~~	$196,624~~$165,662~~~~$294,221~~
2-Person	$63,850~~$61,050~~	$1,459~~$1,526~~	$1,702~~$1,781~~	$136~~$115~~	$141~~$151~~	$596~~$356~~	$1,323~~$1,411~~	$224,613~~$189,243~~~~$337,299~~

3-Person	$71,600~~$68,650~~	$1,641~~$1,716~~	$1,914~~$2,002~~	$150~~$141~~	$163~~$172~~	$670~~$400~~	$1,491~~$1,575~~	$251,672~~$212,041~~~~$378,833~~
4-Person	$79,550~~$76,300~~	$1,823~~$1,908~~	$2,127~~$2,225~~	$172~~$178~~	$187~~$200~~	$744~~$445~~	$1,651~~$1,730~~	$278,265~~$234,446~~~~$419,220~~
5-Person	$85,900~~$82,400~~	$1,969~~$2,060~~	$2,297~~$2,403~~	$203~~$220~~	$221~~$229~~	$804~~$481~~	$1,766~~$1,840~~	$296,095~~$249,469~~~~$450,043~~

~~Assumptions~~*Sources:*

1. *State Department of Housing and Community Development Income Limits, 2015.*
2. ~~*HCD income limits, 2015~~*~~*09.*~~
3. ~~*Health and Safety code definitions of affordable housing costs (between 30 and 35% of household income depending on tenure and income level)*~~
2. *San Joaquin County Housing Authority, Utility Allowances, 01/01/2015.*
3. *Health and Safety code definitions of affordable housing costs (between 30 and 35% of household income depending on tenure and income level)*

- *Assumptions:* ~~*San Joaquin County Housing Authority HUD utility allowances.*~~
- *20% of monthly affordable cost for taxes and insurance;*~~-~~
- *1*~~*3*~~*0% down payment;*~~-~~
- *5*~~*4*~~*% interest rate for a 30-year fixed-rate mortgage loan.*
- *Taxes and insurance apply to owner costs only; renters do not usually pay taxes or insurance.*

~~*Sources:*~~

- ~~*State Department of Housing and Community Development Income Limits, 2015~~*~~*09.*~~
- ~~*San Joaquin County Housing Authority, Utility Allowances, 01/01/2015~~*~~*05.*~~
- ~~*Veronica Tam and Associates.*~~

H. Affordable Housing

State law requires that the City identify, analyze, and propose programs to preserve existing multi-family rental units which are eligible to convert to non-low-income housing uses due to termination of subsidy contract, mortgage prepayment, or expiring use restrictions during the next ten years. Thus, this at-risk housing analysis covers a ten-year ~~the~~ period from ~~July 1~~December 31, ~~2014~~~~09~~2015 through ~~June 30~~December 31, ~~2023~~2025~~19~~. Consistent with State law, this section identifies publicly assisted housing units in Tracy, analyzes their potential to convert to market rate housing uses, and analyzes the cost to preserve or replace those units.

1. ~~Publicly~~ Assisted Housing

Housing that receives governmental assistance is often a significant source of affordable housing in many communities. Covenants and deed restrictions are the typical mechanisms used to maintain the affordability of publicly assisted housing, ensuring that these units are available to lower and moderate income households in the long term. Over time, the City may face the risk of losing some of its affordable units due to the expiration of covenants and deed restrictions. ~~As the relatively tight rental housing market continues to put upward pressure on market rents, property owners are more inclined to discontinue public subsidies and convert the assisted units to market-rate housing.~~

The City of Tracy has seven publicly ~~publicly~~ assisted housing developments ~~that total 730 units~~, ~~including~~ with a combined total of 659 units that are set aside as ~~housing~~ affordable ~~to~~ for lower income households. These projects are presented in Table 27~~, along with information on the funding programs, unit mix, and duration of affordability~~. ~~No~~ None of the projects are at-risk of ~~conversion~~ converting to market-rate ~~housing~~ within the ~~Housing Element~~ at-risk analysis ~~planning~~ period.

~~In addition to affordable housing units presented in Table 34, Central Valley Low Income Housing assists the homeless and recently homeless in finding housing, and pays for a portion of the rent on a 12 month program designed to result in independent living at the end of the period. The San Joaquin County Housing Authority also operates two farm worker camps – one in Stockton and one in Lodi that provide housing for low-income households employed as farm workers in the County.~~

Table 27: Inventory of Assisted Units

Project Name	Total Units	Assisted Units	Unit Size	Type	Funding Source(s)	Expiration of Affordability
~~Village~~ Tracy Garden Apartments	88	87	87 1-br	Seniors	Low Income Housing Tax Credit program; ~~HUD~~ Project-based Section 8	11/1/2064; Section 8 expires 7/31/28
Tracy Village Apartments	72	71	24 1-br 32 2-br 15 3-br	Family	Low Income Housing Tax Credit program~~HUD~~	9/9/2060
Chesapeake Bay Apartments	216	150	138 2-br 12 3-br	Family	Low Income Housing Tax Credit program	2031
Mountain View Townhomes	37	36	10 2-br 14 3-br 12 4-br	Family	Redevelopment set-aside funds; Low Income Housing Tax Credit program	2054
Stone Pine Meadows	72	71	15 1-br 23 2-br 27 3-br 6 4-br	Family	Redevelopment set-aside funds; Low Income Housing Tax Credit program; HOME funds	2047
Tracy Place Senior Apartments	50	49	41 1-br 8 2-br	Seniors	Redevelopment set-aside funds; Low Income Housing Tax Credit program	2063
~~San Joaquin County Housing Authority~~Tracy Homes	195	195	24 1-br 32 2-br 15 3-br	Family	~~San Joaquin County~~ Housing Authority of the County of San Joaquin	None
Total	**730~~730~~**	**659~~659~~**				

Sources: SJCOG 5th Cycle Housing Element Data Package, 2014; City of Tracy, ~~2009~~2015.

Resources for Preserving Affordable Units

Available public and non-profit organizations with the capacity to preserve assisted housing developments include San Joaquin County, San Joaquin County Housing Authority, the City of Tracy, and various non-profit developers, including Self Help Enterprises and Bridge Housing Corporation. Financial resources available include ~~City of Tracy Community Development Agency Tax Increment Set-Aside monies,~~ bond financing, as well as CDBG and HOME funds, Section 8 rental assistance, low income housing tax credits, and Proposition 1C funds. (See the Housing Resources section later for further details.)

I. Future Housing Needs

Future housing need refers to the share of the regional housing need that has been allocated to the City. The State Department of Housing and Community Development (HCD) supplies a regional housing goal number to the San Joaquin Council of Governments (SJCOG). SJCOG is then mandated to allocate the housing goal to city and county jurisdictions in the region. In allocating the region's future housing needs to jurisdictions, SJCOG is required to take the following factors into consideration pursuant to Section 65584 of the State Government Code:

- Market demand for housing;
- Employment opportunities;
- Availability of suitable sites and public facilities;
- Commuting patterns;
- Type and tenure of housing;
- Loss of units in assisted housing developments;
- Over-concentration of lower income households; and
- Geological and topographical constraints.

The SJCOG Executive Board adopted its 2014-2023 Regional Housing Needs ~~Allocation~~ Plan (~~RHNA~~RHNP) on August 28, 2014~~08~~. The Regional Housing Needs Allocation (RHNA) covers a ~~7.5nine~~ten-year planning period (from January 1, 2014 through December 31, 2023) and addresses housing issues that are related to future growth in the region. The RHNA allocates to each city and county a "fair share" of the region's projected housing needs by household income group. The major goal of the RHNA is to assure a fair distribution of housing among cities and counties within the San Joaquin region, so that every community provides an opportunity for a mix of housing affordable to all economic segments. The housing allocation targets are not building requirements, but goals for each community to accommodate through appropriate planning policies and land use regulations. State Housing Element laws are intended to assure that adequate sites and zoning are made available to address potential housing demand during the planning period and that market forces are not inhibited in addressing the housing needs of all economic segments of a community.

Tracy's share of regional future housing needs is ~~a total of 4,888~~4,976 ~~new~~ units for the January 1, 2014~~07~~ to ~~June 30~~December 31, 2023~~14~~ period. This allocation is distributed into ~~four~~ five income categories, as shown below in Table 28. The RHNA includes a fair share adjustment which allocates future (construction) need by each income category in a way that meets the State mandate to reduce the over-concentration of lower income households in one community.

Table 28: Housing Needs for 20~~0~~14~~7~~-2023~~14~~

Income Category (% of County AMI)	Number of Units	Percent
Extremely Low (30% or less)	~~453~~513	10.3%~~9.3%~~
Very Low (31 to 50%)[1]	~~454~~467	9.4%~~9.3%~~
Low (51 to 80%)	~~632~~705	14.2%~~12.9%~~
Moderate (81% to 120%)	~~813~~828	16.6%~~16.6%~~
Above Moderate (Over 120%)	~~2,535~~2,463	49.5%~~51.9%~~
Total	**~~4,888~~4,976**[2]	100.0%~~**100.0%1 00.0%100.0%**~~

~~*Note:*~~

~~*1. Pursuant to AB 2634, local jurisdictions are also required to project the housing needs of extremely low income households (0-30% AMI). In estimating the number of extremely low income households, a jurisdiction can use 50% of the very low income allocation or apportion the very low income figure based on Census data. As shown in Table 12Table 12Table 12, extremely low income households constitute 50.9% of the very low income group. Therefore, the City's RHNA of 907 very low income units can be split between 453 extremely low and 454 very low income units.*~~

~~*2. Total numbers may not add up due to rounding; however, the number of housing units required at each income level is fixed.*~~

Source: San Joaquin County ~~Final~~ Regional Housing Needs ~~Allocation~~Plan (RHNP), SJCOG, August 28, 2014~~08~~.

III. Housing Constraints

This section describes various governmental, market, and environmental constraints on the development of housing that meets the needs of all economic segments of Tracy's population.

A. Market Constraints

Market constraints significantly affect the cost of housing in Tracy, and can pose barriers to housing production and affordability.

1. Economic Factors

Market forces on the economy and the trickle down effects on the construction industry can act as a barrier to housing construction and especially to affordable housing construction. During the 1980s, Tracy experienced a period of major growth ~~influenced~~ as a result of the high cost of housing in~~by~~ the East Bay area of the San Francisco Bay region~~ with its high cost of housing~~. San Francisco, Silicon Valley, and surrounding areas are continuing to experience a steady upsurge in housing prices—primarily as a result of the increase in high-income technology jobs and limited housing stock. For many households, particularly those working in lower-wage sectors, San Joaquin County offers more affordable housing alternatives than the Bay Area. ~~Tracy, with more affordable housing than the Bay area, became an attractive residential location for many Bay area workers.~~ Today, Tracy is considered an outer suburb of the Bay area, rather than a small agricultural and industrial town.

In the summer of 2005, the statewide housing market peaked when it experienced an influx of housing supply coupled with low interest rates. This peak, however, was soon followed by a severe crash just several years later. The San Joaquin Valley ~~has since~~ experienced a virtual halt to residential construction beginning in 2007 and a resulting collapse of the housing market. The period between 2006 and 2009 reflected~~s~~ a time of significant change as the lending market broke down and home prices saw significant decreases. ~~Double-digit decreases in median sale prices were recorded throughout the State. These lower-than-normal home prices allowed for a large increase in the number of homes sold initially until the availability of credit became increasingly limited.~~ From 2007 to October 2009 home prices in Tracy decreased 52 percent. Along with the gradual recovery of the housing market, ~~Fortunately,~~ home prices in the City appear to have stabilized and ~~even~~ began to increase in recent years (Table 24). The median price of a home in Tracy recorded in ~~March~~ August 2015 ($4~~15~~20,000) represented a ~~14~~four-percent increase from ~~the~~ the previous year. Despite these signs of rebounding, the San Joaquin Valley remains in prolonged recovery, lagging behind the coastal housing markets which have recovered more rapidly.

2. Land and Construction Costs

The City of Tracy is located in San Joaquin County, east of the Coastal Range that separates California's Central Valley from the San Francisco Bay Area. ~~According to the City's 2006 General Plan, 3,110 acres of vacant land existed within City limits at that time. While t~~The City ~~does have~~has an adequate supply of vacant, unconstrained land~~,~~; however, residential

construction in Tracy is limited by the City's Growth Management Ordinance (GMO), adopted in 1987 and later amended in 1994, 2000, 2009, 2012, and ~~again~~ most recently in April 2013~~2000 by the voter-initiated Measure A~~. Significant future housing construction is anticipated in the City's Specific Plan areas, including the Tracy Hills Specific Plan, the Downtown Specific Plan and the Ellis Specific Plan, as well as other residential areas identified in the General Plan.

Construction costs ~~are the largest component of total costs for a single family detached unit, accounting for 30 to 40 percent of the finished sale price.~~ vary according to type of housing development, with multi-family housing being generally less expensive to construct than single-family homes. However, variations within each construction type exist depending on the size of the unit, and the number and quality of amenities provided. Construction costs can be broken down into two primary categories: materials and labor. A major component of the cost of housing is the cost of building materials, such as wood and wood-based products, cement, asphalt, roofing materials, and pipe. The availability and demand for such materials affect prices for these goods.

An indicator of construction costs is Building Valuation Data compiled by the International Code Council (ICC). The unit costs compiled by the ICC include structural, electrical, plumbing, and mechanical work, in addition to interior finish and normal site preparation. The data is national and does not take into account regional differences, and does not include the price of the land upon which the building is built. The national average for development costs per square foot for apartments and single-family homes in February 2015 are as follows:

- Type I or II, Multi-Family: $133.25 to $152.86 per sq. ft.
- Type V Wood Frame, Multi-Family: $102.41 to $106.66 per sq. ft.
- Type V Wood Frame, One and Two Family Dwelling: $112.65 to $119.73 per sq. ft.
- The unit costs for residential care facilities generally range between $129.43 and $180.72 per square foot.

In general, construction costs can be lowered by increasing the number of units in a ~~According to RS Means Residential Square Foot Costs (2008) , construction costs for an average two-story single-family home (2,000 square feet of living area), and built of stucco on wood frame total $93.74 per square foot in the Tracy area. For multi-family attached units, construction costs are slightly lower as developers can usually benefit from economies of scale with discounts for materials and diffusion of equipment mobilization costs. Density bonuses for senior and affordable housing can enhance this per-unit cost reduction for multi-family developments. A reduction in amenities and quality of building materials could result in lower costs and sale prices; however, Compliance with the California Building Code is necessary to maintain minimum health and safety standards.~~development to a certain extent, until the scale of the project requires a different construction type that commands a higher per square foot cost.

3. Availability of Financing

The availability of financing affects a person's ability to purchase or improve a home. Under the Home Mortgage Disclosure Act (HMDA), lending institutions are required to disclose information on the disposition of loan applications by the income, gender, and race of the

applicants. This applies to all loan applications for home purchases, improvements and refinancing, whether financed at market rate or with government assistance.

Table 29 summarizes the disposition of loan applications submitted to financial institutions in 2013~~07~~[3] for home purchase, refinance, and home improvement loans in Tracy. Included is information on loan outcomes (i.e. the number of applications that were approved and originated, ~~approved but not accepted by the applicant,~~ denied, ~~and~~ withdrawn by the applicant, ~~or~~ and incomplete).

Table 29: Disposition of Home Loans (20~~0~~13~~7~~)

~~Disposition~~Loan Type	~~Home Purchase Government-Backed~~Total Applicants	~~Conventional~~Percent Approved	~~Refinances~~Percent Denied	~~Home Improvement~~Percent Other
~~Approved~~Government-backed	761~~77.3%~~	75.6%~~57.6%~~	13.3%~~48.3%~~	11.2%~~46.1%~~
~~Denied~~Conventional	1,266~~18.2%~~	76.8%~~27.4%~~	11.2%~~34.5%~~	12.0%~~41.1%~~
~~Withdrawn or Incomplete~~Refinance	5,293~~4.5%~~	67.0%~~15.0%~~	15.5%~~17.2%~~	17.4%~~12.8%~~
Home Improvement	210	46.2%	41.4%	12.4%
Total	7,530~~100.0%100.0%100.0%~~	69.0%~~100.0%100.0%100.0%~~	15.3%~~100.0%100.0%100.0%~~	15.8%~~100.0%100.0%100.0%~~

Notes:

1. "Approved" includes loans approved by the lenders whether or not accepted by the applicant.

2. "Other" includes loan applications that were either withdrawn or closed for incompleteness.

Source: www.LendingPatterns.com™, 2015.~~Source: Home Mortgage Disclosure Act (HMDA) data, 2007.~~

Home Purchase Loans

In 2013~~07~~, a total of ~~3,727~~1,266 Tracy households applied for conventional loans to purchase homes. The overall loan approval rate was ~~58~~ 77 percent and ~~27~~ 11 percent of applications were denied. ~~Similarly~~By comparison, ~~58~~ 75 percent of ~~the~~ conventional home loan applications were approved countywide. ~~–~~ ~~Only~~ A total of ~~22~~ 761 applications were submitted for the purchase of homes in Tracy through government-backed loans (e.g. FHA, VA) in 2013~~07~~. ~~To be eligible for such loans, residents must meet the established income standards, maximum home values, and other requirements.~~ Among applications for government-backed home purchase loans in 2013~~07~~, ~~17~~ 76 percent were approved ~~(77 percent)~~ and ~~four~~ 13 percent were denied ~~(18 percent)~~. ~~For government-backed loans~~Countywide, the approval rate ~~(27~~ 73 ~~percent)~~ for this type of loan was ~~higher~~ slightly lower at 73 percent ~~countywide~~.

[3] 2014~~08~~ HMDA data not yet available at the writing of this Housing Element.

Refinance Loans

~~Relatively low interest rates and a high prevalence of interest only, adjustable rate, and balloon payment mortgages~~The vast majority of loan applications filed by ~~led~~ Tracy residents in 2013 ~~to file 6,893~~5,293 ~~applications for~~ were for home refinance loans (5,293 applications)~~in 2013~~07. About ~~3,300 (48~~67 percent~~)~~ of these applications were approved, while ~~35~~ 16 percent were denied. ~~The recent credit crisis that began in 2007 and heightened in 2008, however, will likely cause refinancing activities to fall over the coming years.~~ Countywide, ~~47~~ 65 percent of ~~the~~ refinancing applications were approved.

Home Improvement Loans

~~A larger proportion of Tracy applicants were denied for~~ Within the City of Tracy, home improvement loans were the least likely to be approved~~than any other type of loan~~. Approximately ~~41~~ 41 percent of home improvement loan application~~nt~~s were denied and ~~46~~ 46 percent were approved by lending institutions in 2013 ~~in 2013~~07. The ~~large~~ high proportion of ~~home improvement loan~~ denials may be explained by the nature of these loans. Most home improvement loans are second loans and therefore more difficult to qualify due to high income-to-debt ratios. Countywide, home improvement loan applications had an ~~higher~~ similar approval rate (~~49~~ 45 percent) similar ~~than in~~to the City of Tracy.

~~To address potential private market lending constraints and expand homeownership and home improvement opportunities, the City of Tracy offers and/or participates in a variety of programs. These include the Rehabilitation Home Loan, Weatherizing and Home Security, Exterior Enhancement, and Emergency Home Repair Assistance programs. Such programs assist lower and moderate income residents by increasing access to funds in order to purchase or improve their homes.~~

Foreclosures

~~With low interest rates, "creative" financing (e.g., zero down, interest only, adjustable loans), and predatory lending practices (e.g. aggressive marketing, hidden fees, negative amortization), many households nationwide purchased homes that were beyond their financial means between 2000 and 2005. Under the false assumptions that refinancing to lower interest rates would always be an option and home prices would continue to rise at double-digit rates, many households were (and still are) unprepared for the hikes in interest rates, expiration of short-term fixed rates, and decline in sales prices that set off in 2006. Suddenly faced with significantly inflated mortgage payments, and mortgage loans that are larger than the worth of the homes, foreclosure was the only option available to many households.~~

Like many cities in San Joaquin County, Tracy ~~has~~ experienced a dramatic rise in home foreclosures beginning ~~since~~ in 2007. According to a 2010 Regional Analyst Report on foreclosures completed by the Eberhardt School of Business in partnership with the San Joaquin Council of Governments, foreclosure rates were particularly high in south and west Tracy (ZIP Code 95377). ~~There were only eight foreclosures in the City of Tracy during the first quarter of 2006. By the first quarter of 2008, that number had risen to 456 foreclosures. Foreclosures~~

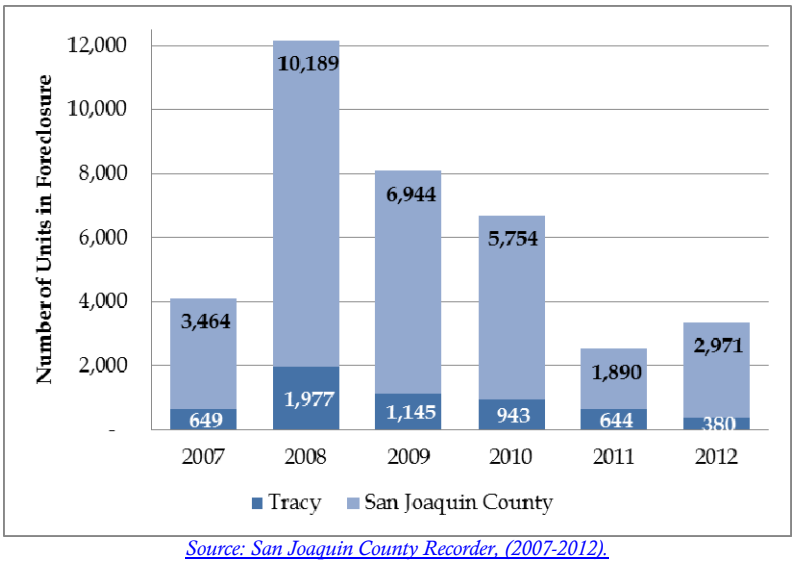
~~continued to rise through 2008, peaking at 698 foreclosures during the third quarter of 2008.[4] Neighboring cities such as Manteca, Modesto, and Stockton have seen similar increases in foreclosures between 2006 and 2008. During the second quarter of 2008, there were 1,815 foreclosures in Stockton and 1,100 in Modesto, compared to 557 in Tracy. Although Tracy had fewer foreclosures than Stockton and Modesto, the rate of foreclosure in Tracy was actually higher on a per-household basis.~~

~~In Tracy and across California, t~~The number of foreclosures ~~fell during the fourth quarter of~~ began to fall in 2009~~2008~~, in part due to a new State law ~~that required lenders to take added steps to keep troubled homeowners in their homes. At the time, economists predicted that the fourth quarter decline in foreclosures was a temporary one due to the State law~~ that went into effect in September 2008 which required lenders to take added steps to keep troubled homeowners in their homes.

~~Statewide, the number of foreclosures reached a record high during the first quarter of 2009, increasing by 80 percent over the previous quarter. By June 2009, 2,559 homes in Tracy were listed as foreclosures. These homes were listed at various stages of foreclosure (from pre-foreclosures to auctions) and ranged in price, with some properties listed as high as $2,800,000. The high prices of these homes facing foreclosure indicate that the impact of foreclosure extends not only to lower and moderate income households, but also households with higher incomes. DataQuick reports that approximately 20 percent of homeowners who go into default are able to emerge from the foreclosure process by bringing their payments current, refinancing, or selling the home and paying off what they owe. One year ago, approximately 46 percent of homeowners were able to avoid foreclosure. The increased number of homes lost to foreclosure reflects the weakness in the real estate market, as well as the number of homes bought at the height of the market with multiple-loan financing, which makes lender "work-outs" difficult.[5]~~
The San Joaquin County GIS Department tracked foreclosure data provided by the County Recorder from 2007 to 2012. The number of foreclosures in Tracy peaked in 2008 and steadily declined each year after.

~~[4] Affordable and Workforce Housing Briefing Book, May 2009.~~
~~[5] http://www.dqnews.com/News/California/CA-Foreclosures/RRFor081023.aspx, accessed June 2009.~~

Figure 7: Foreclosures in Tracy and the Region (2007-2012)



Source: San Joaquin County Recorder, (2007-2012).

B. Governmental Constraints

Aside from market factors, housing affordability is also affected by factors in the public sector. Local policies and regulations can impact the price and availability of housing and, in particular, the provision of affordable housing. Land use controls, site improvement requirements, fees and exactions, permit processing procedures, among other issues may constrain the maintenance, development and improvement of housing. This section discusses potential governmental constraints in Tracy.

1. Land Use Controls

The Land Use Element sets forth City policies for guiding local land use development. These policies, together with existing zoning regulations, establish the amount and distribution of land allocated for different uses. Table 30 lists the land use designations of the General Plan that permit residential uses.

Table 30: Land Use Designations Permitting Residential Use

Land Use Category	Zoning District	Density (du/acre)	Character
Residential Very Low (RVL)	Residential Estate Zone (RE)	0.1 to 2.0	Single-family dwelling units are the principal type of housing stock allowed in these areas. Attached units, zero lot line and clustered housing are also permissible and are encouraged within the overall framework of each community. These housing types can help to meet the City's desire to create unique neighborhoods and enhance the character of the community.
Residential Low (RL)	Low Density Residential Zone (LDR)	2.1 to 5.8	
Residential Medium (RM)	Medium Density Cluster Zone (MDC) Residential Mobile Home Zone (RMH) Medium Density Residential Zone (MDR)	5.9 to 12.0	Includes small lot single-family detached homes, duplexes, triplexes, fourplexes, townhouses, apartments and includes condominiums as an ownership type.
Residential High (RH)	High Density Residential Zone (HDR)~~High Density Residential Zone (HDR)/ Professional Office and Medical Zone (POM)/ General Highway Commercial (GHC)/ Central Business District (CBD)~~	12.1 to 25.0	Includes triplexes, fourplexes, townhouses, apartments, and includes condominiums as an ownership type.
Traditional Residential (TR)	n/a	Varies	Applies only in combination with a Specific Plan or other project level plan.
Traditional Residential – Ellis (TR-Ellis)	~~n/a~~Ellis Specific Plan	~~Varies~~4.0 to 9.0	Applies to the Ellis Specific Plan area.
Downtown (D)	Central Business District Zone (CBD), General Highway Commercial Zone (GHC), Planned Unit Development (PUD), Professional Office and Medical Zone (POM)	15.0 to ~~4~~50.0~~*~~	~~Pedestrian-oriented environment, vertical mixed-use development, a~~A ~~diverse~~ mix of retail, office, high-density residential, cultural and public-serving uses~~public and private uses, streets~~ on a grid or modified grid, multi-modal street design, ~~and~~ with direct pedestrian and bicycle connections to residential neighborhoods.
Village Center (VC)		12.1 to 25.0	Relatively small retail or mixed-use areas. Allowable uses in Village Centers include, but are not limited to, grocery stores, drug stores, banks, restaurants, retail stores for durable goods, small-scale professional offices or services such as travel agencies, beauty salons, daycare facilities, gyms, parks, and high density residential development, along with other neighborhood-serving uses.~~Areas designated for Village Centers generally range in size from 10 to 20 acres, and are to be designed as "Main Streets" serving one or more neighborhoods.~~

Source: Land Use Element, City of Tracy General Plan, ~~(2006~~2011~~)~~.
~~ For senior housing, the City allows a density of up to 50 units per acre.~~*

Each General Plan land use designation is linked to one or more zone districts. As a result, the development intensity standards for the residential land use designations are dependent on the base zoning. In addition, the development density for the residential land use designations may vary further, depending on the nature of development bonuses granted as part of a development approval. There is not a one-to-one correspondence between the City's General Plan residential land use designations and zoning districts. The General Plan has ~~six~~ eight residential land use designations: Residential Very Low, Residential Low, Residential Medium, Residential High, Traditional Residential, Traditional Residential-Ellis, Downtown, and Village Center. However, two of these land use designations (Traditional Residential and Traditional Residential-Ellis) are to be implemented only in conjunction with a separate development-level plan (i.e. Specific Plan). The~~se~~ remaining six residential designations are ~~being~~ implemented through ten zoning districts (Table 30):

- Residential Estate Zone (RE)
- Low Density Residential Zone (LDR)
- Medium Density Cluster Zone (MDC)
- Residential Mobile Home Zone (RMH)
- Medium Density Residential Zone (MDR)
- High Density Residential Zone (HDR)
- Professional Office and Medical Zone (POM)
- General Highway Commercial (GHC)
- Planned Unit Development (PUD)
- Central Business District (CBD)

Growth Management Ordinance

The City of Tracy adopted the residential Growth Management Ordinance (GMO) Guidelines in 1987. The GMO was amended from time to time with significant amendments occurring in 1994, 2000, ~~and again most recently in June~~ 2009, 2012, and ~~again~~ most recently in April 2013. Growth management in the City is intended to:

- Achieve a steady and orderly rate of residential growth in the City, and encourage diverse housing opportunities balanced with the City's obligation to provide public facilities and services with available fiscal resources;

- Regulate the timing and annual amount of new development projects, so that necessary and sufficient public facilities and services are provided, and so that new development projects will not diminish the City's level of service standards;

- Encourage concentric (contiguous) growth of the City;

- Encourage development which will efficiently utilize existing, and planned future, public facilities;

- Encourage a balance of housing types in the City which will accommodate a variety of persons, including affordable housing projects which will accommodate persons of very low, low, and moderate income, and persons on limited or fixed incomes;

- Implement and augment the City policies related to the regulation of new development as set forth in the General Plan, specific plans, City ordinances and resolutions, master plans, finance and implementation plans, and design documents.

Under the GMO, builders must obtain a Residential Growth Allotment (RGA) in order to secure a residential building permit. The GMO limits the number of RGA's and building permits to an average of 600 housing units per year for market rate housing, with a maximum of 750 units in any single year. The maximum of 750 units includes an annual allocation of 150 units reserved specifically for affordable housing. The GMO is not intended to limit the production of affordable housing, small projects, or rehabilitation, therefore a number of exemptions and exceptions were included in the GMO. The number of building permits issued to projects that meet the following requirements is not limited by the GMO:

- The rehabilitation or remodeling of an existing structure or conversion of apartments to condominiums.
- The replacement of legally established dwelling units that were demolished.
- The project is a fourplex or lesser number of dwelling units developed on a single existing lot.
- The project is a secondary residential unit.

The City of Tracy has ~~given~~provided Affordable Housing Project Exceptions to all residential developers who apply for them. ~~For the past several years, homes sale prices in Tracy have been such that Mmoderate Iincome households can afford to purchase median priced homes.~~ Building permits within the normal limits of the GMO (without seeking Affordable Housing Project Exceptions) are ~~so~~also readily available~~, that~~ and residential developers have not needed to obtain Affordable Housing Exceptions. ~~Currently, the supply of building permits without Affordable Exception criteria exceeds the demand.~~

The number of building permits available each year as Affordable Housing Exceptions is set at a maximum of 150. The maximum of 150 was put in place through Measure A, approved by Tracy voters; therefore, the text in the GMO cannot be amended without another ballot initiative approved by voters. The City, however, ~~is proposing a~~adopted an amendment to the Growth Management Ordinance in 2013~~ program~~ that would ensure the RHNA could be entirely accommodated, notwithstanding the numerical limits stated in Measure A or the GMO.

~~However, t~~The voter-approved Measure A provides in part,

> ~~*"Nothing in this Initiative Ordinance shall be construed to preclude, prohibit, or limit the City from complying with any requirements under State housing law."*~~

~~Specifically, the program would add a new exemption in the GMO for building permits needed to meet the RHNA. Current~~ Other exemptions in the GMO include the following: (1) rehabilitation~~s~~, remodeling or additions to existing structures; (2) ~~conversions of apartments to condominiums; (3)~~ replacement of previously existing dwelling units that had been demolished; (~~4~~3) construction of "model homes" until they are converted to residential units; (~~5~~4) development of a project with four or fewer dwelling units; and (5~~6~~) secondary residential units.

Residential projects exempt from the GMO are not counted toward the 600 annual average or the 750 annual maximum. ~~By adding another exemption (that is, building permits needed to meet the RHNA), these, too, would not be counted toward the annual 600 average or 750 maximum. This proposal is consistent with Measure A, based on the provision identified above.~~

As mentioned earlier, the GMO has been amended several times since its adoption in 1987. ~~The GMO is part of the City's development process to help ensure residential development occurs concurrent with needed public facilities. Other tools through which the City reviews residential development include the City's Subdivision Ordinance (consistent with the State Subdivision Map Act), the Development Review Ordinance (for multi-family projects), and the City's General Plan.~~The following discussion summarizes these amendments:

2006 Revisions

~~Furthermore, i~~In 2006, the City Council created a policy that authorizes the City to approve as many building permits for affordable projects as are qualified, effectively negating the maximum building permit limit of 150.

2009 Revisions

The GMO and the accompanying GMO Guidelines were modified in 2009 to minimize the prominence of RGAs in the development process. Since RGAs cannot be issued until after a Tentative Subdivision Map, Vesting Tentative Subdivision Map or (in the case of multi-family projects) a Development Review permit is approved, RGAs have effectively become a procedural precursor to building permit issuance and their role to ensure adequate provision of public facilities and services is minimal.

Accordingly, RGAs are not "carried over" because the provision of public services and utilities has already been reviewed with approval of the project's discretionary approval and the public facilities finance and implementation plan. The fact that RGAs cannot be "carried over" has no effect on the cost of allocations or the ability to accommodate the City's RHNA. ~~The proposed program to create a new GMO exemption, identified above, will furthermore ensure that the RHNA can be accommodated.~~

The costs associated with residential development are outlined in the project's finance and implementation plan, not through RGA allocations. With respect to the supply and availability

of RGAs, the fact that RGAs cannot be "carried over" has no effect on the supply or availability of building permits to accommodate the RHNA because carryovers would have no relationship to the number of available building permits.

2012 Revisions

The GMO was amended in 2012 to allow the Ellis and Tracy Hills projects to obtain up to 600 RGAs per year. The 2009 revision ~~of the GMO~~also establishe~~s~~d "Primary Residential Growth Areas,~~.~~" which~~ Under the new GMO regulations, Primary Areas~~ are given first priority (aside from ~~any Development Agreement projects that may be in place~~projects vested under any previous GMO Guidelines) when issuing building permits.~~ Once all of the available building permits are issued to Primary Area projects, then projects in Secondary Areas may receive any remaining building permits.~~ An amendment to the GMO in 2012 clarified the order of priority allocations for RGAs.

RGA Allocation Priorities

1. Vested Projects
2. Primary Residential Growth Areas - The Primary Area includes most of the existing City limits. Up to 100 RGAs annually are reserved for development in the City's Primary Residential Growth Areas.
3. Development Agreements - In the event of any conflict between the development agreement and GMO Guidelines, the development agreement provisions prevail.
4. Tracy Hills and Ellis Specific Plan Projects – These specific plan projects are entitled to receive the following RGAs annually:
    a. In years where 750 RGAs may be allocated, Tracy Hills shall be eligible to receive 406 RGAs and Ellis shall be eligible to receive 194 RGAs
    b. In years where 600 RGAs may be allocated, Tracy Hills shall be entitled to receive 325 RGAs and Ellis shall be entitled to receive 155 RGAs
    c. If either Tracy Hills or Ellis receives less than the number of RGAs described above, the difference between the numbers of RGAs allocated and the numbers of RGAs described above shall be reserved. Either Tracy Hills or Ellis may apply for these RGAs no later than the March 31st GMB meeting. If Tracy Hills or Ellis does not apply for RGAs prior to the March 31st GMB meeting, the RGAs will be made available to other projects.
5. "Other" Projects - Development sites that "promote efficient residential development patterns and~~-~~ orderly expansion of residential areas to maximize the use of existing public services and infrastructure~~.~~" (as identified in the General Plan Objective LU 1.4) but are not within the Primary Areas (as defined in the GMO Guidelines). "Other" projects are entitled to receive the following RGAs annually:
    a. In years where 750 RGAs may be allocated, "Other" Projects shall be entitled to receive 50 RGAs per year

b. In years where 600 RGAs may be allocated, "Other" Projects shall be entitled to receive 40 RGAs per year

Any remaining RGAs will be made available to projects for which a complete application has been submitted. During years when a number of RGAs other than 600 or 750 are available, the RGAs will be issued in proportionate amounts as established above.

In addition to the priorities established above, the GMO Guidelines outline additional criteria for development projects within Primary Residential Growth Areas.~~The Primary and Secondary Residential Growth Areas are created in the City's General Plan and clarified for RGA and building permit priority in the GMO Guidelines. General Plan Objective LU-1.4 calls on the City to Some of the General Plan policies supporting that objective include the following:~~

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

~~P3. The City shall encourage residential growth that follows an orderly pattern with initial expansion targeted for [the Secondary Residential Growth Areas after the Primary Residential Growth Areas].~~

~~P4. The City shall continue to make available RGAs and building permits for downtown and infill development [included in the, Primary Residential Growth Areas] as a high priority.~~

~~The Primary Area includes most of the existing City limits. The Secondary Areas include seven sites comprising over 3,600 acres: three sites have been annexed to the City as part of their ongoing development process and four have not yet been annexed. All seven sites have initiated the development process in some form. Currently, the Secondary Areas mostly contain agriculture-related uses or are otherwise undeveloped. Two of the sites have City-approved specific plans: Tracy Hills (already annexed to the City) and Ellis (in the annexation process). Although the City is actively entertaining development in the Secondary Area, no Secondary Area sites are included in the site inventory.~~

~~In the past, up to 100 building permits per year were reserved for infill projects or other "Priority Project" areas.~~ The ~~new~~ Primary Areas ~~process~~ priority allows for infill projects ~~to potentially receive all available building permits in a given year without having~~ to compete with the typically larger, greenfield developments that lie outside of the central core of the City. ~~This process makes infill development a priority for all building permits rather than just the first 100 building permits.~~ The following criteria was established for determining which infill projects have priority over other infill projects, should there be demand exceeding the supply of RGAs in any given year:

- Housing Type (in order of importance):
  - ~~0)~~1) High Density Residential (12.1 du/acre or more)
  - ~~0)~~2) Medium Density Residential (5.9-12.0 du/acre)
  - ~~1)~~3) Low Density (up to 5.8 du/acre)
  - ~~2)~~4) Projects with an affordable component, including moderate and low to very low income categories (RGAs for the affordable component come from the "Affordable Housing Exception" category in the GMO)
  - ~~3)~~5) Mixed Use and other innovative housing types (i.e mixing products in a single project, cluster housing, mixed-use developments)

- Geographic Area (in order of importance):
  - ~~1) Redevelopment Area~~
  - ~~2)~~1) Village Center
  - ~~3)~~2) Connection of incomplete infrastructure
  - ~~4)~~3) ~~Combination~~ Projects that combine~~of~~ several smaller parcels
  - ~~5)~~4) Compatibility with surrounding area

- Project Size and Proximity to Existing Development (in order of importance):
  1) Small Infill-less than five acres and surrounded by development on three sides
  2) Large Infill-over five acres and surrounded by development on three sides
  3) Projects already in progress that need additional RGAs for completion

- Project Design (in order of importance):
  1) High level of connectivity—pedestrian and vehicular
  2) Amenities—parks, schools, etc.
  3) Architecture
  4) Energy Efficient Design
  5) Walkability and high intersection density
  6) Building and type and building frontage variation

~~Scoring~~ Priority criteria are utilized for projects within the Primary Area only; they are not utilized for projects in the Secondary Residential Growth Area. Only when there is competition between projects in the Primary Area ~~(which has never happened in Tracy's history)~~ do the scoring criteria apply. There is no impact on the timing of development due to the criteria because projects are evaluated against the criteria after Development Review approval and during the period between RGA application submittal (September) and RGA issuance (typically in October or November). Projects are not rejected, they are ranked. The criteria do not add to the costs of development because they are not required and there is no City fee associated with the criteria. Developers choose to design their projects in accordance with market demands and opportunities; nothing in the criteria is beyond the developers' control. For example, high density housing types are addressed by location through zoning, not the RGA criteria. The geographical area of a project does not change as a result of the RGA criteria – the project is where the developer chooses to locate it. The project size and proximity to development is a function of the developers' lot size, not the RGA criteria. Project design is evaluated at the time of Development Review approval, not RGA issuance.

2013 Revisions

The 2009 GMO amendment define~~s~~d Affordable Housing as a very low, low, or moderate income unit deed restricted for 55 years. ~~Recognizing that the 55-year deed restriction term is not consistent with several State and federal housing programs, the Housing Element also includes a program to amend the~~ The 2013 GMO amendment ~~to~~ reduced ~~the~~ this affordability restriction to ten years.

~~Interpreting and implementing this provision of Measure A, the City is proposing to adopt a program in the Housing Element~~The 2013 amendment also allowed the City to issue building permits in excess of those allowed through the GMO in order to meet the City's RHNA, as required by the State Department of Housing and Community Development (HCD). ~~, directing the City Council to adopt an amendment to the GMO which would allow issuance of building permits, up to the City's RHNA in each income category based on HCD criteria.~~

~~Should the demand for building permits exceed Measure A limits in a calendar year, the City would issue building permits until the City's RHNA obligation in each income category has been met.~~

The maximum number of building permits issued may be the limit prescribed in the GMO (in general, 600 annual average or 750 per year max) or the number of units identified in the RHNA (by income category), whichever is higher.
~~However, the number of building permits issued is not to exceed the RHNA goals in each income category. Any building permits issued in accordance with this provision will not require an RGA.~~

The GMO Guidelines summarized above provide a high level of certainty and predictability for development. In fact, the GMO process only occurs after Tentative Map or other discretionary development approval. This allows projects that are closer to obtaining building permits to obtain RGAs and discourages more speculative projects from obtaining RGAs before the project is prepared to use them. Also, the City publishes a spreadsheet ~~with~~ identifying all RGA applications being ~~identified on a single spreadsheet, and posted on the internet~~considered, which results in a high level of transparency and predictability in ~~understanding~~ determining ~~any given~~a project's chances for approval.

~~***Building Permits and RHNA***~~

~~From January 1, 2007 to June 30, 2014, a total of 3,192 housing units can be constructed in the City of Tracy based on the limits of the GMO. However, this does not include exceptions for affordable housing, secondary units, or small projects of four or fewer units.~~

~~Between January 1, 2007 and October 2009, the City finaled building permits for 354 new housing units. Among these units, 50 were affordable senior housing units and four were duplex units exempt from the GMO building permit limit. Based on the projects with approved vesting tentative maps and the limits of the GMO, an estimated 1,703 building permits may be issued during the remaining planning period of the Housing Element: 100 per year in 2010 and 2011, 303 in 2012, and 600 per year in 2013 and 2014 (through June 30, 2014). These remaining building permits were divided between the City's moderate and above moderate income RHNA. To reflect the City's RHNA distribution, approximately 25 percent of~~

~~the remaining building permits were allocated to moderate income units and 75 percent were allocated to above moderate income units (Table 38). The development of very low and low income units (up to 100 percent of the City's very low and low income RHNA of 1,489 units) may be issued building permits past the GMO limit based on the City policy to not limit the development of affordable housing. The City can accommodate 3,192 housing units during the planning period, representing a shortage of 1,341 units.~~

Residential Growth Allotment Allocation Process

The City's Growth Management Ordinance, as amended, ~~in 2009 and 2012,~~ sets a schedule of allocating RGAs once per year, with the application deadline on the first Thursday of September, and the allocations to be used to obtain a building permit during the following calendar year. The only exceptions to this schedule occur with applications for affordable housing units (to be processed immediately as received) and for Development Agreement projects with timelines as determined within each agreement.

Applications for RGAs are due the first Thursday in September each year. Completeness determinations are made within 30 days. Allocations are made by the Growth Management Board (the City Manager, the Development and Engineering Services Director, and the Public Works Director) before the end of that same year in order to permit the use of the RGAs to obtain building permits in the following calendar year.

The process to review applications and allocate RGAs would typically last less than 60 days. This simple, predictable process allows residential developers to wait until near the end of the calendar year (just prior to the year they intend to begin obtaining building permits) to obtain RGAs. This allows maximum flexibility for developers to schedule their entitlement process to coincide with market opportunities.

Furthermore, if a developer obtains Tentative Map approval in the early or mid-~~-~~portion of the year before they intend to obtain building permits, they may work on their improvement plans, final map, grading, utilities, streets, and other in-tract improvements prior to or concurrent with applying for and obtaining RGAs.

If this program proves inconvenient for developers in the future, GMO Guidelines ~~Section K provides that "[t]he City Council shall undertake periodic revisions of these GMO Guidelines…as necessary to implement City policies."~~include provisions for periodic revisions. This Section acknowledges, in part, that the City recognizes the GMO Guidelines must be adaptable to evolving needs related to developers' timing or other issues. Amending the RGA allocation process by adding a second allocation cycle during the year, for example, would only require a Resolution of the City Council, and not a change to the Growth Management Ordinance.

The approval process for RGA issuance relates to the other entitlements in that RGAs are required prior to building permit issuance but are not required prior to other approvals. The cumulative impact on timing and costs of development resulting from the RGA allocation process is that projects have the ability to wait until they are ready to develop before obtaining

RGAs. A typical subdivision map has a "life" of many years, which can be extended at regularly scheduled public meetings of the Planning Commission or City Council throughout the year. The costs associated with the RGA process (RGA application fee) are not incurred until the applicant decides to move forward with their project and obtain RGAs.

Applications for RGAs are only considered for projects that have approved Tentative Subdivision Maps or other necessary project approvals, if no subdivision will occur. This ensures that the Growth Management Board only considers the allocation of RGAs to projects that have access to water, sewer, storm drainage, and other requisite public facilities and services. The RGAs are allocated based on the criteria as listed in the GMO guidelines.

RGA allocations are determined at a public hearing by the Growth Management Board, which consists of the City Manager, Development and Engineering Services Director, and the Public Works Director.

The GMO approval process allows both small and large residential projects to obtain adequate RGAs~~ for small or large projects~~. Projects of over 500 units have successfully been built in the past, and ~~one 2,250 unit project, Ellis, is~~two very large ongoing projects—Ellis (over 2,000 housing units) and Tracy Hills (over 5,000 housing units)—a~~ currently obtaining~~re set to obtain their RGAs over the course of a number of years. The following ~~three~~ examples help illustrate the availability of RGAs: ~~Ellis, an infill (Priority Area) site, and Tracy Hills Specific Plan.~~

1. The GMO was amended in 2012 to allow the ~~s projects with a Development Agreement to receive up to 225 RGAs per year. The City and Surland Companies (owners of the Ellis project) have entered into a Development Agreement with the City allowing~~ Ellis (194 RGAs) and Tracy Hills (406 RGAs) projects to obtain up to ~~225~~ 600 RGAs per year.

2. Infill sites: ~~the~~ GMO Guidelines state that infill (Priority Areas) sites may receive up to 100 ~~percent of their requested~~ RGAs ~~after the contractual obligation with Development Agreement projects is first satisfied. Ellis is the only project with a Development Agreement. If Ellis requests all 225 RGAs allowed by their Development Agreement, 375 RGAs would be available to this theoretical infill project in any given year. Assuming 75 RGAs per year are requested on an ongoing basis (which is higher than any anticipated infill project in Tracy), then 300 RGAs would remain available for projects other than Ellis or infill projects~~annually. Projects in the City's "Primary Residential Growth Areas" are given first priority (aside from projects vested under any previous GMO Guidelines) when issuing building permits.

~~3. Tracy Hills: After fulfilling the Development Agreement obligation with Surland Companies and providing 75 RGAs to the infill project, 300 would be available to Tracy Hills or other projects.~~

~~These three examples represent more RGAs than have been requested, per year, in the past eight years. Clearly, a n average of 600 RGAs per year, plus the program to exceed 600 RGAs per year to accommodate the RHNA, will allow ample opportunities for economies of scale for infrastructure financing that may be desired for larger projects. Hundreds of additional RGAs~~

~~and building permits will be available each year through the RHNA exemption program identified above, if the City has not achieved its RHNA yet, in any allocation year.~~

GMO and Affordability

The rate of housing overpayment in Tracy has increased substantially~~for housing decreased in Tracy between~~since ~~1990 and~~ 2000. Between 2007 and 2011, nearly one-half (48 percent) of Tracy households overpaid for housing compared to~~down from 40 percent at the time of the 1990 Census to about~~ 35 percent in 2000 (Table 12). ~~In fact, according to the 2000 Census, the percentage of income spent on housing in Tracy was less than the overall rate for San Joaquin County, the State, and nearby cities, including Lathrop, Manteca, Modesto, Turlock, Stockton, and Livermore. Observations of falling or stable levels of overpayment obviously do not fully disentangle all the elements~~It is unclear, however, what impact the ~~necessary to conclude that the~~ GMO has ~~not led to an increase in~~had on housing costs in the City. The effect of inclusionary housing ordinances, growth management ordinances, and urban growth boundaries on the affordability of housing is a prominent topic for current academic research. There are researchers and scholars with varying and conflicting ideas of the causal relationship (if any) between growth management and housing affordability.

The incremental effect on housing costs of limiting the number of residential units per year within a city depends on the position of that city economically and demographically within the region, the price (and relative price) of land, the existing local supply and types of housing, the regional and local demand for housing, and the relative level of residential choice and mobility in the area, among other elements beyond the scope of a housing element. The City does not believe that, to date, the ~~Growth Management Ordinance (~~GMO~~)~~ has had an effect on the cost of housing.

Historically, there are more RGAs and building permits available than the market can absorb in Tracy. Furthermore, ~~T~~ the ~~proposed~~ 2013 amendment to the GMO that established the RHNA exemption ~~program, described above, could potentially~~ resulted in hundreds of additional building permits being made available in a calendar year than the 600 annual average or 750 annual limit. Therefore, the annual limits in the past and in the foreseeable future have not affected (and will not affect) the supply or cost of housing.

The RHNA exemption ~~program~~ provision will effectively result in a rolling average for each RHNA cycle in that to the extent that the City does not achieve its RHNA in any calendar year, the number of permits to achieve the RHNA will be available in each succeeding year.

Planned Unit Development (PUD) Zone

The Planned Unit Development (PUD) Zone is designed to allow for greater flexibility and creativity in site planning for residential, commercial, and industrial uses to achieve greater efficiency in land use by maximizing open space, preserving natural amenities, and creating additional amenities. Maximum height and bulk requirements, as well as the minimum setback, yard, parking and loading requirements are established for each PUD Zone by a preliminary development plan, which must be reviewed and approved by the Planning Commission and City Council to ensure its acceptability.

Density Bonuses

State law requires the provision of certain incentives for residential development projects that set aside a certain portion of total units to be affordable to lower and moderate income households. The City grants density bonuses to developers who build housing developments of five or more units and construct at least one of the following:

- **Very low income units:** Five percent of the total units of the housing development as target units affordable to very low-income households; or
- **Low Income Units:** Ten percent of the total units of the housing development as target units affordable to low-income households; or
- **Moderate Income Units:** Ten percent of the total units of a newly constructed condominium project or planned development as target units affordable to moderate-income households, provided all the units are offered for purchase; or
- **Senior Units:** A senior citizen housing development of 35 units or more.

Density bonuses and development incentives are based on a sliding scale, where the amount of density bonus and number of incentives provided vary according to the amount of affordable housing units provided.

The City of Tracy updated its density bonus ordinance in 2008 to comply with the requirements of California Government Code Section 65915 that was in effect as of December 2014. However, the recently adopted AB 2222 added new requirements to the State's density bonus provisions, which took effect in January 2015. Specifically, AB 2222 extends the affordability control to 55 years for the affordable units and requires the replacement of existing affordable units removed in order to qualify for a density bonus, incentive, or concession. The City will update the density bonus ordinance again to comply with these additional requirements by 2016.

Specific Plans

~~The City of Tracy has adopted, or is in the process of adopting, the following specific plans, which offer a range of housing types, densities, and mix of uses:~~

- ~~Tracy Hills Specific Plan (Adopted June 1998)~~
- ~~Ellis Specific Plan (Adopted December 2008)~~
- ~~Downtown Specific Plan (Expected adoption in 2010)~~

The City anticipates that much of its new residential growth will occur in ~~these~~ the Tracy Hills and Ellis ~~S~~specific ~~P~~plan areas. ~~Combined, these areas have the capacity to accommodate over 15,000 new housing units, ranging from low-density single-family homes to high density multiple-family apartments and townhomes.~~

Tracy Hills Specific Plan

Upon buildout, Tracy Hills will consist of 5,499 dwelling units and will provide a distinct hierarchy of housing types that accommodate a wide range of housing objectives, buyer needs and affordability. Planned housing types include custom homes, production homes, smaller detached homes, town-home units, condominiums and apartments. Table 31 summarizes the permitted uses within the Specific Plan area.

Table 31: Tracy Hills Specific Plan Permitted and Conditionally Permitted Residential Uses

	Land Use Zones			
	RE-TH	**LDR-TH**	**MDR-TH**	**HDR-TH**
~~Attached~~ Single-Family Dwellings	~~–~~P	~~–~~P	~~P~~P	~~P~~P
~~Detached Single~~Two-Family Dwellings	~~P~~--	P	P	P
Multiple-Family Dwellings	--	--	P	P
Residential Care Facilities (<6 persons)	P	P	P	P
Residential Care Facilities (>6 persons)	C	C	C	C
Mobilehome Parks	--	--	--	P
~~Second Units~~	~~C~~	~~C~~	~~--~~	~~--~~

Ellis Specific Plan

The Ellis community will be characterized by three residential neighborhoods that are all in close proximity to the Village Center: the Village Neighborhood, Garden Neighborhood, and Town & Country Neighborhood. The Village Center will be built out over time in response to market demand. The following is a brief description of the various residential land use designations that make up the Ellis Specific Plan, while Table 33 summarizes the permitted uses allowed within each land use category:

- **Residential Mixed Low (RML):** The Residential Mixed Low designation is intended to provide for relatively low-density housing, including single-family, detached one- and two-story houses. The allowed density will range from a minimum of 2.1 to a maximum of 8 dwelling units per acre (du/acre).

- **Residential Mixed Medium (RMM):** The Residential Mixed Medium designation is intended to provide for medium-density housing, including single-family detached and attached units, and will consist of one- and two-story houses and two- and three-story townhouses. Densities in this land use category will range from a minimum of 4 to a maximum of 16 dwelling units per acre (du/acre).

- **Residential Mixed High (RMH):** The Residential Mixed High designation is intended to provide for high-density housing. The units will be single- and multi-family detached and attached units, and will consist of compact housing, townhouses, apartments, condominiums, and live/work units generally located adjacent to commercial uses. Residential Mixed High densities will range from a minimum of 8 to a maximum of 25 du/acre.

- **Village Center (VC):** The Village Center designation will accommodate up to 60,000 square feet of nonresidential uses in the Village Center, as well as up to 50 high-density residential units, possibly in a mixed-use configuration with residential over commercial. Residential units in the Village Center may be apartments, townhouses, condominiums, and /or live /work units.

Table 32: Ellis Specific Plan Permitted and Conditionally Permitted Residential Uses

	Land Use Zones	
	~~VC~~Village Center ~~RML~~	~~RMM~~Residential Mixed ~~RMH~~
Attached Single-Family	~~–~~ ~~–~~P	~~P~~ ~~P~~P
Detached Single-Family	~~–~~– ~~P~~	~~P~~ ~~P~~P
Multiple-Family	~~P~~ ~~–~~P	~~P~~ ~~P~~P
Live/Work	P~~P~~ ~~–~~	~~–~~– ~~–~~

The Ellis Specific Plan area was ~~officially~~ annexed into the City of Tracy in 2013. The first tentative map was approved in 2014 and construction of the first phase began in 2015. ~~However, the project is the subject of a lawsuit filed by a local slow-growth group called – TRAQC.Ellis Specific Plan is located in the unincorporated County area. The City has already initiated the process to annex this area; however, the annexation is delayed due to pending litigation. In 2011, the court ordered the certification of the Original Ellis EIR and Development Agreement be set aside for legal infirmities. The developer and the City subsequently appealed the judgment.~~

~~***Downtown Specific Plan***~~

~~In 2006, the City began the process of preparing a Specific Plan for Tracy's downtown area. The Downtown Specific Plan is expected to be adopted in 2010. The boundaries of this Specific Plan area and the location of the various zoning districts within the Plan are illustrated in . The current draft of Tracy's Downtown Specific Plan allows for residential development in the following zoning districts:~~

> ~~**Downtown Core (DC):** The backbone of the Downtown Core is and will remain Central Avenue between 6th and 11th Streets, and 10th Street between Central Avenue and North A Street. Housing, lodging and office uses will be located on the upper floors where office workers, residents and visitors prize their convenient proximity to Downtown's restaurants, shops and entertainment venues. The Downtown Core will be the most urban part of the Specific Plan Area. Buildings will stand the tallest in the district and be built right up to the sidewalk with little or no space between them.~~
>
> ~~**The Outer Core (OC):** The Outer Core completes the part of the district that most people will primarily identify as "Downtown." The Outer Core shares all of these distinguishing physical characteristics with the Downtown Core, with two key differences. First, buildings in the Outer Core will more typically be single-use. Rather~~

~~than featuring ground-level retail or restaurant uses, the urban housing and offices in Outer Core buildings will more typically extend to the ground level. Second, the Outer Core provides a transition between the Downtown Core and the typically less urban and more exclusively residential uses beyond. In particular, the Outer Core will create a buffer between the activity and traffic in the Downtown Core and the more tranquil single-family neighborhoods.~~

~~**Downtown Gateway (DG):** Eleventh Street is the primary arterial roadway that connects the Downtown Core with the rest of the City. This district will contain a mixture of urban office and residential buildings, perhaps a hotel and some large-scale retail uses that help draw people to the Downtown Core. Buildings will be oriented toward the thoroughfare, with civic-scale entrances and grand-scale first-floor façade composition designed to match the scale of a wide road and prominent address.~~

~~**Mixed Use Corridor (MUC):** As 11th Street moves farther away from the Downtown Core, the uses on the corridor will transition from the urban character of the Downtown Gateway District toward the more suburban character of the portions of 11th Street that runs through the rest of the City. Buildings in the Mixed Use Corridor segment will not be as tall and will feature deeper front and side setbacks with more landscaping. To provide a pleasing transition to single-family homes located to the rear of development fronting 11ths Street, buildings will provide additional step-backs in the building mass as well as deeper buffering rear yards.~~

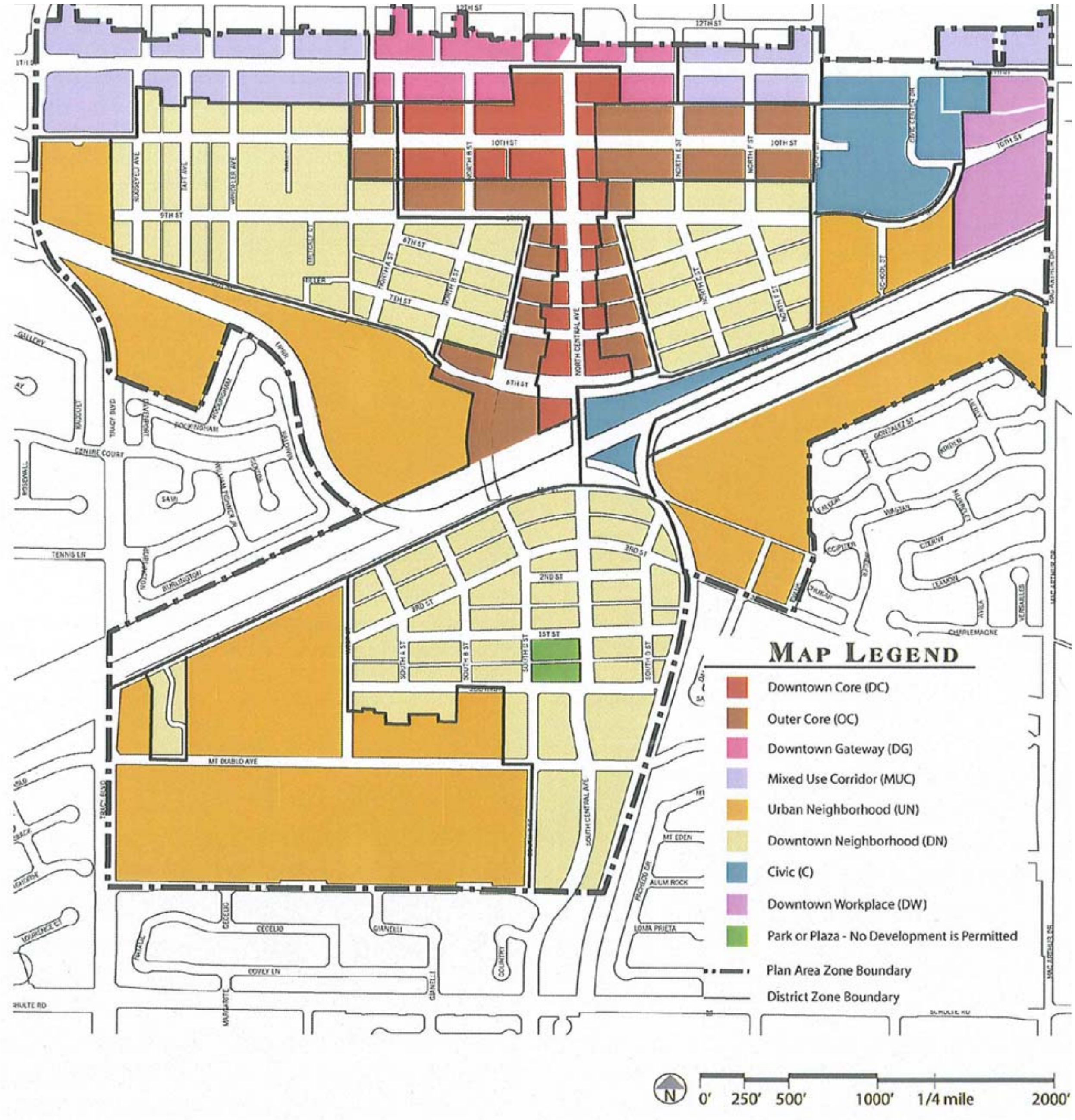
~~**Downtown Workplace (DW):** The eastern edge of the Specific Plan Area between 11th Street and the railroad tracks is a conglomeration of light industrial and distribution uses. These businesses are important to the economy of Tracy; however, their location in the Downtown Neighborhood will come under increasing pressure as investment in Downtown increases. As change occurs in this area, new investment will take the shape of modern workspaces that will accommodate office, civic, medical, and/or live-work types of businesses of various scales.~~

~~**Urban Neighborhood (UN):** New development in the Urban Neighborhood areas will present the opportunity to live within a few minutes' walk of cafes, restaurants, entertainment, services, and transit. Ideally, a healthy mix of residential building types - townhomes, duplex homes, small-lot single family homes, flats, and courtyard types - will widen the range of housing choices, complementing rather than competing with the City's suburban single-family neighborhoods.~~

~~**Downtown Neighborhood (DN):** The primarily single-family residential neighborhood areas surrounding the more urban development of the other Downtown Districts will remain over time as the revitalized Downtown increases the attraction of properties close to it. The historic pattern of small blocks and the mixture of housing types and styles of these Downtown Neighborhood areas will remain the foundation of their character and identity. New homes and remodels/additions to existing homes will be designed using the historic features of the bungalows and farm houses that are prevalent throughout the area and generous green front and side yards will continue to be the norm.~~

~~**Figure 77: Downtown Specific Plan**~~

~~**Figure 7: Downtown Specific Plan**~~



~~Residential development up to 40 units per acre can be accommodated in the Downtown area. The Downtown Specific Plan also establishes residential development standards that differ from the rest of the City. Table 41 summarizes the standards specific to the City's downtown area.~~

~~To facilitate residential and mixed use development in the Downtown Specific Plan area, the City has proposed the following parking requirements:~~

- ~~Live/Work: 1 space per unit + one space per employee~~
- ~~Studio: 0.75 space per unit~~
- ~~One Bedroom: 1 space per unit~~
- ~~Two+ Bedrooms: 1.5 space per unit~~
- ~~Guest Parking: 1 guest space per 10 units~~

~~These parking requirements are lower than citywide requirements and are intended to facilitate higher intensity uses in the Downtown area, allowing a development to achieve the densities intended for the area.~~

~~1.~~2. Residential Development Standards

~~Citywide, o~~Outside the specific plan areas, the City regulates the type, location, density, and scale of residential development primarily through the Zoning Ordinance. The following zoning districts allow residential uses:

Residential Estate Zone (RE) – 0.0 to 2.0 du/acre
The Residential Estate (RE) Zone is characterized by open space and very low density development. This zone also allows for educational, cultural, institutional, and recreational uses serving local residential areas.

Low Density Residential Zone (LDR) – 2.0 to 5.8 du/acre
The Low Density Residential (LDR) Zone is intended to be utilized in the areas designated low-medium density residential. Mobile homes on individual lots are permitted, and mobile home parks are permitted through issuance of a conditional use permit, as are convalescent hospitals, rest and nursing homes, and board and care facilities, and planned residential developments of one-family dwellings on individual lots.

Medium Density Cluster Zone (MDC) – 5.9 to 12.0 du/acre
The Medium Density Cluster (MDC) Zone classification is designed to provide for single- and two-family dwellings, dwelling groups, and supporting uses. Dwelling group is defined as a group of two or more detached dwellings located on a parcel of land in one ownership and having one yard or court in common. Crop and tree farming is also permitted by right. Condominiums, one- and two-family residential planned developments, mobile home parks and subdivisions, and attached single-family dwellings are permitted through the issuance of a conditional use permit. A minimum of 3,500 square

feet of net lot area for each dwelling unit is required, and not more than 45 percent of the net lot area shall have buildings.

Residential Mobile Home Zone (RMH) – up to 10.0 du/acre

The Residential Mobile Home (RMH) Zone is to provide an exclusive district designation that is applied to land for use as mobile home parks, and to establish rules and regulations by which the City may regulate the standards of lots, yards, or park areas, landscaping, walls or enclosures, signs, access, and vehicle parking. A minimum 2,400-square-foot lot is required for each unit. Each mobile home park is required to provide 1,000 square feet of usable open space plus 150 square feet for each individual trailer space if the mobile home park provides more than 10 spaces.

Medium Density Residential Zone (MDR) – 5.9 to 12.0 du/acre

The Medium Density Residential (MDR) Zone is designed to provide for apartments, multiple-family dwellings, dwelling groups, and supporting uses. One-, two-, an multiple-family dwellings are permitted by right in this zone, as are dwelling groups and apartment houses, boarding and rooming houses, and crop and tree farming. Mobile home parks and subdivisions, condominiums and planned residential developments, attached single-family dwellings, board and care facilities, and rest or nursing homes are permitted through issuance of a conditional use permit. A minimum 2,900 square feet lot area is required for each unit, and buildings shall not cover more than 45 percent of the lot. In addition, residential uses proposed for this zone must provide 100 square feet of usable open space for each of the first 10 dwelling units, 50 square feet for each of the second 10 units, and 25 square feet for each unit in excess of 20. Usable open space is defined as lawn, pool, or a garden courtyard, and shall not include the required front yard or street side yard, off-street parking, driveways, or service areas.

High Density Residential Zone (HDR) – 12.0 to 25.0 du/acre

The High Density Residential (HDR) Zone classification is designed to provide for apartments, multiple-family dwellings, dwelling groups, and supporting uses. Multiple-family dwellings, dwelling groups, apartments, and boarding and rooming houses are allowed by right. Crop and tree farming and single-family dwellings are also allowed by right in the High Density Residential zone. Mobile home parks and subdivisions, condominiums and planned residential developments, and attached single-family dwellings are allowed via a use permit. There is no height limit in the HDR zone, but at least 1,400 square feet of net lot area is required of each unit. The maximum building coverage is 45 percent and the same usable open space required for development in the MDR district is required for the HDR district.

Professional Office and Medical Zone (POM) – 5.8 du/acre

The Professional Office and Medical (POM) Zone specialized classification is designed to provide for local serving offices supporting uses and facilities consistent with the General Plan. This zone permits the development of multiple family dwelling units, with the exception of apartment hotels.

General Highway Commercial (GHC)
The General Highway Commercial (GHC) 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. Multiple-family dwellings are also conditionally permitted in this zone without a maximum prescribed density.

Central Business District (CBD) - 40 du/ac
The Central Business District (CBD) Zone is to provide areas in which pedestrian-oriented establishments, commercial business, service, and office facilities for the convenience of residents of the entire City may locate. Multiple-family dwellings are also conditionally permitted in this zone at a density of up to 40 units per acre, as prescribed in the General Plan.

Development standards specific to each zone district are designed to protect and promote the health, safety, and general welfare of residents as well as implement the policies of the General Plan. These standards also serve to preserve the character and integrity of existing neighborhoods. Specific residential development standards are summarized in Table 33. Generally, development standards can limit the number of units that may be constructed on a particular piece of property. These include density, minimum lot and unit sizes, height, and open space requirements. Limiting the number of units that can be constructed will increase the per-unit land costs and can, all other factors being equal, result in higher development costs that may impact housing affordability.

Table 33: Residential Development Standards

Zoning District	Maximum Building Height	Minimum Net Lot Area (sq. ft.)	Minimum Lot (ft.)		Setbacks (ft.)			Maximum Lot Coverage
			Width	Depth	Front	Rear	Side	
RE	35' (2 ½ stories)	15,000	75	n/a	50	30	20	30%
LDR		5,600	56	90	15	10	3-10	45%
MDC		3,500	45	n/a			4-10	
RMH	35' (2 stories)	2,400	35	60	5	5	5	n/a
MDR	35' (2 ½ stories)	6,000	60	n/a	15-20	10	3-10	45%
HDR	none			n/a	15-20		5-10	
POM		7,500	70	n/a	10		10	50%
GHC		none	n/a	n/a	15	15	15	none
CBD			None		none			

Source: City of Tracy Zoning Ordinance, ~~2009~~2015.
n/a = No prescribed minimum or maximum standard.

Parking requirements for single-family and multi-family residential uses in Tracy are summarized in Table 34. Although the provision of off-street parking can increase the cost of housing, Tracy's standards are reasonable as requirements for multi-family developments are equal to or less than requirements for single-family detached dwellings. Furthermore, given the commute pattern of residents, the parking requirements match the demand in the community. Guest space requirements for multi-family developments are also reasonable because these types of developments do not have private driveways for each unit to accommodate parking for guests as is required for new single-family homes. Nonetheless, because the increased cost of off-street parking can make financing the development of senior housing and housing affordable to lower and moderate income households more difficult, reduced parking and other incentives, concessions, or waivers and modifications of development standards are available for developers of affordable projects that are eligible for a density bonus.

Table 34: Parking Requirements

Type of Residential Development	Required Parking Spaces
Single-Family Residential	Two non-tandem enclosed (in garage) spaces per unit*
Multi-Family Dwellings	
Studio units and one-bedroom units	One and one-half spaces per unit, one of which shall be covered, plus one additional space marked "Guest" per every five units
Two-bedroom or more units	Two spaces with one covered per unit, plus one space marked "Guest" for every five residential units

Source: City of Tracy Zoning Ordinance, ~~2009~~2015.
** -Except for housing designated by the City as in a very low or low income housing program where only one of the two spaces per unit is required to be enclosed.*

The City recently adopted amendments to the Zoning Ordinance to incorporate Affordability by Design principles. For example, any use, including multi-family residential, may request a reduction in required parking based on a study or survey that illustrates that required parking is not warranted. Applicants may receive up to a 20 percent reduction of the otherwise required number of parking spaces pursuant to T.M.C. Section 10.08.3470(e). The City of Tracy has also relaxed the required distance between structures in the HDR Zoning District from the average height of the two buildings to 10 feet. This has provided for greater flexibility for the allowance and maximum usage of residential sites.

~~2.~~3. Provision for a Variety of Housing Opportunities

Housing element law specifies that jurisdictions must identify adequate sites to be made available through appropriate zoning and development standards to encourage the development of a variety of housing types for all economic segments of the population. This includes single-family homes, multi-family housing, second units, mobile homes, and residential care facilities. Table 35 below summarizes the various housing types permitted within the City's zoning districts.

Table 35: Housing Types Permitted by Zone

Housing Types	RE	LDR	MDC	RMH	MDR	HDR	POM	GHC	CBD
One-Family Dwelling	P	P	P		P	P			
Second Units	P	~~C~~P	P		P	P			
Manufactured Housing/ Mobile Homes	P	P			P	P			
~~Mobile Homes~~	~~C~~	~~P~~	~~C~~		~~C~~	~~C~~			
Mobile Home Parks	C	C	C	P	C	C			
Multi-Family			P		P	P	P	C	C
Residential Care Facility (less than 6 persons)	~~C~~P	~~C~~P	P		P	P	P		
Residential Care Facility (more than 6 persons)	C	C	C		~~P~~C	C	~~P~~		

Source: City of Tracy Zoning Ordinance, ~~2009~~2015.
Notes: P = Permitted C = Use Permit Required

One-Family Dwellings

A "one-family dwelling" is defined in the Zoning Ordinance as a detached building arranged, designed, or used for, and intended to be occupied by, not more than one family, and which building has not more than one primary kitchen and not less than one bathroom. Single-family dwellings are permitted in ~~the RE, LDR, MDC, MDR, and HDR~~all of the City's residential zones, with the exception of the RMH zone.

Secondary Residential Unit

Second units may be an alternative source of affordable housing to lower income households and seniors. A "secondary residential unit" is defined as a separate residential unit containing sleeping, kitchen, and bathroom facilities, and created on a lot in the Low Density Residential Zone (LDR) zone which already contains one legally created residential unit. A secondary residential unit may be created by the conversion of a portion of, or an addition to, an existing dwelling or by the construction of a new structure. ~~The City has approved three applications for secondary residential units since 2003.~~

~~The Tracy Municipal Code calls for secondary residential units to receive conditional use permit approval within the LDR zone, subject to the following standards:~~

- ~~The unit shall be exclusively for rental occupancy, or for occupancy by other family members. Sale or ownership separate from the principal dwelling is prohibited.~~
- ~~The lot on which the unit is to be located must have an area of at least 8,000 square feet.~~
- ~~The exterior of the unit must be constructed of the same general materials as the principal dwelling.~~
- ~~The unit must conform to all yard, coverage, and height requirements for the principal dwelling.~~
- ~~At least one additional off-street parking space is required.~~
- ~~The floor area must be no less than 300 square feet or more than 460 square feet.~~

The passage of AB 1866 (effective July 2003) requires cities to use a ministerial process to consider second units in effort to facilitate the production of affordable housing state-wide. Second units must be permitted in all residential zones where a primary single-family unit already exists. The City of Tracy is currently considering an amendment to the Zoning Ordinance that will permit the development of second units in the RE, LDR, MDC, MDR, and HDR zones. This amendment was reviewed by the Planning Commission in October 2015 and adoption is anticipated in November 2015.~~Since July 2003, the City has approved secondary residential units without conditional use permit approval. The City will amend the Zoning Ordinance to comply with AB 1866 within one year of adoption of the Housing Element.~~

Manufactured and Mobile Homes

Manufactured housing and mobile homes can be an affordable housing option for low and moderate income households. The California Department of Finance reported in 2009 that Tracy's housing stock included 476 mobile homes, or approximately two percent of the total housing units in the City. A mobile home built after June 15, 1976, certified under the National Manufactured Home Construction and Safety Act of 1974, and built on a permanent foundation may be located in any residential zone where a conventional single-family detached dwelling is permitted subject to the same restrictions on density and to the same property development regulations.

Currently, the City's Zoning Ordinance defines manufactured housing as "a home which conforms to the National Manufactured Housing Construction and Safety Standards Act of 1944." The City also includes a definition of factory-built housing and mobile home in the Zoning Ordinance. Factory-built housing is defined as "a home which conforms to the standards of the California Factory Built Housing Law of 1969." Mobile home is defined as "a vehicle or trailer designed or used as permanent or semi-permanent housing for human habitation, including any kind of mobile living or sleeping quarters." ~~None of these definitions complies with the National Manufactured Home Construction and Safety Act of 1974.~~

The City's Zoning Ordinance conditionally permits mobile home parks in ~~the RE, MDC, MDR, and HDR~~all of its residential zones, with the exception of the RMH zone where they are permitted by right. The City of Tracy is currently considering an amendment to the Zoning Ordinance ~~that will~~to permit the development of manufactured homes in the RE, LDR, MDR, and HDR zones. This amendment was reviewed by the Planning Commission in October 2015 and adoption is anticipated in November 2015.~~ Mobile homes are also permitted in the LDR zone. The City will amend its Zoning Ordinance to allow mobile homes that meet the building~~

~~standards and are installed on a permanent foundation in all residential zones where single-family dwelling are permitted.~~

Multiple-Family Housing

According to the ~~State Department of Finance~~American Community Survey, multiple-family housing ~~makes up~~comprised approximately ~~12~~ 13 percent of the ~~2009~~ housing stock in Tracy between 2009 and 2013 (Table 19 on page 40). Multiple-family housing is permitted within the MDC, MDR, HDR and POM zones~~ districts~~. Conditional use permits are required for the construction of multiple-family housing in the GHC and CBD zone districts.

Residential Care Facilities

~~Residential care facilities licensed or supervised by a Federal, State, or local health/welfare agency provide 24-hour non-medical care of unrelated persons who are handicapped and in need of personal services, supervision, or assistance essential for sustaining the activities of daily living or for the protection of the individual in a family-like environment.~~ The Lanterman Developmental Disabilities Services Act (Sections 5115 and 5116) of the California Welfare and Institutions Code declares that mentally and physically disabled persons are entitled to live in normal residential surroundings. The use of property for the care of six or fewer persons with mental disorders or disabilities is required by law. A State-authorized, certified or authorized family care home, foster home, or group home serving six or fewer persons with disabilities or dependent and neglected children on a 24-hour-a-day basis is considered a residential use to be permitted in all residential zones. No local agency can impose stricter zoning or building and safety standards on these homes (commonly referred to as "group" homes) of six or fewer persons with disabilities than are required of the other permitted residential uses in the zone.

In accordance with ~~Health and Safety Code Section 1566.3~~the Lanterman Act, all residential care facilities serving six or fewer persons are permitted without discretionary review in Tracy wherever a single-family home is permitted. In addition, the City allows ~~All five residential zones (RE, LDR, MDC, MDR, and HDR) allow~~ residential care facilities of seven or more persons in all of its residential zones with a Conditional Use Permit. Despite this policy, the City's Zoning Ordinance makes no specific provisions for residential care facilities of any size. The City will amend its Zoning Ordinance to fully comply with the provisions of the Lanterman Act by 20~~XX~~16.

It should be noted, however, that the lack of explicit provisions for residential care facilities in the Zoning Ordinance has not precluded the development of this housing type in the City. ~~A~~According to the State Department of Social Services~~,~~ Community Care Licensing Division, as of June 2015, ~~two~~ one licensed group home~~s~~ with ~~12~~ six beds, 16 licensed residential care facilities for the elderly with a combined capacity of 368 beds, and ~~five~~ seven licensed adult residential facilities with a combined capacity of ~~30~~ 95 beds, are located in Tracy.

~~Use Group 25 in the Zoning Ordinance includes foster homes, rooming houses, and homes for the aged serving six or fewer residents. These facilities are permitted in the MDR, HDR, and POM zones by right and in the LDR, LDC, and RE zones through issuance of a conditional use permit. Education and Institutional Uses (Use Group 26) with residential accommodations of~~

~~more than six are permitted in the MDR and POM zones and conditionally permitted in the RE, LDR, LDC, MDR, HDR zones.~~

~~The Community Care Facilities Act (California Health and Safety Code) and Lanterman Disability Services Act (California Welfare and Institution Code) require that State-licensed residential care facilities serving six or fewer persons (including foster care) must be treated as a regular residential use and therefore must be permitted by right in all residential zones allowing residential uses. These facilities cannot be subject to more stringent development standards, fees, or other standards than the same type of housing single family homes in the same district. The City will amend the Zoning Ordinance to permit residential care facilities for six or fewer persons by right where residential uses are permitted. Residential care facilities serving seven or more clients will be conditionally permitted in the _____ zone(s).~~

Emergency Shelters

Senate Bill 2, enacted in October 2007, requires local governments to identify one or more zoning categories that allow emergency shelters without discretionary review. The statute permits the City to apply limited conditions to the approval of ministerial permits for emergency shelters. The identified zone must have sufficient capacity to accommodate at least one year-round shelter and accommodate the City's share of the regional unsheltered homeless population. Tracy's share of the regional unsheltered homeless population is estimated to be 32 individuals.

~~The City of Tracy's Zoning Ordinance does not explicitly address emergency shelters. The City will amend its Zoning Ordinance within one year of adoption of the Housing Element to permit homeless shelters by right, without discretionary review, within the MDR and HDR zones, consistent with State law. Properties zoned MDR and HDR are located along major transportation corridors within the City. Many MDR and HDR properties are also located near Downtown Tracy, allowing easy access to public transportation and services. Over 20 acres of vacant MDR and HDR designated properties exist in the City. These zones will be more than able to accommodate, in vacant and underutilized properties or through conversion of older buildings, at least one emergency shelter for Tracy's homeless population of 32 homeless individuals.~~

The City of Tracy is currently considering an amendment to the Zoning Ordinance that will add a definition of emergency shelters to the Municipal Code and permit their development in the MDC, MDR, and HDR zones by right without discretionary review. Emergency shelters will be subject to the following additional development standards:

- Concentration. An emergency homeless shelter may not be located closer than 300 feet from another emergency homeless shelter.
- On-site resident manager. An emergency homeless shelter shall have a resident, on-site manager.

This amendment was reviewed by the Planning Commission in October 2015 and adoption is anticipated in November 2015.

Transitional and Supportive Housing

State law (AB 2634 and SB 2) requires local jurisdictions to address the provisions for transitional and supportive housing. Under Housing Element law, transitional housing means buildings configured as rental housing developments, but operated under program requirements that require the termination of assistance and recirculation of the assisted unit to another eligible program recipient at a predetermined future point in time that shall be no less than six months from the beginning of the assistance (California Government Code Section 65582(h)).

Supportive housing means housing with no limit on length of stay, that is occupied by the target population and is linked to an onsite or offsite service that assists the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community. Target population means persons with low incomes who have one or more disabilities, including mental illness, HIV/AIDS, substance abuse, or other chronic health condition, or individuals eligible for services provided pursuant to the Lanterman Developmental Disabilities Services Act (Division 4.5 (commencing with Section 4500) of the Welfare and Institutions Code) and may include, among other populations, adults, emancipated minors, families with children, elderly persons, young adults aging out of the foster care system, individuals exiting from institutional settings, veterans, and homeless people (California Government Code Sections 65582(f) and (g)).

The City of Tracy is currently considering an amendment to the Zoning Ordinance that will add a definition of transitional housing and supportive housing to the Municipal Code. Transitional housing will be defined as "a building configured for rental housing, but operated under program requirements that call for the termination of assistance and recirculation of the assisted unit to another eligible program recipient at some predetermined future point in time that is not less than six months from beginning of assistance. Transitional housing that is provided in single-family, two-family, or multi-family dwelling units will be permitted, conditionally permitted or prohibited in the same manner as other single-family, two-family, or multi-family dwelling units under this code."

Supportive housing will be defined as "housing with no limit on the length of stay, that is occupied by persons with disabilities and individuals or families that are homeless at the time approved for occupancy, and that is linked to on-site services that assist the supportive housing resident in retaining the housing, thereby improving the residents health status, and maximizing his or her ability to live and, when possible and applicable, work in the community. Supportive housing that is provided in single-family, two-family, or multi-family dwelling units will be permitted, conditionally permitted or prohibited in the same manner as other single-family, two-family, or multi-family dwelling units under this code."

This amendment was reviewed by the Planning Commission in October 2015 and adoption is anticipated in November 2015.
~~California Health and Safety Code (Section 50675.2) defines "transitional housing" and "transitional housing development" as buildings configured as rental housing developments, but operated under program requirements that call for the termination of assistance and~~

~~recirculation of the assisted unit to another eligible program recipient at some predetermined future point in time, which shall be no less than six months. Residents of transitional housing are usually connected to supportive services designed to assist the homeless in achieving greater economic independence and a permanent, stable living situation. Transitional housing can take several forms, including group quarters with beds, single-family homes, and multi-family apartments and typically offers case management and support services to help return people to independent living (often six months to two years).~~

~~Transitional housing facilities are not explicitly addressed in the City's Zoning Ordinance. The City will amend its Zoning Ordinance, within one year of adoption of the Housing Element, to differentiate transitional housing in the form of group quarters versus as regular housing developments. For transitional housing facilities that operate as regular housing developments, such uses will be permitted where housing is otherwise permitted. For transitional housing facilities that operate as group quarters, such facilities will be permitted as residential care facilities. Potential conditions for approval of large residential care facilities (for more than six persons) as transitional housing may include hours of operation, security, loading requirements, noise regulations, and restrictions on loitering. Conditions would be similar to those for other similar uses and would not serve to constrain the development of such facilities.~~

~~Supportive Housing~~

~~Supportive housing links the provision of housing and social services for the homeless, people with disabilities, and a variety of other special needs populations. California Health and Safety Code (Section 50675.2) defines "supportive housing" as housing with no limit on length of stay, that is occupied by the low income adults with disabilities, and that is linked to on-site or off-site services that assist the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community. Target population includes adults with low incomes having one or more disabilities, including mental illness, HIV or AIDS, substance abuse, or other chronic health conditions, or individuals eligible for services provided under the Lanterman Developmental Disabilities Services Act (Division 4.5, commencing with Section 4500, of the Welfare and Institutions Code) and may, among other populations, include families with children, elderly persons, young adults aging out of the foster care system, individuals exiting from institutional settings, veterans, or homeless people.~~

~~Similar to transitional housing, supportive housing can take several forms, including group quarters with beds, single-family homes, and multi-family apartments. Supportive housing usually includes a service component either on- or off-site to assist the tenants in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community.~~

~~The Tracy Zoning Ordinance does not currently address the provision of supportive housing. The Zoning Ordinance will be amended to differentiate supportive housing in the form of group quarters versus regular housing developments. For supportive housing facilities that operate as regular housing developments, such uses will be permitted by right where housing is otherwise permitted. For supportive housing facilities that operate as group quarters, such facilities will be permitted as residential care facilities. Potential conditions for approval of~~

~~supportive housing for more than six persons may include hours of operation, security, loading requirements, noise regulations, and restrictions on loitering. Conditions would be similar to those for other similar uses and would not serve to constrain the development of such facilities.~~

Single Room Occupancy Units (SROs)

SRO units are one-room units intended for occupancy by a single individual. They are distinct from a studio or efficiency unit, in that a studio is a one-room unit that must contain a kitchen and bathroom. Although SRO units are not required to have a kitchen or bathroom, many SROs have one or the other and could be equivalent to an efficiency unit. AB 2634 mandates that local jurisdictions address the provision of housing options for extremely low- income households—specifically the provision of SROs.

The City of Tracy is currently considering an amendment to the Zoning Ordinance that will add a definition of SROs to the Municipal Code and permit their development in the MDR and HDR zones. SROs will also be conditionally permitted in the MDC zone. This amendment was reviewed by the Planning Commission in October 2015 and adoption is anticipated in November 2015.
~~The Tracy Zoning Ordinance does not contain specific provisions for SRO units. The City will amend its Zoning Ordinance to facilitate the provision of SROs consistent with SB 2 enacted in 2007. The Zoning Ordinance will be amended within one year of the adoption of the Housing Element to permit SROs with a Conditional Use Permit in the MDR and GHC zones.~~

Farmworker Housing

The California Employee Housing Act requires that housing for six or fewer employees be treated as a regular residential use. The Employee Housing Act further defines housing for agricultural workers consisting of 36 beds or 12 units be treated as an agricultural use and permitted where agricultural uses are permitted.

The City of Tracy permits crop and tree farming in the A, LDR, MDC, MDR, and HDR zone~~Approximately 209 residents of Tracy were identified by the 2000 Census as being employed in farming, fishing, or forestry occupations, however, the City's 2006 General Plan does not designate any land within City limits as agricultural land.~~

~~Within the City's Sphere of Influence, 1,230 acres of land are designated for agricultural use. Allowable land uses within this general agricultural designation include livestock ranges, animal husbandry, field crops, tree crops, nurseries, greenhouses, agricultural related residences and structures, public parks and recreational areas, farm employee residences and agricultural offices. Application of treated effluent is also allowed on this land. However, these agricultural lands are all outside City limits.~~s. However, farm employee housing is not similarly permitted in these zones. The City's Zoning Ordinance also has no provisions for employee housing. City staff will amend the Zoning Ordinance by 2016 to include provisions for farm employee housing and employee housing pursuant to the California Employee Housing Act.

Housing for Persons with Disabilities

Both the federal Fair Housing Amendment Act (FHAA) and the California Fair Employment and Housing Act direct local governments to make reasonable accommodations (i.e. modifications or exceptions) in their zoning laws and other land use regulations when such accommodations may be necessary to afford disabled persons an equal opportunity to use and enjoy a dwelling. The City conducted an analysis of the zoning ordinance, permitting procedures, development standards, and building codes to identify potential constraints for housing for persons with disabilities. The City's policies and regulations regarding housing for persons with disabilities are described below.

Land Use Controls: Under State Lanterman Developmental Disabilities Services Act (aka Lanterman Act), small licensed residential care facilities for six or fewer persons must be treated as regular residential uses and permitted by right in all residential districts.

All residential care facilities serving six or fewer persons are permitted without discretionary review in Tracy wherever a single-family home is permitted. All ~~five~~ residential zones ~~(RE, LDR, MDC, MDR, and HDR)~~also allow residential care facilities of seven or more persons with a Conditional Use Permit. The City will amend its Zoning Ordinance by 2016 to reflect this current policy and fully comply with the provisions of the Lanterman Act.
~~State-licensed residential care facilities serving six or fewer clients are permitted only in the MDR, HDR, and POM zones (see detailed discussion under Residential Care Facilities). The City will amend its Zoning Ordinance, within one year of adoption of the Housing Element, to permit small residential care facilities serving six or fewer persons (including adult and senior residential facilities, as well as small family homes) in all residential zones.~~

~~Large residential care facilities serving more than six persons are permitted in the MDR and POM zones. These facilities are also conditionally permitted in the RE, LDR, and HDR zones. The City has not adopted a spacing requirement for residential care facilities.~~

Definition of Family: Local governments may restrict access to housing for households failing to qualify as a "family" by the definition specified in the Zoning Ordinance. Specifically, a restrictive definition of "family" that limits the number of and differentiates between related and unrelated individuals living together may illegally limit the development and siting of group homes for persons with disabilities, but not for housing families that are similarly sized or situated.[6] The City of Tracy is currently considering an amendment to the Zoning Ordinance that will modify the definition of "family" to "one or more persons occupying a single dwelling unit, under no more than one written or oral rental agreement." This amendment was reviewed by the Planning Commission in October 2015 and adoption is anticipated in November 2015.

[6] California court cases (City of Santa Barbara v. Adamson, 1980 and City of Chula Vista v. Pagard, 1981, etc.) have ruled an ordinance as invalid if it defines a "family" as (a) an individual; (b) two or more persons related by blood, marriage, or adoption; or (c) a group of not more than a specific number of unrelated persons as a single housekeeping unit. These cases have explained that defining a family in a manner that distinguishes between blood-related and non-blood related individuals does not serve any legitimate or useful objective or purpose recognized under the zoning and land use planning powers of a municipality, and therefore violates rights of privacy under the California Constitution.

~~The City of Tracy Zoning Ordinance defines a "family" as "any number of persons living or cooking together on the premises as a single dwelling unit, but it shall not include a group of more than four (4) individuals not related by blood or marriage or legal adoption." This definition of a family limits the number of non-related individuals in a household and may be construed as restrictive to housing for persons with disabilities (e.g. residential care facilities). The City will amend its definition of a family in the Zoning Ordinance to eliminate any requirements on the number of persons constituting a family.~~

Building Codes: The Building and Safety Division actively enforces ~~2007~~ ~~2010~~2013 California Building Code provisions that regulate the access and adaptability of buildings to accommodate persons with disabilities. No unique restrictions are in place that would constrain the development of housing for persons with disabilities. Government Code Section 12955.1 requires that 10 percent of the total dwelling units in multi-family buildings without elevators consisting of three or more rental units or four or more condominium units subject to the following building standards for persons with disabilities:

- The primary entry to the dwelling unit shall be on an accessible route unless exempted by site impracticality tests.
- At least one powder room or bathroom shall be located on the primary entry level served by an accessible route.
- All rooms or spaces located on the primary entry level shall be served by an accessible route. Rooms and spaces located on the primary entry level and subject to this chapter may include but are not limited to kitchens, powder rooms, bathrooms, living rooms, bedrooms, or hallways.
- Common use areas shall be accessible.
- If common tenant parking is provided, accessible parking spaces is required.

Reasonable Accommodation: Both the Federal Fair Housing Act and the California Fair Employment and Housing Act direct local governments to make reasonable accommodations (i.e. modifications or exceptions) in their zoning laws and other land use regulations when such accommodations may be necessary to afford disabled persons an equal opportunity to use and enjoy a dwelling. For example, it may be reasonable to accommodate requests from persons with disabilities to waive a setback requirement or other standard of the Zoning Ordinance to ensure that homes are accessible for the mobility impaired. Whether a particular modification is reasonable depends on the circumstances.

The City of Tracy is currently considering an amendment to the Zoning Ordinance that will add a formal reasonable accommodations procedure to the Municipal Code. This amendment was reviewed by the Planning Commission in October 2015 and adoption is anticipated in

November 2015.~~The City currently has no established process in place and reasonable accommodations are granted on a case-by-case basis. The City will amend the Zoning Ordinance to implement a reasonable accommodation procedure to address reasonable accommodation requests.~~

~~**Permits and Fees**: As there is no established procedure in place, no specific permits or fees are required for reasonable accommodation requests.~~

~~3.~~4. Development and Planning Fees

Residential developers are subject to a variety of fees and exactions to process permits and provide necessary services and facilities as allowed by State law. In general, these development fees can be a constraint to the maintenance, improvement, and development of housing because the additional cost borne by developers contributes to overall increased housing unit cost. However, the fees are necessary to maintain adequate planning services and other public services and facilities in the City. The City's permit processing and development impact fee schedule for residential development are displayed in Table 36. Most permit processing fees are levied on a full cost recovery basis to recoup actual administrative costs incurred to the City during the development review process. Development impact fees are levied to offset fiscal impacts of new developments.

Table 36: Permit Processing Fees

Type	Amount
Conditional Use Permit	
~~5+ lots~~Class A	~~$ 9,595 ($960)~~$5,905 ($608)
~~3-4 lots~~Class B	~~$ 5,300 ($530)~~$3,760 ($390)
~~1-2 lots~~	~~$ 3,375 ($340)~~
Development Review	
~~5+ lots~~Class A	~~$3,800~~$4,361
~~3-4 lots~~Class B	~~$2,700~~$3,098
Environmental Initial Study/Negative Declaration	~~$1,420~~$1,582
Environmental Impact Report	~~Reimbursement~~ Cost Recovery Agreement
General Plan Amendment	~~Reimbursement~~ Cost Recovery Agreement
Planned Unit Development	~~$7,850~~$8,746
Planning Commission Determination	~~$1,005~~$1,120
Residential Growth Allotment	~~$1,669~~$1,859
Specific Plan Amendment	~~$5,100~~$5,682
Tentative Parcel Map	~~$7,300~~$8,133
Tentative Subdivision Map	
5-100 lots	~~$10,000~~$11,141
101+ lots	~~$15,600~~$17,380
Variance	~~$672~~$749
Zone Change	~~$2,550~~$2,841

Source: City of Tracy, Development and Engineering Services (DES) Department ~~Application Processing~~ Master Fee Schedule, ~~2008~~11~~2015~~.

~~Notes:~~

( ) = Fee for non-profit organizations.

Notes:

1. Class A = 4 or more units

2. Class B = 1-3 units

A typical development is also expected to pay a variety of impact fees to ensure the adequate provision of infrastructure, services, and facilities. The exact fees to be paid depend on the location of the projects. Typical application processing costs to the City for a residential project range between $15,000 to $40,000. Technical studies (such as traffic, sewer, water, or CEQA) can cost between $10,000 to $60,000 per residential subdivision or apartment complex. Development impact fees for a recent 21-unit single-family subdivision totaled approximately $50,000 per unit. For a recent 300-unit multi-family development, fees totaled approximately $25,000 per unit. Appendix C~~D~~ shows the development impact fees for a typical single-family unit and a typical multi-family unit.

~~Building permit fees are collected by the City of Tracy in accordance with State law. Building permit fees (plan check, inspection, electrical, mechanical, and plumbing) are typically received when building permits are issued. Tracy's building permit fees have not changed since 1997.~~

~~The following fees are included in the category of building permit fees:~~

- ~~Building plan check fees~~

- Permit (inspection) fees
  - The amount due for each permit in these two categories is directly from Chapter 3 of the Uniform Administrative Code and is based on a project's valuation (as determined by the ICC Building Valuation Data Table).
- Electrical, mechanical, and plumbing permit fees -.
  These fees are primarily based on the number and type of fixtures.
- Strong Motion Implementation Program fee -
  This is a State-imposed fee, collected by all local jurisdictions on behalf of the California Department of Conservation.
- California Building Standards Commission fee -
  This is a State-imposed fee collected by all local jurisdictions and sent directly to the Commission.
- Digitizing Fee -
  This fee offsets costs of electronic, long term archives and document storage. Its rate is based on the size and number of pages of construction documents, typically costing less than $10 per residential dwelling unit.

Building permit fees vary by project, based on the size of each home, the number and type of electrical, mechanical, and plumbing fixtures, and the project's valuation. Typically, total building permit fees for a 1,862- square- foot single family home are approximately $3,295. A 2,032- square- foot duplex would pay approximately $1,642 per unit. A 40,723- square- foot, 50-unit apartment complex would pay approximately $766 per unit. These fees represent a minute percentage of the overall development cost of a housing unit and therefore do not serve to constrain housing development.

The City collects fees to offset the costs of plan check and inspections for public right-of-way improvements (such as streets, sidewalks, street lights, and utilities). The public improvement plan check and inspection fees, combined, are 9.28% percent of the public improvement construction costs. Other Engineering processing fees include those for grading permits, final map review, and subdivision improvement agreements. A recent single-family home subdivision paid approximately a total of $_____6,888 per single-family home lot in Engineering plan check fees, and inspection fees, final map review, improvement agreements, and related subdivision improvement and documentation fees.[7] While this project's fees are slightly higher than normal because of the oversizing this project performed for future development areas, it is one of the most recent subdivisions in Tracy..

As shown in Table 37, development impact fees vary depending on housing type and the location of the project. Tracy Unified School District, which covers kindergarten through eighth grade, collects a school facilities mitigation fee of $5.32 per square foot of new residential construction. Rather than paying the per-square-foot fee, some single-family residential projects have entered into mitigation agreements requiring payments of $13,721 at building permit issuance or $14,249 at the time the home is sold by the builder.

In the South Industrial Specific Plan area, a developer can expect to pay $32,933 in total development impact fees for a typical single-family dwelling unit. For a small multi-family

[7] Norm Soaras, Bright Development. The project in reference is the 71-lot Southgate Subdivision.

~~project (2-4 units), development impact fees total approximately $23,843 per unit, and for large multi-family projects (5+ units), fees total approximately $20,448 per unit. In the Infill Planning area, a developer can expect to pay $38,859 in total development impact fees for a typical single-family dwelling unit. For a small multi-family project (2-4 units), development impact fees total approximately $32,433 per unit, and for large multi-family projects (5+ units), fees total approximately $25,057 per unit. These fees usually represent between 15 to 20 percent of the total development costs and are comparable to developments in other Central Valley communities.~~

While the City's fees are tied to the costs of providing necessary services, they can impact the development of affordable housing. The City has several ~~regulations~~ policies in place ~~that~~to facilitate the development of affordable housing, including: increased ~~the~~ priority ~~-~~under the Growth Management Ordinance, decreased construction costs through reduced standards (i.e. reduced parking, etc.), ~~or~~ and ~~eliminate zoning requirements (such as density bonus) for affordable housing.~~ reduced fees. ~~The Community Development Agency also helps finance affordable housing projects. In addition, some of the City's processing fees are reduced for nonprofit organizations.~~

~~Typical application processing costs to the City for a residential project range between $15,000 to $40,000. Technical studies (such as traffic, sewer, water, or CEQA) can cost between $10,000 to $60,000 per residential subdivision or apartment complex. Development impact fees for a recent 21-unit single-family subdivision totaled approximately $50,000 per unit. For a recent 300-unit multi-family development, fees totaled approximately $25,000 per unit. These fees represent a very small percentage of overall development costs and do not serve to constrain housing development.~~

~~4.~~5. On- and Off-Site Improvements

Requirements for on- and off-site improvements vary depending on the presence of existing improvements, as well as the size and nature of the proposed development. In general, the City requires the following improvements and facilities for new developments:

- *Frontage improvements*. The frontage of each lot is required to be improved consistent with the geometric sections of the Roadway Master Plan, including street structural section, curbs, gutters, sidewalks, driveway approaches, transitions, landscaping and street lighting

- *Storm drainage*. Stormwater runoff must be collected and conveyed by an approved storm drain system that provides for the protection of abutting and off-site properties. Off- and/or on-site storm drain improvements and/or detention or retention basins may be required to satisfy this requirement.

- *Water supply*. Each unit or lot must be served by the City water system, with a separate water meter.

- *Underground utilities*. All existing and proposed utilities must be placed underground. Street lighting must also be provided to the standards specified in the City's design documents. Developers must deposit with the City sufficient money to pay for the energy and maintenance of such street-lighting for a period of 18 months or secure funding for lighting through a landscape and lighting maintenance district.

- *Other improvements*. Other improvements, including but not limited to, street lights, fire hydrants, signs, street trees and shrubs, landscaping, irrigation, and monuments, or fees in lieu of any of the above may also be required.

- *Street Design*. The City of Tracy street design criteria are summarized in the table below (Table 37). Alternative street designs are permitted within specific plan areas.

Table 37: Street Design Criteria

Design Criteria	Right of Way	Curb to Curb
Residential Streets (<500 VPD)	56'	36'
Minor Residential Collector (500-2,000 VPD)	60'	40'
Major Residential Collector (2,000-5,000 VPD)	86'	56'
Minor Arterial (5,000-12,000 VPD)	114'	64'

Source: City of Tracy, ~~2009~~2015.
VPD=Vehicles per day

~~5.~~6. Building Codes and Enforcement

In addition to land use controls, local building codes also affect the cost of housing. The City currently implements the ~~2007~~ 2013 California Building Codes, which are based on the International Building Codes. The California Building Codes establish standards and requires inspections at various stages of construction to ensure code compliance and minimum health and safety standards. Although these standards may increase housing production costs, these standards are mandated by the State of California and are intended to provide structurally sound, safe, and energy-efficient housing.

~~6.~~7. Local Permits and Processing Times

The processing time needed to obtain development permits and required approvals is commonly cited by the development community as a prime contributor to the high cost of housing. Depending on the magnitude and complexity of the development proposal, the time that elapses from application submittal to project approval may vary considerably. Factors that can affect the length of development review on a proposed project include: completeness of the development application submittal, responsiveness of developers to staff comments and

requests for information, and projects that are not exempt from the California Environmental Quality Act (CEQA), require rezoning or general plan amendment, or are subject to a public hearing before the Planning Commission or City Council.

Certainty and consistency in permit processing procedures and reasonable processing times is important to ensure that the development review/approval process does not discourage developers of housing or add excessive costs (including carrying costs on property) that would make the project economically infeasible. The City is committed to maintaining comparatively short processing times. Total processing times vary by project, but most residential projects are approved in two to four months. Table 38 provides a detailed summary of the typical processing procedures and timelines of various types of projects in the City.

Table 38: Processing Times

Project Type	Reviewing Body	Public Hearing Required	Appeal Body (if any)	Estimated Total Processing Time
Single-Family Subdivision	Planning Commission*	Yes	City Council	2-4 months
Multiple-Family	DES Director	Yes	Planning Commission	2-4 months
Multiple-Family (with subdivisions)	Planning Commission*	Yes	City Council	2-4 months
Mixed Use	Planning Commission	Yes	City Council	2-4 months

**City Council would grant final approval if the Tentative Map is a "Vesting" Map. If not Vesting, Planning Commission has final approval authority. All projects are assumed to have proper general plan, zoning, and CEQA clearance.*

The processing time for the most common residential development applications are summarized in Table 39. These applications are often processed concurrently. Depending on the level of environmental review required, the processing time for a project may be lengthened. Given the relatively short time periods required for processing residential development applications in Tracy, the City's permit processing procedures are not a significant constraint on residential development.

Table 39: Approximate Processing Times

Process/Application	Time
Conditional Use Permit	2-3 months
Development Review	1-3 months
General Plan Amendment	3-4 months
Environmental Impact Reports	6-12 months
Plan Check/Building Permits	1-3 months
Tentative Map	2-3 months
Variance	1-2 months
Zone Change	3-4 months

Source: City of Tracy Planning Department, 2015~~09~~.

Development Review

A Development Review Permit is required for all housing developments or improvements that require a building permit, except for single-family and two-family residences. An application, including an initial environmental study and site/architectural plans, must be submitted to the City's Development and Engineering Services (DES) Department. Site plan and architectural reviews are completed within the Development Review process. The DES Director reviews applications and has the authority to approve, conditionally approve, or deny an application. In reviewing and evaluating an application, the Director considers the following aspects:

- Conformity with various zoning provisions;
- The height, bulk, and area of buildings;
- The types of buildings and installations;
- The physical and architectural relationship with the existing and proposed structures;
- The site layout, orientation, and location of the buildings and relationships with open areas and topography;
- The height, materials, colors, and variations in boundary walls, fences, and screen plantings;
- The location and type of landscaping, including, but not limited to, off-street parking areas; and
- The appropriateness of the sign design and exterior lighting.

Conditional Use Permit

In all zoning districts, specified conditional uses are permitted subject to the granting of a Conditional Use Permit. Because of their potentially incompatible characteristics, conditional uses require special consideration so that they may be located properly with respect to their effects on surrounding properties. In order to achieve these purposes, the Planning Commission has the authority to grant or deny applications for use permits and to impose reasonable conditions upon the granting of Conditional Use Permits.

A public hearing is required for each application for a conditional use permit. Hearings must be held within 30 days after the date the application was filed. Notice of the public hearing must given at least 10 days, but not more than 20 days, prior to the date of the hearing. At the public hearing, the Commission reviews each application and receives applicable evidence and testimony concerning the proposed use and the proposed conditions. The Commission must decide on each application within 40 days of the closing of the public hearing.

In recommending the approval of a Conditional Use Permit, the Commission can impose a variety of conditions that are deemed necessary to protect the public health, safety, and general welfare. Such conditions may include:

- Special yards, spaces, and buffers;
- Fences and walls;
- The surfacing of parking areas and provisions for surface water drainage, subject to City specifications;
- Requiring street dedications and improvements, including service roads or alleys when practical;

- The regulation of the points of vehicular ingress and egress;
- The regulation of signs;
- Requiring the maintenance of the grounds;
- Requiring landscaping and the maintenance thereof;
- The regulation of noise, vibration, odors, and other similar characteristics;
- The regulation of the time for certain activities to be conducted on the site;
- The time period within which the proposed use shall be developed;
- A bond, deposit of money, or letter of credit for the completion of the street improvements and other facilities or for the removal of such use within a specified period of time to assure faithful performance on the part of the applicant.

~~7.~~8. State Tax Policies and Regulations

Proposition 13

Proposition 13 is a voter initiative that limits increases in property taxes except when there is a transfer of ownership. This initiative may have increased the cost of housing by forcing local governments to pass on more of the costs of housing development to new homeowners.

Federal and State Environmental Protection Regulations

Federal and State regulations require environmental review of proposed discretionary projects (e.g., subdivision maps, use permits, etc.). Costs, resulting from fees charged by local government and private consultants needed to complete the environmental analysis and from delays caused by the mandated public review periods, are also added to the cost of housing and passed on to the consumer. However, the presence of these regulations helps preserve the environment and ensure environmental quality for Tracy residents.

~~B.~~C. Environmental and Infrastructure Constraints

A community's environmental setting affects the feasibility and cost of developing housing. Environmental issues range from the availability of water to the suitability of land for development due to potential exposure to seismic, flooding, wildfire and other hazards. If not properly recognized and accommodated in residential design, these environmental features could potentially endanger lives and property. This section summarizes these potential constraints on residential development in Tracy.

1. Geologic and Seismic Hazards

There are four Seismic Zones in the United States, which are ranked according to their seismic hazard potential. Zone 1 has the least seismic potential and Zone 4 has the highest seismic potential. The City of Tracy lies primarily within Seismic Zone 3, while parts of the Tracy Hills Specific Plan area lie in Zone 4. The California Building Code contains special standards and regulations for each zone to ensure that all new construction will withstand forces associated with a major earthquake.

There are numerous faults within and around the City of Tracy. Major faults near the City include the San Andreas, Calaveras, Hayward and Concord-Green Valley faults. These faults have historically been the source of earthquakes felt in Tracy. The Carnegie/Corral Hollow fault, considered active, runs roughly northeast-southeast along the southern boundary of the Lawrence Livermore National Laboratory Site 300. The Black Butte and Midway faults, which are potentially active, lie near the City's boundaries and may pose potential seismic hazards for the Planning Area. The Tracy-Stockton fault, which passes beneath the City of Tracy in the deep subsurface, is considered inactive. The Elk Ravine fault, which is considered inactive, lies between the Carnegie/Corral Hollow, Black Butte and Midway faults.

There are a series of specific hazards that are caused by earthquakes, including ground rupture, ground shaking, liquefaction and expansive soils. Due to its seismic and geologic conditions, the City of Tracy is subject to several of these hazards, including a moderate potential for liquefaction, as well as a moderate to high potential for expansive soils depending on the specific soil conditions and location. The Safety Element of the City's General Plan includes goals, policies, and actions that are designed to reduce the risks of these hazards, including requiring underground utilities and geotechnical reports.

For all new construction, the City requires geotechnical reports and other analyses, where necessary, to analyze potential soils or geologic hazards. The California Building Code, enforced by the City's Development and Engineering Services Department, contains design and development regulations to ensure that all new construction will withstand forces associated with geologic and seismic hazards.

2. Flooding

Floodplain zones are determined by the Federal Emergency Management Agency (FEMA) and used to create Flood Insurance Rate Maps (FIRMs) that designate these zones. These maps assist cities in mitigating flooding hazards through land use planning and building permit requirements. FEMA outlines specific regulations for any construction, whether residential, commercial or industrial within 100-year floodplains. The floodplain is the relatively level land area on either side of the banks of a stream subject to flooding. The 100-year floodplain is the area subject to flooding based on a storm event that is expected to occur every 100 years on average, based on historical data.

The most recent FIRM for the City of Tracy is dated October 16, 2009. According to this FIRM, the majority of land within City limits is included in Zone X, the designation for lands outside of the 100-year floodplain. Two areas along the northern portion of the City fall within FIRM Zone AE, which indicates the 100-year floodplain. Furthermore, the majority of land within the city limit and SOI is located outside of the 200-year floodplain, although there are small areas in the northern portions of the city limit and SOI that are within the preliminary 200-year floodplain boundary. New construction and substantial improvements to structures are required to "have the lowest floor (including the basement) elevated at least one foot above the base flood level" or be of flood-proof construction.

The Safety Element of the City's General Plan also includes goals and policies that are designed to reduce the risks of flooding hazards in the City. These policies include:

- Limiting development on lands within the 100-year flood zone
- Preventing the construction of flood barriers within the 100-year flood zone that divert flood water or increase flooding in other areas
- Encouraging to purchase National Flood Insurance, which reduces the financial risk from flooding and mudflows
- Implementing floodplain overlay zones provided by FEMA

The Federal Emergency Management Agency (FEMA) determines the locations of floodplains and designates the locations of flood zones on Flood Insurance Rate Maps. Specific regulations are enforced by the City on all new construction to ensure that the lowest floor is at least one foot above the base flood level or that the structure is flood-proof. All sites zoned for residential development or identified to provide sites to meet the RHNA, however, are outside the 100-year floodplain.

3. Wildland Fires

The risk of wildland fires is related to a combination of factors, including winds, temperatures, humidity levels and fuel moisture content. Of these four factors, wind is the most crucial. Steep slopes also contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Features in some parts of the Planning Area, including highly flammable vegetation, and warm and dry summers with temperatures often exceeding 100 degrees Fahrenheit, create a situation that results in potential wildland fires. Where there is easy human access to dry vegetation, fire hazards increase because of the greater chance of human carelessness. High hazard areas include outlying residential parcels and open lands adjacent to residential areas.

To quantify this potential risk, the California Department of Forestry (CDF) has developed a Fire Hazard Severity Scale that utilizes three criteria in order to evaluate and designate potential fire hazards in wildland areas. The criteria are fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents) and topography (degree of slope).

The Safety Element of the City's General Plan also includes goals and policies that are designed to reduce the risks of wildland fire hazards in the City. These policies include:

- Limiting development in areas with steep terrain
- Requiring new developments to satisfy fire flow and hydrant requirements
- Incorporating drought-resistant and fire-resistant plants in areas subject to wildland fires.
- Regularly training the City of Tracy Fire Department for urban and wildland firefighting conditions.

High fire hazard areas include outlying residential parcels and open lands adjacent to residential area. All new development in Tracy is required to satisfy fire flow and hydrant requirements. No sites improved with residential development to meet or exceed the RHNA are in a high fire hazard area.

4. Hazardous Materials and Waste

Products as diverse as gasoline, paint solvents, film processing chemicals, household cleaning products, refrigerants and radioactive substances are categorized as hazardous materials. What remains of a hazardous material after use or processing is considered to be a hazardous waste. The handling, transportation and disposal of such waste is of concern to all communities. Improper handling of hazardous materials or wastes may result in significant effects to human health and the environment.

Many businesses and residents in Tracy use hazardous materials and generate some amount of hazardous waste. The most common hazardous waste in Tracy are generated from gasoline service stations, dry cleaners, automotive mechanics, auto body repair shops, machine shops, printers and photo processors, and agriculture. Most of these wastes are petroleum-based or hydrocarbon hazardous waste and include cleaning and paint solvents, lubricants and oils. However, medical wastes, defined as potential infectious waste from sources such as laboratories, clinics and hospitals, are also included among the hazardous wastes found in Tracy.

Hazardous materials and hazardous wastes in Tracy are heavily regulated by a range of federal, State and local agencies. One of the primary hazardous materials regulatory agencies is the California Environmental Protection Agency, Department of Toxic Substances Control (DTSC). DTSC is authorized by the U.S. Environmental Protection Agency (EPA) to enforce and implement federal hazardous materials laws and regulations.

San Joaquin County has prepared a Hazardous Material Area Plan, in accordance with the California Health and Safety Code (HSC) (Division 20, Chapter 6.95, §25500 et seq.) and California Code of Regulations (CCR) (Title 19, Article 3, §2270 et seq.). The Plan is designed to protect human health and the environment through hazardous materials emergency planning, response and agency coordination and community right-to-know programs. The Plan outlines the roles and responsibilities of federal, State, and local agencies in responding to hazardous material releases and incidents. The City of Tracy's Police and Fire Departments work with San Joaquin County to implement this plan.

The City of Tracy participates with San Joaquin County in a household hazardous waste program. ~~Approximately 45,642 pounds of household hazardous waste was collected from the events hosted in Tracy.~~ Tracy residents can also access the permanent household hazardous waste consolidation facility located in Stockton.

The County Office of Emergency Services (OES) administers the Emergency Planning and Community Right-to-Know program for the Tracy Planning Area. Under Chapter 6.95 of the California Health and Safety Code and the Federal Resource Conservation and Recovery Act, any business storing quantities of hazardous materials greater than 55 gallons of liquid, 500 pounds of solid or 200 cubic feet of some compressed gasses must file a hazardous materials business plan annually that establishes incident prevention measures, hazardous material handing protocols and emergency response and evacuation procedures.

The Safety Element of the City's General Plan also includes goals and policies that are designed to reduce the risks associated with hazardous materials and waste in the City. These policies include:

- Requiring developers to conduct the necessary level of environmental investigation to ensure that soils, groundwater and buildings affected by hazardous material releases from prior land uses and lead or asbestos potentially present in building materials, will not have a negative impact on the natural environment or health and safety of future property owners or users.
- Requiring new pipelines and other channels carrying hazardous materials avoid residential areas and other immobile populations to the extent possible.
- Maintaining formally-designated hazardous material carrier routes to direct hazardous materials away from populated and other sensitive areas.

- Most hazardous wastes in Tracy include cleaning and paint solvents, lubricants and oils. Medical wastes are also included among the hazardous wastes found in Tracy. The City works with appropriate County and State agencies to ensure compliance with all hazardous materials and waste safety regulations. No new residential development will be subject to significant risks from hazardous materials or waste.

5. Water Supply

~~The City of Tracy provides water service to all of its residents. The City has 23,414 metered service connections, 22,253 of which are residential users and 1,161 are commercial or industrial users.~~

Tracy obtains water from both surface and groundwater sources. The City has access to up to 39,000 acre-feet of water per year from both surface and groundwater sources combined and utilizes less than half that amount each year. Furthermore, the City is pursuing additional water supplies to accommodate future growth. The amount from either source as a percentage of the total water supply used by Tracy varies from year to year based on contractual agreements, annual precipitation and City policy about how to expend water resources. The supply of groundwater sources is dependent on the capacity of the Tracy Aquifer.

~~In 2009, the City used approximately 16,700 acre-feet of water. Approximately 94 percent of this came from surface water sources and the remainder came from groundwater.~~ The City of Tracy receives the majority of its surface water supply from the South County Surface Water Supply Project (SCSWSP), a partnership with the cities of Manteca, Lathrop, and Escalon and the South San Joaquin Irrigation District. The SCSWSP delivers up to 10,000 acre-feet per year of treated Stanislaus River water to the City.

Another 10,000 acre-feet per year is available through a Bureau of Reclamation contract from the Delta Mendota Canal. An additional 10,000 acre-feet of less reliable supply is available from the Delta Mendota Canal through agricultural water contracts the City purchased from the Banta-Carbona Irrigation District and the West Side Irrigation District.

Finally, the City owns and operates eight wells through which it has historically pumped up to 9,000 acre-feet per year for municipal use. Since obtaining access to surface water supplies, the City only uses well water for meeting peak demands or during the annual maintenance outage of the City's Water Treatment Plant. The well water is less desirable because it is heavily mineralized.

In addition to the current water supply sources indicated above, the City is pursuing thousands of additional acre-feet per year for future urban growth from the Byron-Bethany Irrigation District, the Plain View Water District, water recycling, aquifer storage and recovery, and out-of-area storage through the Semitropic Water Banking project.

The City of Tracy provides water service to all of its residents. In 2009, the City used approximately ~~16,700~~17,000 acre-feet of its 39,000 acre-feet supply. Upon General Plan buildout, potable water demand is projected at about 36,300 acre feet per year. The City's water supply ~~is~~ comes from both surface and groundwater sources and totals approximately 38,000 acre feet per year. ~~the City is pursuing additional supplies to accommodate future growth.~~ The City will have adequate water to accommodate ~~new residential construction in excess of the RHNA~~projected water demands at buildout of the General Plan.

6. Wastewater Capacity

The City of Tracy's wastewater facilities include a collection system consisting of gravity sewer lines, pump stations, force mains, and a Wastewater Treatment Plant (WWTP). Wastewater flows toward the northern part of the City where it is treated at the WWTP and then discharged into the Old River in the southern Sacramento-San Joaquin Delta.

The City of Tracy is the wastewater treatment service provider in Tracy. Wastewater treatment capacity exceeds demand. In ~~2009~~2012, the average dry weather flow~~s~~ for the entire City was ~~were~~ ~~8~~7.6 million gallons per day (mgd). This flow is treated at the City's WWTP which has ~~Currently, the City's wastewater treatment plant has~~ a design capacity of 10.8 mgd and a planned expansion to 16 mgd. ~~The City is also proposing the development of a second treatment facility to process flow generated by the Tracy Hills development. This facility received conceptual approval in 2000.~~ Through existing facilities and approved expansions, the City will have adequate wastewater treatment capacity to meet and exceed the RHNA.

7. Habitat Protection

The Tracy Planning Area currently contains a range of vegetation and habitat types including urban, agricultural, riparian woodlands, seasonal wetlands, farmed wetlands and non-native grasslands. These vegetation areas and habitats, which are described below, host a wide range of wildlife and plant species that reflect the diversity in San Joaquin County and the Central Valley.

There are numerous special status plant and animal species known to be located in the Tracy Planning Area. Special-status species include plants and animals that are legally protected under state and federal Endangered Species Acts or other regulations, as well as species considered sufficiently rare by the scientific community to qualify for such listing.

As of 2009, there are six special-status mammals, 24 special-status birds, six special-status reptiles and amphibians, two special-status invertebrates, and twelve special-status plant species potentially occurring in the Planning Area. These include the San Joaquin kit fox, Swainson's hawk, San Joaquin pocket mouse and the giant garter snake.

In an effort to protect sensitive and threatened species throughout the county, the San Joaquin Council of Governments (SJCOG) has prepared the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). The purpose of the SJMSCP is to provide a county-wide strategy for preserving open space, provide for the long-term management of plant, fish and wildlife species, especially those that are currently listed or may be listed in the future under the ESA or the California Endangered Species Act, and provide and maintain multiple-use Open Spaces that contribute to the quality of life of the residents of San Joaquin County. The City of Tracy has adopted the SJMSCP. Sites used to fulfill the RHNA are not impacted by the SJMSCP.

There are numerous special status plant and animal species known to be located in the vicinity of Tracy. In an effort to protect sensitive and threatened species, the City of Tracy participates in the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). The SJMSCP allows development to occur in the City limits while land is conserved elsewhere in San Joaquin County for long-term management of plant, fish, and wildlife species. The SJMSCP provides habitat mitigation for sufficient amounts of land for Tracy to exceed the RHNA.

~~II.~~IV. Housing Resources

The extent of housing needs in a community often exceeds the resources available. The City of Tracy must ~~pull~~ pool together limited resources and use them efficiently in order to address the current and projected housing needs of its residents. This section of the Housing Element provides an overview of resources available to the City.

A. Regional Housing Needs Allocation

1. Projected Housing Needs

State Housing Element law requires that a local jurisdiction accommodate a share of the region's projected housing needs for the planning period. This share, called the Regional Housing Needs Allocation (RHNA), is important because State law mandates that jurisdictions provide sufficient land to accommodate a variety of housing opportunities for all economic segments of the community. ~~—~~Compliance with this requirement is measured by the jurisdiction's ability in providing adequate land to accommodate the RHNA. The San Joaquin Council of Governments (SJCOG), as the regional planning agency, is responsible for allocating the RHNA to individual jurisdictions within the region.

The RHNA is distributed by income category. For the ~~2009~~ 2015 Housing Element update, the City of Tracy is allocated a RHNA of ~~4,888~~4,976 units[8] as follows:

- Extremely Low[9] (up to 30 percent of AMI): 513 units (10.3 percent)
- ~~/~~Very Low Income (~~up~~ 31 to 50 percent of AMI): ~~907~~ 467 units (~~18.6~~9.4 percent)
- Low Income (51 to 80 percent of AMI): ~~632~~ 705 units (~~12.9~~14.2 percent)
- Moderate Income (81 to 120 percent of AMI): ~~813~~ 828 units (16.6 percent)
- Above Moderate Income (more than 120 percent of AMI): ~~2,535~~2,463 units (~~51.9~~49.5 percent)

Credits toward the RHNA

Since the RHNA uses January 1, ~~2007~~ 2014 as the baseline for growth projections for the Housing Element planning period of ~~2009~~2015-~~2014~~2023, jurisdictions may count toward the RHNA any new units built or issued certificates of occupancy since January 1, ~~2007~~2014. ~~Since January 2007, 354 housing units have been developed in Tracy~~As of May 2015, 1,896 market-

~~[8] This total may vary as a result of rounding, however, the number of housing units required at each income level is fixed.~~

~~[9] *The City has a RHNA allocation of 980 very low income units (inclusive of extremely low income units). Pursuant to new State law (AB 2634), the City must project the number of extremely low income housing needs based on Census income distribution or assume 50 percent of the very low income units as extremely low. According to the CHAS data developed by HUD using 2007-2011 ACS data, the City had 3,115 households with incomes at or below 50 percent AMI (1,380 extremely low and 1,735 very low income) as shown in Table 12. Therefore, the City's RHNA of 980 very low income units may be split into 434 extremely low and 195 very low income units. However, for purposes of identifying adequate sites for the RHNA, State law does not mandate the separate accounting for the extremely low income category.*~~

rate housing units are under construction or have been approved in Tracy (Table 40). The location of these developments is illustrated in Figure 10.

- **Tracy Senior Apartments:** Among these 354 units constructed, 50 units were developed as Tracy Senior Apartments, deed-restricted as housing affordable to low income seniors with income not exceeding 60 percent of the AMI.

- **Forest Greens Apartments:** Another 32 units were developed as the Forest Greens Apartments (eight fourplex structures). These 32 fourplex rental units are moderate in size and according to rental rates for two- and three-bedroom units (average rents range from $780 to $1,048) in Tracy, these 32 units are affordable to moderate income households (maximum affordable rents for this income group range from $1,575 to $1,840).

- **Duplex Units:** Four units were developed as duplex developments. Given the moderate size of these units, they are affordable to moderate income households at market rents. (Average rent for three-bedroom units is $1,048 in Tracy, with maximum affordable rents for this moderate income households ranging from $1,575 to $1,840).

- **Waterstone Edgewood:** This apartment complex contains one- and two-bedroom units. According to rental rates for this complex, rents range from $999 for a one-bedroom unit to $1,410 for a two-bedroom unit.[10] These rental rates are affordable to moderate income households in Tracy.

- **Single-Family Homes and Other Private Developments:** These types of housing total 160 units. These units are generally affordable only to above moderate income households.

Overall, the City has a remaining RHNA of 4,5332,513 units, including 907 980 extremely low/very low income units, 582 705 low income units, and 669 828 moderate income units, and 2,375 above moderate income units.

[10] www.apartments.com, accessed January 6, 2010.

Table 40: Credits Toward the RHNA

Project Name (Map ID)	Extremely Low/ Very Low 0-50% AMI	Low 51-80% AMI	Moderate 81-120% AMI	Above Moderate > 120% AMI	Total
Projects ~~Building Permits Finaled~~Under Construction					
Primrose **(1)**	0	0	0	252	252
The Bungalows **(2)**	0	0	0	57	57
Trinity Lane **(3)**	0	0	0	60	60
Muirfield VII—Phase 4 **(4)**	0	0	0	61	61
Lyon Crossroads **(5)**	0	0	0	59	59
Aspire Apartments **(6)**	0	0	0	301	301
Yosemite Vista **(7)**	0	0	0	166	166
~~Tiburon Village~~Ventana **(8)**	0	0	0	105	105
Subtotal	**0**	**0**	**0**	**1,061**	**1,061**
Projects Approved and Not Yet Constructed					
Brookview **(9)**~~Brookview~~	0~~0~~	0~~0~~	0~~0~~	80~~80~~	80~~80~~
Southgate **(10)**~~Southgate~~	0~~0~~	0~~0~~	0~~0~~	70~~70~~	70~~70~~
Seventh Street Commons **(11)**~~Seventh Street Commons~~	0~~0~~	0~~0~~	0~~0~~	10~~10~~	10~~10~~
Elissagaray Infill **(12)**~~Elissagaray Infill~~	0~~0~~	0~~0~~	0~~0~~	47~~47~~	47~~47~~
Trigo Duplexes and Triplexes **(13)**~~Trigo Duplexes and Triplexes~~	0~~0~~	0~~0~~	0~~0~~	18~~18~~	18~~18~~
Valpico Apartments **(14)**~~Valpico Apartments~~	0~~0~~	0~~0~~	0~~0~~	184~~184~~	184~~184~~
MacDonald Apartments **(15)**~~MacDonald Apartments~~	0~~0~~	0~~0~~	0~~0~~	60~~60~~	60~~60~~
Tracy Apartments at Grant Line **(16)**~~Tracy Apartments at Grant Line~~	0~~0~~	0~~0~~	0~~0~~	441~~441~~	441~~441~~
Ellis Specific Plan—Phase I **(17)**~~Ellis Specific Plan (Phase I)~~	0~~0~~	0~~0~~	0~~0~~	299~~299~~	299~~299~~
Barcelona Infill **(18)**~~Barcelona Infill~~	0~~0~~	0~~0~~	0~~0~~	51~~51~~	51~~51~~
Subtotal	**0**	**0**	**0**	**1,260**	**1,260**
~~Tracy Place Senior Apts.~~	~~0~~	~~50~~	~~0~~	~~0~~	~~50~~
Projects Pending Approval					
Tracy Hills Specific Plan—Phase I **(19)**	0	0	0	1,162	1,162
Middlefield Apartments **(20)**	0	0	0	144	144
Bates Stringer **(21)**	0	0	0	226	226
Tracy Village **(22)**	0	0	0	585	585
Harvest at Tracy **(23)**	0	0	0	300	300
Aspire II Apartments **(24)**	0	0	0	47	47
Berg Road Subdivision **(25)**	0	0	0	71	71
Subtotal	**0**	**0**	**0**	**2,535**	**2,535**
Total	**0**~~0~~	~~50~~**0**	~~150~~**0**	~~154~~**4,856**	~~354~~**4,856**
RHNA	~~907~~980	~~632~~705	~~813~~828	~~2,535~~2,463	**4,976**~~4,888~~

Remaining RHNA	**~~907~~980**	**~~582~~705**	**~~663~~828**	**~~2,381~~0**	**2,513~~4,533~~**

2. Residential Sites Inventory

State law requires that jurisdictions demonstrate in the Housing Element that the land inventory is adequate to accommodate that jurisdiction's share of the regional growth. The City is committed to identifying sites at appropriate densities as required by law. The State, through AB 2348, has established "default" density standards for local jurisdictions. State law assumes that a density standard of 20 units per acre for suburban jurisdictions, such as Tracy, is adequate to facilitate the production of housing affordable to lower income households. Therefore, in estimating potential units by income range, it is assumed that:

- A density of 0 to 10 units per acre (primarily for single-family homes) is assumed to facilitate housing in the above moderate income category;
- A density of 11 to 19 units per acre (primarily for medium density multi-family developments) is assumed to facilitate housing in the moderate income category; and
- A density of 20 or more units per acre (primarily for higher density multi-family developments) is assumed to facilitate housing in the extremely low, very low and low income categories~~y~~.

Residential Development Potential in Specific Plan Areas

The City anticipates that much of its future residential growth will occur within two Specific Plan areas—the Tracy Hills Specific Plan and the Ellis Specific Plan. These Specific Plan areas have ~~a combined total of approximately 1,500 acres of vacant land with~~ the potential to yield ~~950 lower income units, 3,933 moderate income units, and 2,622 above moderate income~~over 6,600 units~~. The two Specific Plan areas~~ and are described in detail below:

Tracy Hills Specific Plan

The Tracy Hills Specific Plan was adopted in 1998 and ~~Development Area~~ encompasses approximately 2,731 acres within the southern portion of the City surrounding the existing interchange at Corral Hollow Road and the proposed Lammers Road interchange on Interstate 580~~is approximately 6,175 acres of rolling terrain that parallels both sides of Interstate 580 north of Corral Hollow Road~~. The specific plan area is anticipated to include 5,499 housing units. ~~This Development Plan Area surrounds one of the six Urban Centers located and defined within the City of Tracy's General Plan Urban Management Plan (UMP). Tracy Hills is planned as a Community Area with distinct residential villages offering a broad range of housing types and supportive services. These support services include a village center with commercial and retail uses, public recreational facilities and greenbelt, greenways and open space system.~~ In addition to the residential component, areas have been designated for commercial, industrial and office uses~~ so that jobs can be more closely located to the homes of employees~~. ~~-~~The ~~site~~ Specific ~~p~~Plan offers four housing densities for a diverse range of ~~ownership~~ residential opportunities:~~. These housing densities are designated as~~ Residential Estate ~~Lots~~ (0.5 to 2.0 units per acre), Low Density Residential (2.1 to 5.~~4~~ 8 units per acre), Medium Density Residential (5.~~5~~ 9 to 12.0 units per acre), and High Density Residential (12.1 to 25.0 units per acre).

Full development of the Tracy Hills Specific Plan area may take up to 20 years or more to complete, depending on market conditions. Conceptually, it will be phased generally from east to west or from the Corral Hollow Road end of the site to the western portions of the planning area. The first phase of development ~~Tracy Hills Specific Plan~~is currently under review and expected to be considered by the City Council in 2016 (Figure 8). This development application also includes an amendment to the 1998 Specific Plan that proposes to rearrange the land uses within the planning area. The total number of proposed dwelling units will not change; however, the distribution of units (by land use category) will be modified~~ slightly~~. Table 41 below reflects the new distribution of housing units, according to the proposed Tracy Hills Specific Plan amendment that is anticipated to be ~~adopted~~ considered in 2016. ~~has a total residential capacity of 5,499~~ ~~419 housing units.~~

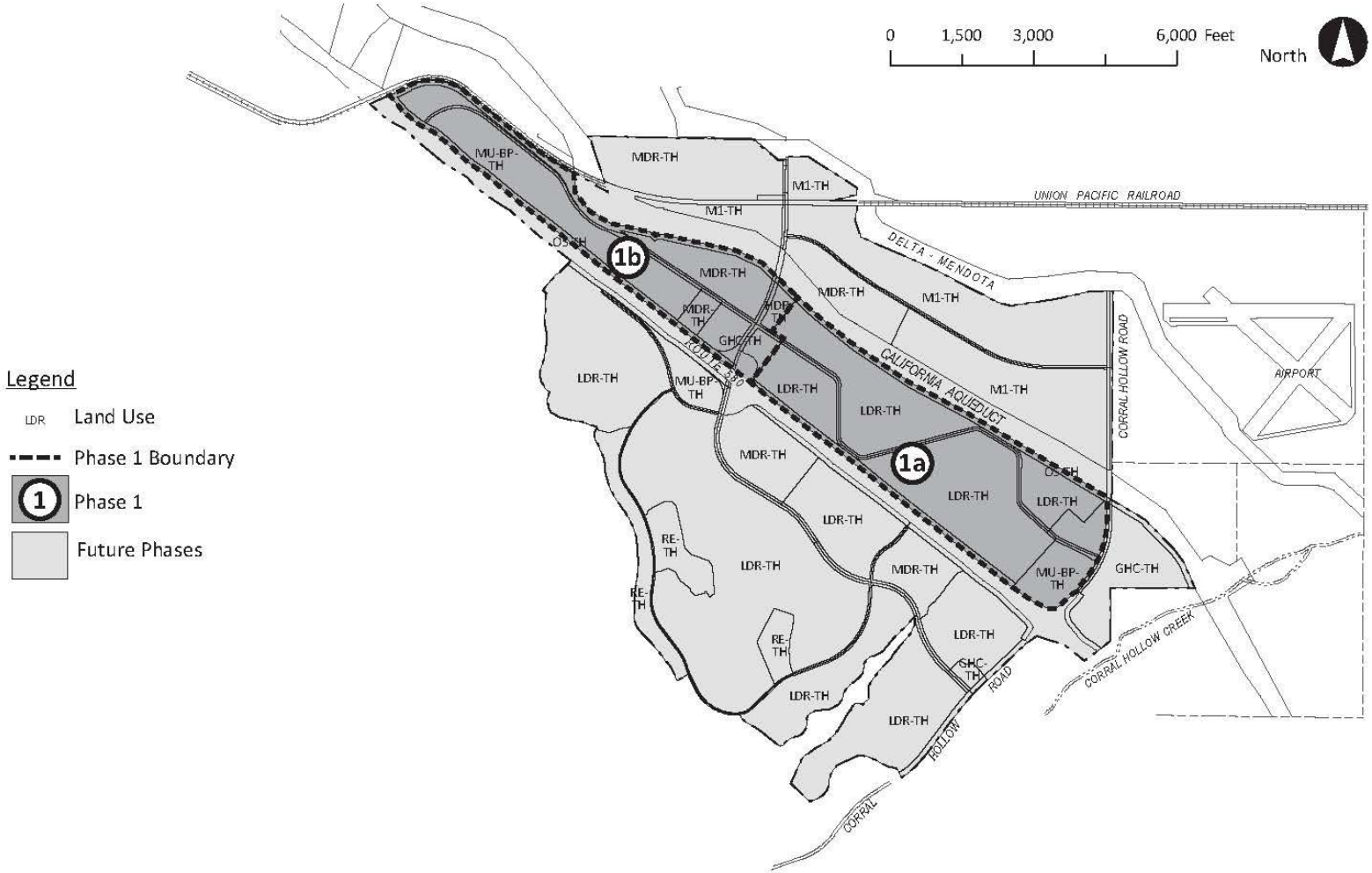
Table 41: Residential Development Potential in the Tracy Hills Specific Plan (Proposed Amendment)

Land Use (Zoning)	Acreage[1]	Density (du/acre)	# of Units
Residential Estate	81.3	0.5-2.0	122
Low Density Residential	876.3	2.1-5.8	3,238
Medium Density Residential	270.4	5.9-12.0	2,014
High Density Residential	7.8	12.1-25.0	125
Total	**1,235.8**		**5,499**

Note~~s~~:

1. *Indicates adjusted developable acres.*

Figure 8: ~~Tracy Hills~~ Tracy Hills -Specific Plan



Ellis Specific Plan

The 2011 Tracy General Plan established a separate and distinct land use classification for the Ellis Project entitled Traditional Residential-Ellis (TR-Ellis). In December 2011, the developer filed applications with the City for a modification and amendment to the Original Ellis Development Agreement (DA); a modification and amendment to the Original Ellis Specific Plan; and Petition for Annexation and Pre-Zoning and General Plan Amendment (collectively referred to as the "Modified Project"). ~~The application for the General Plan Amendment seeks to make minor modifications to the language in the TR-Ellis designation identified in the City's 2011 General Plan.~~

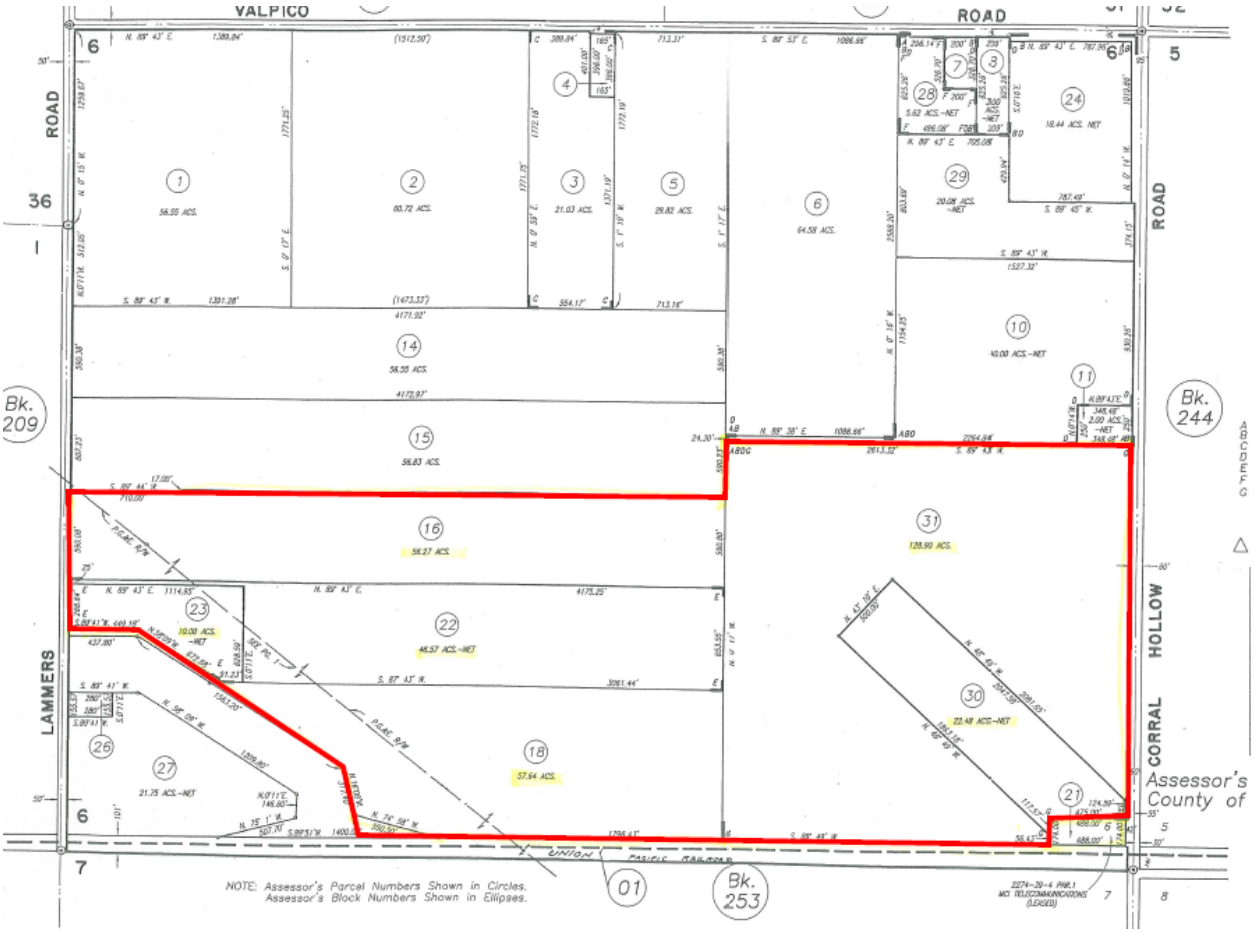
~~The Ellis project is the subject of a lawsuit filed by a local slow-growth group called TRAQC. The lawsuit challenged the sufficiency of the Original Ellis EIR and the Original Ellis DA in the Superior Court. On October 31, 2011, the trial court issued its Statement of Decision and Judgment, ordering that the certification of the Original Ellis EIR and the Original Ellis DA be set aside for legal infirmities. The other requested entitlements were also ordered to be set aside. The Project Applicant and the City subsequently appealed the judgment of the Superior Court to the District Court of Appeal. The result of the appeal is that the judgment of the Superior Court is stayed, pending the outcome of the appeal.~~
~~A revised Ellis EIR was prepared pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines in response to the trial judge's Statement of Decision and Judgment regarding the lawsuit filed by TRAQC. The revised Ellis EIR addresses and remedies those issues that the trial judge found objectionable. The Ellis Specific Plan area was officially annexed into the City of Tracy in 2013.~~

The Modified Ellis Specific Plan (ESP) pertains to ~~a~~ 321 ~~-~~acres ~~parcel identified~~designated as ~~Urban Reserve 10~~Traditional Residential-Ellis (TR-Ellis), Commercial, and Village Center (VC) in the City of Tracy General Plan. The area is located between Lammers Road and Corral Hollow Road along the north side of the Union Pacific rail line. The vision for Ellis is to create a village with a broad mix of residential housing types and densities, neighborhood parks, and an opportunity to include a Family-Oriented Swim Center (Family Swim Center) serving as a Community Park~~/Family Swim Center~~. Ellis will be a pedestrian-friendly, compact, planned development. A Village Center with commercial and office/professional uses will be located adjacent to the ~~Community Park /~~proposed Family Swim Center and will serve as the focal point of community activities. These uses will all be within walking distance of each other. ~~The plan is also designed to accommodate a multimodal transit hub (Transit Center), with ACE train and Tracer bus service and~~ as well as ~~commercial space in the event such a use becomes desirable and feasible.~~
~~Ancillary and low-intensity commercial uses are included as well.~~

The Modified Ellis Specific Plan identifies ~~four~~ two ~~residential~~ land use designations that allow for residential development: Residential Mixed ~~Low~~ (~~2.1 to 8.0~~4.0 to 9.0 units per acre) ~~, Residential Mixed Medium (4.0 to 16.0 units per acre), Residential Mixed High (8.0 to 25.0 units per acre),~~ and Village Center (~~4.0 to 16.0~~up to 9.0 units per acre). Upon buildout, the plan will accommodate a maximum of 2,250 residential units (minimum 1,~~200~~ 000 units), not including secondary residential units.

~~The Ellis Specific Plan area is located in the unincorporated County. Its exact location is illustrated in Figure 9 . The City has already initiated the annexation process. Annexation will need to be approved by the San Joaquin Local Agency Formation Commission (LAFCo). LAFCo has already received the Plan for Services, upon which their findings are based; however, the City has no control over the writing of the LAFCo findings. HowevertIn addition, annexation is delayed due to pending litigation. The City anticipates completing the annexation in 2011.~~

Figure 9: Ellis Specific Plan (Location and Existing Parcels)



~~In order for sites in the Ellis Specific Plan to become available, the following entitlements are required:~~

1. ~~An adopted Zoning Document and a City General Plan Designation.~~

   ~~*Status*: These two requirements were met on December 16, 2008 when the Ellis Specific Plan (Zoning document) and General Plan Amendment were approved by the Tracy City Council by Resolution Number 2008-261, and Ordinance 1130. Following the Original Ellis EIR approvals, the City prepared an update to its General Plan and adopted the 2011 General Plan. The 2011 General Plan established a separate and distinct land use classification for the Ellis Project entitled Traditional Residential-Ellis (TR-Ellis). In December 2011, the developer filed applications with the City for a modification and amendment to the Original Ellis DA; a modification and amendment to the Original Ellis Specific Plan; and Petition for Annexation and Pre-Zoning and General Plan Amendment (collectively referred to as the "Modified Project"). The application for the General Plan Amendment seeks to make minor modifications to the language in the TR-Ellis designation identified in the City's 2011 General Plan.~~

   - ~~Environmental documentation in compliance with CEQA.~~

~~*Status*: On December 16, 2008, by Resolution Number 2008-260, the Tracy City Council certified an Environmental Impact Report (SCH #2006102092) and adopted required Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring Program. This step is solely under the authority of the Tracy City Council. A revised Ellis EIR was prepared pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines in response to the trial judge's Statement of Decision and Judgment regarding a lawsuit filed by TRAQC challenging the sufficiency of the Original Ellis EIR and Original Ellis DA. The revised Ellis EIR addresses and remedies those issues that the trial judge found objectionable. The updated Ellis EIR was released for public review in 2012.~~

~~2. Official annexation of the Ellis site to the City of Tracy.~~

~~*Status:* On December 16, 2008, the Tracy City Council approved a Petition for Annexation by Resolution Number 2008-262. A Plan for Services is required to be submitted to LAFCo in order for LAFCo to be able to approve the annexation of the Ellis site to the Tracy City Limits. The timeframe for LAFCo action on the Plan for Services is tied to LAFCo approval of the City's overall Municipal Services Plan and Sphere of Influence. The City submitted the Municipal Services Plan and Sphere of Influence to LAFCo on June 23, 2011. Upon LAFCo action of the Municipal Services Plan and Sphere of Influence, individual annexations can occur. This step requires City Council authorization to annex which occurred on December 16, 2008. This step also requires LAFCo approval, which is anticipated in 2012. LAFCo has been involved in the project since the project's inception, specifically through review of the EIR prepared for the annexation and development of the site. The Ellis Specific Plan area was officially annexed into the City of Tracy in 2013.~~

~~Tentative Subdivision Map, processed in accordance with the State Subdivision Map Act. The Tracy Municipal Code also requires approval by the Tracy City Council.~~

~~*Status:* On November 24, 2010, an application for a Tentative Subdivision Map approval for the first 400 lots phase of the project (299 units) was received by the City. Approval is anticipated to coincide with annexation approval in 2012was granted in July 2014.~~

~~3. Building permits are required prior to construction commencing on any lot within the Ellis Specific Plan site.~~

~~*Status:* The City is in the process of approving construction documents for a Swim Center that will be located at the Ellis site.~~

- Resolution of ongoing lawsuit.

  Status: The Ellis project is the subject of a lawsuit filed by a local slow-growth group called TRAQC. The lawsuit challenged the sufficiency of the Original Ellis EIR and the Original Ellis Development Agreement in the Superior Court. TRAQC has filed other lawsuits in Tracy in the past. On October 31, 2011, the trial court issued its Statement of Decision and Judgment, ordering that the certification of the Original Ellis EIR and the Original Ellis DA be set aside for legal infirmities. The other requested entitlements were also ordered to be set aside. The Project Applicant and the City subsequently appealed the judgment of the Superior Court to the District Court of Appeal. The result of the appeal is that the judgment of the Superior Court is stayed, pending the outcome of the appeal. Although no injunction or restraining order has been issued by the court, the lawsuit could affect the timing of the project. A court verdict on the lawsuit is expected later this year.

Realistically, annexation by LAFCo could be accomplished in 2012. The Ellis site currently has received 250 100 RGAs, to date, and is anticipated to receive more in the future, in accordance with their DAevelopment Agreement with the Citthe Growth Management Ordinance (GMO)y. The first phase of development within the Ellis Specific Plan was approved in 2014 and If development of the Ellis project proceeds on schedule, construction could commenceis expected to beginbegan in 2012 15. From that point, market demand will likely be the biggest factor to determine the rate of construction. Assuming 125 units per year, construction from the start of the project (2012) to the end of the current planning period (2014) could yield 375 units, although a stronger market demand could result in a quicker rate of construction.The specific plan area has a remaining capacity of 1,131 units.

- Required entitlement process steps, timelines, and findings to make sites available in the planning period. Which steps are under the City's control to initiate?
- Status of San Joaquin Local Area Formation Commission's required findings for annexation of Ellis
- Estimate of the number of units that could be developed in Ellis during the planning period]

Table 42: Residential Development Potential in the Ellis Specific Plan

Land Use (Zoning)	Acreage	Allowed Density Range (du/acre)	Maximum Number of Units	Potential Number of Units (Mid-Range)
Low Density				
Residential Mixed	284.7170.3	4.0-9.0	2,2501,532	1,6251,106
Village Center	5.7	0.0-9.0	50	25
	176.0290.4		**1,582**	**1,131**

Notes: Potential number of dwelling units is estimated as the midpoint of the dwelling unit range specified in Specific Plan.

Residential Development Potential on ~~Other~~ Vacant Sites

In addition to the Specific Plan areas discussed above, future housing units can also be accommodated on various vacant sites located throughout the City.

~~*Low and Medium Density Sites*~~

~~This~~ The sites inventory includes several vacant sites designated for lower density residential~~Residential Low and Residential Medium~~ uses (up to 12 units per acre). The residential capacity on these sites is counted towards the City's moderate- and above moderate-income RHNA~~in various parts of the City~~.~~.~~ ~~Several of these sites already have approved housing projects but due to the housing market, no building permits have been issued yet. In the cases of sites with approved projects, the capacity is based on the actual approved number of units.~~

~~*High Density Sites in Downtown Area*~~

~~The majority of Tracy's larger vacant sites are located in its Downtown area, within the proposed Downtown Specific Plan area.~~ The City plans to accommodate ~~its~~ the majority of its lower income RHNA on ~~its~~ land designated as~~inventory of~~ Downtown (D~~), Village Center (VC), Commercial (C),~~) ~~Urban Reserve (UR),~~ and Residential High (RH) ~~designated land~~by the General Plan. Residential development within ~~the Downtown area~~ the RH designation can occur at a density of up to 25 units per acre, while the~~e in the RH, VC, C, and UR designations and~~ Downtown designation can accommodate up to 40 units per acre~~ in the Downtown designation~~. Senior housing is allowed within the Downtown designation at a density of up to 50 units per ~~gross~~ acre.~~"~~

~~A portion of the area designated by the General Plan as Downtown is zoned Light Industrial (such as in sites G and H which are listed in greater detail in Appendix B). The Light Industrial zoning on these remaining sites on the south side of the Downtown area became obsolete in 2006 when the property was designated by the General Plan as Downtown. As a matter of land use policy, the General Plan is the guiding land use document in the City.~~

~~The zoning on these sites is required to become consistent with the Downtown General Plan designation within a reasonable period of time. The City has initiated the DSP and a City-wide Zoning Code Update, either of which will cause the Light Industrial Zoning to be changed in order to be consistent with the General Plan. Both of these projects are anticipated to be completed in 2012. In the meantime, if any development is proposed on the Downtown sites zoned as Light Industrial prior to the completion of the DSP or the Zoning Code Update, the City will change the zoning to match the General Plan, concurrent with the development project's discretionary approval.~~The Downtown properties included in the sites inventory (detailed in Table 43 and illustrated in Figure 10) all have zoning in place that accommodates residential development.

Altogether, the City has identified ~~approximately nearly 140~~35 acres of this high density land, with a total capacity of ~~3,502 4455~~1,054 lower income units. ~~The land use designations for these sites are in place to allow high density residential development to occur. While a few parcels will require the City to change the zoning concurrent with the development approval, such zoning change is technical in nature in order to maintain consistency with the General Plan and therefore would not introduce uncertainty to the approval process. A detailed parcel by parcel inventory of these sites can be found in Appendix B.~~

City staff used their extensive knowledge of the City to select these particular vacant properties based on a variety of factors, including parcel size, location, and redevelopment potential. ~~Table 53 presents a summary of the total development capacity on the vacant sites identified by the City.~~ These vacant sites were previously identified in the City's 2009-2014 Housing Element and are currently still vacant and available for future residential development.

~~Table 54 summarizes the housing capacity on these same vacant sites based on the existing zonings that allow for residential development. Even without rezoning, the City's vacant parcels can still accommodate approximately 1,540 housing units, nearly one-half (723645 units) of which will be suitable for lower- and moderate-income households.~~

While Table 53 above and Appendix B describe the total potential housing capacity on the City's vacant sites, not all of the sites identified can currently support the development of housing because zoning for the specific parcels has not yet been updated to match current land use designations.

Table 54 summarizes the housing capacity on the City's vacant sites based on existing zoning. Even without rezoning, the City's vacant parcels can still accommodate approximately 1,540 housing units, nearly one-half (723 units) of which will be suitable for lower- and moderate-income households.

Table 43: Vacant Sites Inventory

Map ID	APN	General Plan	Zoning	Acres	Density (units/ acre)	Maximum Capacity	Potential Capacity	Existing Use	Notes
Low Density									
A~~E~~	235-100-32	Residential Low	Low Density Residential	2.00	5.8	11	8	Vacant	
Subtotal				**2.0**		**11**	**8**		
Medium Density									
B~~A~~	234-070-06	Residential Medium	Medium Density Residential	2.4~~39~~[1]	12.0	35	35	Vacant	The MDR zone permits one dwelling unit for each 2,900 square feet of net lot area.
C~~B~~	234-070-04	Residential Medium	Medium Density Residential	7.1~~09~~[1]	12.0	106	106	Vacant	The MDR zone permits one dwelling unit for each 2,900 square feet of net lot area.
D~~K~~	233-460-04	Residential Medium	General Highway Commercial	1.8~~75~~	12.0	21	16	Vacant	
Subtotal				**11.3**		**162**	**157**		

Table 43: Vacant Sites Inventory

Map ID	APN	General Plan	Zoning	Acres	Density (units/ acre)	Maximum Capacity	Potential Capacity	Existing Use	Notes
High Density									
~~C~~	~~235-150-06~~	~~Downtown~~	~~Low Density Residential~~	~~6.88~~	~~40.0[2]~~	~~275~~	~~220~~	~~Vacant~~	~~The General Plan designations for these sites is Downtown, which allows high-density residential. The zoning will be changed to be consistent with the General Plan designation prior to development approval of the site.~~
E	235-150-23	Downtown	Central Business District	17.1~~05~~	40.0[2]	682	545	Vacant	The General Plan designation for these sites is Downtown and the zoning is Central Business District, which allows multiple-family dwellings at a density of up to 40 units per acre.
F	235-150-06	Downtown	Central Business District	6.9	40.0[2]	275	220	Vacant	
G	235-150-24	Downtown	Central Business District	4.4	40.0[2]	176	123	Vacant	
	~~235-150-24~~		~~Low Density Residential~~	~~4.41~~		~~176~~	~~140~~		
~~G~~	~~246-140-01~~	~~Residential High~~	~~Light Industrial~~	~~34.18~~	~~25.0~~	~~854~~	~~683~~	~~Vacant~~	~~The General Plan designation for this site is Residential High. The zoning will be changed to be consistent with the General Plan designation prior to development of the site.~~
~~I~~	~~214-320-83~~	~~Commercial~~	~~General Highway Commercial~~	~~1.66~~	~~25.0~~	~~41~~	~~40~~	~~Vacant~~	~~The CHC Zone permits multi-family uses with a conditional use permit. The Tracy Municipal Code does not prescribe a maximum density for multi-family uses in the CHC zone. A development application, including Conditional Use Permit, for a 40-unit multi-family project on this parcel has been submitted to the~~

Table 43: Vacant Sites Inventory

Map ID	APN	General Plan	Zoning	Acres	Density (units/ acre)	Maximum Capacity	Potential Capacity	Existing Use	Notes
									City and is currently under review.
H~~J~~	240-660-37	Residential High	Planned Unit Development	3.4~~3~~	25.0	85	68	Vacant	
I	235-150-07	Downtown	Central Business District	3.5	40.0[2]	140	98	Vacant	
Subtotal				**~~137.06~~35.3**		**~~4,321~~1,358**	**~~3,459~~1,054**		
Total				**~~212.26~~48.6**		**~~4,837~~1,531**	**~~3,912~~1,219**		

Notes:

1. Represents net acreage.
2. Up to 50 units per acre is allowed for senior housing.

Proposed Rezoning

The City's existing inventory of vacant sites has a shortfall of approximately 500 lower- income units for meeting its RHNA obligations. To meet the RHNA for the upcoming planning period, the City will rezone adequate acreage within the City. Specifically, the City will rezone four properties (totaling over 31 acres) designated Residential High by the General Plan to HDR.. The location of these parcels is illustrated in Figure 10.

Table 44: Proposed Rezoning

Map ID	APN	General Plan	Current Zoning	Proposed Zoning	Acres	Density (units/ acre)	Maximum Capacity	Potential Capacity Existing Use
J	246-130-03	Residential High	Low Density ResidentialLight Industrial	2.00HDR	5.87.68	1125	8192	Vacant153
K	246-130-04	Residential High	Light Industrial	HDR	5.00	25	125	100
L	246-130-05	Residential High	Light Industrial	HDR	11.29	25	282	225
M	246-130-06	Residential High	Light Industrial	HDR	7.69	25	192	153
Subtotal				**2.0**	**31.7**	**11**	**7918**	**631**

These four parcels are currently zoned Light Industrial;, however, the Light Industrial zoning on these sites became obsolete in 2006 when they were re-designated by the General Plan for residential uses. As a matter of land use policy, the General Plan is the guiding land use document in the City. The rezoning of these four properties is, therefore, technical in nature in order to maintain consistency with the General Plan and will be accomplished within two years of the adoption of the 2015-2023 Housing Element. The rezoning of properties to accommodate the City's RHNA shortfall will also meet the following requirements:

- Sites must be prezoned to permit owner-occupied and rental multi-family housing by right without discretionary review of the use or density; and
- Sites must be zoned with a minimum density of at least 1620 units per acre.
- At least 50 percent of the lower-income RHNA shortfall will be permitted on sites designated for residential use where nonresidential uses or mixed use are not permitted.

Sites Redesignated and Rezoned During the Last Housing Element Period

During the last Housing Element planning period, the City re-designated 21 acres of vacant land that currently have zoning that permits multi-family (high density) development. Approximately 15 acres (APNs 235-150-06, 07, and 24) allow multi-family development without any express upper end density limit. The General Plan establishes a maximum density on these Downtown sites (zoned CBD) of 40 du per acre. Assuming an average yield of 28 du per acre, the 15 acres zoned CBD would yield 413 dwelling units. An additional six acres (APNs 235-130-

~~15 and 20) were rezoned in 2007 to provide for high density, multi-family development. Multi-family development is principally permitted on these parcels, without a Conditional Use Permit. Assuming an average yield of 18 du per acre, these six acres zoned ISP would yield 111 dwelling units.~~

Recent Development Trends

Residential development capacity in the specific plan areas are based on the approved number of units in the specific plans. In ~~the~~ vacant sites within the City's downtown area, the capacity is estimated based on 80 percent of ~~the~~ allowable densities. Table 45 presents examples of ~~recently constructed~~currently under construction or recently approved projects. These projects demonstrate that the City's development standards are reasonable and that developers are able to achieve ~~an average density at 84~~over 80 percent of the maximum density permitted.

Table 45: Recent Development Projects (Constructed, Approved, and Proposed)

Project Name	Land Use Designation (Zoning)	Residential Density Allowed	Actual Density		Acreage	Max. Capacity (units)	Actual Capacity (units)
			Density	% of Max.			
Aspire Apartments	Corridor SP	25 ~~[City to confirm]~~	~~27.8~~23.7	~~111%~~95%	10.80	270	301
Seventh Street Commons	CBD	40	43.5	109%	0.23	9	10
Tracy Apartments at Grant Line	Corridor SP	25 ~~[City to confirm]~~	22.0	88%	20.04	501	441
Valpico Apartments	HDR	25	21.0	84%	8.75	218	184
~~Downtown MF Project (Site D)~~	~~Residential High (PUD)~~	~~25~~	~~18.5~~	~~75%~~	~~4.30~~	~~108~~	~~80~~
Waterstone Apartments	Residential High	25	23.9	96%	6.52	163	156
Tracy Place[1]	Residential High	25	39.8	159%	1.28	32	50
~~Chesapeake Bay~~	~~Residential High~~	~~25~~	~~17.9~~	~~72%~~	~~12.06~~	~~301~~	~~216~~
Avalon Condos	Residential High	25	24.4	100%	1.35	33	33

Note 1: Tracy Place received a density bonus approval to achieve the increased density.

Comparison of Sites Inventory and RHNA

In addition, to nearly 5,000 housing units already approved, under construction, or in review, Tthe City of Tracy has the capacity to accommodate 113,9448269,569over 8,000 housing units in Tracy Hills and Ellis Specific Plan areas and larger within specific plan areas, vacant sites, and properties proposed for rezoning (Figure 10) throughout the City . This capacity exceeds the remaining City's RHNA need of 4,533 976 units. Table 46 provides a summary of the City's available sitesresidential capacity and RHNA status. Adoption of the Downtown Specific Plan is not required in order to allow residential development to occur in the Downtown area as the General Plan Downtown designation is already in place. Even without the Ellis Specific Plan, the City has more than adequate capacity to accommodate its remaining RHNA. In fact, Tracy Hills Specific Plan alone will offer adequate capacity to accommodate the City's remaining RHNA. While reliance on the Ellis Specific Plan or Downtown Specific Plan is not necessary for purposes of RHNA, these two areas, particularly the Downtown Specific Plan area, represent important growth areas in the area.

Table 46: Comparison of Sites Inventory and RHNA

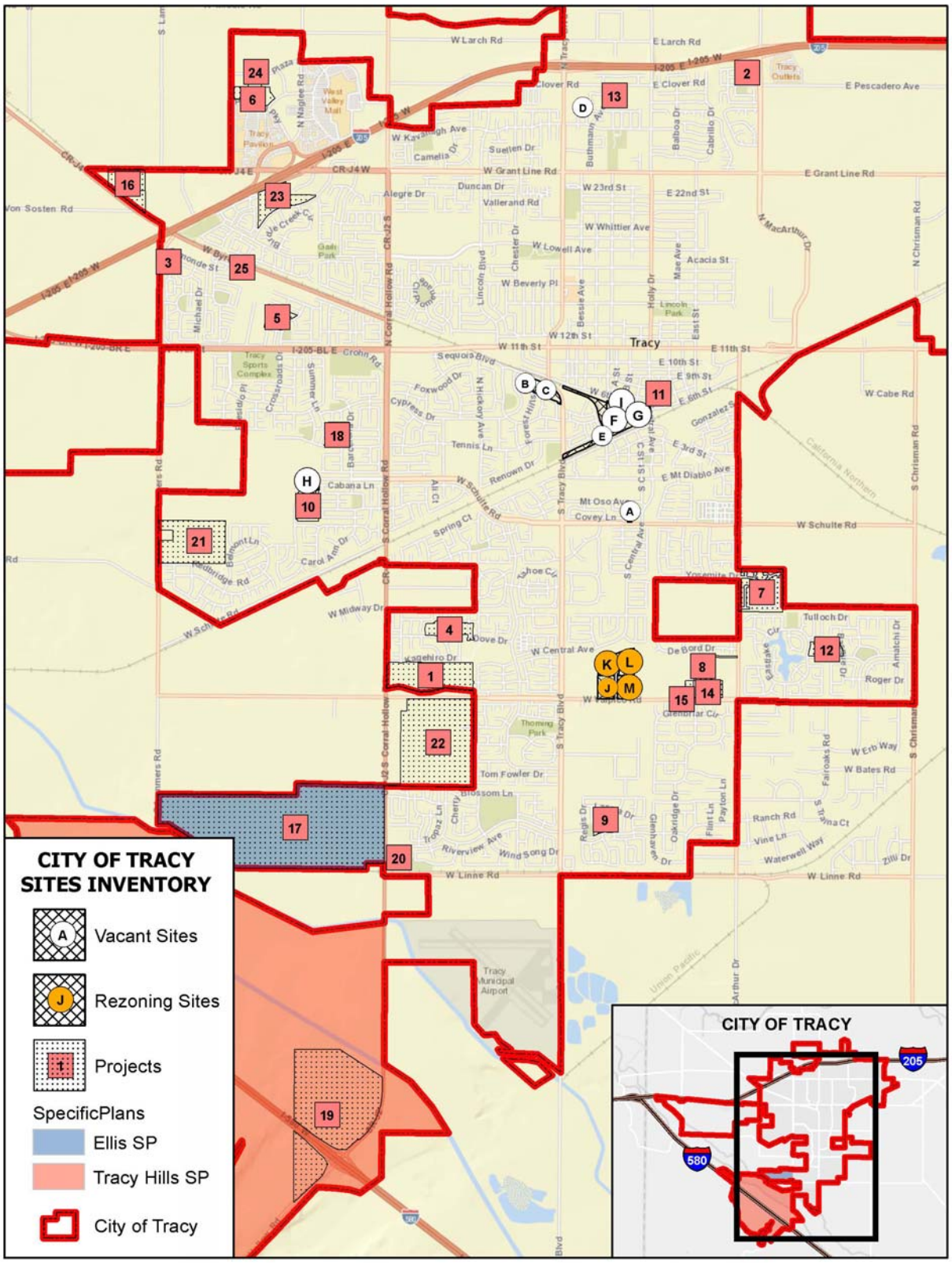
Income Category	Projects Approved, Under Construction and In Review	Tracy Hills Specific Plan	Ellis Specific Plan	Other Vacant Sites	Sites Redesignated Proposed Rezoning for Previous RHNA	Total Sites	Remaining RHNA	Surplus/ Deficit
Very Low and LowLower	0	1254254345	0515	1,0543,502645723	6311,969524	1,8102,0936,3644,442	1,6851,489	+125+2,953604526630
Moderate	0	2,0142,9783,065	0955	157353380	00	2,1714,2864,3734,413	828669	+1,343+3,74461744
Above Moderate	4,856	3,3602,009006	1,131616	8464515464	00	9,3553,0863,089	2,4632,375	+6,892+7147117627 1
Total	**4,856**	**5,499**	**1,131**	**1,219**	**6311,969**	**13,3369,46513,82611,944**	**4,976**	**+8,360+04,9324,985**

Availability of Infrastructure and Services

The Tracy Hills project and Ellis projects was were analyzed for infrastructure requirements through the their respective EIRs, in accordance with CEQA. (SCH # 95122045). The Ellis project was analyzed for infrastructure requirements through the EIR in accordance with CEQA (SCH # 2006102092). More specifically, the Tracy Hills project will be provided with wastewater treatment at either the existing WWTP or a new facility. Water for Tracy Hills will be provided

after improvement and financing plans are completed. The Ellis project will be supplied with both water and wastewater from the City's existing water supplies and the existing WWTP.

Figure 10: Residential Sites Inventory


CITY OF TRACY
SITES INVENTORY
Vacant Sites
Rezoning Sites
Projects
SpecificPlans
Ellis SP
Tracy Hills SP
City of Tracy
CITY OF TRACY
Tracy

B. Adequate Sites Commitment from Prior Housing Element

AB 1233 amended the State Housing Element law to promote the effective and timely implementation of local housing elements. If a jurisdiction fails to implement programs in its Housing Element to identify adequate sites or fails to adopt an adequate Housing Element, this bill requires local governments to zone or rezone adequate sites by the first year of the new planning period. The rezoning of sites is intended to address any portion of the Regional Housing Needs Allocation (RHNA) that was not met because the jurisdiction failed to identify or make available adequate sites in the previous planning period.

1. Applicability

For the 2003 Housing Element, the City of Tracy had a RHNA of 6,469 units, in the following income distribution:

- Very Low Income: 1,178 units
- Low Income: 914 units
- Moderate Income: 1,054 units
- Above Moderate Income: 3,323 units

This RHNA covers the planning period of January 1, 2001 through June 30, 2009 (extended by legislation from June 30, 2008). The City of Tracy's 2003 Housing Element outlines the following strategy for meetings its RHNA of 6,469 units for the planning period:

- **Newly Constructed**: Between January 1, 2001 and July 31, 2003, the City issued building permits for an estimated 3,526 single-family units and 294 multi-family units, inclusive of the 214-unit Chesapeake Bay project. The Chesapeake Bay development provides 88 units of low income, multi-family housing (126 unrestricted units). The remaining 206 multi-family units are assumed to provide moderate income housing.

- **Multi-Family Units in Review:** As of June 2006, another 100 units of multi-family residential units were also in development review.

- **Multi-Family Units Approved**: Between January 1, 2001 and July 31, 2003, 271 multi-family units had been approved by the Development and Engineering Services Department, but had not yet been issued building permits.

- **Second Units**: Second units are exempt from the City's Growth Management Ordinance requirements. It was assumed that second units could provide housing opportunities for moderate income households, and that 50 units could potentially be added during the Housing Element planning period.

- **Tracy Hills Specific Plan**: The Tracy Hills Specific Plan Area alone would satisfy the City's requirement for above-moderate income housing units. In the Tracy Hills Specific Plan Area, 1,146 acres of land is designated for low and medium density development,

providing a total of 4,993 single-family housing units. Tracy Hills, at build out, will provide for 4,993 low density, single-family homes and 435 medium density, multi-family units.

- **Vacant Multi-Family Sites**: Vacant properties with a zoning designation that allows multi-family development of at least 25 units per acre were assumed to be adequate for accommodating lower income housing. The 2003 Housing Element identified two High Density Residential (which have an allowable maximum density of 25 units per acre) sites, which were capable of supplying a total of 217 low income units.

The strategy described above left the City of Tracy with a remaining very low and low income RHNA of 1,785 units (Table 55).

The 2001-2009 Housing Element commits to redesignating/rezoning 72 acres of land at 25 units per acre to provide a capacity of 1,800 units. As the City relied on the re-designation or upzoning of several vacant and/or underutilized parcels to fulfill its remaining RHNA for the 2001-2009 planning period, the City must conduct an analysis in this Housing Element to assess if any obligations under AB 1233 have been incurred. In the 2003 Housing Element, approximately 109 acres were identified as potential sites for rezoning to multi-family residential use. Using conservative assumptions, this land had the potential to accommodate approximately 2,354 lower income units, adequate for meeting the City's remaining RHNA of 1,785 lower-income housing units (Table 58).

As a part of the General Plan update, some of the sites identified in Table 58 plus others totaling approximately 96 92 acres were re-designated for high-density residential use. Using conservative assumptions, this land had the potential to accommodate approximately 1,969 800 lower-income units, sufficient for meeting the City's remaining RHNA of 1,785 lower-income housing units (Table 57).earlier92Table 5921currently . Approximately 15 acres (APNs 235-150-06, 07, and 24) allow multi-family development per per 413 An additional six acres (APNs 235-130-15 and 20) were rezoned in 2007 to provide for high density, multi-family development. Multi-family development is principally permitted on these parcels, without a Conditional Use Permit. Assuming an average yield of 18 du per acre, these six acres zoned ISP would yield 111 dwelling units.

C. Adequate Sites Commitment from Prior Housing Element

AB 1233 amended the State Housing Element law to promote the effective and timely implementation of local housing elements. If a jurisdiction fails to implement programs in its Housing Element to identify adequate sites or fails to adopt an adequate Housing Element, this bill requires local governments to zone or rezone adequate sites by the first year of the new planning period. The rezoning of sites is intended to address any portion of the Regional Housing Needs Allocation (RHNA) that was not met because the jurisdiction failed to identify or make available adequate sites in the previous planning period.

~~1. Applicability~~

~~For the 2003 Housing Element, the City of Tracy had a RHNA of 6,469 units, in the following income distribution:~~

- ~~Very Low Income: 1,178 units~~
- ~~Low Income: 914 units~~
- ~~Moderate Income: 1,054 units~~
- ~~Above Moderate Income: 3,323 units~~

~~This RHNA covers the planning period of January 1, 2001 through June 30, 2009 (extended by legislation from June 30, 2008). The City of Tracy's 2003 Housing Element outlines the following strategy for meetings its RHNA of 6,469 units for the planning period:~~

- ~~**Newly Constructed**: Between January 1, 2001 and July 31, 2003, the City issued building permits for an estimated 3,526 single-family units and 294 multi-family units, inclusive of the 214-unit Chesapeake Bay project. The Chesapeake Bay development provides 88 units of low-income, multi-family housing (126 unrestricted units). The remaining 206 multi-family units are assumed to provide moderate income housing.~~

- ~~**Multi-Family Units in Review:** As of June 2006, another 100 units of multi-family residential units were also in development review.~~

- ~~**Multi-Family Units Approved**: Between January 1, 2001 and July 31, 2003, 271 multi-family units had been approved by the Development and Engineering Services Department, but had not yet been issued building permits.~~

- ~~**Second Units**: Second units are exempt from the City's Growth Management Ordinance requirements. It was assumed that second units could provide housing opportunities for moderate-income households, and that 50 units could potentially be added during the Housing Element planning period.~~

- ~~**Tracy Hills Specific Plan**: The Tracy Hills Specific Plan Area alone would satisfy the City's requirement for above-moderate income housing units. In the Tracy Hills Specific Plan Area, 1,146 acres of land is designated for low and medium density development, providing a total of 4,993 single-family housing units. Tracy Hills, at build out, will provide for 4,993 low density, single-family homes and 435 medium density, multi-family units.~~

- ~~**Vacant Multi-Family Sites**: Vacant properties with a zoning designation that allows multi-family development of at least 25 units per acre were assumed to be adequate for accommodating lower income housing. The 2003 Housing Element identified two High Density Residential (which have an allowable maximum density of 25 units per acre) sites, which were capable of supplying a total of 217 low income units.~~

~~The strategy described above left the City of Tracy with a remaining very low and low income RHNA of 1,785 units (Table 57).~~

~~As the City relied on the re-designation or upzoning of several vacant and/or underutilized parcels to fulfill its remaining RHNA for the 2001-2009 planning period, the City must conduct an analysis in this Housing Element to assess if any obligations under AB 1233 have been incurred. In the 2003 Housing Element, approximately 109 acres were identified as potential sites for rezoning to multi-family residential use. Using conservative assumptions, this land had the potential to accommodate approximately 2,354 lower income units, adequate for meeting the City's remaining RHNA of 1,785 lower-income housing units (Table 58).~~

~~Table 58: Proposed Rezoning~~

~~Site Name~~	~~Acres Available~~	~~Current Zoning~~	~~Current GP Designation~~	~~Proposed Zoning~~	~~Max. Density (du/ac)~~	~~Estimated Yield (du/ac)~~	~~Estimated Potential Units~~
~~High School~~	~~9.5~~	~~HS~~	~~C~~	~~HDR~~	~~25~~	~~18~~	~~171~~
~~GHC Site~~	~~1.7~~	~~GHC~~	~~M~~	~~HDR~~	~~25~~	~~18~~	~~31~~
~~44-128 units~~	~~2.7~~	~~PUD~~	~~M~~	~~HDR~~	~~25~~	~~18~~	~~49~~
	~~2.6~~	~~PUD~~	~~M~~	~~HDR~~	~~25~~	~~18~~	~~47~~
~~Western Bowtie~~	~~5.0~~	~~CBD~~	~~C~~	~~CBD~~	~~No Max~~	~~28~~	~~138~~
	~~10.0~~	~~CBD/LDR~~	~~C~~	~~CBD~~	~~No Max~~	~~28~~	~~275~~
~~Eastern Bowtie~~	~~10.0~~	~~M1~~	~~I~~	~~CBD~~	~~No Max~~	~~28~~	~~280~~
~~Mt. Oso/ Mt. Diablo~~	~~20.8~~	~~MDR~~	~~M~~	~~HDR~~	~~25~~	~~18~~	~~374~~
~~Tortilla Factory~~	~~0.3~~	~~M1~~	~~I~~	~~HDR~~	~~25~~	~~18~~	~~6~~
	~~0.4~~	~~M2~~	~~I~~	~~HDR~~	~~25~~	~~18~~	~~7~~
~~Laurence Ranch~~	~~10.0~~	~~LDR~~	~~L~~	~~PUD~~	~~25~~	~~18~~	~~180~~
~~Kagehiro~~	~~10.0~~	~~LDR~~	~~L~~	~~PUD~~	~~25~~	~~18~~	~~180~~
~~11th Site~~	~~0.4~~	~~GHC~~	~~C~~	~~HDR~~	~~25~~	~~25~~	~~10~~
~~City Owned~~	~~10.0~~	~~AG~~	~~PUB~~	~~PUD~~	~~25~~	~~25~~	~~250~~
	~~10.0~~	~~AG~~	~~PUB/C~~	~~PUD~~	~~25~~	~~25~~	~~250~~
~~PUD 1 Vacant Site~~	~~2.7~~	~~PUD~~	~~M~~	~~HDR~~	~~25~~	~~20~~	~~54~~
~~PUD 2 Vacant Site~~	~~2.6~~	~~PUD~~	~~M~~	~~HDR~~	~~25~~	~~20~~	~~52~~
~~Total~~	**~~108.7~~**						**~~2,354~~**

~~As a part of the General Plan update, some of the sites identified in Table 58 plus others totaling approximately 92 acres were re-designated for high-density residential use. Using conservative assumptions, this land had the potential to accommodate approximately 1,800 lower-income units, sufficient for meeting the City's remaining RHNA of 1,785 lower-income housing units (Table 57). However, follow-up action to rezone these sites has not yet occurred in response to the General Plan changes. As indicated earlier, re-zoning of these sites will occur when an application for a multi-family project is submitted or with the City's Zoning Code Update project, which is currently in progress, whichever occurs first. Of the 92 acres identified in Table 59, 21 acres currently have zoning that permits multi-family (high density) development. Approximately 15 acres (APNs 235-150-06, 07, and 24) allow multi-family development without any express upper end density limit. The General Plan establishes a maximum density on these Downtown sites (zoned CBD) of 40 du per acre. Assuming an average yield of 28 du per acre, the 15 acres zoned CBD would yield 413 dwelling units. An additional six acres (APNs 235-130-15 and 20) were rezoned in 2007 to provide for high density, multi-family development. Multi-family development is principally permitted on these parcels, without a Conditional Use Permit. Assuming an average yield of 18 du per acre, these six acres zoned ISP would yield 111 dwelling units.~~

~~2. Conclusion~~

~~Despite not re-designating all of the specific parcels originally proposed in the 2003 Housing Element, the City was still able to provide adequate sites at appropriate development standards and densities through the re-designation of other comparable sites. The City's Zoning Code update is underway. Rezoning of these properties could have occurred as individual project applications are submitted. However, no development projects were proposed on these sites. The City provided adequate opportunities to meet its remaining RHNA for the previous planning period. Based on these findings, the City of Tracy did not incur any penalty under AB 1233.~~

~~3. Conclusion~~

~~Despite not re-designating all of the specific parcels originally proposed in the 2003 Housing Element, the City was still able to provide adequate sites at appropriate development standards and densities through the re-designation of other comparable sites. The City's Zoning Code update is underway. Rezoning of these properties could have occurred as individual project applications are submitted. However, no development projects were proposed on these sites. The City provided adequate opportunities to meet its remaining RHNA for the previous planning period. Based on these findings, the City of Tracy did not incur any penalty under AB 1233.~~

~~D.~~B. Financial Resources

As a small city, Tracy has limited access to financial resources for affordable housing. The following list presents the realistic funding available to the City.

1. Redevelopment Set-Aside Funds

Pursuant to state law, at least 20 percent of the net tax increment revenues (after debt services and pass-throughs) generated by redevelopment activity are required to be set aside for housing purposes for low- and moderate-income households. "Tax increment funds" are created through the increased property tax revenues generated as the result of initial public investment in the redevelopment area, which in turn result in new private investment in the area. Redevelopment law authorizes the acquisition and assembly of land for redevelopment purposes as well, which can include the construction of new housing, the provision of low- or no-cost land subsidies for affordable housing, or other forms of assistance in the preservation and upgrading of the redevelopment project area.

Redevelopment law also enables the Tracy Community Development Agency to issue tax allocation bonds and loans to generate revenues for implementing redevelopment plans. This includes land acquisition and financing for the construction of new housing or rehabilitation of existing units. The Agency can also negotiate purchases. At least six percent of new or rehabilitated housing in a redevelopment project must be affordable to low income households; another nine percent must be affordable to moderate income households (for a total inclusionary housing requirement of 15 percent). As of 2010, the Tracy Community Development Agency had a Set-Aside balance of approximately $3,684,804. The annual deposit fluctuates from year to year, due to changes in the assessed values of properties. The annual deposits in 2008 and 2009 were approximately $1.9 million. During the 2009-2014 planning period, the City anticipates receiving a total of $_____ in set-aside deposits.

The Tracy Community Development Agency has used redevelopment set-aside funds for the following programs and activities:

- Downpayment Assistance Program
- Downtown Rehabilitation Loan Program
- Downtown Rehabilitation Grant Program

Property Acquisition and Improvement ProgramBased on the recent changes to redevelopment law, the City of Tracy will need to pay approximately $2.7 million (and approximately $631,000 per year thereafter) in order to maintain its redevelopment agency. At this point in time, it is uncertain if the City can viably maintain the redevelopment function and the City has not yet made a formal decision on whether or not it will maintain its Redevelopment Agency.

If the City decides to maintain its Redevelopment Agency, the Agency will use its redevelopment set-aside funds for the following programs and activities:

- Downpayment Assistance Program (approximately $350,000 annually)
- Downtown Rehabilitation Loan Program (approximately $20,000 annually)
- Downtown Rehabilitation Grant Program (approximately $8,000 annually)
- Property Acquisition and Improvement Program (approximately $1.5 million over the next 5 years)

2.1. Community Development Block Grant (CDBG) Funds

CDBG is the largest federal housing-related program for affordable housing. It is a "pass-through" program that allows local governments to use federal funds to alleviate poverty and blight. Cities with populations of over 50,000 receive CDBG funds directly from HUD, while smaller cities usually use county-administered CDBG funds. HUD makes allocations based on a formula that takes population, poverty, and housing distress into account. CDBG funds are used for a variety of housing efforts including activities aimed at reducing costs for private development (helping fund site acquisition, improvement, and other soft costs); housing acquisition and rehabilitation through short and long-term loans, grants or loan guarantees; direct payment of rent or mortgage and housing counseling services; and fair housing activities. CDBG funds are best used in combination with other subsidy sources or to provide pre-development funding to initiate housing development.

Tracy receives CDBG funds through the San Joaquin Urban County program. The City uses 15 percent of its CDBG funds for public services with the remainder of the allocation going toward public facilities. For FY 2010-11, Tracy was is typically allocated approximately $402450,079 000 in CDBG funds annually.

3.2. HOME Investment Partnership Act (HOME)

HOME, like CDBG, is a formula-based block grant program. HOME funds must be spent only on housing, and are intended to provide incentives for the acquisition, construction, and rehabilitation of affordable rental and home ownership. HOME requires local governments to provide matching funds, though the matching ratio depends on the specific uses to which HOME funds are to be put. The federal-to-local matching ratio for tenant assistance is currently four-to-one, while the match for rental construction is two-to-one. The City has used redevelopment set-aside funds to provide this match.

The City participates in the HOME program through San Joaquin County and has used these funds to support the Downpayment Assistance Program administered for the City by the San Joaquin County. In FY 2010-11, the City of Tracy was allocatedreceives approximately $18660,525 000 in HOME funds annually.

4.3. Housing Choice Voucher Assistance (Section 8)

The Housing Choice Voucher Program (formerly known as Section 8) is a federal program that provides rental assistance to very low-income persons in need of affordable housing. The Housing Choice Voucher Program (HCVP) program offers a voucher that pays the difference between the payment standard and what a tenant can afford to pay (e.g., 30 percent of their income). The voucher allows a tenant to choose housing that may cost above the payment standard, with the tenant paying the extra cost. The Housing Authority of the County of San Joaquin (HACSJ) administers the HCV programP for a number of communities in the County, including Tracy. As of December 2009, there were 166Approximately 150 Tracy households are currently being assisted with Housing Choice Vouchers Program participants in Tracy. However, the HCV waiting list has been closed since 2009.

~~5. Proposition 46 and Proposition 1C Funds~~

~~Recognizing the need to address the housing crisis in California, the voters authorized the issuance of general obligation bonds under Proposition 46 (2002) and Proposition 1C (2006) to provide financing for housing development. Eligibility for these funds requires that the City maintains a Housing Element that complies with State law. Programs funded with Proposition 46 and 1C funds include: 1) Multi-Family Housing; 2) Supportive Housing; 3) Downpayment Assistance (through CalHFA); 4) CalHome; 5) Building Equity & Growth in Neighborhoods (BEGIN); 6) Self-Help Construction Management; 7) Farmworker Housing; 8) Migrant Farmworker Housing; 9) Emergency Housing Assistance; 10) Transit-Oriented Development Implementation Program; 11) Infill Incentives Grant; 12) Affordable Housing Innovation Fund; and 13) Housing-Related Parks.~~

~~6. Tax Exempt Multi-family Revenue Bonds~~

~~The construction, acquisition, and rehabilitation of multi-family rental housing developments can be funded by tax exempt bonds which provide a lower interest rate than is available through conventional financing. Projects financed through these bonds, which can be issued by the Redevelopment Agency, are required to set aside 20 percent of the units for occupancy by very low income households or 40 percent of the units to be set aside for households at 60 percent of the area median income. Tax exempt bonds for multi-family housing may also be issued to refinance existing tax exempt debts, which are referred to as a refunding bond issue.~~

~~E.~~C. Administrative Resources

The following agencies and organizations can assist the City of Tracy in implementing the housing programs and activities contained in this Housing Element, including preserving affordable units that are at risk of converting to market-rate housing.

1. Development and Engineering Services (DES) Department

The Development and Engineering Services (DES) Department enhances and maintains the community character of Tracy through application of the City's General Plan goals and objectives. The DES Department comprehensively reviews and processes land development applications for compliance with land use and design standards adopted in the Tracy Municipal Code, Specific Plans, and other design standards and guidelines. The DES Department also coordinates review of development applications between the project applicant, internal divisions and departments, and outside agencies.

~~2. Community Development Agency~~

~~The Community Development Agency of the City of Tracy was created in 1990 under the provisions of the Community Redevelopment Law (California Health and Safety Code) to remove blight in the project area. The Community Development Project Area Plan was adopted in July 1990, to provide an improved physical, social, and economic environment in the Project~~

area. The City Council serves as the governing body of the Agency and the City Manager serves as the Executive Director. The Agency's primary source of revenue is incremental property taxes.

3.2. Finance Department

The Finance Department ensures the fiscal foundation and information systems necessary to deliver community services and is responsible for City budget preparation and compliance, accounting and financial reporting, debt issuance and management, accounts payable, City employee payroll preparation, utility billing, business licensing, accounts receivable, cashiering and sales, and information systems. The Finance Department also includes the elected office of City Treasurer who oversees the investment of City funds and the Information Systems Division.

4.3. Housing Authority of the County of San Joaquin (HACSJ)

The Housing Authority of the County of San Joaquin (HACSJ) is the agency responsible for providing decent, safe, and affordable housing for low-income families, elderly, and the disabled. HACSJ It was established by state legislation, is federally funded, and has been continually serving the low-income population of San Joaquin County since 1942. Since 1974 the San Joaquin Housing Authority has manages d the Housing Choice Voucher (HCV) pProgram, providing rent subsidies in the form of housing assistance payments to private landlords on behalf of eligible families. The HCV program Housing Choice Voucher Program, funded by the U.S. Department of Housing and Urban Development, provides housing assistance to extremely low and very low-income families, senior citizens, and disabled or handicapped persons. Its objective is to provide affordable, decent and safe housing for eligible families, while increasing a family's residential mobility and choice.

The HousingAuthorityHACSJ currently assists more than 19,000 people through distribution of 4,800 housing vouchers (including single family homes spread throughout the County) and by managing and maintaining 1,075 071 units in the County's public housing developments. The HCV Housing Choice Voucher Pprogram also includes programs such as Family Self-Sufficiency and Welfare to Work. These are designed to assist families in becoming economically self-sufficient.

5.4. Non-Profit Housing Developers

Due to the high cost of housing development, many communities have found that partnerships with non-profit housing developers are an effective tool for creating affordable housing units. In Tracy, several affordable housing developments have been made possible through close coordination and partnership with non-profit housing developers.

Visionary Home Builders of California

Visionary Home Builders (VHB) is an organization whose mission is to create stable, vibrant communities through the development of affordable housing and provision of related programs

and services for low and moderate income families, seniors and people with special needs. VHB began as a small group of farm workers in 1983 whose sole purpose was to improve the living environment for farm workers living in public housing. VHB is a prominent leader in the development and renovation of housing in the Central Valley region. VHB has developed over 1,000 units of rental housing and 350 single-family homes, including the affordable 37-unit Mountain View Townhomes in the City of Tracy. VHB also offers homebuyer education classes to residents of San Joaquin County.

CFY Development, Inc.

CFY Development, Inc. is a committed community developer with over 25 years of experience acquiring, developing, building and rehabilitating workforce housing. The company's portfolio includes 29 projects in 18 cities, with approximately 2,605 units under management. In addition to specializing in affordable housing, the company is also active in mixed-use and mixed-income development. The Tracy Community Development Agency entered into a below market deferred loan agreement with CFY Development, Inc. to provide gap financing for a 50-unit affordable senior housing complex, the Tracy Place Apartments. The complex was completed in 2008.

Bridge Housing

BRIDGE creates high-quality, affordable homes for working families and seniors. With over 13,000 homes and counting, BRIDGE has become the leading affordable housing developer in California. Recently, BRIDGE acquired a 90-unit apartment complex in the Kentfield neighborhood of Stockton as part of a coordinated neighborhood revitalization program initiated by the City of Stockton. The City had identified the Kentfield Apartments as severely distressed and BRIDGE began a major rehabilitation of the property in 2008.

Eden Housing

Eden Housing is an affordable housing developer whose mission is to build and maintain high-quality, well-managed, service-enhanced affordable housing communities that meet the needs of lower income families, seniors and persons with disabilities. Though traditionally based in Alameda County, Eden has by now partnered with 20 cities in six counties to develop affordable housing and is expanding its geographical operations at a rapid pace to new communities, including the San Joaquin Valley. In 1996, the Agency assisted Eden in the development and construction of 72 low- income family apartments, the Stone Pine Meadow complex, located at 229 W. Grant Line Road.

6.5. Opportunities for Energy Conservation

Energy-related housing costs can directly impact the affordability of housing. While state building code standards contain mandatory energy efficiency requirements for new development, the City and utility providers are also important resources to encourage and facilitate energy conservation and to help residents minimize energy-related expenses.

City Programs and Policies

In Tracy, energy conservation can be achieved via a reduction in electricity usage and private automobile use, encouraging efficient siting and exposure for buildings, and implementing land use and transportation policies that encourage fewer and shorter vehicle trips. The City's Open Space and Conservation Element identifies the following goals, objectives, policies, and actions to make efficient use of energy resources throughout the City of Tracy:

- New development projects should be designed for solar access and orientation. Maximum efficiency is gained by siting homes on an east-west axis.

- New development projects should include measures to reduce energy consumption through site and building design, material selection and mechanical systems.

- Use of on-site alternative energy sources, such as photovoltaic (PV) cells for commercial, residential and industrial users to install shall be encouraged.

- The City will encourage businesses to replace diesel vehicles with less polluting alternatives such as compressed natural gas (CNG), bio-based fuels, hybrids and electric cars.

- Study programs that encourage "green" building, such as the LEED (Leadership in Energy & Environmental Design) program developed by the US Green Building Council, and consider code amendments that encourage "green" construction.

- Develop a program to educate the public about energy efficiency technologies and practices for homes and businesses, such as solar panels and low-energy appliances.

- Partner with public utilities to establish and promote a program for home weatherization and solar retrofit.

- Develop design guidelines for residential construction to address the placement solar panels.

- New vehicles purchased and leased by the City should be alternatively fueled to the extent feasible. Common alternative fuel technologies include hybrid, electric bio-based fuels and compressed natural gas (CNG).

- The City will promote the development of alternative energy systems, including but not limited to solar thermal, photovoltaic and other clean energy systems, directly into building design and construction.

- The City will support public and private efforts to develop and operate alternative systems of wind, solar and other electrical production that take advantage of local renewable resources.

- Future development projects are expected to consider the following design features, during the Specific Plan, PUD, subdivision, and design development review: solar access and orientation, natural ventilation, energy efficient landscaping and energy efficient and conserving building design and technologies.

- The City shall encourage and support voluntary retrofit energy programs for residential, commercial, and industrial buildings.

- The City shall pursue the implementation of energy efficiency measures of existing and future City facilities as opportunities arise.

- The City shall support land use patterns that maximize energy efficiency, both by minimizing transportation and by making use of existing capital improvements.

- Develop or otherwise make available information to developers and citizens on energy efficient and conserving building design and technologies, including enhanced wall and ceiling insulation, thermally efficient glazing, and efficient heating and cooling equipment and household appliances.

- Review, and revise if necessary, the zoning ordinance and building codes, to allow for a variety of energy efficiency technologies so long as the revisions do not adversely impact human health or safety or conflict with other goals in this General Plan.

~~In addition to the above efforts, the City offers several housing rehabilitation programs that can assist Tracy residents with energy saving improvements for their homes. The Rehabilitation Home Loan Program offers low interest and, in some cases, deferred payment loans up to $50,000 for mechanical, electrical, plumbing, heating and structural systems repair or replacement, drainage improvements, roof repair, painting, siding and weatherizing. The Weatherizing and Home Security Program offers grants up to $2,000 for weatherizing and home security improvements. And, the Emergency Home Repair Assistance Program offers grants up to $2,000 for needed emergency repair or accessibility modifications.~~

Utility Provider Programs

PG&E's offers energy efficiency rebates to property owners and managers of multifamily dwellings. The program encourages owners of existing properties to upgrade to qualifying energy-efficient products in individual tenant units and in the common areas of residential apartment buildings, mobile home parks and condominium complexes. PG&E also offers an Energy Efficiency Savings Assistance Program that provides qualified customers with energy-saving improvements at no charge.

the SmartAC program to homeowner, renters and small businesses to reduce energy demand during peak periods. When installed on or near an air conditioner (AC) unit, SmartAC technology can be remotely activated in anticipation of a state or local energy supply emergency. When activated, the AC unit will generate cool air for about 15 minutes of every half hour and then circulate already cool air for the remaining 15 minutes. SmartAC technology is free and participation in the SmartAC program can help to prevent power interruptions in the event of an energy supply emergency. In addition to the SmartAC program, PG&E also offers the ClimateSmart program. This program helps to balance out a home's greenhouse gas (GHG) emissions through a voluntary, tax-deductible donation to your monthly PG&E bill—around five dollars a month for the typical home. The proceeds of this donation go to supporting projects that reduce or absorb GHG emissions by conserving and restoring native redwood forests or capturing methane gas from dairy farms and landfills.

The Energy Partners Program, also provided by PG&E, offers income-qualified customers free energy education, weatherization measures and energy-efficient appliances to reduce gas and electric usage. A wide range of rebates is also available to PG&E customers for a variety of energy saving measures from lighting products to appliance recycling.

III.V. Review of Past Accomplishments

State law (California Government Code Section 65588(a)) requires each jurisdiction to review its housing element as frequently as appropriate and evaluate:

- The appropriateness of the housing goals, objectives, and policies in contributing to the attainment of the state housing goal;
- The effectiveness of the housing element in attainment of the community's housing goals and objectives; and
- The progress in implementation of the housing element.

The evaluation provides valuable information on the extent to which programs have been successful in achieving stated objectives and addressing local needs, and to which these programs continue to be relevant to addressing current and future housing needs in Tracy. The evaluation provides the basis for recommending modifications to policies and programs and the establishment of new objectives in the 2009 2015-2014 2023 Housing Element.

This section summarizes the City's accomplishments in implementing the 2003 2009-2014 Housing Element. A program-by-program review is contained in Appendix BC. Table 47 summarizes Tracy's quantified objectives for the 2003 2009-2009 2014 Housing Element period and compares the City's progress in fulfilling these objectives. Between 2003 and 2009, a total of 4,001 building permits for new housing units were finaled in the City of Tracy. The City exceeded its new construction goal by over 3,700 housing units. However, most of these new units were attributed to market-rate housing development, and the City fell short of its production goal for affordable units.

Table 47: 2009-2014 Housing Element Summary of Quantified Objectives

	Extremely Low	Very Low	Low	Moderate	Above Moderate	Total
Objectives						
New Construction (RHNA)	453	454	632	813	2,535	4,888
Rehabilitation						
Downtown Rehabilitation Loan	1	1	2	1	0	5
Downtown Rehabilitation Grant	5	5	10	5	0	25
NSP	0	2	2	5	0	9
Preservation	No units at risk during planning period					
Assistance						
Downpayment Assistance	0	20	25	25	0	60
Section 8	83	83	0	0	0	166
Family Self-Sufficiency	8	9	0	0	0	17
Actual						
New Construction (permitted)	0	0	0	0	784	784
Rehabilitation						
Downtown Rehabilitation Loan	0	0	0	2	0	2
Downtown Rehabilitation Grant	0	0	0	11	0	11
NSP	0	0	0	14	0	14
Preservation	No units at risk during planning period					
Assistance						
Downpayment Assistance	0	4	12	7	0	23
County GAP-DPA Program	0	0	0	8	0	8
~~Section 8~~	~~83~~	~~83~~	~~0~~	~~0~~	~~0~~	~~166~~
~~Family Self-Sufficiency~~	~~8~~	~~9~~	~~0~~	~~0~~	~~0~~	~~17~~

IV.VI. Housing Plan

The City of Tracy's long-term housing goal is to provide housing that fulfills the diverse needs of the community. In the short term, this will be accomplished with the objectives, policies, and programs set forth in this Housing Plan. The goals, policies, and programs in the Plan build upon the identified housing needs in the community, constraints confronting the City, and resources available to address the housing needs, and will guide City housing policy through the 2009-2014 2015-2023 planning period.

Goals are statements of community desires which are broad in both purpose and aim, but are designed specifically to establish direction. Policies provide specific standards and/or end states for achieving a goal. Essentially, goals represent desired outcomes the City seeks to achieve through the implementation of policies. Further articulation of how the City will achieve the stated goals is found in the programs. Programs identify specific actions the City will undertake toward putting each goal and policy into action. Quantified objectives identified in particular programs are estimates of assistance the City will be able to offer, subject to available financial and administrative resources.

To make adequate provision for the housing needs of all economic segments of the community, the programs in the Housing Plan aim to:

- Conserve and improve the condition of the existing affordable housing stock;
- Assist in the development of housing for low- and moderate-income households;
- Identify adequate sites to encourage the development of a variety of types of housing for all income levels;
- Address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing; and
- Promote housing opportunities for all persons.

Table 48 at the end of this section summarizes the quantified objectives of the various housing programs for the period of December 31 July 1, 2015 through June 30 December 31, 2023 July 1, 2009 through June 30, 2014.

A. Conservation of the Existing Supply of Housing

Conserving and improving the housing stock is an important goal for the City of Tracy. The City supports neighborhood preservation and improvement through housing rehabilitation and improvement programs, and code enforcement.

Goal 1.0 **Conserve and improve the condition of the existing housing stock, especially affordable housing.**

Policy 1.1 Promote the continued maintenance and enhancement of residential units.

Policy 1.2 Work to preserve affordable units in publicly assisted housing developments that are at risk of converting to market-rate housing.

Policy 1.3 Facilitate the removal of existing housing that poses serious health and safety hazards to residents and adjacent structures.

Policy 1.4 Work with property owners and nonprofit housing providers to preserve existing housing for low and moderate income households.

Policy 1.5 Promote energy conservation in housing.

Program 1: Downtown Housing Rehabilitation Home Loan Program

The City previously offered several housing rehabilitation programs, including the Downtown Rehabilitation Loan Program and the Downtown Rehabilitation Grant Program. However, due to the dissolution of the Tracy Community Development Agency in 2012, the City was forced to eliminated both programs due to lack of funding. . Housing rehabilitation programs offered by the County of San Joaquin have also been suspended with no timeline for reinstatement. The City will work to identify and pursue additional funding sources to reinstate a housing rehabilitation program, if feasible. This program offers low interest and, in some cases, deferred payment loans of up to $50,000 to qualified, income-eligible, owner-occupied homeowners in the downtown area for needed home rehabilitation work. Eligible improvements include mechanical, electrical, plumbing, heating and structural systems repair or replacement, drainage improvements, roof repair; painting, siding and weatherizing.

Objectives and Timeframe:

- Continue to provide loans to qualified low and moderate income homeowners.
- Disseminate information to homeowners regarding rehabilitation standards and the Downtown Rehabilitation Home Loan Program.
- Improve one housing unit annually (for extremely low income, very low income, low income, or moderate income households).Annually consult the HCD and HUD websites to identify and pursue potential funding opportunities and funding sources that may be available and appropriate to reinstate a housing rehabilitation program.
- RRefer property owners in need of rehabilitation assistance to the San Joaquin County Neighborhood Preservation Division who administers the County's HUD Grant programs, which includes housing rehabilitation programs (currently suspended).

Responsible Agency: Tracy Community Economic Development DepartmentDivisionAgency
Funding Sources: CDA Set-AsideGeneral Fund

Program 2: Downtown Rehabilitation Grant Program

~~The Downtown Rehabilitation Grant Program has three components:~~

~~1. **Downtown Weatherizing and Home Security Program:** This program offers grants of up to $2,000 to qualified, income-eligible, owner-occupied homeowners in the downtown area for weatherizing and home security improvements. Eligible improvements include insulation for attic and walls, weather stripping for doors and windows, security lighting, doors and screen doors, energy efficient windows, smoke and carbon monoxide detectors, residential security systems, and roof and siding repairs. Grant funds are available on a first-come, first-served basis, after completion of the repair work.~~

~~2. **Downtown Exterior Enhancement Program:** This program offers grants of up to $2,000 to qualified, income-eligible, owner-occupied homeowners in the Downtown area for home exterior improvements. Eligible improvements include exterior painting, new fencing, roof repairs or replacement, security doors and security screen doors, front yard landscaping, and driveway repair or replacement. Grant funds are available on a first-come, first-served basis, after completion of the repair work.~~

~~3. **Downtown Emergency Home Repair Assistance Program:** This program offers grants of up to $2,000 to qualified, income-eligible, owner-occupied homeowners in the downtown area for needed emergency repair or accessibility modifications. Eligible improvements include mechanical, electrical, plumbing and structural systems, drainage improvements to prevent or correct flooding of structures, and roof repairs. Grant funds are available on a first-come, first-served basis, after completion of the repair work.~~

~~***Objectives and Timeframe:***~~
- ~~Continue to provide assistance to qualified low and moderate income homeowners.~~
- ~~Disseminate program information to homeowners regarding rehabilitation standards.~~
- ~~Improve five housing units annually (estimated one extremely low income, one very low income, two low income, and one moderate income households).~~

~~***Responsible Agency:*** Tracy Community Development Agency~~
~~***Funding Sources:*** CDA Set-Aside~~

~~**Program 3:** **Code Enforcement**~~

The Code Enforcement Division handles the enforcement of the City's zoning regulations and building and housing codes. Complaints received are investigated for possible violations and compliance is handled first by direct person to person visit or by telephone to discuss the violations and obtain voluntary compliance. The Code Enforcement Division also works with other city departments and outside state and county agencies.

Objectives and Timeframe:

- Continue to investigate possible code violations.
- Continue to disseminate information on available housing rehabilitation assistance ~~available~~ to address code violations and other housing issues.

Responsible Agency: Tracy Code Enforcement Division
Funding Sources: General Fund

Program 3: Graffiti Removal Program

The majority of graffiti is done by graffiti vandals known as "taggers." They are motivated by the need to be recognized. The City of Tracy ~~is proud to have~~operates a Graffiti Removal Program. Residents can report any graffiti they happen to see around the City on public or private property to the City's Graffiti Hot Line. This hot line is available 24 hours a day and completely anonymous.

Objectives and Timeframe:

- Continue to operate the Graffiti Hot Line.

Responsible Agency: Public Works Department
Funding Sources: General Fund

Program 4: Affordable Housing Monitoring

The City has a large inventory of affordable housing units with different terms of affordability covenants. None of the City's affordable units are at-risk of converting to market rate during the planning period~~,~~ however, ~~T~~the City will continue to monitor the status of affordable units with the objective of preserving the ~~City's~~ affordable housing stock.

Objectives and Timeframe:

- Monitor status of affordable units annually by maintaining contact with property owners and HUD Multi-Family Housing division.
- Solicit interest and participation of nonprofit housing developers to acquire and preserve housing to be maintained as affordable units.

Responsible Agency: Tracy Economic Development ~~Department~~Division~~Tracy Community Development Agency~~
Funding Sources: ~~CRA Set-Aside~~General Fund

B. Assist in the Development of Affordable Housing

Providing affordable housing is essential for a healthy community. In addition to a diverse mix of housing types, it is necessary to make available housing for residents of all income levels. Seeking funding from varied sources increases the opportunities for development of affordable housing units. The Tracy Development and Engineering Services (DES) Department actively works with both non-profit and for-profit developers in the production of affordable for-sale and rental housing. Recognizing that homeownership plays a significant role in establishing strong neighborhoods and a sense of community pride, the City supports programs that make purchasing a home a realistic option for lower and moderate income households.

Goal 2.0 **Assist in the provision of housing that meets the needs of all economic segments of the community.**

Policy 2.1 Facilitate homeownership opportunities for low and moderate income households.

Policy 2.2 Use density bonuses and other incentives to facilitate the development of new housing for extremely low, very low, and low income households.

Policy 2.3 Work with non-profit and for-profit developers to maximize resources available for the provision of housing affordable to lower income households.

Policy 2.4 Address the housing needs of special populations and extremely low income households through a range of housing options, including emergency shelters, transitional housing, supportive housing, and single-room occupancy units.

Policy 2.5 Promote the use of energy conservation features in the design of residential development to conserve natural resources and lower energy costs.

Program 5: Down Payment Assistance (DAP) Loan Program

The City of Tracy Down Payment Assistance (DAP) Loan Program provides deferred downpayment assistance loans to low income, first-time homebuyers for the purchase of homes in the City of Tracy. The loans are intended to bridge the gap between the cost of a home and what a low- income household can afford by providing 10 percent of the home sales price (up to $15,000, whichever is the lesser) to qualified households. is designed to assist qualified first-time homebuyers who wish to purchase a home within designated areas of the Community Development Agency Project Area to increase the proportion of homeownership. The program provides deferred, down payment assistance loans of up to 30 percent of the purchase price of the home with a cap of $75,000 for low income, first-time homebuyers for the purchase of newly built or existing homes. All first-time home buyers must be certified as first-time home buyers by a HUD approved agency (i.e., Visionary Home Builders). The DAP is administered by the San Joaquin County Neighborhood Preservation Division.In order to qualify for assistance, the property proposed for purchase must be located with the specified areas of the City of Tracy Community Development Agency Project Area.

Objectives and Timeframe:

- Continue to provide down payment assistance to qualified lower and moderate income homeowners households (up to 80 percent AMI).
- Disseminate information to prospective first-time homeowners homebuyers on the Down Payment Assistance ProgramDAP Loan Program.
- Assist 12 three households annually (an estimated four one very low income and two, five one low income, and three one moderate incom e households) annually.

Responsible Agency: San Joaquin County Neighborhood Preservation Division~~Tracy Community Development Agency~~
Funding Sources: ~~CDA Set-Aside~~HUD funds

Program 6: Homebuyer and Financial Literacy Training

Homebuyer and financial literacy education represents a key step to introducing households to the challenges, responsibilities, and benefits of homeownership. These programs also serve as critical components of asset-building, helping families build wealth – savings and equity – rather than living paycheck to paycheck. In particular, homebuyer education programs help first-time buyers evaluate their financial readiness, understand the home buying process, explore different financing options, access homebuyer assistance programs, resolve credit issues, and avoid predatory lending practices. Other asset-building education programs address financial literacy more broadly. Homebuyer and financial literacy programs are best offered in tandem with demand-side initiatives such as a down payment assistance program.

Objectives and Timeframe:

- Continue to require a "Certificate of Completion" from a HUD-approved homebuyer class in order to participate in the City's DAP Loan Program.
- Partner with qualified local non-profit agencies ~~Visionary Home Builders (VHB)~~ to offer homebuyer education classes ~~to residents~~and ~~.~~
- ~~P~~publicize the availability of ~~homebuyer education~~these classes to residents.

Responsible Agency: San Joaquin County Neighborhood Preservation Division~~,~~; Visionary Home Builders~~,~~; Neighbor Works~~,~~; NID-HCA (Housing Counsel Agency)~~VHB~~
Funding Sources: HUD funds

Program 7: Affordable Housing Development~~ers~~

Local governments can support the production of affordable and workforce housing by contributing capital funds to local affordable housing developments. This financial assistance can come in a variety of ways. Many jurisdictions defer, waive, or reimburse local permitting fees for affordable units, either in 100 percent affordable developments or in mixed-income inclusionary projects. While jurisdictions cannot legally waive impact fees, which are meant to mitigate impacts generated by the project, they may ~~use redevelopment agency funds~~offer financial assistance to cover these costs. Alternately, cities can pay for the necessary infrastructure improvements to prepare a site for residential development, in lieu of collecting impact fees. Below-market rate loans for land acquisition and predevelopment can prove vital for affordable housing developers with limited capital. ~~Local redevelopment agencies often provide these resources using housing set-aside funds.~~ The State also offers a number of funding sources for acquisition and predevelopment costs.

Objectives and Timeframe:

- ~~In 2011/2012, investigate the feasibility of providing fee assistance or below-market loans to affordable housing developers in order to support the production of~~

~~affordable and workforce housing. Specifically,~~Continue to prioritize ~~assistance~~ the allocation of RGAs to affordable housing projects (particularly for those projects that set aside units for extremely low income households and persons with special needs, including those with developmental disabilities).

- Proactively encourage and facilitate ~~on an ongoing basis~~ the development of affordable housing by ~~efforts of~~ non-profit organizations ~~for the construction of affordable housing~~ for lower income households, particularly those with special needs including large households, seniors, extremely low-income (ELI) households, and households with persons who have disabilities or developmental disabilities.
- Continue to provide density bonuses and other incentives to developers who provide affordable units.

Responsible Agency: Tracy ~~Community Development Agency~~ Development ~~and Engineering~~ Services (D~~E~~S) Department
Funding Sources: ~~CDA Set Aside~~General funds

Program 8: Housing Choice Voucher Program ~~(Section 8)~~

The City of Tracy contracts with the ~~San Joaquin~~ Housing Authority of the County of San Joaquin (HACSJ) to manage the Housing Choice Voucher (HCV) p~~P~~rogram, which provides rent subsidies in the form of housing assistance payments to private landlords on behalf of eligible families. The HCV ~~Housing Choice Voucher P~~program, funded by HUD, provides housing assistance to extremely low and very low income families, senior citizens, and disabled or handicapped persons. Its objective is to provide affordable, decent and safe housing for eligible families, while increasing a family's residential mobility and choice. The Voucher Program also includes programs such as Family Self-Sufficiency and Welfare to Work. These are designed to assist families in becoming economically self-sufficient.

Objectives and Timeframe:

- ~~Continue to participate in the federally sponsored Section 8 Housing Choice Voucher program.~~
- Disseminate information to the public regarding ~~the Section 8 Program~~the HCV program and promote participation by rental property owners.
- Annually contact the HACSJ to obtain information on the status of the HCV program and other available resources.
- Continue to support HACSJ's petition for increased funding from HUD.
- Continue to work with ~~the San Joaquin Housing Authority~~HACSJ to provide ~~Section 8 Vouchers~~HCVs to ~~166 households annually~~Tracy residents.
- Continue to work with ~~the San Joaquin Housing Authority~~the HACSJ to ~~A~~assist ~~17~~ households ~~annually~~ through the Family Self-Sufficiency Program.

Responsible Agency: Housing Authority of the County of San Joaquin
Funding Sources: HUD funds

Program 9: Sustainability Program

~~At the City Council Prioritization Workshop of April 15, 2008, Council directed staff to allocate funding for consulting services to assist the City in implementing a Sustainability Program. Since the April City Council meeting, City staff has formed an Environmental Sustainability Strategic Priority Team consisting of representatives from the City Manager's Office, Development and Engineering Services, and Public Works. The team has completed an assessment of the City's existing and potential sustainability, or "greening," practices and policies to develop recommendations for a Citywide Sustainability/Greening Strategy. The team has already conducted research on sustainability programs and practices, contacted numerous cities and organizations to acquire knowledge about sustainability efforts, and conducted a citywide greenhouse gas emission inventory and forecast. In addition, the team has reviewed research on City of Tracy sustainability performed by CSU Stanislaus Executive MBA students. A draft~~The City adopted a Sustainability Action Plan ~~has been developed and is anticipated to receive City Council consideration~~ in ~~2010~~2011. The Sustainability Action Plan provides the City with a guide to reduce GHG emissions, reduce consumption of nonrenewable resources, improve public health, promote economic vitality, implement the General Plan, and engage residents~~will include a measure to develop incentives to promote green building techniques and features~~. ~~-~~Implementation of the Sustainability Action Plan will also place Tracy at a competitive advantage in attracting new job industries. The Plan identifies opportunities for Tracy to be a destination of local employment centers and green jobs, an emerging field that diversifies Tracy's economic base and attracts complementary industries. Approximately every five years following the adoption of the Sustainability Action Plan in 2011, or as funding is available, the City will conduct a comprehensive update to the greenhouse gas emission inventory and release a progress report. The progress report will list the measures that have been implemented to date and summarize the results of periodic reviews that have been conducted.

Objectives and Timeframe:

- Continue to ~~develop~~ implement the Sustainability Action Plan.
- ~~Update the baseline 2006 greenhouse gas emission inventory and release a progress report~~.

Responsible Agency: Tracy Development and Engineering Services (DES) Department
Funding Sources: ~~Federal Grants and City~~ General ~~F~~funds

Program 10: Affordability by Design

"Affordability by Design" refers to a series of zoning and site design standards that regulate building form to promote the construction of affordable housing. These standards facilitate more efficient use of land, thereby lowering a development's per unit costs without sacrificing construction or building design quality. Although Affordability by Design concepts do not

guarantee the provision of affordable housing, they do establish a regulatory environment wherein affordable units may occur. Examples of Affordability by Design concepts include:

- Reduced parking requirements, particularly in higher density, pedestrian-oriented urban areas and locales near major transit nodes;
- Permitting of accessory dwelling units (ADUs) in single-family zones;
- Regulation of residential building density through height, bulk, and setback requirements, rather than units per acre; and
- Increased flexibility in open space requirements.

- The City recently adopted amendments to the Zoning Ordinance to incorporate Affordability by Design principles. For example, any use, including multi-family residential, may request a reduction in required parking based on a study or survey that illustrates that required parking is not warranted. Applicants may also receive up to a 20 percent reduction of the otherwise required number of parking spaces pursuant to T.M.C. Section 10.08.3470(e). The City of Tracy has also relaxed the required distance between structures in the HDR Zoning District from the average height of the two buildings to 10 -feet. This has provided for greater flexibility for the allowance and maximum usage of residential sites.

Objectives and Timeframe:

- Within one year of adoption of the Housing Element, updateContinue to implement the recently adopted Zoning Amendments that incorporate the Zoning Ordinance to be consistent with the affordability by design concepts described in the General Plan.
- Promote Affordability by Design principles by placing information on City website and at public counters by 2016.

Responsible Agency: Tracy Development and Engineering Services (DES) Department
Funding Sources: Departmental Budget

C. Provide Adequate Housing Sites

A major key element in meeting the housing needs of all segments of the community is the provision of adequate sites for all types, sizes and prices of housing. Persons and households of different ages, types, incomes, and lifestyles have a variety of housing needs and preferences that evolve over time and in response to changing life circumstances. Providing an adequate supply and diversity of housing accommodates changing housing needs of residents. The Tracy General Plan and Zoning Ordinance, as well as Specific Plans, establish where housing may locate. To provide adequate housing and maximize use of limited land resources, new development should be constructed at appropriate densities that maximize the intended use of the land.

Goal 3.0 Provide suitable sites for housing development which can accommodate a range of housing by type, size, location, price, and tenure.

Policy 3.1 Provide for a range of residential densities and products, including low-density single-family uses, moderate-density town—homes, and higher-density apartments, condominiums, and units in mixed-use developments.

Policy 3.2 Encourage development of residential uses in strategic proximity to employment, recreational facilities, schools, neighborhood commercial areas, and transportation routes.

Policy 3.3 Encourage compatible residential development in areas with recyclable or underutilized land.

Policy 3.4 Promote the adaptive reuse of existing commercial/industrial buildings as a conservation measure.

Policy 3.5 Promote flexible development standards to provide for a variety of housing types.

Program 11: Inventory of Residential SitesProvision of Adequate Sites

The City is committed to ensuring that adequate sites at appropriate densities remain available during the planning period, as required by law. The City will maintain an inventory of vacant sites to accommodate the City's Regional Housing Needs Assessment (RHNA) of 4,888 976 units. Specifically, the City has already achieved has 354 4,856 housing units under construction, approved, or under review since January 1, 2007 2014 – leaving , with a remaining RHNA of 4,533 2,513 lower– and moderate- income units (907 extremely low/very low, 582 low, 669 moderate, and 2,378 above moderate income units). The City will ensure that an adequate supply of vacant sites, at appropriate densities and development standards, are available during the planning period to accommodate the remaining RHNA.

Most of this lower- income RHNA can be accommodated on vacant sites throughout the City that are currently zoned forto allow higher density residential uses. The City will also rezone a group of four adjacent properties, totaling over 31 acres, from Light Industrial to HDR. . These four parcels, located at the intersection of Valpico Road and Mission Court, are already designated Residential High by the General Plan. The rezoning of these four properties is, therefore, technical in nature in order to maintain consistency with the General Plan and will be accomplished within two years of the adoption of the 2015-2023 Housing Element. The rezoning of properties to accommodate the City's RHNA shortfall will also meet the following requirements:

- Sites must be prezoned to permit owner-occupied and rental multifamily housing by right without discretionary review of the use or density; and
- Sites must be zoned with a minimum density of at least 1620 units per acre.

Objectives and Timeframe:

- ~~Continue to pursue the annexation of Ellis Specific Plan area with a target date of 2012.~~
- ~~Adopt Downtown Specific Plan in 2012.~~
- ~~Complete Zoning Code update to implement the General Plan in 2012, specifically rezone Raleys properties (33.8 acres) and Valpico Road properties (37.1 acres) from Industrial to High Density Residential consistent with the General Plan to provide a maximum capacity of 1,772 units and an average capacity of 1,276 units, where multi-family is permitted by right.~~Complete rezoning of the four parcels on Valpico Road within ~~one~~two year of the adoption of the 2015-2023 Housing Element.
- Monitor and update the sites inventory annually to assess ~~the City's continued ability to facilitate a range of residential housing types~~its adequacy for meeting the RHNA, particularly for sites capable of facilitating the development of lower income housing.
- Make the inventory of vacant sites available to interested developers after adoption of the Housing Element.
- Should properties identified in the residential sites inventory become unavailable during the planning period, resulting in a shortfall in sites for meeting the RHNA, the City will identify additional sites~~ for accommodating any shortfall,~~ per Government Code § 65863.

Responsible Agency: Tracy Development ~~and Engineering~~ Services (D~~E~~S) Department
Funding Sources: Departmental Budget

Program 12: Property Acquisition and Improvement

~~The Community Development Agency will previously worked to acquire, through voluntary acquisitions, and strategically prepare parcels within the Project Area for disposition to qualified developers who committed to a specified program of timely redevelopment. However, the dissolution of the Tracy Community Development Agency in 2012 eliminated the Redevelopment Project area and severely compromised the City's ability to pursue and purchase properties for residential development.~~ The City will continue to identify and seek partnerships with organizations and the County in order to acquire, improve, and develop affordable housing.~~The Agency may also acquire property in downtown for the purpose of public parking. Such Agency acquisition may involve assembly of multiple parcels into a unified development site or purchase of single parcels. The acquired parcels may be vacant or occupied by structures. The Agency may "landbank" properties for disposition at a later time or work with preselected property owners or developers in the acquisition process. In addition, the Agency may make site improvements or conducts soils remediation on properties to prepare them for disposition and redevelopment.~~

Objectives and Timeframe:

- Continue to identify and seek partnerships with organizations and the County in order to acquire, improve, and develop affordable housing~~Continue to identify additional properties for potential development, particularly within the~~

Redevelopment Project Area, and pursue development rights or purchase of these properties.

- Continue to assist in site acquisition for affordable housing. As funding permits, prioritize funding assistance to affordable housing projects that set aside units for seniors, persons with disabilities, and extremely low income households.

Responsible Agencies: Tracy Development and Engineering Services (DES) Department;, Community Development Agency, Economic Development DepartmentDivision;, San Joaquin County Neighborhood Preservation Division;, and local nonprofits

Funding Sources: CDBG funds, CDA set-aside funds, and other funding sources, as available

Program 13: Inclusionary Housing

Inclusionary programs are established through local ordinances that require market rate residential developers to set aside a certain portion of units in a development for income-restricted affordable housing (both rental and homeownership). The current housing market and local affordability conditions do not merit creation of a mandatory inclusionary housing program in Tracy today. Moreover, a program would prove unproductive, as little to no new residential development is occurring. However, if the cost of housing increases to the extent that it becomes inIn order to make affordable housing more accessible to workforce-income households, the City could consider ways to incorporate additional voluntary inclusionary housing incentives into the GMO to increase the supply of low, moderate, and/or workforce income units. Establishing a policy when fewer projects are in the pipeline allows developers time to incorporate the affordable units into their pro-formas and land costs, and facilitates a more gradual transition into the program.

Objectives and Timeframe:

- Continue to explore the potential and set the stage for a voluntary inclusionary housing program that includes an extremely low income housing component.
- Bi-annuallyM- monitor the City's affordability conditions and identify an inclusionary housing trigger, if necessary.

Responsible Agency: Tracy Development and Engineering Services (DES) Department

Funding Sources: Departmental Budget

Program 14: Resale of Foreclosed Properties

~~Although thousands of households have lost their homes in the ongoing wave of foreclosures, this crisis also represents an opportunity to purchase foreclosed properties and resell them to moderate-income buyers at affordable prices. In addition to helping families access affordable homes, reselling foreclosed properties can help stabilize local property values and mitigate blight caused by unmaintained homes.~~ HUD's ~~new~~ Neighborhood Stabilization Program (NSP), passed as part of President Bush's September 2008 Economic Recovery Act, provide~~s~~d ~~$3.92~~nearly $4 billion of emergency grants to state and local governments to acquire, redevelop, and resell foreclosed properties.

San Joaquin County received~~-~~ one-time stimulus funds for the Neighborhood Stabilization Program (NSP-3), which ended March 2014. The County expended these funds for the acquisition, rehabilitation and resale of foreclosed single-family ~~foreclosed~~ homes and multi-family apartment complexes throughout the County. Twelve of these foreclosed properties were located in the City of Tracy and resold to income-qualified ~~moderate-income~~ households. The County also worked with Stocktonians Taking Action To Neutralize Drugs (STAND) to rehabilitate six foreclosed properties in Tracy and resell those homes to ~~moderate-income~~income-qualified households. As of December 2015, funding for these programs has been exhausted but the City will work with the County to identify additional funding sources to continue this program.~~$9 million under the NSP, of which $1.9 million is to be spent on activities in Tracy. Specifically, only homes in five Census Block Groups that cover the northwestern corner of the City may be acquired and resold under the NSP. These areas were identified by the County in its NSP grant application as having the "greatest need" due to the concentration of foreclosure activities.~~

Objectives and Timeframe:

- Continue to collaborate with the County to identify and pursue available resources for the acquisition/rehabilitation of foreclosed and/or substandard housing as affordable housing.~~Identify and pursue additional funding sources to reinstate a program that acquires, rehabilitates, and resells foreclosed homes.Acquire and rehabilitate nine foreclosed properties, and subsequently resell or rent them to households earning up to 120 percent of AMI.~~
- ~~Conduct outreach and publicize the availability of these foreclosed properties to residents.~~

Responsible Agency: Tracy Development ~~and Engineering~~ Services (D~~E~~S) Department; San Joaquin County Neighborhood Preservation Division~~San Joaquin County Community Development Department with Visionary Home Builders~~

Funding Sources: ~~NSP funding~~Departmental Budget

D. Remove Governmental Constraints

Pursuant to State law, the City is obligated to address, and where legally possible, remove governmental constraints affecting the maintenance, improvement, and development of housing. Removing constraints on housing development can help address housing needs in the City by expediting construction, and lowering development costs.

Goal 4.0 **Mitigate any potential governmental constraints to housing production and affordability.**

Policy 4.1 Review and adjust as appropriate residential development standards, regulations, ordinances, and processing procedures that are determined to constrain housing development, particularly housing for lower and moderate income households and for persons with special needs.

Policy 4.2 Allow more than 150 affordable housing units as exceptions under the GMO.

Program 15: ~~Extremely Low Income and Special Needs Housing~~Zoning Ordinance

The City of Tracy is currently considering an amendment to the Zoning Ordinance that includes updated provisions for emergency shelters, transitional and supportive housing, SROs, manufactured housing, and second units. The amendment will also update the City's definition of "family" and establish a formal reasonable accommodations procedure. The Planning Commission reviewed this amendment in October 2015 and adoption by the City Council is anticipated in November 2015.

Additional revisions related to density bonuses, residential care facilities, farmworker housing, and employee housing will be completed by 2016. The City will also continue to evaluate its Zoning Ordinance for any potential constraints to the development of housing on an ongoing basis and process amendments as necessary.
~~Extremely low income households and households with special needs have limited housing options in Tracy. Housing types appropriate for these groups include: emergency shelters, transitional housing, supportive housing, and single-room occupancy (SRO) units. The City of Tracy Zoning Ordinance does not specifically address the provision of such housing types. Pursuant to State law, the City will amend the Zoning Ordinance to address these housing options.~~

Objectives and Timeframe:

- Complete Zoning Ordinance amendments to address the provision of density bonuses, residential care facilities, farmworker housing, and employee housing by 2016. Specifically:
  - **Density Bonus:** Update Density Bonus Ordinance to reflect the requirements of AB 2222 (effective January 2015), including extending the affordability control for the affordable units to 55 years, and requiring the replacement of existing affordable units demolished or removed in order to qualify for a density bonus, incentive, or concession.

- **Residential Care Facilities:** to In accordance with the Lanterman Act, amend the Zoning Ordinance to permit residential care facilities serving six or fewer persons as a single-family residential use. In addition, consistent with City practice, amend the Zoning Ordinance to allow residential care facilities of seven or more persons in all residential zones with a Conditional Use Permit.
- **Farmworker Housing:** The California Employee Housing Act further defines housing for agricultural workers consisting of 36 beds or 12 units be treated as an agricultural use and permitted where agricultural uses are permitted. The City of Tracy permits crop and tree farming in the A, LDR, MDC, MDR, and HDR zones. The City will amend the Zoning Ordinance to address the provision of farmworker housing consistent with the Employee Housing Act.
- Employee Housing: The California Employee Housing Act requires that housing for six or fewer employees be treated as a regular residential use. The City will amend the Zoning Ordinance to address the provision of farmworker housing consistent with the Employee Housing Act.

Evaluate Zoning Ordinance for any potential constraints to the development of housing on an ongoing basis.~~Within one year of the adoption of the Housing Element, the City will amend the Zoning Ordinance to address the following:~~

- ~~*Emergency Shelters*: The City will amend its Zoning Ordinance to permit homeless shelters with a ministerial permit within the MDR and HDR zones. Objective performance standards will be established and these standards will be the same as similar uses in the MDR and HDR zones.~~

- ~~*Transitional Housing*: The City will amend its Zoning Ordinance to differentiate transitional housing in the form of group quarters versus as regular housing developments. For transitional housing facilities that operate as regular housing developments, such housing will be permitted where similar housing is otherwise permitted. For transitional housing facilities that operate as group quarters, such facilities will be permitted as residential care facilities.~~

- ~~*Supportive Housing*: The Zoning Ordinance will be amended to differentiate supportive housing in the form of group quarters versus as regular housing developments. For supportive housing facilities that operate as regular housing developments, such uses will be permitted where similar housing is otherwise permitted. For supportive housing facilities that operate as group quarters, such facilities will be permitted as residential care facilities.~~

- ~~*Single Room Occupancy Units (SROs)*: The City will amend its Zoning Ordinance to permit SROs with a Conditional Use Permit in the MDR and GHC zones.~~

- ~~*Reasonable Accommodation*: The City will amend the Zoning Ordinance to implement a reasonable accommodation procedure to address reasonable accommodation requests.~~

- ~~*Second Units*: The City will amend its Zoning Ordinance to permit second units in residential zones where a primary single-family unit already exists.~~

- ~~*Manufactured and Mobile Homes*: The City will amend its Zoning Ordinance to allow manufactured/mobile homes installed on a permanent foundation in all residential zones where single-family dwellings are permitted~~

Responsible Agency: Tracy Development ~~and Engineering~~ Services (D~~E~~S) Department
Funding Sources: Departmental Budget

Program 16: Growth Management Ordinance (GMO)

The City of Tracy adopted the residential Growth Management Ordinance (GMO) and the Guidelines in 1987. The GMO was amended from time to time with significant amendments occurring in 1994, 2000, 2009, 2012, and ~~again~~ most recently in April 2013. Under the GMO, builders must obtain a Residential Growth Allotment (RGA) in order to secure a residential building permit. The 2013 amendment ensured that the RHNA could be entirely accommodated, notwithstanding the numerical limits stated in Measure A or the GMO. Other exemptions in the GMO include the following: (1) rehabilitation, remodeling or additions to existing structures; (2) replacement of previously existing dwelling units that had been demolished; (3) construction of "model homes" until they are converted to residential units; (4) development of a project with four or fewer dwelling units; and (5) secondary residential units. Residential projects exempt from the GMO are not counted toward the 600 annual average or the 750 annual maximum. The City will continue to monitor the GMO for any potential constraints to the development of housing on an ongoing basis and process amendments as necessary.
~~Under the GMO, builders must obtain a Residential Growth Allotment (RGA) in order to secure a residential building permit. The GMO limits the number of RGA's and building permits to an average of 600 housing units per year for market rate housing, with a maximum of 750 units in any single year. The City is proposing to amend the GMO to ensure that the RHNA be entirely accommodated. Specifically, the City is proposing to amend the GMO which would allow issuance of building permits, up to the City's RHNA in each income category based on HCD criteria. Should the demand for building permits exceed Measure A limits in a calendar year, the City would issue building permits until the City's RHNA obligation in each income category has been met.~~

~~The amendment would add a new exemption in the GMO for building permits needed to meet the RHNA. Current exemptions in the GMO include the following: (1) rehabilitations or additions to existing structures; (2) conversions of apartments to condominiums; (3) replacement of previously existing dwelling units that had been demolished; (4) construction of "model homes" until they are converted to residential units; (5) development of a project with four or fewer dwelling units; and (6) secondary residential units.~~

~~Residential projects exempt from the GMO are not counted toward the 600 annual average or the 750 annual maximum. By adding another exemption (that is, building permits needed to~~

~~meet the RHNA), these, too, would not be counted toward the annual 600 average or 750 maximum.~~

~~In addition, the current GMO requires that the affordable units utilizing the affordable housing exemption be deed restricted for 55 years. Recognizing that the 55-year deed restriction term is not consistent with several State and federal housing programs, the City will be amending the GMO to reduce the affordability restriction to ten years.~~

Objectives and Timeframe:

- ~~Amend the GMO within one year of the adoption of the Housing Element.~~
- Annually monitor and evaluate the Growth Management Ordinance for the impacts on the cost, supply and timing of housing including seeking input from residential developers and affordable housing stakeholders in reviewing the effects of the GMO. ~~The annual review will analyze the ability to accommodate the City's regional housing need, constraints on supply and affordability of housing and the process for applying and reviewing allocations.~~ The review will reflect the RHNA as a minimum and consider impacts on overall housing supply in addition to accommodating the RHNA. Information will be included and evaluated as part of the annual Growth Management Status report, published in the fourth quarter of each calendar year.~~. Factors to be considered include:~~

  - ~~New RHNA exemption program;~~
  - ~~Overall impacts on housing supply based on the new RHNA exemption in addition to the annual limit;~~
  - ~~Number of building permits issued under the exemption by income categories and housing type;~~
  - ~~Number of total applications, applications approved or denied and developer interest in applications;~~
  - ~~Timing for approving allocations; and~~
  - ~~Potential uncertainty associated with scoring criteria used to evaluate application for allocations.~~

  ~~Information will be included and evaluated as part of the annual Growth Management Status report, published in the fourth quarter of each calendar year. Based on the outcomes of the evaluation and consideration of stakeholder input, the City will establish appropriate action such as revising the ordinance within one year of the evaluation.~~

Responsible Agency: Tracy Development ~~and Engineering~~ Services (D~~E~~S) Department
Funding Sources: Departmental Budget

E. Provide Equal Housing Opportunities

To meet the housing needs of all segments of the community, the Housing Plan includes a program to promote housing opportunities for all persons ~~regardless of race, religion, sex, family size, marital status, ancestry, national origin, color, age, or physical disability~~consistent with Federal and State fair housing laws. The City works with the Stockton-San Joaquin Community Housing Resource Board, which provides several fair housing and tenant/landlord services.

Goal 5.0 **Continue to promote equal housing opportunity in the City's housing market ~~regardless of age, race, color, national origin, ancestry, sex, disability, marital status, familial status, source of income, sexual orientation, and any other arbitrary factors~~consistent with Federal and State fair housing laws.**

Policy 5.1 Provide fair housing services to Tracy residents, and ensure that residents are aware of their rights and responsibilities regarding fair housing.

Policy 5.2 Provide equal access to housing for special needs residents such as the homeless, elderly, and disabled.

Policy 5.3 Promote the provisions of disabled-accessible units and housing for mentally and physically disabled.

~~**Program 18: Definition of "Family"**~~

~~The Tracy Zoning Ordinance has the following definition of family, "any number of persons living or cooking together on the premises as a single dwelling unit, but it shall not include a group of more than four (4) individuals not related by blood or marriage or legal adoption." This definition of a family limits the number of non-related individuals in a household and may be construed as restrictive to housing for persons with disabilities (e.g. residential care facilities).~~

~~***Objectives and Timeframe:***~~

- ~~The City will amend its definition of a family in the Zoning Ordinance to eliminate any requirements on the number of persons constituting a family within one year of adoption of the Housing Element.~~

~~***Responsible Agency:*** Tracy Development and Engineering Services (DES) Department~~
~~***Funding Sources:*** Departmental Budget~~

Program 19: Reasonable Accommodation

The Fair Housing Act, as amended in 1988, requires that cities and counties provide reasonable accommodation to rules, policies, practices, and procedures where such accommodation may be necessary to afford individuals with disabilities equal housing opportunities. While fair housing laws intend that all people have equal access to housing, the law also recognizes that people with disabilities may need extra tools to achieve equality. Reasonable accommodation is one of the tools intended to further housing opportunities for people with disabilities. Reasonable accommodation provides a means of requesting from the local government flexibility in the application of land use and zoning regulations or, in some instances, even a waiver of certain restrictions or requirements because it is necessary to achieve equal access to housing. Cities and counties are required to consider requests for accommodations related to housing for people with disabilities and provide the accommodation when it is determined to be "reasonable" based on fair housing laws and the case law interpreting the statutes.

Objectives and Timeframe:

- Amend the Tracy Municipal Code to address requests for reasonable accommodation to land use and zoning decisions and procedures regulating the siting, funding, development and use of housing for people with disabilities within one year of adoption of the Housing Element.

Responsible Agency: Tracy Development and Engineering Services (DES) Department
Funding Sources: Departmental Budget

Program 17: Fair Housing

The City actively furthers fair housing in the community. Specifically, the City contracts the San Joaquin Fair Housing Associationcontinues to support the Stockton-San Joaquin Community Housing Resource Board in its activities to promote fair housing to promote fair housing and provide fair housing services for its residents. The City refers complaints regarding fair housing and housing discrimination to the agency, whose office is located in downtown Stockton, and maintains this service using CDBG funds.. The City refers complaints regarding fair housing and housing discrimination issues to the Fair Housing Office of the San Joaquin County Housing Authority and maintains this service using CDBG funds.

Objectives and Timeframe:

- Continue to support the San Joaquin Fair Housing Association, or other qualified fair housing agencies –with CDBG funds Stockton-San Joaquin Community Housing Resource Board and provide referral services residents seeking fair housing assistance to this agency.
- Advertise the services provided byof the San Joaquin Fair Housing AssociationStockton-San Joaquin Community Housing Resource Board (or other qualified fair housing agencies) in City buildings and other public buildings (such as public libraries, community centers, County Housing Authority offices, and post offices, etc.), at a variety of community locations (such as offices of nonprofit service

providers), and distribute flyers to apartment management companies and real estate offices.).

Responsible Agency: Tracy Development and Engineering Services (DES) Department, Community Development Agency, and Stockton-San Joaquin Community Housing Resource Board and San Joaquin Fair Housing Association

Funding Sources: CDBG funds

Table 48: Summary of Quantified Objectives

	Extremely Low	Very Low	Low	Moderate	Above Moderate	Total
New Construction (RHNA)	453513	454467	632705	813828	2,5354,856 2,463	4,8887,369 4,976
Rehabilitation	1	2	2	0	0	5
Downtown Rehabilitation Loan	1	1	2	1	0	5
Downtown Rehabilitation Grant	5	5	10	5	0	25
NSP	0	2	2	5	0	9
Preservation	No units at risk during planning period					
Assistance						
Down Ppayment Assistance	0	201	252	250	0	603
Section 8Housing Choice Vouchers	8375	8375	0	0	0	166150
Note: The City's new construction objectives are estimated based on the following: - Very Low Income – City's RHNA - Low Income – City's RHNA figure - Moderate Income – City's RHNA figure - Above Moderate Income – 4,856 units approved, under construction, or in review						
Family Self Sufficiency	8	9	0	0	0	17

Appendix A: Public Participation

A. Planning Commission Study Session – August 12, 2015

1. Outreach Flyer

City of Tracy

Housing Element Update

Tracy is updating the General Plan Housing Element. The Housing Element will assess housing needs within the City and outline goals and policies the City can pursue to address these needs. As members of the Tracy community, we want your input on current housing needs. This feedback will help us to develop our housing strategy for the next eight years.

The City invites you to participate in a special meeting to provide input on housing needs in Tracy.

Planning Commission Study Session

Date: August 12, 2015 **Time:** 7:00 PM

City Council Chambers
333 Civic Center Plaza
Tracy, CA 95376

The City of Tracy will provide reasonable accommodations toward the inclusion of all participants. Please contact Alan Bell at (209) 831-6426. Ample time is required to determine the needs of each request.

2. Mailing List

First Name	Last Name	Title	Title	Title	Title	Title	Title
Sofia	Valenzuela	CEO	Tracy Chamber of Commerce	223 East 10th Street	Tracy	CA	95376
John	Beckman	Chief Executive Officer	BIA of the Greater Valley	1701 W. March Lane, Ste. F	Stockton	CA	95207
Rosa	Vazquez	Deputy Executive Director	Housing Authority of the County of San Joaquin	448 South Center Street	Stockton	CA	95203
Carol J.	Ornelas	CEO	Visionary Home Builders of California	315 N. San Joaquin Street	Stockton	CA	95202
			San Joaquin Fair Housing Association	436 N. El Dorado Street	Stockton	CA	95202
Michael	Huber	Executive Director	Habitat for Humanity of San Joaquin County	4933 West Lane	Stockton	CA	95210
Chris	Long	President	The Surland Companies	1024 Central Ave.	Tracy	CA	95376
Carol	Bright	President	Bright Homes	1620 N Carpenter Rd Bldg B	Modesto	CA	95351
			Ability Access	400 Mossdale Road	Lathrop	CA	95330
			Alcohol Recovery Center	914 N Center St	Stockton	CA	95202
Greg	Diederich	Director of Health Care Services	Health Plan of San Joaquin	7751 South Manthey Road	French Camp	CA	95231
			California Rural Legal Assistance (CRLA)	145 E Weber Ave	Stockton	CA	95202
Medea	White	Site Manager	California Tribal TANF Partnership	2321 W. March Lane, Suite 200	Stockton	CA	95207
Elvira	Ramirez	Executive Director	Catholic Charities Diocese of Stockton	1106 N. El Dorado Street	Stockton	CA	95202
			Central Valley Low-Income Housing Corp	2431 W March Ln Ste 3	Stockton	CA	95207
			Clearpoint Credit Counseling Solutions	1024 W Robinhood Dr	Stockton	CA	95207
Michelle M.	Mazzilli	Executive Director	Community Center For The Blind	130 W. Flora Street	Stockton	CA	95202
			Community Medical Centers, Inc	P.O. Box 779	Stockton	CA	95201
Jose R.	Rodriguez	President/CEO	Council for the Spanish Speaking (El Concilio)	445 N. San Joaquin Street	Stockton	CA	95202
Erte T.	Boyette	Director	Larch Clover Community Center	11157 W. Larch Road	Tracy	CA	95376
			Linkages	102 S. San Joaquin Street	Stockton	CA	95201
			Lolly Hansen Senior Center	375 E. 9th Street	Tracy	CA	95376
			Meals on Wheels for San Joaquin County	102 S San Joaquin St	Stockton	CA	95202

First Name	Last Name	Title	Title	Title	Title	Title	Title
			New Hope Family Shelter	224 E Sonora St	Stockton	CA	95203
			Ombudsman Program	102 S. San Joaquin Street	Stockton	CA	95201
Marlon	Foxworth	CEO	Peacemakers, Inc.	3081 Teagarden Street	San Leandro	CA	94577
			Sutter Healthy Connections	35 East 10th Street Suite A	Tracy	CA	95376
Fred	Shiel		STAND	1209 East 8th Street	Stockton	CA	95206
		CEO	United Cerebral Palsy	333 West Benjamin Holt Drive, Suite 1	Stockton	CA	95207
Patrick	Wallace	Association Executive	Central Valley Association of REALTORS	16980 S. Harlan Road	Lathrop	CA	95330
Carol	Roberts	President/CEO	Lutheran Social Services of Northern California	1465 Civic Court Building D, Suite 810	Concord	CA	94520
Dale	Benner	Executive Director	New Directions	P.O. Box 5070	Stockton	CA	95205
Lani	Schiff-Ross, L.C.S.W.	Executive Director	FIRST 5 San Joaquin	P.O. Box 201056	Stockton	CA	95201
			Human Services Agency of San Joaquin County	P.O. Box 201056	Stockton	CA	95201
Tod	Davis	Executive Director	Mary Graham Children's Foundation	P.O. Box 96	French Camp	CA	95231
			San Joaquin Head Start Program	P.O. Box 201056	Stockton	CA	95201
Vic	Singh	BHS Director	Substance Abuse Services Administration	630 N. Aurora St. Suite #1	Stockton	CA	95202
		CEO	Stockton Family Shelter	411 South Harrison Street	Stockton	CA	95203
Lindy	Turner-Hadin	Executive Director	CAPC	P.O. BOX 1257	Stockton	CA	95201
Robina	Asghar	Executive Director	Community Partnership for Families of San Joaquin	P.O. Box 1569	Stockton	CA	95201
Mario	Supnet	Executive Director	Emergency Food Bank and Family Services	7 W. Scotts Avenue	Stockton	CA	95203
			Family law Service Center	42 N. Sutter St., Suite 302	Stockton	CA	95202
Olga	Rodriguez	Executive Director	Haven of Peace	P.O. Box #724	Stockton	CA	95201
Darlene	Quinn	Director	Tracy Interfaith Ministries	P.O. Box 404	Tracy	CA	95378
			Boys and Girls Club of Tracy	753 W. Lowell Avenue	Tracy	CA	95376
Armenia	Pereira	Director	McHenry House for the Homeless	757 A Street	Tracy	CA	95376
			Pregnancy Resource Center of Tracy	P.O. Box 1237	Tracy	CA	95376
			Tracy Volunteer Caregivers	1217 El Portal Avenue	Tracy	CA	95376

First Name	Last Name	Title	Title	Title	Title	Title	Title
Ger	Vang	CEO	Lao Family Community Empowerment, Inc.	8338 N. West Lane Suite 105	Stockton	CA	95210
			Lao Khmu Association, Inc.	1044 N El Dorado St.	Stockton	CA	95202
Edward	Figueroa	CEO	St. Mary's Dining Room	545 W. Sonora St.	Stockton	CA	95203
			San Joaquin AIDS Foundation	4330 N. Pershing Avenue, Suite B-3	Stockton	CA	95207
Cathy	Long		San Joaquin County Local Child Care Planning Council	P.O. Box 213030	Stockton	CA	95213
Joelle	Gomex	CEO	Women's Center-YFS	620 North San Joaquin Street	Stockton	CA	95202
Manuel	Nunez	Director	San Joaquin County Office of Education, Migrant Education	P.O. Box 213030	Stockton	CA	95213
Kay G.	Ruhstaller	Executive Director	Family Resource and Referral Center	509 W. Weber Ave., Suite 104	Stockton	CA	95203
			Tracy WorkNet Center	543 W. Grant Line	Tracy	CA	95376
Paul	Billodeau	Executive Director	Valley Mountain Regional Center	P.O. Box 692290	Tracy	CA	95269
			San Joaquin County Aging and Community Services Information and Assistance Program	P.O. Box 201056	Stockton	CA	95201
			Dignity's Alcove, Inc.	141 S. California St.	Stockton	CA	95202
Virginia	Wimmer	Director	Veteran's Services	105 South San Joaquin Street, First Floor	Stockton	CA	95202
Andy	Prokop	President/CEO	United Way of San Joaquin County	P.O. Box 1585	Stockton	CA	95201
William R.	Brown	CEO	Gospel Center Rescue Mission, Inc.	P.O. Box 816	Stockton	CA	95201
Willie	Gonzalez	Pastor	Valley Community Baptist Church	903 Corral Hollow Rd	Tracy	CA	95377
Doug & Connie	Diestler	Lead Pastor	Mission City Church	5555 W. Grant Line Road	Tracy	CA	95304
Merrilee	Chapman	Branch Librarian	Tracy Branch Library	20 E. Eaton Ave.	Tracy	CA	95376
Jon	Field	Lead Pastor	Grace Church	346 W. Grant Line Road	Tracy	CA	95376
			Tracy Health Center	1441 N. Tracy Blvd.	Tracy	CA	95376
Brian R.	Stephens, Ed.D.	Superintendent	Tracy Unified School District	1875 W. Lowell Avenue	Tracy	CA	95376
			Emerson House	26 Emerson Avenue	Tracy	CA	95376
Kal	Waetzig	Senior Pastor	St. Paul's Lutheran Church	1635 Chester Dr.	Tracy	CA	95376

First Name	Last Name	Title	Title	Title	Title	Title	Title
Kevin	Polk	Lead Pastor	Center of Hope Church	2514 Holly Drive	Tracy	CA	95376
			Hill Foundation Tiny Hill	11075 W Larch Rd	Tracy	CA	95304
Michael	Nolen	Lead Pastor	Southwinds Church of Tracy	13400 W. Middle Road	Tracy	CA	95304
Gabriel	Ibarra	Branch Manager	Wells Fargo Home Mortgage	3284 W. Grant Line Road, Suite A6	Tracy	CA	95304
Lorie	Nguyen	Director of Branch Banking	Fremont Bank	1879 Holmes Street	Livermore	CA	94550
John	Flanagan	Branch Manager	Imortgage.com	2156 W. Grant Line Rd., Suite 100	Tracy	CA	95377
		Branch Manager	Bank of America - Home Loans	875 S Tracy Blvd	Tracy	CA	95376
		Branch Manager	Bank of America - Home Loans	111 W 10th St	Tracy	CA	95376
		Branch Manager	Bank of America - Home Loans	3120 W Grant Line Rd	Tracy	CA	95304
Alicia M.	Amador	Mortgage Banker	CHASE	691 W 11th St	Tracy	CA	95376
Minaaz	Bibi	Mortgage Banker	CHASE	2751 W Grant Line Rd	Tracy	CA	95304
Diane	Starr		STARR PROPERTY MANAGEMENT	1545 Saint Marks Plaza #4	Stockton	CA	95207
			Jordan Johnson Property Management	1101 Holly Drive	Tracy	CA	95376
Barbara	Johnson		Barbara Johnson Property Management	672 West 11th Street, Suite 343	Tracy	CA	95376
			Eagle Property Management	421 West 11th Street	Tracy	CA	95376
			Standard Pacific Homes, Bay Area	4750 Willow Road, Suite 150	Pleasanton	CA	94588
			Valley Oak Partners, LLC	734 The Alameda	San Jose	CA	95126
			William Lyon Homes	2603 Camino Ramon, Suite 450	San Ramon	CA	94583

3. Public Comments

Planning Commissioners Mitracos and Ransom commented on the need for affordable housing, particularly the need for senior housing. The City should continue to outreach to the seniors to discuss housing needs and also to developers to discuss opportunities.

Several residents attended the Study Session and commented on the need for affordable housing, including housing for the homeless and for the seniors. The City should explore other housing options such as micro units. Senior housing in the City has long a waiting list. The City may consider the "housing first" model such as in Utah where the state pays for housing for the homeless. Adequate roads to serve the new house should also be a consideration; Tracy Boulevard and Carrol Hollow Road are packed. Another resident commented on the need for housing for persons with developmental disabilities.

Representative from the Building Industry Association (BIA) of the Delta also attended the meeting and suggested a new approach to zoning regulations to facilitate housing development by enforcing the minimum density instead of maximum density, and by allowing small lots in existing neighborhoods.

Appendix B: Review of Past Accomplishments

Appendix B: Review of Past Accomplishments

Program Summary (2009-2014)

	Program Description	Objectives and Timeframe	Accomplishments
Goal 1.0: Conserve and improve the condition of the existing housing stock, especially affordable housing.			
1	Downtown Rehabilitation Home Loan Program	• Continue to provide loans to qualified low and moderate income homeowners. • Disseminate information to homeowners regarding rehabilitation standards and the Downtown Rehabilitation Home Loan Program. • Improve one housing unit annually (for extremely low income, very low income, low income, or moderate income households)	Since 2009, the City has provided loans to two moderate-income households. However, due to the dissolution of the Tracy Community Development Agency in 2012, the City eliminated the Downtown Rehabilitation Home Loan Program. *Continued Appropriateness:* The City will work to identify and pursue additional funding sources to reinstate this program, if feasible. A modified version of this program will be included in the 2015-2023 Housing Element.
2	Downtown Rehabilitation Grant Program	• Continue to provide assistance to qualified low and moderate income homeowners. • Disseminate program information to homeowners regarding rehabilitation standards. • Improve five housing units annually (estimated one extremely low income, one very low income, two low income, and one moderate income households).	Since 2009, the City has provided grants to 11 moderate-income households. However, due to the dissolution of the Tracy Community Development Agency in 2012, the City eliminated the Downtown Rehabilitation Grant Program. *Continued Appropriateness:* The City will work to identify and pursue additional funding sources to reinstate this program, if feasible. A modified version of this program will be included in the 2015-2023 Housing Element.
3	Code Enforcement	• Continue to investigate possible code violations. • Continue to disseminate information on housing rehabilitation assistance available to address code violations and other housing issues.	The City's Code Enforcement Division continues to administer a fair and unbiased code enforcement program to correct violations of property conditions and land use requirements. The City continues to provide information about its Code Enforcement Division on its website, including directions for residents on how to both resolve and report potential violations. *Continued Appropriateness:* This program continues to be appropriate and will be included in the 2015-2023 Housing Element.

Program Summary (2009-2014)

Program Description		Objectives and Timeframe	Accomplishments
4	Graffiti Removal Program	• Continue to operate the Graffiti Hot Line.	The City's Department of Public Works continues to operate a Graffiti Removal Program and Graffiti Hot Line. The City continues to provide information about this program on its website, including direction for residents on how to anonymously report vandalism and steps to prevent its occurrence. *Continued Appropriateness:* This program continues to be appropriate and will be included in the 2015-2023 Housing Element.
5	Affordable Housing Monitoring	• Monitor status of affordable units annually by maintaining contact with property owners and HUD Multi-Family Housing division. • Solicit interest and participation of nonprofit housing developers to acquire and preserve housing to be maintained as affordable units.	No affordable housing developments in the City were considered at-risk of losing their affordability status during the 2009-2014 Housing Element planning period. The City will continue to monitor the status of its affordable housing inventory. *Continued Appropriateness:* This program continues to be appropriate and will be included in the 2015-2023 Housing Element.

Program Summary (2009-2014)

	Program Description	Objectives and Timeframe	Accomplishments
Goal 2.0: Assist in the provision of housing that meets the needs of all economic segments of the community.			
6	Downpayment Assistance Program	• Continue to provide down payment assistance to qualified low and moderate income homeowners. • Disseminate information to homeowners on the Down Payment Assistance Program. • Assist 12 households annually (estimated four very low income, five low income, and three moderate income households).	Since 2009, the City has provided down-payment assistance to 23 households. Four of these households were very low income households, 12 were low income, and seven were moderate income. The marketing plan for the program was developed and approved by the City Council on December 7, 2004. However, due to the dissolution of the Tracy Community Development Agency in 2012, the City had to eliminate its Downpayment Assistance Program. To assist residents in need of downpayment assistance, the City provides information on the County's NSP GAP Loan Program (Downpayment Assistance Program for Home Purchases) on its website. The County program has funded eight moderate income households for GAP-Downpayment Assistance in the City limits. The City also provides information on its website about the Option to Own Program operated by Visionary Home Builders of California, which works with participants develop a plan that allows them to live in their future home for three to five years as they repair their credit, save for a down payment, and plan a household budget that will help sustain a home. At the end of the program, participants should be ready to purchase the home *Continued Appropriateness:* The City will work to identify and pursue additional funding sources to reinstate this program, if feasible. A modified version of this program will be included in the 2015-2023 Housing Element.

Program Summary (2009-2014)

Program Description		Objectives and Timeframe	Accomplishments
7	Homebuyer and Financial Literacy Training	• Partner with Visionary Home Builders (VHB) to offer homebuyer education classes to residents. • Publicize the availability of homebuyer education classes to residents.	The City continues to provide information on its website about available homebuyer education classes provided by the NeighborWorks Home Ownership Center (Sacramento Region) and Visionary Home Builders of California for a fee. *Continued Appropriateness:* This program continues to be appropriate and will be included in the 2015-2023 Housing Element.
8	Affordable Housing Developers	• In 2011/2012, investigate the feasibility of providing fee assistance or below-market loans to affordable housing developers in order to support the production of affordable and workforce housing. Specifically, prioritize assistance to affordable housing projects that set aside units for extremely low income households.	The City investigated the feasibility of providing fee assistance and waivers for affordable housing projects. *Continued Appropriateness:* This program continues to be appropriate and a modified version will be included in the 2015-2023 Housing Element.
9	Housing Choice Voucher Program (Section 8)	• Continue to participate in the federally sponsored Section 8 Housing Choice Voucher program. • Disseminate information to the public regarding the Section 8 Program and promote participation by rental property owners. • Continue to provide Section 8 Vouchers to 166 households annually. • Assist 17 households annually through the Family Self-Sufficiency Program.	The City continues to participate in the Housing Choice Voucher Program operated by the San Joaquin Housing Authority. About 15- Tracy households are currently receiving housing choice voucher assistance. *Continued Appropriateness:* This program continues to be appropriate and will be included in the 2015-2023 Housing Element.
10	Sustainability Program	• Continue to develop the Sustainability Action Plan. • Disseminate information to the public regarding the Citywide Sustainability Strategy.	The City adopted the Sustainability Action Plan in February 2011. The entire Plan is available on the City's website. *Continued Appropriateness:* This program is completed and a modified version will be included in the 2015-2023 Housing Element.

Program Summary (2009-2014)

Program Description		Objectives and Timeframe	Accomplishments
11	Affordability by Design	• Within one year of adoption of the Housing Element, update the Zoning Ordinance to be consistent with the affordability by design concepts described in the General Plan.	The City adopted amendments to the Zoning Ordinance to incorporate Affordability by Design principles. For example, any use, including multi-family residential, may request a reduction in required parking based on a study or survey that illustrates that required parking is not warranted. Applicants may also receive up to a 20 percent reduction of the otherwise required number of parking spaces pursuant to T.M.C. Section 10.08.3470(e). The City of Tracy has also relaxed the required distance between structures in the HDR Zoning District from the average height of the two buildings to 10-feet. This has provided for greater flexibility for the allowance and maximum usage of residential sites. *Continued Appropriateness:* This program continues to be appropriate and a modified version will be included in the 2015-2023 Housing Element.
Goal 3.0: Provide suitable sites for housing development which can accommodate a range of housing by type, size, location, price, and tenure.			
12	Inventory of Residential Sites	• Continue to pursue the annexation of Ellis Specific Plan area with a target date of 2012. • Adopt Downtown Specific Plan in 2012. • Complete Zoning Code update to implement the General Plan in 2012, specifically rezone Raleys properties (33.8 acres) and Valpico Road properties (37.1 acres) from Industrial to High Density Residential consistent with the General Plan to provide a maximum capacity of 1,772 units and an average capacity of 1,276 units, where multi-family is permitted by right. • Monitor the sites inventory annually to assess the City's continued ability to facilitate a range of residential housing types. • Make the inventory of vacant sites available to interested developers after adoption of the Housing Element.	The Ellis Specific Plan area was annexed into the City in 2013 and construction began in 2015. The 31 acres for rezone, referenced in Program 11 of the 2015-2023 Housing Element, are included in the Raleys and Valpico properties. These sites will be rezoned to HDR within two years of the adoption of the Housing Element. The City continues to annually monitor the sites inventory to ensure the continued availability of sites to facilitate a range of residential housing types. *Continued Appropriateness:* This program continues to be appropriate and will be included in the 2015-2023 Housing Element.

Program Summary (2009-2014)

Program Description		Objectives and Timeframe	Accomplishments
13	Property Acquisition and Improvement	• Continue to identify additional properties for potential development, particularly within the Redevelopment Project Area, and pursue development rights or purchase of these properties. • Continue to assist in site acquisition for affordable housing. As funding permits, prioritize funding assistance to affordable housing projects that set aside units for seniors, persons with disabilities, and extremely low income households. • Partner with nonprofit organizations to explore the development of a land trust. If a land trust is established, ensure the land trust program includes a component that benefits households with extremely low incomes. • Bi-annually compile a list of properties considered for acquisition and a summary of sites acquired and number of units produced.	The dissolution of the Tracy Community Development Agency in 2012 eliminated the Redevelopment Project area and severely compromised the City's ability to pursue and purchase properties for residential development. However, the City will continue to identify and seek partnerships with organizations in order to acquire, improve, and develop affordable housing. *Continued Appropriateness:* This program continues to be appropriate and a modified version will be included in the 2015-2023 Housing Element.
14	Inclusionary Housing	• Continue to explore the potential and set the stage for a voluntary inclusionary housing program that includes an extremely low income component. • Bi-annually monitor the City's affordability conditions and identify an inclusionary housing trigger, if necessary.	The City is committed to continuing to explore a voluntary inclusionary housing program or other creative solutions that will result in additional affordable housing units. *Continued Appropriateness:* This program continues to be appropriate and a modified version will be included in the 2015-2023 Housing Element.

Program Summary (2009-2014)

Program Description		Objectives and Timeframe	Accomplishments
15	Resale of Foreclosed Properties	• Acquire and rehabilitate nine foreclosed properties, and subsequently resell or rent them to households earning up to 120 percent of AMI. • Conduct outreach and publicize the availability of these foreclosed properties to residents.	Since 2009, the San Joaquin County Community Development Department, in partnership with Visionary Home Builders, utilized NSP funds to rehabilitate 12 foreclosed properties in Tracy and successfully resold or rented them to moderate-income households in the City. Additionally, the County worked with Stocktonians Taking Action To Neutralize Drugs (STAND) to rehabilitate six foreclosed properties in Tracy using NSP funds. STAND successfully resold or rented the rehabilitated units to six moderate –income households. *Continued Appropriateness:* The NSP funding for this program has been exhausted but the City will work to identify additional funding sources to continue this program. A modified version will be included in the 2015-2023 Housing Element.

Program Summary (2009-2014)

	Program Description	Objectives and Timeframe	Accomplishments
Goal 4.0: Mitigate any potential governmental constraints to housing production and affordability			
16	Extremely Low Income and Special Needs Housing	Within one year of the adoption of the Housing Element, the City will amend the Zoning Ordinance to address the following: • Emergency Shelters: The City will amend its Zoning Ordinance to permit homeless shelters with a ministerial permit within the MDR and HDR zones. Objective performance standards will be established and these standards will be the same as similar uses in the MDR and HDR zones. • Transitional Housing: The City will amend its Zoning Ordinance to differentiate transitional housing in the form of group quarters versus as regular housing developments. For transitional housing facilities that operate as regular housing developments, such housing will be permitted where similar housing is otherwise permitted. For transitional housing facilities that operate as group quarters, such facilities will be permitted as residential care facilities. • Supportive Housing: The Zoning Ordinance will be amended to differentiate supportive housing in the form of group quarters versus as regular housing developments. For supportive housing facilities that operate as regular housing developments, such uses will be permitted where similar housing is otherwise permitted. For supportive housing facilities that operate as group quarters, such facilities will be permitted as residential care facilities. • Single Room Occupancy Units (SROs): The City will amend its Zoning Ordinance to permit SROs with a Conditional Use Permit in the MDR and GHC zones. • Reasonable Accommodation: The City will amend the Zoning Ordinance to implement a reasonable accommodation procedure to address reasonable accommodation requests.	Amendments to the Zoning Ordinance related to emergency shelters, transitional housing, supportive housing, SRO housing units, second units, reasonable accommodations and manufactured housing are expected to be adopted by November 2015. *Continued Appropriateness:* This program is completed and a modified version will be included in the 2015-2023 Housing Element.

Program Summary (2009-2014)

Program Description		Objectives and Timeframe	Accomplishments
		• Second Units: The City will amend its Zoning Ordinance to permit second units in residential zones where a primary single-family unit already exists. • Manufactured and Mobile Homes: The City will amend its Zoning Ordinance to allow manufactured/mobile homes installed on a permanent foundation in all residential zones where single-family dwellings are permitted.	

17	Growth Management Ordinance (GMO)	• Amend the GMO within one year of the adoption of the Housing Element.
		• Annually monitor and evaluate the Growth Management Ordinance for the impacts on the cost, supply and timing of housing including seeking input from residential developers and affordable housing stakeholders in reviewing the effects of the GMO. The annual review will analyze the ability to accommodate the City's regional housing need, constraints on supply and affordability of housing and the process for applying and reviewing allocations. The review will reflect the RHNA as a minimum and consider impacts on overall housing supply in addition to accommodating the RHNA. Factors to be considered include:
		  • New RHNA exemption program;
		  • Overall impacts on housing supply based on the new RHNA exemption in addition to the annual limit;
		  • Number of building permits issued under the exemption by income categories and housing type;
		  • Number of total applications, applications approved or denied and developer interest in applications;
		  • Timing for approving allocations; and
		  • Potential uncertainty associated with scoring criteria used to evaluate application for allocations.
		Information will be included and evaluated as part of the annual Growth Management Status report, published in the fourth quarter of each calendar year. Based on the outcomes of the evaluation and consideration of stakeholder input, the City will establish appropriate action such as revising the
			The City amended its Municipal Code in 2013 with Ordinance No. 1184 to address the GMO's compliance with the RHNA. The City continues to annually monitor and evaluate the GMO for impacts on the cost, supply and timing of housing.
			
			Continued Appropriateness: This program continues to be appropriate and will be included in the 2015-2023 Housing Element.

Program Summary (2009-2014)

Program Description		Objectives and Timeframe	Accomplishments
		ordinance within one year of the evaluation..	
Goal 5.0: Continue to promote equal housing opportunity in the City's housing market regardless of age, race, color, national origin, ancestry, sex, disability, marital status, familial status, source of income, sexual orientation, and any other arbitrary factors.			
18	Definition of "Family"	• The City will amend its definition of a family in the Zoning Ordinance to eliminate any requirements on the number of persons constituting a family within one year of adoption of the Housing Element	This amendment is expected to be adopted by November 2015. *Continued Appropriateness:* This program is completed and will not be included in the 2015-2023 Housing Element.
19	Reasonable Accommodation	• Amend the Tracy Municipal Code to address requests for reasonable accommodation to land use and zoning decisions and procedures regulating the siting, funding, development and use of housing for people with disabilities within one year of adoption of the Housing Element.	This amendment is expected to be adopted by November 2015. *Continued Appropriateness:* This program is completed and will not be included in the 2015-2023 Housing Element.
20	Fair Housing	• Continue to support the Stockton-San Joaquin Community Housing Resource Board and provide referral services. • Advertise services of the Stockton-San Joaquin Community Housing Resource Board in City buildings and other public buildings (such as public libraries, community centers, County Housing Authority offices, and post offices, etc.), at a variety of community locations (such as offices of nonprofit service providers), and distribute flyers to apartment management companies and real estate offices.	The San Joaquin Fair Housing Association is a non-profit agency that provides mediation and fair housing services to residents of Tracy as well as the cities of Stockton, Lodi, Manteca, Lathrop, Ripon, Escalon, and the County of San Joaquin. The City continues to provide information about the San Joaquin Fair Housing Association on its website. *Continued Appropriateness:* This program continues to be appropriate and will be included in the 2015-2023 Housing Element.

Housing Element Quantified Objectives and Accomplishments

	Extremely Low	Very Low	Low	Moderate	Above Moderate	Total
New Construction (RHNA) (Objectives)	453	454	632	813	2,535	4,888
New Construction (Actual - Permitted)	0	0	0	0	784	784
Rehabilitation (Objectives)						
Downtown Rehabilitation Loan	1	1	2	1	0	5
Downtown Rehabilitation Grant	5	5	10	5	0	25
NSP	0	2	2	5	0	9
Rehabilitation (Actual)						
Downtown Rehabilitation Loan	0	0	0	2	0	2
Downtown Rehabilitation Grant	0	0	0	11	0	11
NSP	0	0	0	14	0	14
Preservation (Objectives)	No units at risk during planning period					
Assistance (Objectives)						
Downpayment Assistance	0	20	25	25	0	60
Section 8	83	83	0	0	0	166
Family Self-Sufficiency	8	9	0	0	0	17
Assistance (Actual)						
Downpayment Assistance	0	4	12	7	0	23
County GAP-DPA Program	0	0	0	8	0	8
Section 8	75	75	0	0	0	150
Family Self-Sufficiency	Information Not Available					

Appendix C: Development Impact Fees

HARVEST APARTMENTS				
I-205 SPECIFIC PLAN				
APN: 238-600-27				
I-205 PARCEL GL-24C				
CAPITAL-IN-LIEU FEES	REVENUE ACCOUNT #	FEE PER UNIT	# OF UNITS	PARCEL OBLIGATION
Arterials, West	353-4231-XIW11	$ 7,123.32	300	$ 2,136,996.00
Intersection & Signals, West	353-4231-XIW16	374.56	300	112,368.00
Intersection Mitigations	353-4231-XIW16	647.79	300	194,337.00
Sanitary Sewer Treatment	353-4237-XIA71	3,057.89	300	917,367.00
Sanitary Sewer Collection	353-4237-XIW72	691.99	300	207,597.00
Water Distribution	353-4236-XIW62	158.26	300	47,477.00
Water Distribution - Off-site	353-4236-XIW63	1,402.14	300	420,643.00
Water Supply, Trtmt & Storage	353-4236-XIA61	1,323.63	300	397,088.00
Storm Drains	353-4232-XIW21	36.22	300	10,865.00
Irrigation (NBID) Relocation	353-4232-XIW25	288.27	300	86,480.00
Downtown Assistance	353-4239-XIA51	41.91	300	12,573.00
Park & Ride	353-4231-XIW19	62.70	300	18,810.00
Air Quality	353-4239-XIA53	3.57	300	1,071.00
Swainson Hawk	353-4239-XIA52	122.42	300	36,726.00
Fire/Public Works Capital	353-4234-XIA41	682.78	300	204,833.00
Agricultural Conversion Fee	353-2426-XIA54	11.67	300	3,501.00
Contingency (15%)	353-4239-XIA92	1,951.65	300	585,495.00
Design & Construction Fees (15%)	353-4239-XIA91	1,951.65	300	585,495.00
Program Management	353-4239-XIA95	518.08	300	155,423.00
Parks		5,038.00	300	1,511,400.00
SUB TOTAL DEVELOPMENT IMPACT FEES		**$ 25,488.48**		**$ 7,646,545.00**
OTHER FEES TO BE COLLECTED AT BUILDING PERMIT ISSUANCE				
New Address Mapping Fees	211-4531-R2365	$ 36.00	300	$ 10,800.00
Water Meter Radio Read MXV Fee	511-4618	11.00	300	3,300.00
Agricultural Mitigation Fee	207-2426-D6006	$2,533.80 / Acre	17.91	45,380.36
County Facilities Fee	391-2426-D6011	Exempt	NAp	NAp
Regional Transportation Impact Fee	808-2426	Exempt	NAp	NAp
Habitat Mitigation Fee		Exempt	NAp	NAp
TOTAL DEVELOPMENT IMPACT FEES				**$ 7,706,025.36**

YOSEMITE VISTA - UNIT 2, TRACT 3495				
BRIGHT DEVELOPMENT				
SOUTH MACARTHUR PLANNING AREA - SINGLE FAMILY DWELLING UNIT				
DEVELOPMENT IMPACT FEES	ACCOUNT #	FEE PER SFDU	# OF UNITS (b)	TOTAL FEES (a) x (b)
Water Facilities	352-4236-XSM61	$ 5,291.50	21	$111,121.50
Wastewater - East-Side Sewer System Conn	352-4237-XSM72	617.50	21	$12,967.50
Wastewater - Gravity Sewer Improvements	352-4237-XSM72	401.85	21	$8,438.85
WWTP Improvements	352-4237-XSM71	11,884.50	21	$249,574.50
Roadways - Upgrades	352-4231-XSM11	11,144.45	21	$234,033.45
Roadways - CFD 89-1 Reimbursement	352-4231-XSM12	84.55	21	$1,775.55
Roadways - RSP Reimbursement	352-4231-XSM13	630.80	21	$13,246.80
Storm Drainage - Upgrade	352-4232-XSM21	4,219.90	21	$88,617.90
Storm Drainage - CFD 89-1 Reimbursement	352-4232-XSM22	171.95	21	$3,610.95
Parks - Mini/Neighborhood	352-4233-XSM31	4,193.30	21	$88,059.30
Parks - Community Park	352-4233-XSM32	2,224.90	21	$46,722.90
Public Buildings & Services	352-4234-XSM41	3,782.90	21	$79,440.90
Program Management	352-4239-XSM91	2,349.90	21	$49,347.90
SUB TOTAL DEVELOPMENT IMPACT FEES		**$ 46,998.00**		**$986,958.00**
Other Fees to be Collected at Building Permit				
Water Meter Radio Read MXV Fee	511-4618	$ 11.00	21	$ 231.00
New Address Mapping Fee	211-4531-R2365	68.00	21	1,428.00
Habitat Mitigation Fees	352-2426-XSM45	3,054.03	21	64,134.63
Agricultural Mitigation Fee	207-2426-D6006	NAp	NAp	NAp
County Facilities Fees	391-2426-D6011	NAp	NAp	NAp
Regional Transportation Impact Fees	808-2426	NAp	NAp	NAp
TOTAL DEVELOPMENT IMPACT FEES		**$50,131.03**		**$1,052,751.63**

November 17, 2015

AGENDA ITEM 6 6

REQUEST

RECEIVE AND DISCUSS THE GRAND THEATRE CENTER FOR THE ARTS ANNUAL REPORT, ACCEPT THE GRAND FOUNDATION'S FISCAL YEAR 2015-2016 ANNUAL UNDERWRITING SUPPORT IN THE AMOUNT OF $20,000 AND APPROVE A SUPPLEMENTAL APPROPRIATION IN THE AMOUNT OF $20,000 FOR PROGRAMMING AND TECHNICAL SUPPORT AT THE GRAND THEATRE CENTER FOR THE ARTS

EXECUTIVE SUMMARY

This report discusses the activities of the Grand Theatre Center for the Arts during the previous year, including operational details, performance highlights, community programing, and impressive increases in attendance.

Staff is also requesting that Council accept $20,000 from the Grand Foundation and approve a supplemental appropriation of this $20,000 for programming and technical support for Fiscal Year 2015-2016.

DISCUSSION

The Grand Theatre Center for the Arts is entering its ninth year of operations and over the past year, it has nearly doubled performance attendance from the previous season. The Grand not only brings rich cultural amenities to the residents of Tracy, it also stimulates sales taxes by bringing new shoppers and evening diners to downtown Tracy from surrounding communities.

The City Council named "Quality of Life" as a strategic priority for those living and working in Tracy and the Grand was established with that priority in mind. Staff strives to improve efficiencies, increase satisfaction and uphold the community's values and expectations.

During this past season, the Grand Theatre Center for the Arts was recognized with the main theatre photo for the article in *Select Traveler* magazine alongside some of the most notable theatres in the world including Ford's Theatre in Washington, D.C., McPherson Opera House in Kansas, Palace Theatre in London, England, and the Oriental Theatre in Chicago. The Theatre was also featured in *Collaborate* magazine, *Sales and Marketing* magazine and also the *Central Valley Business Journal*. These were feature articles in these magazines and publications.

Attachment A is a summary of 2014-2015 fundraising and operations of the Grand Foundation that will be presented by the Grand Foundation at the conclusion of staff's report.

YEAR 2014-2015 PRESENTING PROGRAM AND RENTALS OVERVIEW

The season kicked off on August 23, 2014 with two-time Grammy Award winner, Peabo Bryson. The season continued with a sell-out crowd for Country Superstar, Joe Nichols, sell-out crowds for classic rock shows, and very popular blues and Motown shows, as well as a performance by Grammy Award-winning Latin Rock and Hip Hop band, Ozomatli. In January, 2015, the Grand hosted legendary guitarist, Davey Pattison. Other performances included stand-up comedians, plays such as *Alice in Wonderland* (along with a sold out Mad Hatter's Tea Party), *Once on this Island,* presented by Notre Dame de Namur University, and three plays produced by the Tracy Repertory Theatre which drew crowds totaling 2,180 guests.

The "Community Co-presents" program presented Mariachi Imperial De Mexico and Diwali, Festival of Lights, a performance highlighting traditional Indian music and dance, with a touch of Bollywood. "Community Co-presents" is a program in which select community organizations collaborate with the City to present joint cultural productions.

"Jazz Nights", presented with Main Street Music every month in the Lobby of the Grand Theatre, have often become standing-room-only events. "Holidays at the Grand" in December was also a well-attended series with pop, R&B singer songwriter Bobby Caldwell leading the holiday season. "Frozen Sing-a-Long" had two movie showings completely sold-out in two days for an attendance of 1,228. *The Nutcracker Ballet* presented by The Children's Dance Theatre of Tracy and the City of Tracy rounded out the holiday season with over 1,200 tickets sold.

In summary, the 2014-2015 Presenting Season increased attendance from 7,629 tickets sold in FY 2013-2014 to 13,055 tickets sold in FY 2014-2015. Gross ticket sales for FY 2014-2015 totaled $283,858 with an additional $10,000 sponsorship from the Grand Foundation.

Community Rentals for Fiscal Year 2014-2015 included non-profit rentals and commercial rentals which generated $85,225 in revenue, an increase of $21,915 over the projected adopted rental revenue for Fiscal Year 2014-2015. There were 11 commercial rentals that brought in $26,406, 22 non-profit rentals which brought in $22,273, and Grace Church, which has an extended rental agreement with the City of Tracy, generated $36,546 in revenue.

YEAR 2015-2016 PRESENTING PROGRAM PREVIEW

The 2015-2016 Season kicked off with an evening with Pete Escovedo and surprise guest Shelia E. Upcoming performances include Mariachi Reyna De Los Angeles, Central West Ballet, Comedian Louie Anderson, Dave Mason, Y & T, and many more. Holiday season highlights include the LeAnn Rimes *One Christmas Tour* and the very popular *The Nutcracker* presented by the Children's Dance Theatre which typically sells out several performances. Later in the year, Tracy Repertory Theatre will present two live performances, Notre Dame de Namur University will present *In the Heights,* a

musical, and *Alice in Wonderland* will return with several other concerts to round out the season.

Movies have returned to the Grand Theatre Center for the Arts with the "Family Movie Series" sponsored by Dr. Shailaja Singh. We also have the "On the Big Screen Series" which is four additional movies more suitable for adult audiences.

Overall, an outstanding season is expected. Staff is forecasting an increase in attendance and revenue as we strategize and implement new marketing strategies. We have also begun planning our 10 year Anniversary Celebration which will kick off in July, 2016.

YEAR 2014-2015 ARTS EDUCATION PROGRAM OVERVIEW

In 2014-15, the Arts Education Program (AEP) served 2,225 students through classes, workshops, camps and special events to participants of all ages in Dance, Drama, Music, Visual Arts (including Ceramics), Performance Lounge Night, Special Needs Field Trips and Senior Tuesdays.

FY14-15 saw significant increases in both classes (+27.6%) and students (+22%) compared to FY13-14. This can be attributed to the recruitment of new Contract Instructors and Grand Foundation Underwriting Support, utilized to offer an impressive combination of 75 courses, workshops and activities as well as increased marketing efforts. Collaborative relationships within the AEP include Main Street Music, Young Rembrandts Shaping Future Artists, Tracy Art League, Tracy Camera Club, Music First, Music Together of Tracy, Rueda de Ritmo, and Tracy Academy of Performing Arts. The AEP developed new collaborations with Flow Yoga Studios, Pan Afrakan Dance & Music History Education Association and Intermission Productions.

The AEP generated $101,176 in General Fund revenues and received $12,900 of underwriting support from the Grand Foundation. AEP fee-based revenue was $18,824 (15.7%) less than the FY14-15 revenue projection of $120,000.

YEAR 2015-2016 ARTS EDUCATION PROGRAM PREVIEW

The Arts Education program ("AEP") will gain a Full-Time Recreation Coordinator to lead the Program in 2015-16. The AEP has been without full-time staff support since 2009-10 and as a result was unable to maintain growth trends in the interim. It is anticipated the AEP staff will stabilize in 2015-16 with the hiring of a Full-Time Recreation Coordinator. The newly organized staff will seek to expand upon the current trends in program offerings, serving a greater number of patrons and hoping to increase revenue in 2015-16. These increases should continue through 2016.

In the summer of 2015, the Tracy Academy of Performing Arts offered two Summer Theatre Camps for Youth and a Special Needs Musical Theatre Camp; both with public performances. In July, Intermission Productions developed a highly successful Puppet Creation workshop, receiving praise from students and parents alike. Fall semester will

have significant program additions to include a number of culturally relevant offerings such as Ballet Folklorico and African D'jembe Dance and Drumming. In 2016, the AEP expects to offer new Spring Break and Summer Camp opportunities for youth, and will continue to diversify the Senior Tuesdays Programming at the Grand.

YEAR 2014-2015 EXHIBITIONS PROGRAM OVERVIEW

The Exhibitions Program (EP) presented six feature exhibitions in the Souza and GWF Energy Galleries collaborating with 74 artists and lenders. In addition, the EP managed "Art Co-Opted", a curated sales cooperative, in the South Gallery working with over 40 artists and lenders. Gallery attendance increased 2% to 5,821 from the previous year, averaging 31.2 daily and 188 weekly, and the forecasted economic growth was actualized with revenues exceeding projections by 16%, recording $7,451 in sales, the third highest sales total since opening in 2007-08. Art Co-Opted set new records in sales since its inception with the number of artwork/objects sold at 236.

The exhibition season opened in September with the thematic exhibition, *Transforming the Written Word*, featuring five acclaimed northern Californian artists which was curated by Tracy artist and arts educator, Susan Richardson. Over 40 artists participated in the seasonal holiday Co-Op exhibition with 106 works selling across four weeks. In January the work of two local photographers, Mickey McGuire documenting his foreign Peace Corp projects in traditional print photography, and Elizabeth Parrish, exploring digitally enhanced media, were presented. The 6th annual offering of *Expressions! Selections,* in collaboration with the Tracy Art League, opened in March, featuring 29 works by 24 area artists. The season closed with *Encounters – works by Jan Wurm*, a genre-based exhibit featured painting and drawing with Ms. Wurm as Artist-In-Residence. This special summer programming, in conjunction with the premiere of the Downtown Tracy Artwalk and Mural Project, resulted in highest June attendance in the history of the Exhibitions Program with 1,450 visitors.

YEAR 2015-2016 EXHIBITIONS PROGRAM PREVIEW

The 2015-16 Exhibition Season will present five feature exhibitions in the Souza and GWF Energy Galleries and continue on-going operations of Art Co-Opted in the South Gallery. The season is already off to a record-breaking year. July and August saw record attendance of nearly 2000 visitors with the close of summer programming and the continuation of the Downtown Tracy Artwalk & Mural Projects. *Father Clay* opened on August 29th premiering 60 years of ceramic work by seminal artist and educator Bruce Duke. Nearly 300 patrons attended the Opening Reception and supported the Exhibitions Program with over $3,000 in sales, the highest single day revenue in the Program's history.

As part of the annual *Holidays at the Grand* events, dozens of artists will participate in the Co-Op exhibition where shoppers and art-lovers from across the region and beyond enjoy shopping for one-of-a-kind gifts. In January a survey of regional nature drawings will be presented. March brings the 7th annual *Expressions*! *Selections* in collaboration with the Tracy Art League. The Artist-In-Residence Program will return in the summer of

2016 featuring artists working in our community to create educational, interactive and fun experiences at the Grand.

STRATEGIC PLAN

1. This agenda item supports the Quality of Life Strategy, specifically:

   Goal 1: Improve current recreation and entertainment programming & services to reflect the community and match trending demands.

   Objective 3: Align recreation and cultural arts services & programs to match demographics, evaluation feedback and trends.

2. This agenda item also supports the Economic Development Strategy, specifically:

   Goal 2: Attract retail and entertainment uses that offer residents quality dining, shopping and entertainment experiences.

   Objective 2: Increase the entertainment and recreational opportunities and events that draw people into Tracy.

FISCAL IMPACT

Acceptance of programming and technical underwriting support from the Grand Foundation to the Cultural Arts Division, for the 2015-2016 Fiscal Year will result in an appropriation of $20,000 to the Cultural Arts Division.

RECOMMENDATION

Staff recommends that Council accept the Grand Theatre Center for the Arts Annual Report, accept the Grand Foundation's Fiscal Year 2015-2016 Annual Underwriting support of $20,000, and approve the supplemental appropriation of $20,000 in proceeds for programming and technical support at the Grand Theatre Center for the Arts.

Prepared by: Kim Scarlata, Division Manager II

Reviewed by: Stephanie Garrabrant-Sierra, Assistant City Manager
Rachelle McQuiston, Administrative Services Director

Approved by: Troy Brown, City Manager

ATTACHMENTS

Exhibit A – Summary of 2014-2015 Grand Foundation Fundraising and Operations

Grand Foundation
Annual Report 2014-2015

…to enrich community life in the City of Tracy by promoting, preserving, and perpetuating the arts.

The goal of the Grand Foundation is to work in partnership with the City of Tracy on our joint vision to support the Grand Theatre Center for the Arts as a leading regional center for the arts.

The Grand Foundation has a responsibility under the MOU with the City of Tracy to

- develop programming policy in collaboration with City staff
- support community relations efforts to gather public input
- conduct a membership campaign
- support Board development
- market the Grand Theatre and the work of the Foundation
- provide financial support to the Grand Theatre

The 2014-15 fiscal year provided the Grand Foundation with a great opportunity to recommit itself to the Foundation's goals. The Foundation effectively promoted the Grand Theatre and raised money through successful and entertaining fundraisers, all while undergoing staffing changes and Board officer transformation.

The Grand Foundation has developed **programming policy** in collaboration with City staff in three areas: Arts Education, Exhibitions, and Presenting. The Foundation has identified members and community representatives with expertise in these three areas who meet with City staff to provide public input as part of advisory committees.

The Grand Foundation has supported **community relations** efforts and gathered public input by conducting surveys of the public at community events, such as this summer's Artwalks. The input collected from those surveys continues to be evaluated and studied in order to bring quality suggestions from the public to the appropriate city staff.

The Grand Foundation has conducted a **membership campaign** for individuals and families as well as a new option for corporations. The regular membership program has five levels of memberships ranging from the $50 Grand Supporter level to the $1,000 Grand Seat Patron level. The Foundation recently established the Corporate Membership program with levels ranging from $250 to $2,000. This corporate option has proven popular with the business community and is growing quickly. Membership benefits include discounts on theatre tickets and art center classes and invitations to member-only events.

A highlight of our membership program is the Advanced Ticket Purchase Party where the Foundation treats members to a party while Grand Theatre staff help them purchase tickets to the Presenting Season events before those seats become available to the public. This event has been a perfect opportunity for collaboration between the Foundation and the City, where membership and ticket sales are supported.

The Grand Foundation has supported **Board development** during the prior fiscal year by creating a list of Board Member responsibilities and holding a planning meeting to educate board members about their responsibilities. To build on this effort, the Foundation's Executive Board held a strategic planning meeting to set goals and budget for the 2015-16 year. As a result, the Foundation has set goals to increase revenue to address the Foundation's obligation to the endowment fund. In addition, the Foundation has arranged for Linda Philipp from the San Joaquin Community Foundation to conduct a board development workshop this fall.

> **Board Member Responsibilities**: To advocate and be a genuine ambassador of the Grand Theatre Center for the Arts; to raise funds that will contribute toward underwriting costs and endowment goals; to support the Grand Foundation by becoming a member; and to positively represent the Grand Foundation and the Grand Theatre.

The Grand Foundation has **marketed the Grand Theatre and the work of the Foundation** securing media coverage for the 2nd Annual Dancing with the Tracy Stars in media outlets in and around the area, including The Tracy Press, The Record, San Joaquin Magazine, and Central Valley Business Journal. The Foundation also worked with radio stations in the area to publicize the event. In addition, we were able to secure a 15-minute interview with KJOY's DJ D Ferreira and Ann Langley, Executive Board Member, about the Grand Foundation and the Grand Theatre Center for the Arts, which aired multiple times on all the Cumulus media radio stations. The Foundation collaborated with the City to run video of last year's DWTS event on Channel 26 as well as upload this year's event poster to help increase community interest.

In addition, the Grand Foundation has used Facebook, kiosks at the West Valley Mall, and mailers to jointly promote the Foundation and Grand Theatre events.

The Grand Foundation has provided direct and indirect **financial support** to the Grand Theatre.

- The Foundation has a responsibility to underwrite specific performances and programs at the Grand Theatre to help support the Theatre's mission. In the 2014-15 fiscal year, the Grand Foundation provided $25,000 to the City of Tracy to underwrite the costs of a variety of performances, arts education programs, and exhibition events.

Specifically, Foundation underwriting provided:

- $12,900 for arts education classes and supplies
- $2,100 for hospitality at gallery exhibitions
- $10,000 for concerts and performances

In the 2015-16 fiscal year, the Foundation is providing $20,000 to underwrite education and programming at the Grand Theatre, based on recommendations by the City staff.

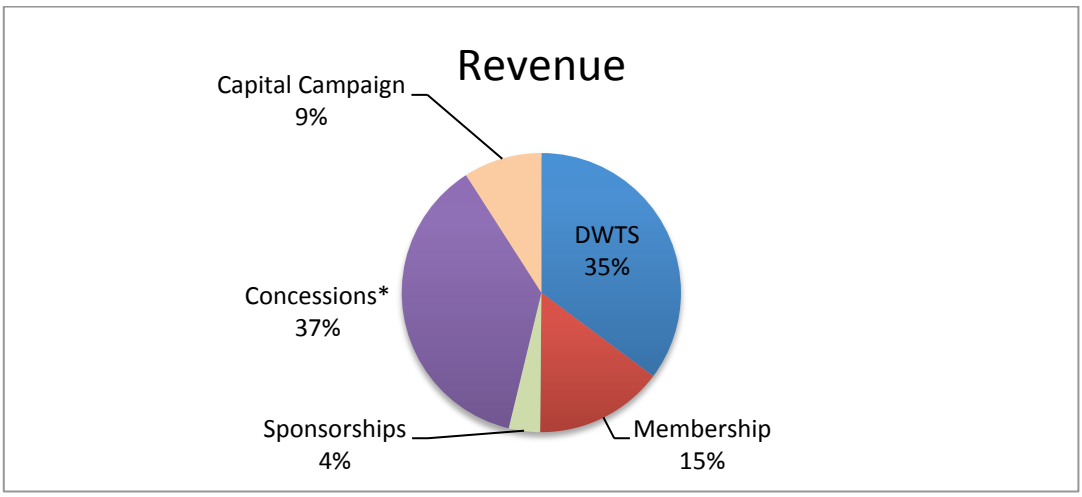
- The Foundation also has a responsibility to provide an ongoing, long-term funding source for the Grand Theatre. In the 2012-13 fiscal year, the Foundation created an endowment through the Community Foundation of San Joaquin with an initial investment of $5,000. In the 2014-15 fiscal year, the Foundation was unable to contribute additional funding to the endowment. However, the Dedicate a Seat Campaign is ready to begin in this fiscal year and money received through that campaign is dedicated to the endowment.

- The Grand Foundation has established the successful Dancing with the Tracy Stars performance and fundraising event. The inaugural event took place in 2014 and highlights six local "celebrities" who raise money to support the Foundation as well as six charities of their choice. The event is a great community collaboration. The 2nd annual DWTS in May 2015 raised over $20,000, $6,000 more than last year's event. Over $10,000 was raised in donations that went to community charities while expenses to put on this event were approximately $18,000. Not only was attendance much higher than the inaugural show, but some of the attendees who had never been to the Grand Theatre before chose to become Foundation members and gracious donors.

- As part of its mission to generate community support and conduct a membership campaign, the Grand Foundation spent $4,141 on VIP membership receptions, marketing, and communicating with members. In FY2014-15, the Foundation had 66 general members and 9 corporate members. Revenue from memberships was $16,450.

- During the 2014-15 fiscal year, the Grand Foundation handled concessions for Grand Theatre Center for the Arts events in exchange for a split of the profits. Expenses and the cost of goods sold was approximately $29,350. The administrative costs for running concessions was absorbed by Foundation staff. A profit of $11,638 was realized, of which $5,819 was paid to the City of Tracy. (This payment is not reflected in the expenses below.) The Grand Foundation no longer handles concessions for the Grand Theatre.

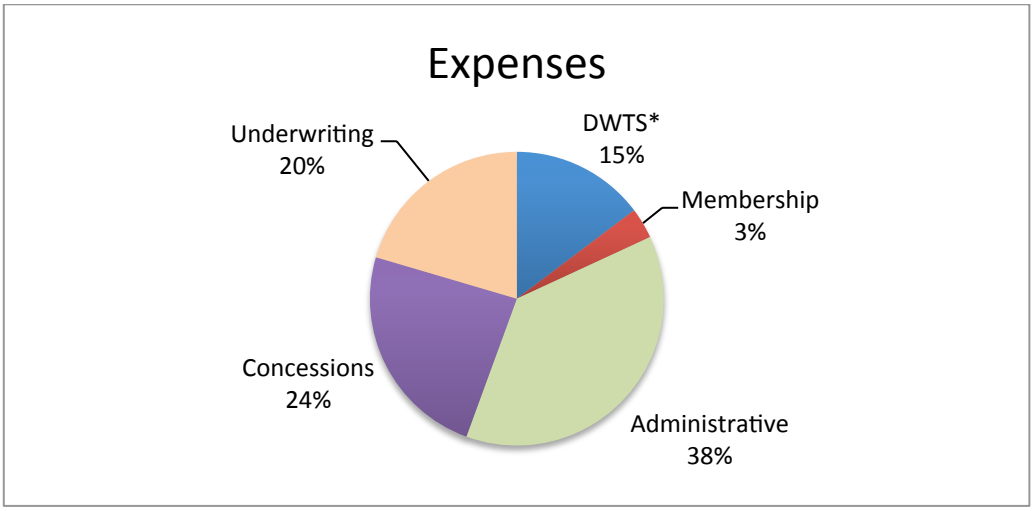
- Administrative costs including office expenses (insurance, accounting, office supplies, etc), payroll and taxes, and repairs to the Foundation donor wall amounted to $45,830.



*Revenue from concessions was $40,956; expenses were $29,318. Profit was $11,638, of which $5,819 was paid to the City of Tracy per the concessions agreement. This payment is not reflected in the Expenses chart for FY2014-15.

Revenue

Capital Campaign	$10,000
Concessions	$40,956
Dancing with the Tracy Stars	$18,424
Membership	$16,450
Sponsorships	$ 3,500



*DWTS expenses and revenue do not include the $10,246 raised on behalf of other charities.

Expenses

Underwriting	$25,000
Concessions	$29,318
Dancing with the Tracy Stars	$20,398
Membership	$ 4,141
Administrative	$45,830

The Grand Foundation has undergone a number of changes in the last six months, including the cessation of concession sales at the Grand Theatre, the transition to new leadership on the Board of Directors, and the hiring of a new Executive Director. The Foundation is now in a position to strengthen its primary role of fundraising in order to provide lasting financial support to the Grand Theatre Center for the Arts. The Board of Directors of the Grand Foundation thanks the City of Tracy and its staff for the opportunity to work together on behalf of this wonderful community asset.

RESOLUTION

RECEIVING THE GRAND THEATRE CENTER FOR THE ARTS ANNUAL REPORT AND ACCEPTING THE GRAND FOUNDATION'S FISCAL YEAR 2015/16 ANNUAL UNDERWRITING SUPPORT OF $20,000 AND APPROVING A SUPPLEMENTAL APPROPRIATION OF $20,000 IN PROCEEDS FOR PROGRAMMING AND TECHNICAL SUPPORT AT THE GRAND THEATRE CENTER FOR THE ARTS

WHEREAS, Staff is presenting an overview of the eighth year of operations and the upcoming ninth year operations of the Grand Theatre Center for the Arts, and

WHEREAS, Over the past year the Grand Theatre Center for the Arts has increased performance attendance and visibility in Tracy and surrounding communities, and

WHEREAS, Staff is requesting that Council accepts $20,000 in annual funding support and approves a supplemental appropriation of funding of $20,000 from the Grand Foundation for programming and technical support expenditures for Fiscal Year 2015/16;

NOW, THEREFORE, BE IT RESOLVED, that the City Council hereby accepts the Grand Foundation's Fiscal Year 2015/16 Annual Underwriting Support of $20,000 and approves a supplemental appropriation of $20,000 in proceeds for programming and technical support at the Grand Theatre Center for the Arts.

* * * * * * * * * * * * *

The foregoing Resolution _____ was adopted by the Tracy City Council on the 17th day of November 2015, by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

_____
MAYOR

ATTEST:

_____
CITY CLERK

November 17, 2015

AGENDA ITEM 7

REQUEST

COUNCIL DISCUSSION AND DIRECTION REGARDING THE CONSTRUCTION OF TEMPORARY SIDEWALK(S) ON LAMMERS ROAD BETWEEN KIMBALL HIGH SCHOOL AND THE REDBRIDGE SUBDIVISION

EXECUTIVE SUMMARY

This report provides information relative to the conditions of approval and alternatives for the Stringer Project; specifically, the development of a sidewalks from the Redbridge Subdivision to Kimball High School. Additionally, staff has provided information related to a city-initiated approach to construct a temporary sidewalk.

The Stringer Development is currently working on the entitlements (e.g. Tentative Map) for the Souchek property located north of Redbridge Road. As part of the subdivision improvements, the developer will be conditioned to build a temporary sidewalk from their development to Kimball High School. The developer will also be required to build the permanent sidewalk fronting their project before the City accepts the final improvements. The development project is anticipated to seek Council approval in early 2016, followed by construction in fall of 2016. Under this approval, the sidewalk is expected to be completed in mid-2017.

DISCUSSION

Background

Kimball High School is located within the jurisdiction of San Joaquin County on the east side of Lammers Road between Eleventh Street and Redbridge Road. The Redbridge Subdivision Final Map and Subdivision Improvement Agreement (SIA) were approved by Council on December 1999. The SIA identified all the public improvements that are to be constructed and ultimately accepted by the City. At the time the Redbridge Subdivision was approved, Kimball High School had not yet been planned. Kimball High School was constructed in August 2009.

A major portion of the Lammers Road frontage from the Kimball High School boundaries to Eleventh Street was annexed into the City with the planned “Gateway development” in June 2003. As a result, the City conditioned Gateway Development to provide and construct a sidewalk in their frontage within the City’s jurisdiction for pedestrian connectivity to the existing sidewalk facilities along Eleventh Street.

The segment of Lammers Road south of Kimball High School up to the Souchek property is outside the City Limits and as such the City did not condition the requirement of a sidewalk in this area. San Joaquin County typically does not have sidewalks along their roadways and therefore did not require the high school to provide a sidewalk in their jurisdiction.

Since construction of Kimball High School, the need for a sidewalk between the Redbridge Subdivision and the School has been identified. City staff has worked with the

Tracy Unified School District to provide a pedestrian connection and submitted a joint application for competitive grant funding under the State and Federal Safe Route to School Programs in 2010 and 2011. However, the City was unsuccessful in obtaining grants for this project.

Stringer Project – Conditions of Approval

Stringer Development has recently submitted a development application for the Souchek property located north of Redbridge Road for a residential subdivision project. Staff is working on traffic impacts and has identified the sidewalk connection from Redbridge Drive to Kimball High School as a project condition. As such, the developer will be required to build a temporary sidewalk between their project area and Kimball High School. In addition, the developer will be required to build a permanent sidewalk along their frontage on Lammers Road. The developer has asked the City for assistance, if needed, for acquiring rights of way since the property north of the proposed development is outside the City limits. It is anticipated that the project will seek Planning Commission approval in late 2015, and will seek Council approval in early 2016, with construction starting by the end of 2016 and anticipated completion of construction by mid-2017.

Alternative Project Delivery

If Council so chooses, the City can construct a temporary sidewalk prior to the development. This sidewalk could be funded by General Fund and/or Gas Tax Fund. The preliminary probable cost for the design and construction of this temporary facility ranges between $370,000 and $425,000. Staff believes that it will take about nine to twelve months for completion of the improvements with completion possibly in late 2016. This alternative provides a safe pedestrian route for the school with or without the development project. However, there are few drawbacks with this alternative as listed below and shown in Attachment B:

1. There are right of way constraints north of Redbridge Road that will require the sidewalk to be adjacent to the roadway.
2. There are right of way constraints near Kimball High School that will require the acquisition of additional right of way.
3. A portion of the permanent sidewalk in front of the Souchek Property will be built by the developer as part of the frontage improvement at the ultimate location. This will require demolition of a major portion the temporary sidewalk.

Other Minor Interim Improvements

One of the major concerns for pedestrians along Lammers Road is the landscaping elements (cactus and dirt mounds) in a portion of this segment (in front of the Souchek property) that force pedestrians to walk closer to the roadway. These landscaping elements are partly in the City's right-of-way and partly in property owner frontage. Development and Engineering Services staff is coordinating with developers/owners and the Public Works Department for removal of these landscaping elements.

STRATEGIC PLAN

This agenda item does not relate to any of the Council's Strategic Plans.

FISCAL IMPACT

There will be no fiscal impact to the General Fund incurred for this Council discussion item.

RECOMMENDATION

Council should consider the timing of the temporary sidewalks that the Stringer project will deliver versus the benefits and drawbacks of installing a sidewalk in advance of the Stringer sidewalk.

Prepared by: Ripon Bhatia, Senior Civil Engineer

Reviewed by: Robert Armijo, City Engineer
Andrew Malik, Development Services Director
Stephanie Garrabrant-Sierra, Assistant City Manager

Approved by: Troy Brown, City Manager

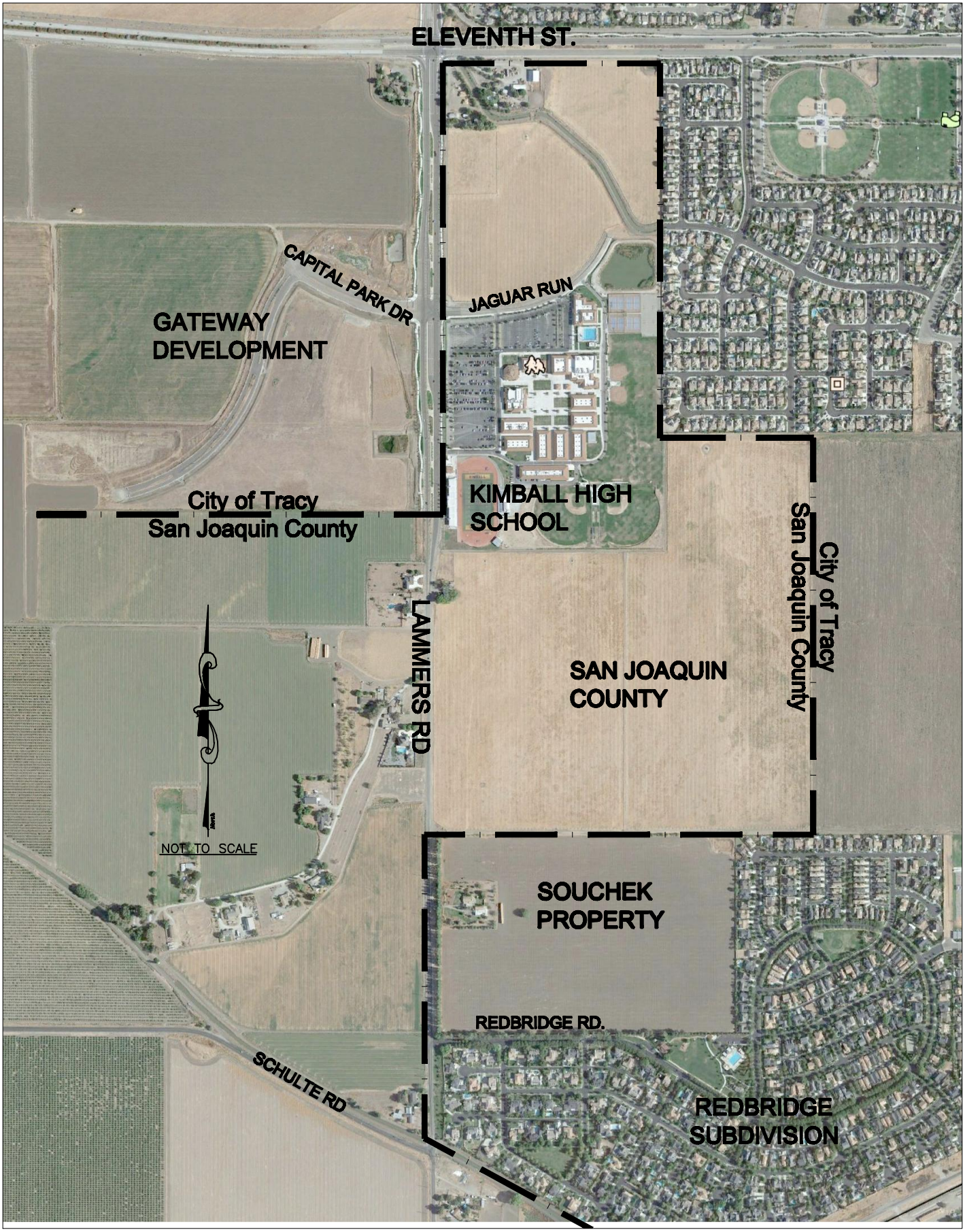
ATTACHMENTS

Attachment A – Vicinity Map

Attachment B - Conceptual Sidewalk Plan/Layout

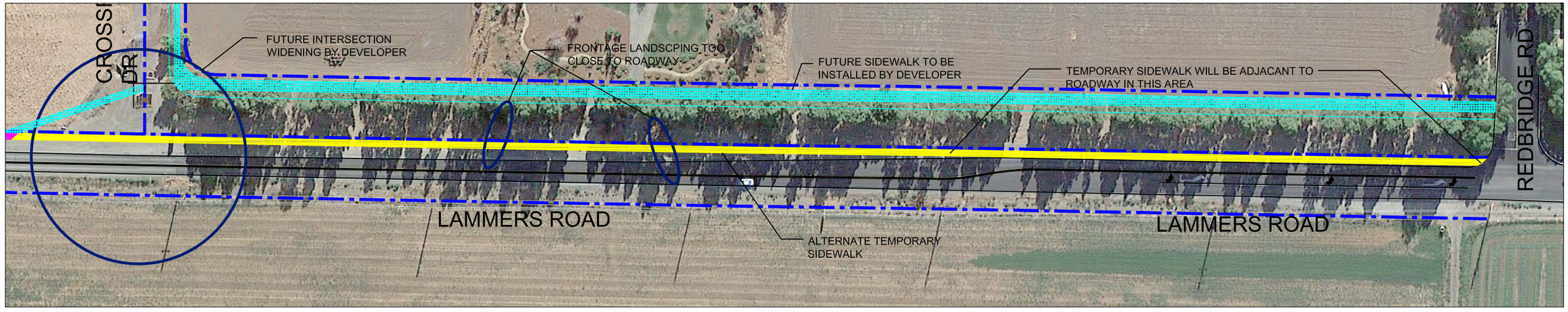
VICINITY MAP

ATTACHMENT A



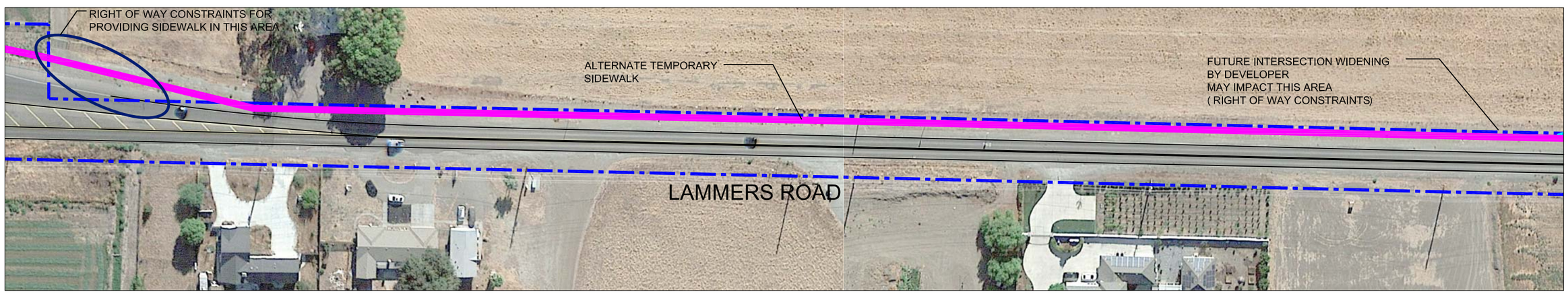
ATTACHMENT - B

CONCEPTUAL SIDEWALK PLAN/LAYOUT



PRELIMINARY LAYOUT FOR SIDEWALK BETWEEN
FUTURE CROSSROAD DR AND REDBRIDGE RD

NOT TO SCALE



LEGEND

- ALTERNATE PROJECT DELIVERY/ STRINGER CONDITION OF APPROVAL
- ALTERNATE PROJECT DELIVERY/ TO BE DEMOLISHED WITH STRINGER PROJECT
- STRINGER PROJECT FRONTAGE SIDEWALK

PRELIMINARY LAYOUT FOR SIDEWALK BETWEEN
SCHOOL & FUTURE CROSSROADS DR

NOT TO SCALE

November 17, 2015

AGENDA ITEM 9.A

REQUEST

APPOINTMENT OF CITY COUNCIL SUBCOMMITTEE TO INTERVIEW APPLICANTS FOR UPCOMING VACANCIES ON THE TRACY ARTS COMMISSION

EXECUTIVE SUMMARY

Request appointment of subcommittee to interview applicants to fill four upcoming vacancies on the Tracy Arts Commission.

DISCUSSION

On December 31, 2015, terms will expire for four of the Tracy Arts Commissioners. The upcoming vacancies have been advertised and the recruitment closed on November 9, 2015. The City Clerk's office received five applications. As stated in Resolution 2004-152, in the event there are not two or more applicants than vacancies, the filing deadline will be extended. The recruitment has been extended and will close at 6:00 p.m. on Tuesday, December 1, 2015.

In accordance with Resolution 2004-152, a two-member subcommittee needs to be appointed to interview the applicants and make a recommendation to the full Council.

STRATEGIC PLAN

This item is a routine operational item and does not relate to any of the Council's strategic plans.

FISCAL IMPACT

None.

RECOMMENDATION

That Council appoint a two-member subcommittee to interview applicants to fill four upcoming term expirations on the Tracy Arts Commission.

Prepared by: Adrianne Richardson, Deputy City Clerk

Reviewed by: Nora Pimentel, City Clerk
Stephanie Garrabrant-Sierra, Assistant City Manager

Approved by: Troy Brown, City Manager