

A P P E N D I X C

TRACY GENERAL PLAN
GOALS, OBJECTIVES, POLICIES,
AND ACTIONS



TRACY GENERAL PLAN GOALS, OBJECTIVES, POLICIES, AND ACTIONS

A. Land Use Element

Goal LU-1	A balanced and orderly pattern of growth in the City.
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Objective LU-1.1 **Establish a clearly defined urban form and city structure.**

Policies

- P1. New development and redevelopment in existing areas shall be organized as a series of residential Neighborhoods, Employment Areas, Corridors, Village Centers, the Downtown and the I-205 Regional Commercial Area. Each is defined as follows:
- ◆ Neighborhoods are residential areas of the city that are approximately ½ mile in diameter and centered on a focal point such as a park, school or public open space.
 - ◆ Employment Areas are the job-centers of the city and include office districts, retail centers and industrial areas.
 - ◆ The Downtown provides a focal point of community life in the City and contains a mix of uses including commercial, residential, public facilities and community services.
 - ◆ Village Centers are retail areas that may contain a mix of uses, such as housing and office uses. These areas serve several neighborhoods and are designed to be walkable, main-streets.
 - ◆ Corridors refer to several arterial streets, each with a mix of uses.
 - ◆ The I-205 Regional Commercial Area is a special district north of I-205 that contains big-box retail, automobile sales establishments and a large, regional shopping mall.
- P2. The City shall maintain a Sphere of Influence that is consistent with the long-term land use vision in this General Plan.
- P3. The proposed general distribution and general location and extent of land uses throughout the City and Sphere of Influence is shown on Figure 2-2.

Actions

- A1. Amend the zoning code and map for overall consistency with the General Plan.
- A2. Initiate process to adjust Sphere of Influence proposed in this General Plan with the Local Agency Formation Commission (LAFCo) and with the community members in the affected areas.
- A3. Conduct a formal review the General Plan every five years, or more frequently if necessary. In particular, the Land Use Designation Map should be reviewed to ensure that the amount and location of land designated in various categories meets community goals.
- A4. Take actions necessary to ensure that Specific Plans are in conformance with the General Plan.

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

Policies

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

- P2. The City shall periodically review and modify Urban Reserve areas as needed to ensure an adequate, long-term supply of developable land and balance of land uses.
- P3. The first application for development in each Urban Reserve shall be responsible for preparing a General Plan amendment to establish specific land use designations for each parcel of land within the Urban Reserve and a Zoning District, Specific Plan or PUD for the entire Urban Reserve area. When the development intended for areas within an Urban Reserve is initiated solely to accommodate schools, parks, and public facilities, then the requirement to prepare comprehensive Zoning Districts, Specific Plans or PUDs for the entire area does not apply until development of commercial, industrial, office or residential development is proposed.

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

Policies

- P1. Schools and parks should be located and designed to serve as focal points of neighborhood and community life and should be distributed in response to user populations.
- P2. Schools and parks should be accessible by automobile and bicycle and within walking distance from residential areas.
- P3. Schools and parks should have full frontage on at least two streets.
- P4. Where possible, schools should locate and be planned together with other public facilities, such as parks and community centers, to increase the availability and decrease the costs of public facilities.
- P5. Projects that provide lands for private open spaces, parks, community service facilities, such as places of worship and daycare facilities, and public facilities shall be allowed to transfer density to other portions of the site.

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

Policies

- P1. The City shall use guidelines for residential growth detailed in the Growth Management Ordinance.
- P2. On a regular basis, the City shall prioritize the allocation of Residential Growth Allotments (RGAs) and Building Permits for new residential development to meet the goals of the General Plan including, but not limited to, growth concentrated around existing urban development and services, infill development, affordable housing, senior housing, and development with a mix of residential densities and housing types, as a high priority.
- P3. The City shall encourage residential growth that follows an orderly pattern with initial expansion targeted for areas shown in Figure 2-3. Applications for residential development shall only be considered in the following instances:
 - ◆ In areas designated within Figure 2-3 or on a property with a recorded Development Agreement that allows for the allocation of RGAs and building permits.
 - ◆ In areas and Urban Reserves that primarily contain land uses focused on the generation of jobs with ancillary residential development. However, the residential portions of such areas or Urban Reserves shall not be considered eligible to apply for RGAs and building permits until RGAs and building permits necessary to develop all areas within Figure 2-3 have been awarded, unless those RGAs and building permits sought for projects in such areas are for affordable housing as defined

by the Tracy Municipal Code, in which cases RGAs and building permits for affordable housing may be awarded.

- P4. The City shall continue to make available RGAs and building permits for downtown and infill development as a high priority.
- P5. New development shall not be approved unless there is infrastructure in place or planned to support the growth.
- P6. Zoning Districts, Specific Plans or PUDs should be created to plan for the development of Urban Reserves 5, 7, 8 and 9 for residential development, that will further the City's goal to promote the efficient and orderly expansion of the City's housing base within the Secondary Residential Growth Areas.
- P7. The City shall encourage infill development by examining the City's impact fee structure with the intent of reducing development fees on infill projects where feasible.

Action

- A1. Develop criteria or amended criteria for inclusion in the GMO Guidelines or other implementation tools, to guide the issuance of RGAs. Such criteria may include assigning new or modified priorities to development projects or areas based on location, mix of housing types, use of "green" building features and practices, and other factors.

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

Policies

- P1. Development with a vertical mix of uses, such as residential or office above retail is encouraged within ¼ mile of existing and proposed transit stations.
- P2. The Bowtie shall include high density residential development in close proximity to the multi-modal station.
- P3. A new, mixed-use, high-density Village Center should be developed in Urban Reserves 10 and 11 along the Union Pacific Railroad.

Goal LU-2 Expanded economic opportunities in Tracy.
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Objective LU-2.1 Balance residential development with jobs, retail growth and the ability to provide services.

Policy

- P1. The City's priorities for future growth, in order of priority, are: job-generating development to match the skills of Tracy residents; diversification of housing types suitable for Tracy's workforce, including those types suitable for Tracy's workforce; and continued growth of the retail base.

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

Policies

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

- P2. New neighborhood-serving retail and service commercial uses, such as supermarkets, dry cleaners, coffee shops, banks and drug stores, shall be located in Village Centers and the Downtown and be designed to meet the principles presented in the Community Character Element.
- P3. New restaurants and specialty retail shall be encouraged to locate in the Downtown.

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

Policies

- P1. The Northeast Industrial Area should contain a mix of heavy industrial, light industrial, warehouse, and distribution users to maximize rail and highway access on large parcels of land. The Northeast Industrial Area should also contain commercial uses and services to meet the daily needs of workers.
- P2. The Industrial Areas Specific Plan south of Valpico Road and east of Tracy Boulevard should focus on flex office uses since the area is in close proximity to existing residential areas. Examples of office/flex uses include research and development centers, office, institutional, day care facilities, places of worship and minimal impact industrial uses.
- P3. Consistent with goals in the Economic Development Element, office-flex uses or higher-quality space should be located in areas at entryways to the city such as in Tracy Gateway, Cordes Ranch, and the Tracy Hills Specific Plan area along I-205 and I-580. The Cordes Ranch area should also contain commercial uses and services to meet the daily needs of workers and high-density housing suitable for the workforces in these areas.

Objective LU-2.4 Ensure adequate land for office development.

Policies

- P1. Large scale office buildings shall be encouraged to locate in the Tracy Gateway area.
- P2. Small-scale office uses should be located in the following areas:
 - ◆ Tracy Boulevard south of Valpico Road.
 - ◆ The Downtown, with the exception of the ground floor of buildings on Tenth Street between B Street and D Street and on Central Avenue between Sixth Street and Eleventh Street.
 - ◆ Identified mixed-use corridors, such as Eleventh Street, Tracy Boulevard and Grant Line Road.
 - ◆ Village Centers.
- P3. Medical offices should be located in Gateway, near the intersection of Grant Line Road and Corral Hollow Road, in the vicinity of the Sutter Tracy Hospital and in Tracy Hills.

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

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

Policies

- P1. The City should support the development of a range of cultural and arts facilities throughout the City, such as museums, performing arts centers and art exhibition spaces.
- P2. The City shall support the efforts of non-profit organizations and the private sector that are working to increase cultural arts facilities and events in Tracy.

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

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

Policies

- P1. Residential neighborhoods should contain a mix of housing types including single family homes on a range of lot sizes; townhomes; duplexes, triplexes and four-plexes; and apartments.
- P2. Second units on individual parcels shall be allowed and encouraged in existing and new neighborhoods.
- P3. Within the range of allowable residential densities, intensities and uses, the City shall determine the most appropriate density, intensity, or use for any individual site. Consideration may include, but is not limited to: quality of design; implementation of the General Plan Housing Element; mitigation of potential adverse impacts such as noise and traffic; compatibility with the character, circulation system, and general improvements of adjacent neighborhoods; and the shape, configuration and natural character of the site; and whether densities are supportive of transit.

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

Policies

- P1. Commercial uses that provide goods and services to support daily life should be located within walking distance to as many neighborhoods as possible.
- P2. Direct, pedestrian connections shall be created between residential areas and nearby commercial areas.
- P3. New neighborhoods shall be designed to incorporate neighborhood parks and other gathering spaces into developments.
- P4. Home occupations shall be restricted to those with negligible impacts on the surrounding residential uses.

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

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

Policies

- P1. The City shall pursue additional “anchors” that generate significant new visitations to the downtown.
- P2. Cultural uses should be concentrated in the Downtown, including museums, theaters, art galleries, and regional festivals such as the Dry Bean Festival.
- P3. New residential development or redevelopment of existing residential shall be allowed and encouraged in or around the Downtown.
- P4. Specialty retail and restaurants shall be encouraged to locate in the Downtown.
- P5. Downtown parking shall be expanded and remain convenient.

Actions

- A1. Prepare a Downtown Urban Design and Specific Plan.
- A2. Continue the Central Business District (CBD) Downtown in-lieu parking fee and the Downtown Incentive Area.

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

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

Policy

- P1. City government and quasi-public uses are encouraged to establish or retain locations in the Downtown or in close proximity to the Downtown.
- P2. The Downtown Urban Design and Specific Plan shall include an analysis of grouping of uses and key locations for desirable uses so as to continue to foster the Downtown “walk, shop, eat” atmosphere as the heart of the City. Such an analysis should include provisions on where office uses are most desirable, and where they should be considered for land use limitations.

Goal LU-6 Land development that mitigates its environmental, design and infrastructure impacts.
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Objective LU-6.1 Minimize the impact of industrial development or aggregate mining on adjacent uses.

Policies

- P1. New industrial or mining uses shall be designed to not adversely impact adjacent uses, particularly residential neighborhoods, with respect to, but not limited to, noise, dust and vibration, water quality, air quality, agricultural resources and biological resources.
- P2. All proposed development shall comply with existing applicable County and State waste management plans and standards.
- P3. Use of berms, landscaped buffer zones, soundwalls, and other similar measures between quarrying operations and noise-sensitive adjacent uses is encouraged to ensure consistency with standards established in City’s Noise Element of the General Plan.

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

Policies

- P1. Uses that are compatible with the noise, air quality and traffic impacts associated with freeways, such as auto-oriented commercial and industrial uses, should be located near and along freeway corridors whenever possible.
- P2. Adequate environmental protection and mitigation shall be provided for uses that are less compatible with development near and along freeway corridors.

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

Policies

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

- P2. All development near the Tracy Municipal Airport shall file deed notices for real estate disclosure, or record aviation easements on properties with new development in compliance with the 2009 San Joaquin County Airport Land Use Compatibility Plan.
- P3. Uses that are compatible with the noise, air quality and traffic impacts associated with airports, such as aviation-oriented commercial and industrial uses, should be located near the airport whenever possible.
- P4. Adequate environmental protection and mitigation shall be provided for uses that are less compatible with the development near Tracy Municipal Airport.

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

Policies

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

Actions

- A1. Conduct a review as necessary of areas that are subject to flooding, as identified in flood plain maps prepared by the Federal Emergency Management Agency (FEMA) (Figure 8-1 in the Safety Element) or the Department of Water Resources (DWR).
- A2. Amend the Land Use Element as necessary to reflect any new flood plain maps when provided by FEMA or DWR.

Goal LU-7 A citizenry that is involved in the City's planning process.
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Objective LU-7.1 Provide opportunities for participation in the City's planning processes.

Policies

- P1. The City shall provide opportunities for individuals, organizations and neighborhood associations to participate in the planning process.
- P2. Sponsors of new development projects should have early and frequent communication with affected citizens and stakeholders.

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

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

Policies

- P1. The City shall strongly oppose all development in the area defined by Goal LU-8 unless the property is annexed, unless there is a pre-annexation agreement, or unless San Joaquin County receives a letter of support from the City of Tracy.
- P2. The City shall not make new commitments to provide water and wastewater services to areas outside the City limits unless such commitment is accomplished by a pre-annexation agreement and approved by LAFCO if required.

- P3. The City shall support existing San Joaquin County agricultural land use designations in the Planning Area and strongly oppose changes that result in increased urbanization.
- P4. The City shall take all steps necessary to encourage the County to preserve significant agricultural lands outside of Tracy’s Sphere of Influence.

Action

- A1. Provide written comments to San Joaquin County on all proposed significant development projects in the Planning Area in accordance with the above-stated policies.
- A2. Testify in opposition to development proposals that are not consistent with the policies stated herein at all San Joaquin County public hearings.
- A3. Pursue an intergovernmental agreement with San Joaquin County to the extent legally permissible to implement the above-stated goals.

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

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

Policies

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

Actions

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

B. Community Character Element

Goal CC-1 Superior design quality throughout Tracy.

Objective CC-1.1 Preserve and enhance Tracy’s unique character and “hometown feel” through high-quality urban design.

Policies

- P1. Preserving and enhancing hometown feel shall be the overriding design principle for the City of Tracy.
- P2. The City shall promote the development of urban green space, including amenities such as community squares, parks and plazas.
- P3. All new development and redevelopment shall adhere to the basic principles of high-quality urban design, architecture and landscape architecture including, but not limited to, human-scaled design, pedestrian-orientation, interconnectivity of street layout, siting buildings to hold corners, entryways, focal points and landmarks.

- P4. To the extent possible, site layout and building design should take into account Tracy’s warm, dry climate, such as through the inclusion of trees and landscaping or other architectural elements to provide shade.
- P5. Lighting on private and public property should be designed to provide safe and adequate lighting, while minimizing light spillage to adjacent properties.

Objective CC-1.2 Balance the need for growth with the preservation of Tracy’s “hometown feel.”

Policies

- P1. New development projects shall be approved only if they meet the design principles set forth in the Community Character Element and in detailed design guidelines approved by the City Council.
- P2. New public projects shall adhere to the design principles presented in the Community Character Element.

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

Policies

- P1. Entryways should be designed for the access points into the city. Entryways shall incorporate landscaping, trees, and/or architectural elements, to enhance a sense of arrival to the city.
- P2. Public art and other design features such as fountains and monuments should be used to enliven the public realm.

Action

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

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

Policies

- P1. New residential development shall be designed with street networks and housing types that allow buildings to face or side onto collector and local streets.
- P2. New commercial development shall be designed to front or have a presence along all streets.
- P3. Soundwalls or solid fences along streets other than arterials and expressways should be used only if no other design solutions exist for reducing the impact of roadway noise on residential areas.
- P4. Where soundwalls are used, they shall be set back from the street, include design features that enhance visual interest and be landscaped in order to mitigate their impact on urban character and the pedestrian environment.

Objective CC-1.5 Provide underground utilities throughout Tracy.

Policy

- P1. New development shall locate and construct utilities underground.

Action

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

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

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

Policy

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

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

Policies

- P1. The Downtown and Village Centers shall have direct pedestrian, bicycle and vehicular connections to all Neighborhoods or development projects within an Employment Area.
- P2. Neighborhoods shall have direct pedestrian, bicycle and vehicular connections to their Focal Points and Village Center, compatible with the character, circulation network, and general configuration of the neighborhoods.
- P3. As existing areas redevelop and change over time, new and increased connections to Focal Points and retail areas shall be developed.
- P4. Neighborhoods shall be designed so that daily shopping errands and trips to their Focal Points can generally be completed within easy walking or biking distances or within a short car drive.
- P5. Streets shall be continuous within and between Neighborhoods, including those that are built by different developers or builders.
- P6. New development projects shall not be gated communities or constructed with walls surrounding individual projects (i.e., a single developer or builder). Gated communities and walls should only be allowed on a case by case basis and will generally be considered only for projects such as "estate" developments where the minimum lot size is at least 1 acre or in housing with specialized clientele such as senior citizens.
- P7. New and existing site features, such as parks, utility easements, and drainage ways, should be improved and used as physical connections within and between Neighborhoods.

Goal CC-3 Preserve and enhance historic resources.

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

Policies

- P1. The City shall encourage the preservation, enhancement and conservation of historic and older neighborhoods, such as Lincoln Park, through its direct actions.
- P2. Identified cultural and historic landmarks and buildings shall be preserved.
- P3. New development, redevelopment, alterations and remodeling projects should be sensitive to surrounding historic context.
- P4. As part of the development review process, there shall be a standard condition of approval that if any resources are found during construction, all operations within the project area shall halt until an assessment can be made by appropriate professionals regarding the presence of archaeological and paleontological resources and the potential for adverse impacts on these resources.
- P5. Any archaeological or paleontological resources on private property shall be either preserved on their sites or adequately documented and conserved as a condition of removal. If any resources are found unexpectedly during development, then construction must cease immediately until accurate study and conservation measures are implemented.
- P6. If Native American artifacts are discovered on a site, the City shall consult representatives of the Native American community to ensure the respectful treatment of Native American sacred places.

Action

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

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

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

Policies

- P1. Strongly oppose the urbanization within the City of Tracy's Planning Area as defined by this General Plan or the San Joaquin County General Plan, whichever is more restrictive, particularly between the City of Tracy and the adjacent communities of Mountain House and Lathrop.
- P2. To the extent feasible, the City shall use land use designations and open space preservation techniques to create appropriate transitions. A variety of techniques can be used to create the soft or hard edges to the City including the following:
 - ◆ Buffer Zone. Soft edges can be created with buffer zones such as natural open space, large setbacks and landscaped areas, as a means to separate urban from rural uses. Buffer areas

shall be planted and maintained by the property owner, tenants or homeowners association and may include passive and active recreation areas such as picnic areas, bridle, and walking trails. Golf course development may also be an option in areas where a soft edge is desired.

- ◆ **Cluster Development.** Clustered development is a method of site planning in which structures are clustered on a given site in the interest of preserving open space or creating a buffer. Areas with clustered development typically have low gross residential densities and high minimum open space requirements to encourage the clustering of structures.
- ◆ **Feathering of Density.** A gradual reduction in residential density can be used to establish a smooth transition between urban and rural uses.

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

Goal CC-5 Neighborhoods with a recognizable identity and structure.
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Objective CC-5.1 Design Neighborhoods around a Focal Point.

Policies

- P1. Every Neighborhood should have at least one Focal Point, which should be a park, school, plaza, clubhouse, recreation center, retail, open space or combination thereof.
- P2. Focal Points shall have ample public spaces that are accessible to all citizens.
- P3. Focal Points should be within ¼ mile from any point in the Neighborhood.

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

Policies

- P1. Neighborhoods should generally be no more than ½ mile wide in any direction.
- P2. Neighborhoods should not be bisected by a physical barrier, such as an arterial street, a railroad track or a major drainage way.
- P3. Design streets in Neighborhoods to enhance the sense of place and create a safe and comfortable pedestrian environment.
- P4. In most instances, block lengths should be short, typically no more than 400 feet, to create an easily navigable street pattern that allows for multiple routes through a neighborhood and greater opportunities for pedestrian activity.
- P5. Street patterns and block lengths in hillside areas may be designed to follow natural topography and open spaces as long as the objective of hometown feel and bicycle and pedestrian connectivity are achieved.
- P6. Alleys are encouraged for access to garages, as well as to enhance Neighborhood appearance and to facilitate the inclusion of secondary units over garages. Alleys shall not be the maintenance responsibility of the City. Where developed, alleys should provide for garage access, utility hook-ups and trash collection.

- P7. Common driveways serving multiple units may be allowed at the discretion of the City.
- P8. Sidewalks should be provided on both sides of the street in all Neighborhoods, except areas designated as Residential Very Low, where it may be acceptable to have sidewalks on only one side of the street.
- P9. Street trees shall be planted on all residential streets.

Action

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

Goal CC-6 “Hometown feel” in Neighborhoods.

Objective CC-6.1 Enhance Neighborhoods through high quality design.

Policies

- P1. There shall be a variety of architectural styles in each neighborhood and within each block of a Neighborhood.
- P2. Neighborhoods shall be designed to provide a mix of housing types such as single-family, duplex, triplex, fourplex, townhomes and apartments.
- P3. Land use and product types shall not be isolated. There shall be a discernible, inclusive neighborhood pattern as to how single-family, townhouse, and multifamily uses relate to each other.
- P4. Blocks within neighborhoods should contain a mix of lot sizes and house sizes. Some lots may be designed to accommodate one-story houses, which generally require greater lot width to avoid front elevations of houses that are dominated by garages.
- P5. In neighborhoods, secondary units shall be allowed behind the primary residential structure or above garages to the extent feasible.
- P6. Multi-family housing design shall be in scale with or transition in scale from adjoining or adjacent single family areas through the use of similar setbacks, complimentary building arrangements and architecture, gradual changes to building heights, buffer yards and the avoidance of overwhelming building scale and visual obstructions.
- P7. Multi-family housing shall generally front on a public street with varying setbacks to provide visual interest, opportunities for transitional landscaping and varying shadow patterns.
- P8. The paving of front yards shall be discouraged.

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

Policies

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

- P2. Lot size and building placement on lots shall be designed to reduce the appearance of large homes close together on small lots.
- P3. Residential building setbacks from the street should be minimized and varied, except in areas with a Residential Very Low designation, where setbacks from the street may be larger and more consistent.
- P4. Garages for new single-family houses, duplexes, and townhouses should be subordinate in visual importance to the house itself, especially the entry. This shall be achieved by locating garages toward the back of properties, constructing alleys, limiting the width of the garage to two car spaces, building garages as separate structures from the house, requiring garages to be set back from the front facade of the house, and encouraging the orientation of garage doors at 90 degrees to the street.
- P5. The exterior of residential buildings shall be varied and articulated to provide visual interest to the streetscape.
- P6. The exterior of residential buildings shall be of the highest architectural design and construction quality, with attention to detail in both design and construction.
- P7. Infill development, secondary residential units and multi-family housing shall be consistent in scale and character with existing Neighborhoods.

Action

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

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

Policies

- P1. The City shall encourage the on-going conservation, maintenance and upgrading of existing neighborhoods through enforcement of property maintenance codes, requirements of high quality infill development, programs for the rehabilitation of housing, and replacement of deteriorated infrastructure.
- P2. Soundwalls shall only be permitted along arterial streets or freeways. Walls that are not intended for sound mitigation purposes, including block, brick and other masonry walls, may be permitted elsewhere as appropriate.
- P3. Landscaped and bermed setbacks should be used as the preferred sound attenuation methods for residential developments.
- P4. New development projects should not physically divide established neighborhoods.
- P5. The impacts of large-family day care facilities and child care centers on residential neighborhoods shall be minimized.

Actions

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

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

Goal CC-7 High quality architecture, site planning and landscaping in the I-205 Regional Commercial Area.
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Objective CC-7.1 Ensure that future development in the I-205 Regional Commercial Area enhances its attractiveness and provides multi-modal access.

Policies

- P1. Future expansion of I-205 Regional Commercial Area shall integrate physically to the existing development by direct vehicular, pedestrian and bicycle access.
- P2. The City shall encourage high-density residential development, mixed-use, and office and hotel uses to locate in the I-205 Regional Commercial Area by offering development incentives to these types of projects. Incentives may include, but not be limited to, less restrictive height limit, setback, and parking requirements. These areas shall have direct pedestrian and bicycle access to nearby commercial and retail uses.
- P3. The City shall discourage new “strip” commercial development and require site design for new commercial projects that provide for pedestrian/bicycle access and building scale and proportion relative to the pedestrian realm.
- P4. Building architecture in the I-205 Regional Commercial Area shall be of the highest quality.
- P5. Public transit shall be provided to and around the I-205 Regional Commercial Area.
- P6. Bicycle racks shall be provided in the parking areas or near building entrances to facilitate bicycle riding as a transportation mode.
- P7. Public art should be located in the I-205 Regional Commercial Area.
- P8. Building architecture in the I-205 Regional Commercial Area shall continue to promote pedestrian protection from the elements by including elements such as connected, covered walkways and building entrances.
- P9. Street trees shall be planted in the I-205 Regional Commercial Area that, at maturity, will provide a tree canopy over sidewalks and minor streets.
- P10. Parking lots in the I-205 Regional Commercial Area shall include features such as landscaping and shade trees to create an attractive environment and reduce the impact of heat islands.

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

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

Policies

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

- P2. The City shall encourage public and publicly-oriented uses, such as post offices, meeting halls, community centers, libraries and medical facilities.
- P3. The City shall encourage high density residential uses in the Downtown.
- P4. A vertical mix of uses with residential and office above retail is encouraged.
- P5. The following policies and guidance shall apply to development in the Downtown to enhance the pedestrian environment:
- ◆ Should include human-scale details in the design of buildings such as windows on the street, awnings, and architectural features that create a visually interesting pedestrian environment.
 - ◆ Should include areas designed to create spaces where people can interact and socialize, such as parks, plazas or open air seating in cafes and restaurants, as well as pedestrian amenities such as awnings, pedestrian-scaled lighting, benches and trash cans.
 - ◆ Shall have street trees that provide a tree canopy over the street.
 - ◆ Should have loading facilities screened from public view and located away from residential uses.
 - ◆ Should locate parking lots behind or on the side of buildings where possible to reduce their visual impact.
 - ◆ Should provide screening for parking lots through the use of landscaping or low walls.
 - ◆ Shall have landscaped parking lots to create an attractive pedestrian environment and reduce the impact of heat islands.
 - ◆ May utilize shared parking where applicable to reduce the total number of parking spaces.

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

Policies

- P1. The preservation, restoration, rehabilitation, reuse and maintenance of existing Downtown buildings is encouraged.
- P2. The City shall require quality architecture that preserves the Downtown's historic integrity. "Franchise architecture" that detracts from the unique and distinctive setting of the Downtown shall not be allowed.
- P3. Building renovations in the Downtown shall be complementary with the character of historic Downtown architecture.

Action

- A1. Continue to implement streetscape improvements in the Downtown.

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

Policies

- P1. Central Avenue and Tenth Street shall be reinforced as the City’s main streets through policies and actions.
- P2. Eleventh Street shall be designed as a gateway to the Downtown.
- P3. New development in the Downtown shall be designed in a similar treatment and character as the existing urban pattern of development.
- P4. All new development shall enhance and be oriented towards the pedestrian environment.
- P5. Public art and other design features such as fountains and monuments should be used to enliven the public realm in the Downtown.

Actions

- A1. Prepare a Downtown Urban Design and Specific Plan that incorporates the *Downtown Urban Design and Implementation Plan (August 2000)*.
- A2. Continue to implement the *Downtown Urban Design and Implementation Plan*, Grand Theater project, Civic Center project, Downtown Infrastructure and Streetscape project and the Multi-Modal Station project.

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

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

Policies

- P1. Village Centers shall serve Neighborhoods and/or Employment Areas, and shall be located near the intersection of arterial or collector roadways.
- P2. Village Centers should include provisions for public transit.
- P3. Village Centers should be between 5 and 20 acres in size.
- P4. Areas designated as Village Centers shall be planned comprehensively.

Objective CC-9.2 Create walkable Village Centers.

Policies

- P1. Village Centers should be designed around a main street that is designed to encourage and facilitate pedestrian activity.
- P2. Over time, existing shopping centers identified in Figure 2-4 as potential future Village Centers should be redeveloped following the Village Center guidance in this Community Character Element.

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

Policies

- P1. Uses such as supermarkets, drug stores, restaurants, coffee shops and other retail and service-oriented uses, offices and high density residential should be located in Village Centers.
- P2. Mixed-use development, with residential and office above retail, is encouraged in Village Centers.

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

Policies

- P1. Building setbacks in Village Centers along the main streets shall be minimized and reflect the desired character of the area.
- P2. Buildings and building entrances in Village Centers shall be oriented to the pedestrian environment.
- P3. Buildings in Village Centers shall include human-scale details such as windows facing the street, awnings, and architectural features that create a visually interesting pedestrian environment.
- P4. Buildings in Village Centers shall feature outdoor use areas to provide a feeling of permanence and durability, such as plazas and open air seating in cafes and restaurants.
- P5. Loading facilities in Village Centers for uses requiring delivery from large trucks shall be screened from public view and located away from residential uses.

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

Policies

- P1. Where possible, parking lots in Village Centers shall be located behind or on the side of buildings to reduce their visual impact.
- P2. Parking lots in Village Centers shall be screened with landscaping or low walls.
- P3. Parking lots in Village Centers shall be landscaped, including shade trees, to create an attractive pedestrian environment and reduce the impact of heat islands.
- P4. Direct and safe pedestrian connections between parking lots and buildings in Village Centers shall be provided.
- P5. Shared parking may be utilized in Village Centers where applicable to reduce the total number of parking spaces.

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

Policies

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

- P2. Sidewalks in Village Centers may vary in width depending on the expected amount of pedestrian traffic.
- P3. Sidewalks in Village Centers shall be located on both sides of the street.
- P4. Pedestrian amenities such as shade trees with a broad canopy, pedestrian-scaled lighting, benches and trash cans should be included in all Village Centers.

Goal CC-10 Vibrant Corridors.

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

Policies

- P1. Building setbacks on Corridors shall be minimized to enhance the pedestrian environment and character of the area.
- P2. Buildings and building entrances on Corridors shall be oriented to the pedestrian environment.
- P3. Buildings on Corridors shall include human-scale details such as windows facing the street, awnings, and architectural features that create a visually interesting pedestrian environment.
- P4. Individual development projects within Corridors shall include provisions for street trees to provide a tree canopy.

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

Policies

- P1. Where possible, parking lots on Corridors should be located behind or on the side of buildings to reduce their visual impact.
- P2. When fronting on a sidewalk, parking lots on Corridors shall be screened with landscaping. Low walls may also be acceptable in some locations.
- P3. Parking lots on Corridors shall be landscaped, including shade trees, to create an attractive pedestrian environment and reduce the impact of heat islands.
- P4. Shared parking may be used where appropriate to reduce the total number of parking spaces and curb cuts.

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

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

Policies

- P1. Employment Areas should contain one or more Focal Points such as a retail use, park or plaza.
- P2. Focal Points in Employment Areas may be located on private or public property and are encouraged to be publicly accessible.

- P3. Development within an Employment Areas should occur such that a majority of business parks or office parks are within a reasonable walking or biking distance, generally ½ mile, of one or more Focal Points.
- P4. Future Specific Plans for Employment Areas should identify Focal Points.

Objective CC-11.2 Encourage attractive design in Employment Areas.

Policies

- P1. Development in Employment Areas should adhere to high-quality design standards.
- P2. New office and flex-office developments are encouraged to provide private open spaces as an amenity for their employees. Where possible, the location and design of these private open spaces should be coordinated with adjacent developments or parcels.
- P3. Buildings in commercial and retail developments should be oriented to the street, not away from it.
- P4. Building setbacks for office buildings or office portions of industrial buildings should be minimized to ensure that buildings define the edges of the street.
- P5. Building facades in Employment Areas should provide visual interest.
- P6. Loading facilities in Employment Areas should be screened from view from public streets to the extent possible.
- P7. Individual projects in Employment Areas shall provide adequate buffers to adjacent residential areas.
- P8. Fencing on industrial and commercial sites at the front property line shall be discouraged, except when necessary for security or noise attenuation.
- P9. Fencing visible from the public right-of-way shall be visually appealing when used in industrial and commercial developments.

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

Policies

- P1. The impact of parking in Employment Areas on the pedestrian environment should be minimized with attractive landscaping.
- P2. Parking lots should be set back from the street with a landscaped buffer wherever possible.
- P3. Parking for alternative modes of transportation, such as preferential parking for carpool/vanpool, motorcycles or alternative fuel vehicles and bicycles, should be incorporated into parking plans for development projects in Employment Areas.

C. Economic Development Element

Goal ED-1 A diversified and sustainable local economy.

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

Policies

- P1. The City shall target corporate headquarters, high-wage office uses and emerging, high-wage industries for attraction, including but not limited to industries within the North American Industry Standard Classification (NAISC) subcategories of manufacturing, health care, professional, scientific and technical, finance and insurance, and information technologies.
- P2. The City shall augment and support attraction efforts of the San Joaquin Partnership in its Bay Area and national outreach programs.
- P3. The City shall maintain a leadership role in the Inter-Regional Partnership among San Joaquin, Stanislaus, Alameda, Contra Costa and Santa Clara Counties.

Actions

- A1. Create a marketing and communications program to promote Tracy to the region, the Bay Area, and nation, based upon the recommendations in the City's Economic Development Strategy.
- A2. Evaluate the Strategic Plan, including "targets" on a periodic basis.
- A3. The City shall explore ways to provide incentives to attract higher-wage jobs to the City.

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

Policies

- P1. The City shall encourage businesses that use green practices.
- P2. The City shall conduct public education and outreach to support employment opportunities that minimize the need for automobile trips, such as live/work, telecommuting, satellite work centers, and home occupations, in addition to mixed-use development strategies.
- P3. The City shall purchase green products from local businesses whenever feasible.

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

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

Policy

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

Actions

- A1. Continue to provide business assistance services, including visitation to existing businesses.
- A2. Publicize local businesses success stories in the City Newsletter.

Goal ED-3 A supportive business environment.

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

Policies

- P1. The City shall be proactive in disseminating information to local businesses about City government processes that might affect them, such as development standards, licensing procedures and fees.
- P2. The City shall work to retain a competitive “cost of doing business” in Tracy relative to the Bay Area and Central Valley regions.

Actions

- A1. Publish and distribute a document that effectively outlines permitting and licensing procedures and fees.
- A2. Maintain a centralized economic development and land information system.
- A3. Monitor “cost of doing business” in Tracy relative to the Bay Area and the Central Valley to keep apprised of Tracy’s competitive position.
- A4. Investigate the use of incentives to assist in attracting key higher-end office and industrial users.

Goal ED-4 An adequate and balanced land supply.

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

Action

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

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

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

Policy

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

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

Policies

- P1. The City shall manage its fiscal resources and capital improvements to promote economic sustainability.
- P2. The City shall continue to work with developers to create comprehensive financing options.

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

Policies

- P1. The City shall support efforts of SJCOG and Caltrans to widen I-205.
- P2. The City shall support regional efforts to expand business opportunities along I-205 and I-580 to the west and south of Tracy.
- P3. The City shall support the regional Goods Movement Study between the Port of Oakland and San Joaquin County.

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

Policies

- P1. The City shall support the continued maintenance of community facilities.
- P2. The City shall support established cultural events and festivals.

Goal ED-6 Healthy, key economic activity centers.

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

Policies

- P1. The City shall support Tracy Arts Leadership Alliance, in an effort to bring together cultural and artistic programs and activities for all residents and workers.
- P2. A balanced mix of retail, restaurants, cultural facilities and other services in the Downtown is encouraged.
- P3. The City shall support marketing, promotions and events that bring people to the Downtown.
- P4. Further revitalization of the Downtown area, including the surrounding residential neighborhoods, is encouraged.
- P5. The City shall continue to support and implement programs to ensure a Downtown that is clean, attractive, safe, pedestrian-friendly, and well-maintained.
- P6. The City shall continue to encourage retail tenants that attract customers in the evenings and on weekends such as restaurants, bakeries, and entertainment uses.
- P7. The Downtown shall be linked to the local and regional public transportation system.

Actions

- A1. Expand the Downtown Revitalization Task Force.
- A2. Monitor and evaluate parking and pedestrian improvements.
- A3. Develop benchmark statistics on the Downtown to identify opportunities for expansion. Examples of benchmark statistics include vacancy rates, rental rates, merchant mix and sales tax revenues.

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

Policies

- P1. The City shall promote the development and redevelopment of City infill areas.
- P2. A balanced mix of retail, restaurant, and other services should be encouraged throughout the city.
- P3. The City shall continue to support and implement programs for facade improvement and building rehabilitation among others, to ensure that the city remains clean, attractive, safe and well maintained.
- P4. The City shall encourage infill development on vacant and underutilized commercial and industrial areas, such as surface parking lots, by offering development incentives to these types of projects. Incentives may include, but not be limited to, less restrictive height limit, setback and parking requirements.
- P5. The City shall leverage city infrastructure projects with potential redevelopment projects or infill opportunities that may be applicable or planned for in the future.
- P6. The City shall encourage the creative reuse of major obsolete structures.

Action

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

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

Policies

- P1. The City shall encourage and facilitate the development and buildout of the entire 870-acre Northeast Industrial Area.
- P2. The City shall direct business attraction efforts to manufacturing uses, rather than warehouse distribution facilities, due to their higher employment densities.
- P3. Developers should consider flexible facility design and construction types that can accommodate future manufacturing uses with higher employment densities.
- P4. The City should support efforts to attract private developers and equity investors to participate in the development of the area.

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

Policies

- P1. The City shall direct business attraction efforts to manufacturing uses.
- P2. Developers are encouraged to provide flexibility in site development relative to additional parking facilities and building construction to accommodate potential future manufacturing uses with higher employment densities or building needs.

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

Policy

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

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

Policies

- P1. The following types of businesses are encouraged in the I-205 Specific Plan area:
- ◆ Office or tech/flex office development to support the retail base with daytime customer clientele.
 - ◆ Big box and regional destination/lifestyle retail development.
 - ◆ Restaurants.
- P2. The City shall support efforts to ensure that the I-205 Specific Plan area remains a regional retail destination.

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

Policies

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

- P2. The City shall support attraction efforts for Class A Office and certain flex-tech development tenants seeking a high amenities workplace, particularly along entryways to the City along I-205 and I-580.
- P3. High-speed telecommunications systems should be included in development to help create the premier office location in Tracy.
- P4. The City shall support the efforts to enhance incentives for the Inter-Regional Partnership Jobs Opportunity Zone.

Action

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

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

Policy

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

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

Policy

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

Goal ED-7 A competitive workforce.

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

Policies

- P1. The City shall seek to attract expanded higher education opportunities.
- P2. The City shall continue to collaborations with elected officials, school districts, and businesses to address workforce training.

Actions

- A1. Survey businesses to identify additional workforce preparedness needs.
- A2. Consult with institutions of higher learning, regional partnerships, and state agencies dedicated to workforce issues (e.g., California Employment Development Department).

Goal ED-8 Responsiveness to change and opportunities.
--

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

Policy

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

Actions

- A1. Create database of economic conditions and indicators such as job growth by sector (North American Industry Standard Classification), skill sets of employed residents (Labor Market Survey), employment by industry, lease rates, land costs, operating expenses and relevant legislation.
- A2. Publish annual reports of recent economic trends (e.g., “State of the City”).
- A3. Conduct surveys on the economic climate and conditions in Tracy.
- A4. Continue to expand network of research tools to assist with identifying industry trends to include site selectors, interviews with businesses in target industries, brokers, investors, developers, as well as industry associations.

Goal ED-9 A financially sound and viable City.

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

Policies

- P1. The City shall support businesses that contribute to the City’s financial viability so long as the business does not impact the quality of life in the community or cause negative impacts on human health and the environment.
- P2. New development shall pay its fair share of the costs of providing public facilities and services for capital and ongoing operation and maintenance activities.

Action

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

D. Circulation Element

Goal CIR-1 A roadway system that provides access and mobility for all of Tracy’s residents and businesses while maintaining the quality of life in the community.

Objective CIR-1.1 Implement a hierarchical street system in which each street serves a specific, primary function and is sensitive to the context of the land uses served.

Policies

- P1. The City should develop context-based street designs that allow for variations based on the expected function and location of the facility, and the surrounding land use context. These context-sensitive designs should have the following aims:
 - ◆ Create aesthetically attractive streetscapes.
 - ◆ Enhance multi-modal transportation by increasing mobility and improving safety for autos, trucks, transit, pedestrians and bicyclists.
- P2. The City shall preserve rights-of-way needed for future roadway and freeway interchange improvements through dedication or acquisition as adjacent properties develop or redevelop.

- P3. The City shall continue to apply traffic mitigation fee programs to fund transportation infrastructure, based on a fair share of facility use.
- P4. The City should continue to pursue regional, County and State funding to fund roadway projects. These potential funding sources may include Measure K sales tax revenues, a regional or countywide transportation impact fee, and other existing and future revenue sources.
- P5. The City shall continue to participate in regional transportation funding decisions, including Measure K reauthorization, regional or countywide transportation fees, and prioritization of State funded projects.
- P6. The Roadway Master Plan update shall identify necessary improvements to various intersections on I-205 and I-580 based on land use designations and with particular attention to Terminal Access Routes in accordance with Surface Transportation Assistance Act of 1982 (STAA).

Actions

- A1. Update the Roadway Master Plan upon adoption of the General Plan. The Roadway Master Plan should contain the following information:
 - ◆ Improvement needs and ultimate right-of-way for 50 years, based on development anticipated by the General Plan and foreseeable development based on proposed projects, current absorption rates for non-residential properties and historical population growth rates.
 - ◆ Appropriate street classifications for arterial and collector roadways as well as innovative concepts such as boulevards and other roadway types not currently employed in the City of Tracy. These roadway designs should reflect context-based design principles.
 - ◆ Detailed connectivity standards for arterials, collectors, and local streets. These connectivity standards should further refine minimum and maximum spacing of facilities and traffic control devices identified in the Roadway Classification Standards in Section B of this Element.
- A2. Prepare Precise Plan Line studies for major new roads and widenings, and consult with Caltrans for new interchanges identified in the Roadway Master Plan in order to define the rights-of-way needed to construct future facilities.
- A3. Consult with San Joaquin County and the City of Lathrop to ensure that adequate rights-of-way are preserved in the City's Sphere of Influence.

Objective CIR-1.2 Provide a high level of street connectivity.

Policies

- P1. The City shall ensure that the street system results in a high level of connectivity, especially between residences and common local destinations, such as schools, Village Centers, retail areas and parks. The standard for roadway (vehicular) connectivity is defined as appropriate spacing of arterials and collectors and local roads as detailed above in Section B of this Element "Roadway Classifications and Standards."
- P2. The City shall implement a connected street pattern with multiple route options for vehicles, bikes and pedestrians.
- P3. New development shall be designed to provide vehicular, bicycle and pedestrian connections with adjacent developments.

- P4. The City should develop residential street alignments and designs that provide connectivity while discouraging high-speed cut-through traffic.
- P5. New development shall be designed with a grid or modified grid pattern to facilitate traffic flows and to provide multiple connections to arterial streets.
- P6. Street patterns in hillside areas may reflect existing topography and minimize grading impacts.

Objective CIR-1.3 Adopt and enforce LOS standards that provide a high level of mobility and accessibility, for all modes, for residents and workers.

Policies

- P1. To the extent feasible, the City shall strive for LOS D on all streets and intersections, with the LOS standard for each facility to be defined in the Transportation Master Plan in accordance with the opportunities and constraints identified through the traffic projections and analysis performed for that Plan. The following exceptions to the LOS D standard may be allowed:
 - ◆ LOS E or lower shall be allowed on streets and at intersections within one-quarter (1/4) mile of any freeway. This lower standard is intended to discourage inter-regional traffic from using Tracy streets.
 - ◆ LOS E or lower shall be allowed in the Downtown and Bowtie area of Tracy, in order to create a pedestrian-friendly urban design character and densities necessary to support transit, bicycling and walking.
- P2. The City may allow individual locations to fall below the City's LOS standards in instances where the construction of physical improvements would be infeasible, prohibitively expensive, significantly impact adjacent properties or the environment, or have a significant adverse effect on the character of the community, including pedestrian mobility, crossing times, and comfort/convenience.
- P3. Intersections may be permitted to fall below their adopted LOS standard on a temporary basis when the improvements necessary to preserve the LOS standard are in the process of construction or have been designed and funded but not yet constructed.
- P4. Roadways and freeways that are subject to State and regional agency oversight and/or are candidates for State-funded or federally-funded improvements should conform to the operational service requirements of the applicable agency.
- P5. For long-range planning purposes, the LOS of major streets shall be determined based on an estimation of peak hour conditions using future average daily traffic forecasts and standard Tracy relationships between daily traffic and peak PM hour traffic.
- P6. For project-specific development approvals, the LOS at major street intersections shall be determined based on the direct estimation of peak hour conditions and should reflect the average condition prevailing throughout the peak hour of a typical weekday for all traffic using the intersection.
- P7. Traffic studies for new developments within the City may be prepared if necessary and appropriate to determine the impacts of the project's traffic on the transportation system.
- P8. Access control and minimization of median openings shall be a key consideration in the design of expressways, boulevards, arterials and major collectors.
- P9. The City shall encourage the use of right-turn-in/right-turn-out only turning movements where local and collector streets intersect arterial streets with medians. The purpose is to increase the safety of the roadway and to avoid traffic signals that are spaced too close together.

- P10. Exclusive right turn lanes in and out of major residential, commercial, industrial and office developments shall not reduce the width of public or private landscaping requirements.

Actions

- A1. Evaluate the performance of the roadway system or portion of the roadway system on an as-needed basis based on existing traffic volumes, LOS and other traffic operational issues, and accident locations.
- A2. Maintain an up-to-date record of intersections exempted from the City's LOS standards.

Objective CIR-1.4 Protect residential areas from commercial truck traffic.

Policies

- P1. Significant new truck traffic generating uses shall be limited to locations along designated truck routes, in industrial areas or within ¼-mile of freeways.
- P2. The City shall enforce designated truck routes based on the existing City ordinance.

Actions

- A1. Update the truck route designations periodically as needed.
- A2. Maintain a map of truck routes in the City.

Objective CIR-1.5 Protect residential areas from through traffic and high travel speeds by facilitating free flow of traffic on major streets.

Policies

- P1. Use of local residential streets by non-local and commercial traffic shall be discouraged. The City may consider techniques such as route signs and route maps. This policy should not restrict the ability of local vehicle and non-motorized transportation to utilize residential collectors as an effort to encourage higher levels of roadway connectivity.
- P2. The City shall coordinate the timing of traffic signals on arterials to facilitate traffic movement.

Objective CIR-1.6 Maximize traffic safety for automobile, transit, bicycle users, and pedestrians.

Policies

- P1. The City shall design streets using context-sensitive design principles that enhance safety for all modes of travel.
- P2. New development shall implement traffic calming measures where necessary so long as connectivity is not diminished.

Actions

- A1. Monitor and record accident locations and prepare a regular summary of accident locations.
- A2. Explore traffic calming techniques for existing areas of the city.

Objective CIR-1.7 Minimize traffic-related impacts such as noise and emissions on adjacent land uses.

Policies

- P1. Appropriate buffering and screening mechanisms shall be incorporated in development projects to limit the impacts associated with traffic. These buffering and screening mechanisms may include setbacks, landscaping, berms, soundwalls or other methods as appropriate.

- P2. Soundwalls shall only be used next to major arterials, and other high-speed, high-volume facilities in accordance with the policies in the Community Character Element.

Objective CIR-1.8 Minimize transportation-related energy use and impacts on the environment.

Policies

- P1. Transportation projects shall avoid disrupting sensitive environmental resources.
- P2. When possible, road construction and repair projects shall use sustainable materials.
- P3. The City shall encourage the use of non-motorized transportation and low-emission vehicles.

Goal CIR-2 Adequate interregional access.

Objective CIR-2.1 Support regional planning and implementation efforts to improve interregional highways and interregional travel efficiency.

Policies

- P1. The City shall continue to cooperate with regional and State agencies, including Caltrans and San Joaquin Council of Governments (SJCOG) to study, plan and fund improvements to the regional transportation system. These regional transportation improvements may include freeway widening, the construction of regional roadways, regional passenger rail expansions, additions to the existing commuter bus system and provision of park-and-ride lots near facilities heavily used by commuters.
- P2. The City should ensure that land needed for park-and-ride facilities is conserved in new development areas.
- P3. The City shall work with other local jurisdictions, SJCOG, and Caltrans to identify and develop alternative routes to allow locally-generated traffic to bypass congestion on I-205 and I-580 without impacting city streets.
- P4. The City shall work with the City of Lathrop and San Joaquin County to preserve a right-of-way along the existing alignment of Middle Road/Arbor Avenue north of I-205 (a.k.a., Golden Valley Parkway) for the future construction of a regional roadway parallel to I-205. This process should determine appropriate funding mechanisms and the design of an interchange with I-205 at Chrisman Road.

Action

- A1. Prepare a plan line study that identifies and preserves necessary right-of-way north of I-205 within the City of Tracy that allows the future construction of a route parallel to I-205.

Objective CIR-2.2 Discourage interregional travel from diverting from freeways onto Tracy streets.

Policy

- P1. The City shall consider techniques, such as freeway ramp metering or traffic signal timing changes, to discourage the diversion of inter-regional travel from the freeways onto Tracy streets.

Action

- A1. Conduct a study to quantify the level of traffic diverting from I-205 onto Tracy roadways.

Goal CIR-3 Safe and convenient bicycle and pedestrian travel as alternative modes of transportation in and around the city.

Objective CIR-3.1 Achieve a comprehensive system of citywide bikeways and pedestrian facilities.

Policies

- P1. The City shall incorporate appropriate bicycle and pedestrian facilities on all roadways constructed by the City, Class I to the extent feasible.
- P2. To the extent possible, the City shall separate vehicular from bicycle and pedestrian traffic on higher-speed and higher-volume roadways through the use of off-street bicycle and pedestrian facilities.
- P3. The City may separate bicycle from pedestrian users on high usage bicycle and pedestrian paths.
- P4. The City's bicycle and pedestrian system shall have a high level of connectivity, especially between residences and common local destinations, such as schools, shopping and parks. A higher level of bicycle and pedestrian connectivity is defined as a shorter or similar distance to common destinations for bicycles and pedestrians compared to distances for vehicles.
- P5. The City shall establish a 1/2-mile walkability standard for residents to access goods, services and recreational facilities.
- P6. New development shall include pedestrian and bicycle facilities internal to the development and that connect to city-wide facilities, such as parks, schools and recreational corridors, as well as adjacent development and other services.
- P7. New development sites for commercial, employment, educational, recreational and park-and-ride land uses shall provide bicycle parking and/or storage facilities.

Actions

- A1. Update the City of Tracy Bikeways Master Plan on an as-needed basis.
- A2. Update the City of Tracy Roadway Master Plan to include bicycle routes.
- A3. Maintain a map of existing bicycle facilities in the city.
- A4. Incorporate bicycle and pedestrian facilities into the roadway design standards of the Roadway Master Plan.
- A5. Seek local, State and federal funding for bicycle improvements identified in updates to the Bikeways Master Plan.
- A6. Improve city-wide pedestrian access as funding becomes available.

<p>Goal CIR-4 A balanced transportation system that encourages the use of public transit and high occupancy vehicles.</p>
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Objective CIR-4.1 Promote public transit as an alternative to the automobile.

Policies

- P1. The City shall promote efficient and affordable public transportation that serves all users.
- P2. The City shall continue to partner with SJCOG, SJRTD and Caltrans in efforts to locate park-and-ride lots and other transit-related facilities in the City of Tracy.
- P3. The City shall continue to operate the Tracer fixed-route and paratransit transit service and expand service to new residential and non-residential areas if funding for additional service is available and is warranted by ridership demand.

- P4. The City shall seek funding from regional and State and federal agencies to fund additional transit service expansions and improvements.
- P5. The City shall require development to provide for transit and transit-related increased modal opportunities, such as adequate street widths and curb radii, bus turnouts, bus shelters, park-and-ride lots and multi-modal transit centers through the development and environmental review processes, if appropriate.
- P6. The City shall encourage efforts for additional regional transit service, including expansion of the existing ACE service, expansion of the existing commuter bus service, and new commuter rail service from Tracy to other areas in the region.

Actions

- A1. Maintain transit facility design guidelines that clearly specify expectations for all types of development.
- A2. Maintain a map of existing transit facilities in the city.

Objective CIR-4.2 Work to achieve connectivity between all modes of transportation.

Policies

- P1. The City shall complete the Multi Modal Transit Center at Central Avenue and 6th Street.
- P2. The City shall preserve the necessary rights-of-way by continuing the implementation of current arterial street standards and ensuring the preservation of existing rail corridors to facilitate the development of an expanded transit program in the future.
- P3. The City shall encourage the expansion of transit services through consultation and cooperation with the Bay Area Rapid Transit District (BART), San Joaquin Regional Rail Commission, San Joaquin Regional Transit District, the Altamont Commuter Express (ACE), on services that expand the mobility and accessibility of transporting people, goods and services in and through Tracy and the region.
- P4. The City shall develop a fully integrated multi-modal transportation system that takes into account access to employment, education, shops, medical services and that facilitates participation in social and recreational opportunities.
- P5. The City shall provide an efficient, effective and coordinated transit system that maximizes use of regional, state and federal funds.
- P6. The City shall pursue economical, long term solutions to transportation problems by encouraging community designs which encourage transit use, and walking, bicycling and other non-motorized forms of transportation.

Action

- A1. Create a Multi-Modal Transportation Master Plan that addresses the movement of people, goods and services within the City and from the City to the surrounding region. Modes of travel that should be included in this Master Plan include: automobile, transit, freight, air, bicycle, and pedestrian transportation. The plan shall consider short-term and long-term actions to preserve rights-of-way for future transportation options, such as light-rail.

E. Open Space and Conservation Element

Goal OSC-1 The protection of rare, endangered and threatened plant and animal species.

Objective OSC-1.1 Preserve habitats that may support rare, endangered or threatened plant and animal species.

Policies

- P1. New development shall meet all federal, State and regional regulations for habitat and species protection.
- P2. The City shall continue to participate with the San Joaquin Council of Governments and other agencies to implement and enforce the San Joaquin Multi Species Habitat Conservation and Open Space Plan.
- P3. New development should incorporate native, drought-tolerant vegetation into landscape plans and reduce the use of invasive, non-native plant species.

Goal OSC-2 Identification, preservation and protection of significant agricultural resources.

Objective OSC-2.1 Support San Joaquin County efforts to preserve existing agricultural lands in the Planning Area and outside of the Sphere of Influence.

Policies

- P1. The City shall support San Joaquin County's efforts to preserve agricultural uses in the Tracy Planning Area.
- P2. The City shall support San Joaquin County policies and zoning actions that maintain agricultural lands in viable farming units for those areas not currently designated for urban uses.
- P3. The City shall support the preservation of Williamson Act lands and Farmland Security Zone lands within the Tracy Planning Area.
- P4. The City shall encourage the continued agricultural use of land within the Planning Area and outside the Sphere of Influence that is currently being farmed.
- P5. The City shall work cooperatively with non-profit organizations, such as land trusts, to preserve agricultural land in the Planning Area.

Objective OSC-2.2 Minimize conflicts between agricultural and urban uses.

Policies

- P1. Development projects shall have buffer zones, such as roads, setbacks and other physical boundaries, between agricultural uses and urban development. These buffer zones shall be of sufficient size to protect the agriculture operations from the impacts of incompatible development and shall be established based on the proposed land use, site conditions and anticipated agricultural practices. Buffers shall be located on the land where the use is being changed, and shall not become the maintenance responsibility of the City.
- P2. Land uses allowed near agricultural operations should be limited to those not negatively impacted by dust, noise and odors.
- P3. The City shall review, maintain and update, as necessary, its Right-to-Farm Ordinance.

Goal OSC-3 Reduction of the negative environmental and land use impacts of mining and resource extraction activities.

Objective OSC-3.1 Consider the location of mineral resources when reviewing development review process.

Policy

- P1. When reviewing land use proposals, the City shall take into account potentially available mineral resources on the property or in the vicinity of the project site.

Objective OSC-3.2 Minimize negative environmental effects of existing and new mining operations.

Policies

- P1. Prior to approval of any new or expanded mining operation, the City shall ensure that the operation will not create significant nuisances, hazards or adverse environmental effects.
- P2. Mining operations shall comply with all applicable City policies and standards in the Municipal Code and noise standards in the Noise Element of the General Plan.
- P3. New or substantially expanded mining operations in the Planning Area shall adhere to the following standards:
- ◆ Demonstrate no significant adverse impacts from the mining operation on adjoining areas and uses including, but not limited to noise, dust and vibration.
 - ◆ Demonstrate no substantial increase in hazards to neighboring uses, water quality, air quality, agricultural resources or biological resources.
 - ◆ Demonstrate that the proposed plan complies with existing applicable County and State waste management plans and standards.
 - ◆ Create a landscaped buffer zone between quarrying operations and all adjacent uses other than quarries.
 - ◆ Use berms, barriers, sound walls, and other similar measures to assure that noise from quarrying does not exceed ambient noise level standards relevant to noise-sensitive adjacent uses.
 - ◆ Demonstrate that the operation can be serviced by existing truck routes.

Objective OSC-3.3 Reuse mined property in a manner consistent with General Plan goals.

Policies

- P1. Mined property shall be left in a condition suitable for reuse in conformance with the General Plan land use designations and in accordance with the California Surface Mining and Reclamation Act (SMARA).
- P2. Once mining operations are phased out, lands designated as Aggregate may be redeveloped.

Goal OSC-4 Provision of parks, open space, and recreation facilities and services that maintain and improve the quality of life for Tracy residents.

Objective OSC-4.1 Provide and maintain a diversity of parks and recreational facilities in the City of Tracy.

Policies

- P1. To the extent feasible, the City's park system shall include the following types of parks which shall be developed in conformance with the Parks Master Plan:
- ◆ Mini-Parks
 - Definition – Small-sized parks that provide basic recreation amenities for nearby residents in a specific neighborhood or subdivision.
 - Service Area – 1/4- to 1/2-mile radius
 - Size – Typically 1 to 3 acres (no smaller than 1 acre)
 - ◆ Neighborhood Parks
 - Definition – Medium-sized parks that provide recreation opportunities within walking or biking distance for residents in one or more neighborhoods.
 - Service Area – 1/2- to 3/4-mile radius
 - Size – Typically 4 to 12 acres
 - ◆ Community Parks
 - Definition – Large parks that include a mix of passive and active recreation areas that serve the entire city or a large portion of the City. A community park should include, but not be limited to, the facilities that are typically found at neighborhood and mini parks as well as specialized facilities such as amphitheaters, swimming pools, and skate parks that provide additional recreation opportunities. Community parks may also include natural open space.
 - Service Area – Minimum 2-mile radius
 - Size – Generally 13 to 50 acres
 - ◆ Regional Parks
 - Definition – A large park that serves the open space and recreation needs for all users of the City and the Planning Area. Regional parks contain active and passive recreation areas and may also include natural open space.
 - Service Area – Entire city and beyond
 - Size – Greater than 50 acres
 - ◆ Linear Parks
 - Definition – Elongated park corridors that tie park components together, provide people with trail-related recreation opportunities, allow for uninterrupted and safe pedestrian and bicycle movement throughout the community, and/or protect natural open space corridors. May support facilities such as soft or hard-surfaced trails, viewing areas, picnic tables and trailheads.
 - Service Area – Depends on size and connectivity of park (from 1/2-mile radius to entire city)
 - Size – Varies
 - ◆ Special Use Parks
 - Definition – Stand-alone recreation areas not located within larger parks. These include single-purpose sites, such as urban plazas, community centers, aquatic centers, sports complexes, outdoor theaters, community gardens and pocket parks in industrial areas.

- Service Area – Depends on purpose and size of park (from ½-mile radius to entire city)
 - Size – Varies
- P2. The City shall provide a diversity of passive and active recreational amenities that are geographically distributed throughout the City.
- P3. The City of Tracy shall continue to expand recreational facilities such as athletic fields and build new recreational facilities, such as swimming pools, skate parks and recreation centers.
- P4. The City should provide non-traditional features in parks to address specialized needs and interests. Non-traditional features, which include activities that appeal to a smaller segment of the community, should be determined on a neighborhood- or community-wide basis. Examples of non-traditional features include bocce ball courts and cricket fields, whereas traditional features include baseball fields and picnic tables.
- P5. The City should use existing natural and man-made elements, such as hillsides, creeks, channels, and railroad corridors where appropriate to enhance public open space and park facilities.
- P6. Golf courses shall be designed to minimize water, energy and chemical (e.g. pesticides and fertilizer) usage, preserve wildlife habitat, and incorporate native plants and drought-resistant turf.
- P7. Additional or expanded parks in already developed areas shall be encouraged.
- P8. The City shall create a system of recreational corridors, such as linear parks and bike and pedestrian trails, that link key destinations in the City including parks and recreational facilities, the Downtown, the multimodal transit station, Village Centers and the ACE train station.
- P9. The City shall seek opportunities to expand existing parks or build new parks in already developed areas of the City.
- P10. The City of Tracy shall pursue joint planning, design and operation of parks with other public facilities, such as schools.

Actions

- A1. Update the Parks Master Plan on a regular basis.
- A2. Expand partnerships with the school districts that operate within the Planning Area to enhance and create new joint use facilities.
- A3. Explore the development and funding of a regional park, possibly 60 to 100 acres in size, that includes both passive and active recreational amenities.

Objective OSC-4.2 Ensure that new development is responsible for providing parks and recreation facilities throughout the City of Tracy.

Policies

- P1. The City shall consider increasing the parks level of service from 4 acres per 1000 population to 5 acres per 1000 population, and require that new developments provide new park acreage or in-lieu fees at this ratio.
- P2. All land dedicated for parks shall be of a shape and size suitable for parks. Land containing underground or overhead utilities, unsuitable topography, contamination or other factors that restrict the usability of the land shall not be credited against dedication requirements.

- P3. Golf courses shall not be counted towards any park acreage that new development is required to provide.
- P4. New neighborhoods should be designed so that parks ideally are located no more than ½ mile from any home, or within walking or biking distance from most residents. Parks should be located in approximately the geographic center of the neighborhood, unless new parks can be co-located next to schools or existing parks or park sites in adjacent neighborhoods.
- P5. New projects should be designed so that residents have direct pedestrian and bike access between homes and parks.
- P6. The City shall ensure that parks and recreational facilities serving new development are available concurrently with need.

Action

- A1. Conduct the required studies to implement the increased parks standard.

Objective OSC-4.3 Establish a regional linear parkway system that meets recreational, open space and transportation needs.

Policies

- P1. The City shall pursue the conversion of underutilized rail corridors into multi-use trails.
- P2. All development projects shall provide linkages to the regional bike and trail system and circulation within the development project site, wherever feasible.
- P3. The City shall pursue the completion of all trail systems designated in the Bikeways Master Plan.
- P4. The City shall partner with San Joaquin County to coordinate regional trail linkages.

Action

- A1. Work with San Joaquin County to explore creating a large recreational area between the City and Mountain House which can serve as a community separator as well as provide valuable needed recreational facilities to both communities.

Objective OSC-4.4 To the extent possible, prevent undeveloped lands within the Planning Area but outside of the Sphere of Influence from developing.

Policies

- P1. The City of Tracy shall oppose urbanization in lands outside of the Sphere of Influence, with particular emphasis on the preservation of undeveloped lands between the City of Tracy and the adjacent communities of Mountain House and Lathrop.
- P2. The City shall encourage the San Joaquin Council of Governments to preserve and protect undeveloped lands outside of the City's SOI and within the Planning Area through the implementation and management of the San Joaquin Multi-Species Habitat Conservation and Open Space Plan and any future Habitat Conservation Plans.
- P3. The City shall be assertive in forming partnerships with San Joaquin County to preserve open space.

Actions

- A1. Prepare a comprehensive plan for areas outside of the City that identifies important areas for non-urban uses, analyzes appropriate methods of preserving agricultural and non-urbanized lands, develops

funding mechanisms for the purchase of land or agricultural easements and identifies methods of administration. This study should include, but is not limited to, the following:

- ◆ An analysis of the impact that open space programs would have on the cost of housing.
- ◆ The feasibility and advisability of the Holly Sugar property forming the base for an open space program and/or be part of such a program.
- ◆ The identification of alternate funding tools for open space.
- ◆ An evaluation of alternate methods of preserving open space, such as the purchase of property or development rights, buying the first rights of refusal in the event of a potential sale or developer dedication.
- ◆ Development of specific policies guiding the purchase of undeveloped lands including only purchasing land from willing land owners, respecting the rights of property owners when seeking to purchase open spaces for the public good and paying fair market value based on third-party appraisals of land.
- ◆ A survey to determine the public’s interest in open space programs and preferred methods for paying for the purchase and maintenance of open space. Specific information on the public’s desire to increase sales, property and parcel taxes or issue General Obligation bonds to pay for the acquisition and maintenance of open space lands should be included in the study.
- ◆ An analysis of an open space dedication requirement for all new residential development projects.

- A2. Partner with non-profit organizations, such as the Central Valley Farmland Trust, to identify and purchase land and easements within the Planning Area.
- A3. Pursue a cooperative effort with the City of Lathrop and San Joaquin County to implement an open space community separator program.

Goal OSC-5 Efficient use of resources throughout the City of Tracy.

Objective OSC-5.1 Promote resource conservation.

Policies

- P1. The City shall promote development patterns and construction standards that conserve resources through appropriate planning, housing types and design, and energy conservation practices.
- P2. The City shall encourage the establishment and maintenance of trees on public and private property to create an urban forest.
- P3. The City shall encourage landscaping that is water- and energy- efficient.
- P4. The City shall encourage buildings to incorporate energy- and water-efficient technologies.

Objective OSC-5.2 Ensure that development is designed for maximum energy efficiency.

Policies

- P1. New development projects should be designed for solar access and orientation. Maximum efficiency is gained by siting homes on an east-west axis.
- P2. New development projects should include measures to reduce energy consumption through site and building design, material selection and mechanical systems.
- P3. Use of on-site alternative energy sources, such as photovoltaic (PV) cells for commercial, residential and industrial users shall be encouraged.
- P4. The City shall encourage businesses to replace diesel vehicles with less polluting alternatives such as compressed natural gas (CNG), bio-based fuels, hybrids and electric cars.

Actions

- A1. Study programs that encourage “green” building, such as the LEED (Leadership in Energy & Environmental Design) program developed by the US Green Building Council, and consider code amendments that encourage “green” construction.
- A2. Develop a program to educate the public about energy efficiency technologies and practices for homes and businesses, such as solar panels and low-energy appliances.
- A3. Partner with public utilities to establish and promote a program for home weatherization and solar retrofit.
- A4. Develop design guidelines for residential construction to address the placement solar panels.

Objective OSC-5.3 Promote sustainability and energy efficiency and conservation through the City’s direct actions.

Policies

- P1. The City shall use local renewable energy resources when feasible.
- P2. New vehicles purchased and leased by the City should be alternatively fueled to the extent feasible. Common alternative fuel technologies include hybrid, electric bio-based fuels and compressed natural gas (CNG).
- P3. The City shall consider including alternative energy systems such as solar thermal, photovoltaic and other clean energy systems in the design and construction of City facilities.
- P4. The City shall proactively support long-term strategies, state and federal legislation and partnerships that assure affordable and reliable production and delivery of electrical power to the community.
- P5. The City shall support public and private efforts to develop and operate alternative systems of wind, solar and other electrical production that take advantage of local renewable resources.
- P6. Future development projects shall consider the following design features, during the Specific Plan, PUD, subdivision, and design/development review: solar access and orientation, natural ventilation, energy efficient landscaping and energy efficient and conserving building design and technologies.
- P7. The City shall encourage and support voluntary retrofit energy programs for residential, commercial, and industrial buildings, and shall encourage new or major rehabilitations of large non-residential projects to incorporate renewable energy generation.
- P8. The City shall implement energy efficiency improvements for existing and future City facilities as opportunities arise.

- P9. City purchasing policies shall require purchase of energy-efficient products, products that contain recycled materials, and products that reduce waste generated when feasible.
- P10. The City shall support land use patterns that maximize energy efficiency, both by minimizing transportation and by making use of existing capital improvements.
- P11. The City shall use nontoxic materials whenever feasible.

Actions

- A1. Develop emergency contingency energy plans, in cooperation with other local agencies and regional suppliers, to assure needed energy supplies and significant reduction in non-essential consumption during periods of abrupt energy shortage.
- A2. Develop or otherwise make available information to developers and citizens on energy efficient and conserving building design and technologies, including enhanced wall and ceiling insulation, thermally efficient glazing, and efficient heating and cooling equipment and household appliances.
- A3. Review, and revise if necessary, the zoning ordinance and building codes, to allow for a variety of energy efficiency technologies so long as the revisions do not adversely impact human health or safety or conflict with other goals in this General Plan.
- A4. The City shall consider requiring green building standards, such as obtaining LEED or similar certification, as a requirement for new or substantial renovations to public buildings.

F. Public Facilities and Services

Goal PF-1	Minimal loss of life and property from fires, medical emergencies and other types of emergencies.
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Objective PF-1.1 **Strive to continuously improve the performance and efficiency of fire protection services.**

Policies

- P1. The City shall provide fire and emergency response facilities and personnel necessary to meet residential and employment growth in the city.
- P2. The City shall ensure that new development pays a fair and equitable amount to offset the costs for fire facilities by collecting a Public Buildings impact fee, or by requiring developers to build new facilities.

Objective PF-1.2 **Promote coordination between land use planning and fire protection.**

Policies

- P1. Fire hazards shall be identified and mitigated during the project review and approval process.
- P2. The City shall build and require roadways that are adequate in terms of width, radius and grade to facilitate access by City fire-fighting apparatus, while also maintaining and improving Tracy’s neighborhood character and hometown feel.
- P3. The City shall plan fire station locations to maintain or enhance current response levels.
- P4. Fire stations shall be constructed in new development areas in order to meet the Fire Department’s adopted response time requirements.

- P5. New developments shall satisfy fire flow and hydrant requirements and other design requirements as established by the Fire Department.
- P6. The City shall use physical site planning as an effective means of preventing wildland fires by requiring the following:
 - ◆ Drought-resistant native plants incorporated into public works projects.
 - ◆ More than one ingress/egress road to any neighborhood in areas subject to wildland fires.
 - ◆ Roadways with grades that accommodate emergency vehicles.
 - ◆ Structures that are constructed of fire-resistant materials.

Action

- A1. Maintain an on-going fire and life safety inspection program for all commercial and industrial buildings.

Goal PF-2 A safe environment in Tracy through the enforcement of law.

Objective PF-2.1 Plan for on-going management and development of law enforcement services.

Policies

- P1. Maintain adequate police staffing, performance levels and facilities to serve Tracy’s existing population as well as any future growth.
- P2. The City shall ensure that new development pays a fair and equitable amount to offset the capital costs for police service and expansion by collecting a public facilities impact fee.
- P3. The City shall strive to continuously improve performance and efficiency in the Police Department.
- P4. The City shall continue to provide mutual aid with the County Sheriff’s Department when a situation exceeds the capabilities of either department.

Action

- A1. Annually update the capital improvement plan to indicate the specific use of fee revenues for facilities to accommodate growth.

Objective PF-2.2 Promote coordination between land use planning and law enforcement.

Policies

- P1. Law enforcement hazards shall be identified and mitigated during the project review and approval process.
- P2. Physical site planning should be used as an effective means of preventing crime. This can be achieved by locating walkways, open spaces, landscaping, parking lots, parks, play areas and other public spaces in areas that are visible from buildings and streets.
- P3. Police sub-stations shall be constructed in new development areas in order to meet the City’s response time requirements.

Objective PF-2.3 Maintain and improve law enforcement services to keep up with Tracy’s changing population.

Actions

- A1. Provide neighborhood security and crime prevention information and training to neighborhood groups and homeowners' associations.
- A2. Establish Neighborhood Watch programs that promote mutual assistance and crime prevention techniques among residents.
- A3. Monitor Tracy's crime rates and types of crime to determine the most appropriate methods to reduce crime in the city.
- A4. Disseminate information on crime and crime prevention techniques to the community.

Goal PF-3	Sufficient educational facilities to meet the demands of existing and new development.
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Objective PF-3.1 Assist the school districts serving the City of Tracy in developing new school facilities to serve Tracy's current and future population.

Policies

- P1. The City shall consult with the school districts serving the City of Tracy to ensure the provision of educational facilities sufficient for the existing and anticipated kindergarten through twelfth grade population, and shall work to ensure that school facilities that serve new development are available concurrent with the need, to the extent allowed by State law.
- P2. The City shall provide the school districts with the opportunity to review proposed residential developments and make recommendations about the need for additional facilities based on school-child projections, existing school capacity, access and traffic issues.

Objective PF-3.2 Assist the school districts in identifying appropriate areas for schools and design of school sites to prevent negative impacts on the health, safety and welfare of students and nearby residents.

Policies

- P1. Where possible, school facilities should be co-located with community parks and recreation facilities to encourage the joint use of facilities.
- P2. School facilities shall be located close to the center of the population served by the school.
- P3. Elementary schools should be located away from major streets to avoid vehicular noise and traffic hazards.
- P4. School sites should be designed with adequate on-site pick-up and drop-off areas to prevent school-related traffic congestion on the fronting and surrounding roadways.
- P5. School sites should be located to have access to more than one street to avoid congestion on nearby streets.
- P6. Direct, safe and convenient pedestrian and bicycle access should be provided between school sites and nearby residential neighborhoods to provide safe passage for students and teachers.
- P7. The City shall strive to expand joint use programs with the school districts to allow the use of school sites for recreational purposes.

Objective PF-3.3 Ensure that new development is responsible for its impacts on local schools.

Policy

- P1. The City, in cooperation with school districts, shall reserve land for purchase by the districts for the construction of new schools or the collection of school impact fees in accordance with State law.

Goal PF-4 Public buildings that are a source of civic pride for all residents.

Objective PF-4.1 Support the needs of the community through the construction and maintenance of public buildings, such as City Hall, community centers, libraries and the public works facility.

Policies

- P1. Public administrative buildings should be centrally located in the Downtown or in Urban Centers and Village Centers.
- P2. Public buildings should be architecturally distinctive and constructed with high-quality materials.
- P3. Public works satellite facilities shall be constructed as necessary to effectively serve new developments.
- P4. The City shall ensure that new development pays its fair share of the costs of public buildings by collecting the Public Buildings Impact Fee.

Objective PF-4.2 Provide sufficient library service to meet the informational, cultural and educational needs of the City of Tracy.

Policies

- P1. The City shall look for opportunities to expand library services in Tracy to keep pace with new development. Consideration shall be given to expanding the existing facility and building another branch library to better serve residents located in other areas of the City.
- P2. The City shall ensure that new residential development pays its fair share of the Public Buildings Impact Fee for the cost of library expansion.
- P3. The City shall maintain or expand City funding of library operations as the City budget allows.

Actions

- A1. Work cooperatively with San Joaquin County to continue to fund the City of Tracy Library.
- A2. Study the feasibility of a Library Impact Fee.
- A3. Identify locations for additional library branches in Tracy.

Goal PF-5 Reduction in the volume of solid waste.

Objective PF-5.1 Reduce volumes of solid waste generated in Tracy through recycling and resource conservation.

Policies

- P1. Promote redesign, reuse, composting and shared producer responsibility of discarded materials.
- P2. The City shall strive to meet or exceed the State's goal of diverting 50 percent of all solid waste from landfills.
- P3. The City shall encourage local businesses to expand their recycling efforts and to reduce packaging of products manufactured in the city.

- P4. Public buildings shall be designed or improved with on-site storage facilities for recycled materials.
- P5. Salvage and reuse of construction and demolition materials and debris is encouraged at all construction projects in the city.
- P6. City buildings shall be rehabilitated and reused when feasible.
- P7. The City shall encourage the use of post-consumer recycled paper and other recycled materials in all City operations.
- P8. Residential, industrial, commercial and retail buildings should be designed or improved to accommodate an increase in the amount and type of recycled materials.

Actions

- A1. Continue the bi-weekly, city-wide collection program to compost leaf and yard waste.
- A2. Continue “grass-cycling” at City parks, public facilities and open spaces.
- A3. Continue residential single-stream curbside recycling.
- A4. Continue the recycling program for electronics waste and tires.
- A5. Develop and maintain a recycling and diversion plan.
- A6. Continue to develop new specialized recycling programs for residential, commercial, office, educational and retail sectors.

Objective PF-5.2 Ensure adequate solid waste collection and disposal.

Actions

- A1. Continue weekly curbside trash collection service.
- A2. Continue operation of the Tracy Material Recovery Facility and Transfer Station.
- A3. Partner with San Joaquin County to ensure that there is adequate landfill space to meet projected growth.

Goal PF-6 Adequate supplies of water for all types of users.
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Objective PF-6.1 Ensure that reliable water supply can be provided within the City’s service area, even during drought conditions, while protecting the natural environment.

Policies

- P1. The City shall promote water conservation by implementing the Best Management Practices contained in the Urban Water Management Plan.
- P2. The City shall continue to acquire additional sources of water supplies to meet the City’s future demands.
- P3. To the extent feasible, the City shall use surface water supplies to meet daily water needs and reduce reliance on groundwater supplies.
- P4. The City shall establish water demand reduction standards for new development and redevelopment to reduce per capita and total demand for water.

Actions

- A1. Update the Water Master Plan upon adoption of the General Plan and on a regular basis.

- A2. Revise the water use projections in the Urban Water Management Plan based on development projections contained in the General Plan and the Growth Management Ordinance (GMO).
- A3. Implement an Aquifer Storage and Recovery Program to improve water quality for customers.

Objective PF-6.2 Provide adequate water infrastructure facilities to meet current and future populations.

Policies

- P1. The City shall maintain water storage, conveyance and treatment infrastructure in good working condition in order to supply domestic water to all users with adequate quantities, flows and pressures.
- P2. Storage reservoirs should be buried or partially buried depending on local groundwater conditions to allow for the joint use of the site with parks or recreational facilities, unless reservoirs are elevated to provide a gravity flow system, in which case the reservoirs shall be screened by landscaping and/or earthen berms.

Actions

- A1. Review the current water system maintenance program and coordinate planned water main replacements with the Urban Water Management Plan.
- A2. Update the existing System Control and Data Acquisition (SCADA) system to optimize operational efficiency and ensure coordination of existing and proposed water system facilities.

Objective PF-6.3 Promote coordination between land use planning and water facilities and service.

Policies

- P1. Structures with plumbing that are located within the City limits shall connect to the City water supply system.
- P2. New developments shall dedicate land for utility infrastructure such as treatment facilities, tanks, pump stations and wells as needed to support the development of their project.
- P3. The City shall be responsible for constructing new transmission water lines, as needed to meet future needs. Individual development projects shall be responsible for the construction of all water transmission means.
- P4. All new water facilities shall be designed to accommodate expected capacity for buildout of areas served by these facilities but may be constructed in phases to reduce initial and overall costs.
- P5. The availability of sufficient, reliable water shall be taken into account when considering the approval of new development.
- P6. Costs for water service expansion shall be distributed among new water users fairly and equitably.

Objective PF-6.4 Design and manage water system facilities for reliability during catastrophic events such as fires, power outages, droughts and earthquakes.

Policies

- P1. Groundwater supplies should be reserved for emergency use during water treatment shutdowns, short-term shortages of surface water supplies or during droughts.
- P2. Backup emergency power systems shall be provided at all essential water facilities that rely on electric power.

- P3. Storage reservoir facilities should be located at naturally high topographic locations to capitalize on gravity flow, whenever possible.
- P4. Future water systems and facilities shall be designed to minimize the likelihood of damage from vandalism or terrorist activity.

Objective PF-6.5 Use recycled water to reduce non-potable water demands whenever practicable and feasible.

Policies

- P1. The City shall provide recycled water systems, including pipelines, pump stations and storage facilities, to serve primarily City-owned facilities, schools and parks as funding becomes available.
- P2. Recycled water piping systems (“purple pipe”) shall be constructed as appropriate in all new development projects to facilitate the distribution and use of recycled water. The specific location and size of the recycled water systems shall be determined during the development review process.
- P3. Recycled water shall be used for all public properties and large private open spaces or common areas to the extent feasible.
- P4. The City shall plan for recycled water infrastructure in the City’s Infrastructure Master Plans and, to the extent feasible, recycled water should be utilized for non-potable uses, such as landscape irrigation, dust control, industrial uses, cooling water and irrigation of agricultural lands.

Actions

- A1. Explore incentives for businesses and industries to use recycled water for irrigation.
- A2. Develop a program to supply recycled water to all new parks and schools.
- A3. Update the Water Master Plan to include a recycled water plan.
- A4. Develop a plan to irrigate agricultural lands with recycled water, both inside and outside of the City's service area, where feasible.

Goal PF-7 Meet all wastewater treatment demands and federal and State regulations.

Objective PF-7.1 Collect, transmit, treat and dispose of wastewater in ways that are safe, sanitary and environmentally acceptable.

Policies

- P1. The City shall maintain wastewater conveyance, treatment and disposal infrastructure in good working condition in order to supply municipal sewer service to the City’s residents and businesses.
- P2. The City shall expand the existing wastewater treatment plant to the extent possible or pursue a single new west side facility instead of building new facilities at multiple locations to meet future needs.
- P3. New habitable structures located within the City limits shall connect to the public wastewater collection system.

Action

- A1. Prepare a comprehensive update to the Wastewater Master Plan upon adoption of the General Plan and update on a regular basis. The Wastewater Master Plan shall identify the expected number of additional wastewater facilities, potential locations for those facilities and locations for the land application of treated effluent.

Objective PF-7.2 Pursue safe, environmentally-responsible and affordable methods of disposing of treated effluent.

Policy

- P1. Areas used for the land application of treated effluent may also be used for agriculture.

Objective PF-7.3 Promote coordination between land use planning and wastewater conveyance, treatment and disposal.

Policies

- P1. Wastewater collection and treatment facilities shall be designed to serve expected buildout of the areas served by these facilities but constructed in phases to reduce initial and overall costs.
- P2. The City shall construct new wastewater trunk lines as needed. Individual development projects shall be responsible for construction of all collection lines other than trunk lines.
- P3. The approval of new development shall be conditioned on the availability of sufficient capacity in the wastewater collection and treatment system to serve the project.
- P4. “Package” treatment plants shall not be allowed in the City.
- P5. New development shall fully fund the cost of new wastewater treatment and disposal facilities.
- P6. Prior to any development approvals within an Urban Reserve, the City shall complete new wastewater master planning and wastewater treatment and disposal studies, particularly for the west side of the city. These studies are to be funded by proponents of new development and must show how adequate wastewater treatment will be provided to the Urban Reserve in question.

Objective PF-7.4 Pursue innovative solutions for wastewater treatment and disposal that are compatible with the environment.

Policies

- P1. New wastewater treatment plants should be located to allow for distribution of recycled water to application areas by gravity flow where feasible.
- P2. The City shall integrate public facilities and wastewater reclamation sites with agricultural and open space preservation programs where feasible.
- P3. Biosolid disposal shall be managed so as to minimize impacts to the environment and public health.
- P4. The City shall establish wastewater treatment demand reduction standards for new development and redevelopment to reduce per capita and total demand for wastewater treatment.

Goal PF-8 Protect property from flooding.
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Objective PF-8.1 Collect, convey, store and dispose of stormwater in ways that provide an appropriate level of protection against flooding, account for future development and address applicable environmental concerns.

Policies

- P1. Stormwater infrastructure shall be maintained in good condition.
- P2. Stormwater infrastructure shall minimize local flooding by attaining capacity that conforms with the Storm Drainage Master Plan and City Design Standards.

- P3. New permanent stormwater infrastructure shall be designed to serve dual purposes to the extent possible. This includes the following:
- ◆ Drainage facilities integrated into recreation corridors with bike paths, sidewalks and landscaping.
 - ◆ Drainage channels integrated with transportation and environmental corridors.
 - ◆ Storm water detention basins shall incorporate active and passive recreation areas where feasible. These areas shall not count towards parks dedication requirements.
- P4. When temporary retention or detention facilities are no longer needed after an outfall system is constructed, the sites shall be backfilled and disconnected from the storm drainage system.
- P5. The City shall ensure a fair and equitable distribution of costs for stormwater system upgrades, expansion and maintenance.
- P6. Design of storm drainage facilities shall be consistent with State and federal requirements, including NPDES requirements.
- P7. Planning for stormwater facilities should consider possible future retrofitting needs associated with changing regulations pertaining to storm water quality, including NPDES requirements.

Actions

- A1. Prepare a comprehensive update to the Storm Drainage Master Plan upon adoption of the General Plan.
- A2. Update the Storm Drainage Master Plan on a periodic basis and at least every five years.

Objective PF-8.2 Provide effective storm drainage facilities for development projects.

Policies

- P1. To the extent feasible, new development projects shall incorporate methods of reducing storm runoff within the project to reduce the requirements for downstream storm drainage infrastructure and improve stormwater quality.
- P2. New storm drainage facilities shall meet adopted City standards, including the standards and policies contained in the Storm Water Management Plan, the Storm Drainage Master Plan and the Parkways Design Manual.
- P3. New development projects shall only be approved if necessary stormwater infrastructure is planned and is in compliance with environmental regulations.
- P4. If sufficient downstream stormwater infrastructure has not yet been constructed, new development projects shall be required to implement temporary on-site retention facilities in conformance with City standards.

Action

- A1. Revise the Tracy Municipal Code to limit the amount of impervious surfaces in private yards.

G. Safety Element

Goal SA-1	A reduction in risks to the community from earthquakes and other geologic hazards.
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Objective SA-1.1 Minimize the impacts of geologic hazards on land development.

Policies

- P1. Underground utilities, particularly water and natural gas mains, shall be designed to withstand seismic forces.
- P2. Geotechnical reports shall be required for development in areas where potentially serious geologic risks exist. These reports should address the degree of hazard, design parameters for the project based on the hazard, and appropriate mitigation measures.

Objective SA-1.2 Implement measures related to site preparation and building construction that protect life and property from seismic hazards.

Policy

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

Goal SA-2 A reduction of hazards related to flooding or inundation.
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Objective SA-2.1 Minimize flood risks to development.

Policies

- P1. Development shall only be allowed on lands within the 100-year flood zone, if it will not:
 - ◆ Create danger to life and property due to increased flood heights or velocities caused by excavation, fill, roads and intended use.
 - ◆ Create difficult emergency vehicle access in times of flood.
 - ◆ Create a safety hazard due to the unexpected heights, velocity, duration, rate of rise and sediment transport of the flood waters expected at the site.
 - ◆ Create excessive costs in providing governmental services during and after flood conditions, including maintenance and repair of public facilities.
 - ◆ Interfere with the existing water flow capacity of the floodway.
 - ◆ Substantially increase erosion and/or sedimentation.
 - ◆ Contribute to the deterioration of any watercourse or the quality of water in any body of water.
- P2. Public and private development in the 100-year flood zones shall have the lowest floor elevated at least 1 foot above the base flood level, or be of flood proof construction.
- P3. The City shall prevent the construction of flood barriers within the 100-year flood zone that divert flood water or increase flooding in other areas.
- P4. Property owners within the 100-year floodplain are encouraged to purchase National Flood Insurance, which reduces the financial risk from flooding and mudflows.

Actions

- A1. Continue to participate in the National Flood Insurance Program.

- A2. Continue to implement the City's existing Storm Drainage Master Plan which provides storm drainage conveyance capacity sufficient to contain 100-year flood flows in the rights-of-way of the major public streets and 10-year flood flows within the top of the street curbs.
- A3. Continue to implement floodplain overlay zones provided by FEMA, control the types of structures and land uses permitted in areas deemed high risk and require these structures be built in a manner that minimizes flood losses.

Goal SA-3 Maintain historical data on flooding.

Objective SA-3.1 Maintain a high level of preparedness in the event of flooding.

Policies

- P1. The City shall maintain operational contingency plans for essential public facilities in the event of flooding.
- P2. The City shall locate, when feasible, new essential public facilities outside of flood hazard zones, including hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities, or identify construction or other methods to minimize damage if these facilities are located in flood hazard zones.
- P3. The City shall continue to work with other public agencies responsible for flood protection, including the Central Valley Flood Protection Board, the San Joaquin Office of Emergency Services, and the US Army Corps of Engineers.

Actions

- A1. Update the General Plan within 24 months of the adoption of the Central Valley Flood Protection Plan (CVFPP) to appropriately reflect the CVFPP and to identify State and local flood management facilities and flood hazard zones.

Goal SA-4 Protection of lives and property from wildland fire hazards.

Objective SA-4.1 Evaluate the potential for wildland fire hazards when considering new development.

Policies

- P1. All development in areas of potential wildland fire hazards shall include the following:
 - ◆ Clearance around structures.
 - ◆ Fire-resistant ground cover.
 - ◆ Fire-resistant roofing materials.
- P2. Development in areas with steep terrain shall be restricted as necessary in order to ensure fire safety.
- P3. New developments shall satisfy fire flow and hydrant requirements, street widths and design requirements as established by the City.
- P4. The City shall incorporate drought-resistant and fire-resistant plants in public works projects in areas subject to wildland fires.
- P5. The City of Tracy Fire Department shall train regularly for urban and wildland firefighting conditions.

Action

- A1. Maintain a current map of areas subject to wildland fires.

Goal SA-5	Protection from the harmful effects of hazardous materials and waste.
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Objective SA-5.1 Minimize exposure to harmful hazardous materials and waste by Tracy residents.

Policies

- P1. Adequate separation shall be provided between areas where hazardous materials are present and sensitive uses such as schools, residences and public facilities.
- P2. When reviewing applications for new development and redevelopment in areas historically used for commercial or industrial uses, developers shall conduct the necessary level of environmental investigation to ensure that soils, groundwater and buildings affected by hazardous material releases from prior land uses and lead or asbestos potentially present in building materials, will not have a negative impact on the natural environment or health and safety of future property owners or users.
- P3. The safe transport of hazardous materials through Tracy shall be promoted by implementing the following measures:
- ◆ Maintain formally-designated hazardous material carrier routes to direct hazardous materials away from populated and other sensitive areas.
 - ◆ Prohibit the parking of vehicles transporting hazardous materials on City streets.
 - ◆ Require that new pipelines and other channels carrying hazardous materials avoid residential areas and other immobile populations to the extent possible.
- P4. Emergency response plans shall be submitted as part of use applications for all large generators of hazardous waste.
- P5. The City shall continue to encourage the reduction of solid and hazardous wastes generated within the City, in accordance with countywide plans.
- P6. The City shall partner with San Joaquin County to implement the Hazardous Materials Area Plan.

Actions

- A1. Continue to implement processing procedures and local siting criteria in order to implement relevant and applicable provisions consistent with the hazardous materials and waste management plans for San Joaquin County.
- A2. Consult with San Joaquin County Office of Emergency Services to maintain an inventory of businesses or facilities involved in the transportation, use and storage of hazardous materials.
- A3. Hold at least one hazardous materials collection event per year.
- A4. Continue public education programs on the safe disposal of household hazardous waste at designated locations in San Joaquin County.

Goal SA-6	Protection from the risks associated with aircraft operations at the Tracy Municipal Airport.
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Objective SA-6.1 Ensure that land uses within the vicinity of the Tracy Municipal Airport are compatible with airport restrictions and operations.

Policy

- P1. Ensure that new development shall be consistent with setbacks, height and land use restrictions as determined by the Federal Aviation Administration and the San Joaquin County Airport Land Use Commission, as well as the policies of the City's Airport Master Plan.

Action

- A1. Develop an emergency plan to respond to aviation incidents in the City.

Goal SA-7 Preparation for emergencies.

Objective SA-7.1 Prepare and update City emergency procedures in the event of natural or man-made disasters.

Policy

- P1. Emergency access routes shall be kept free of traffic impediments.

Actions

- A1. Maintain, periodically update and test the effectiveness of an Emergency Preparedness Plan. As part of the update, the City shall review County and State emergency response plans and procedures to ensure coordination with the City's plan.
- A2. Identify and regularly update emergency access routes.
- A3. Identify alternative water sources for firefighting purposes, as recommended by the City's Water Master Plan.
- A4. Conduct periodic drills using emergency response systems to test the effectiveness of City procedures.
- A5. Provide community awareness and education programs for citizens that describe procedures and evacuation routes to be followed in the event of a disaster.

H. Noise Element

Goal NS-1 A citizenry protected from excessive noise.
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Objective NS-1.1 Ensure appropriate exterior and interior noise levels for new land uses.

Policies

- P1. Noise sensitive land uses shall not be located in areas with noise levels that exceed those considered normally acceptable for each land use unless measures can be implemented to reduce noise to acceptable levels.
- P2. Land uses shall require appropriate interior noise environments when located in areas adjacent to major noise generators.
- P3. Recognizing that some new single-family residential uses may be located adjacent to non-residential uses, new single-family residential development shall not exceed 60 L_{dn} (day/night average noise level) for exterior noise in private use areas.

- P4. New residential uses exposed to noise levels exceeding 60 L_{dn} shall be analyzed following protocols in the operative California Building Code or other operative code.
- P5. For new residential land uses, noise from external sources shall not cause building interiors to exceed 45 L_{dn} .
- P6. For new multi-family residential land uses, noise from external sources shall not cause the community outdoor recreation areas to exceed 65 L_{dn} . This policy shall not apply to balconies.
- P7. New residential development affected by noise from railroads or aircraft operations shall be designed to limit typical maximum instantaneous noise levels to 50 dBA in bedrooms and 55 dBA in other rooms.
- P8. Measures to attenuate exterior and/or interior noise levels to acceptable levels shall be incorporated into all development projects. Acceptable, conditionally acceptable and unacceptable noise levels are presented in Figure 9-3.
- P9. If the primary noise sources are train pass-bys then the standard for outdoor noise levels in single- and multi-family residential outdoor activity areas shall be 70 L_{dn} .

Objective NS-1.2 Control sources of excessive noise.

Policies

- P1. The City's Noise Ordinance, as revised from time to time, shall prohibit the generation of excessive noise.
- P2. Mitigation measures shall be required for new development projects that exceed the following criteria:
 - ◆ Cause the L_{dn} at noise-sensitive uses to increase by 3 dB or more and exceed the "normally acceptable" level.
 - ◆ Cause the L_{dn} at noise-sensitive uses to increase 5 dB or more and remain "normally acceptable."
 - ◆ Cause new noise levels to exceed the City of Tracy Noise Ordinance limits.
- P3. Pavement surfaces that reduce noise from roadways should be considered as paving or repavement opportunities arise.
- P4. All construction in the vicinity of noise sensitive land uses, such as residences, hospitals, or convalescent homes, shall be limited to daylight hours or 7:00 a.m. to 7:00 p.m. In addition, the following construction noise control measures shall be included as requirements at construction sites to minimize construction noise impacts:
 - ◆ Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
 - ◆ Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction area.
 - ◆ Utilize "quiet" air compressors and other stationary noise sources where technology exists.

Actions

- A1. Enforce Section 27007 of the California Motor Vehicle Code that prohibits amplified sound that can be heard 50 or more feet from a vehicle.
- A2. Enforce Section 27150 of the California Motor Vehicle Code that addresses excessive exhaust noise.

- A3. Develop noise abatement flight procedures for large aircraft accessing Tracy Municipal Airport.

Objective NS-1.3 Consider noise issues in the Development Review process.

Policies

- P1. Development projects shall be evaluated for potential noise impacts and conflicts as part of the Development Review process.
- P2. Significant noise impacts shall be mitigated as a condition of project approval.
- P3. New development projects shall have an acoustical specialist prepare a noise analysis with recommendations for design mitigation if a noise-producing project is proposed near existing or planned noise-sensitive uses.
- P4. Proposed noise sensitive projects within noise-impacted areas shall submit acoustical studies and provide necessary mitigation from noise.
- P5. Site design techniques shall be considered as the primary means to minimize noise impacts as long as they do not conflict with the goals of the Community Character Element. Techniques include:
- ◆ Designing landscaped building setbacks to serve as a buffer between the noise source and receptor.
 - ◆ Placing noise-tolerant land uses, such as parking lots, maintenance facilities, and utility areas between the noise source, such as highways and railroad tracks, and receptor.
 - ◆ Orienting buildings to shield noise sensitive outdoor spaces from a noise source.
 - ◆ Locating bedrooms or balconies on the sides of buildings facing away from noise sources.
 - ◆ Utilizing noise barriers (e.g., fences, walls, or landscaped berms) to reduce adverse noise levels in noise-sensitive outdoor activity areas.
- P6. The City shall seek to reduce impacts from groundborne vibration associated with rail operations by requiring that vibration-sensitive buildings (e.g., residences) are sited at least 100 feet from the centerline of the railroad tracks whenever feasible. The development of vibration-sensitive buildings within 100 feet from the centerline of the railroad tracks would require a study demonstrating that ground borne vibration issues associated with rail operations have been adequately addressed (i.e., through building siting or construction techniques).

I. Air Quality Element

Goal AQ-1 Improved air quality and reduced greenhouse gas emissions.

Objective AQ-1.1 Improve air quality and reduce greenhouse gas emissions through land use planning decisions.

Policies

- P1. The City shall promote land use patterns that reduce the number and length of motor vehicle trips.
- P2. To the extent feasible, the City shall maintain a balance and match between jobs and housing.

- P3. Higher density residential and mixed-use development shall be encouraged adjacent to commercial centers and transit corridors.
- P4. Employment areas should include a mix of support services to minimize the number of trips.
- P5. Village Centers and other retail and office areas should be located within walking and biking distance of existing and proposed residential developments.

Objective AQ-1.2 Promote development that minimizes air pollutant and greenhouse gas emissions and their impact on sensitive receptors as a result of indirect and stationary sources.

Policies

- P1. The City shall assess air quality impacts using the latest version of the CEQA Guidelines and guidelines prepared by the San Joaquin Valley Air Pollution Control District.
- P2. The City shall assess through the CEQA process any air quality impacts of development projects that may be insignificant by themselves, but cumulatively significant.
- P3. Developers shall implement best management practices to reduce air pollutant emissions associated with the construction and operation of development projects.
- P4. New development projects should incorporate energy efficient design features for HVAC, lighting systems and insulation that exceed Title 24.
- P5. Use of solar water and pool heaters is encouraged.
- P6. Installation of solar voltaic panels on new homes and businesses shall be encouraged.
- P7. Trees should be planted on the south- and west-facing sides of new buildings or building undergoing substantial renovation in order to reduce energy usage.
- P8. In accordance with San Joaquin Air Pollution Control District regulations, wood burning fireplaces shall not be installed in new and significantly renovated residential projects.
- P9. New developments shall follow the current requirements of the SJVAPCD with respect to wood burning fireplaces and heaters.
- P10. Stationary air pollutant emission sources (e.g. factories) shall be located an appropriate distance away and downwind from residential areas and other sensitive receptors.
- P11. Residential developments and other projects with sensitive receptors shall be analyzed in accordance with CARB and SJVAPCD requirements.
- P12. New sources of toxic air pollutants shall prepare a Health Risk Assessment as required under the Air Toxics “Hot Spots” Act and, based on the results of the Assessment, establish appropriate land use buffer zones around those areas posing substantial health risks.
- P13. Dust control measures consistent with San Joaquin Valley Air Pollution Control District rules shall be required as a condition of approval for subdivision maps, site plans, and all grading permits.
- P14. Developments that significantly impact air quality shall only be approved if all feasible mitigation measures to avoid, minimize or offset the impact are implemented.
- P15. Encourage businesses to electrify loading docks or implement idling-reduction systems so that trucks transporting refrigerated goods can continue to power cab cooling elements during loading, layovers, and rest periods.
- P16. Encourage the use of Best Management Practices in agriculture and animal operations.

- P17. Encourage the use of Best Management Practices in the Tracy Material Recovery Facility and Transfer Station.

Actions

- A1. Review standards for the design and use of new drive-through businesses with the aim of reducing adverse impacts on air quality.
- A2. Research and include where feasible in the Roadway Master Plan update, requirements to use materials that minimize particulate emissions and that are appropriate to the scale and intensity of use.
- A3. Investigate the feasibility of new development fees to be used on coordination with local air pollution reduction efforts, such as clean air transit projects (e.g. ACE, Park & Ride, TRACER, BART and school buses).
- A4. Develop a green building standard for new development.
- A5. The City shall evaluate the installation of light emitting diodes (LEDs) or similar technology for traffic, street and other outdoor lighting where feasible.

Objective AQ-1.3 Provide a diverse and efficient transportation system that minimizes air pollutant and greenhouse gas emissions.

Policies

- P1. The City shall continue to work with the San Joaquin Council of Governments on regional transportation solutions.
- P2. The City shall encourage Caltrans to implement High Occupancy Vehicle (HOV) lanes on regional freeways in and around the Tracy Planning Area.
- P3. The City shall encourage employers to establish Transportation Demand Management programs.
- P4. The City shall support efforts to retain the railroad right-of-way for future public transit and bicycle facilities.
- P5. The City shall require direct pedestrian and bicycle linkages from residential areas to parks, schools, retail areas, high-frequency transit facilities and major employment areas.
- P6. The City shall coordinate with regional rideshare and transit incentive programs.

Action

- A1. Pursue funding sources for the planning and development of local and regional transit services.
- A2. Consider measures to increase the capacity of the existing road network prior to constructing additional capacity (e.g. additional lanes, etc.).

Objective AQ-1.4 Support local and regional air quality improvement efforts.

Policy

- P1. The City shall continue to consult with other local, regional and State agencies on air quality planning efforts as well as encourage community participation in air quality planning.
- P2. The City shall be proactive in educating the public about the linkages between land use, transportation and air quality.

- P3. The City shall be proactive in reducing greenhouse gas emissions from City operations as well as new or renovated development.

Actions

- A1. Notify local and regional jurisdictions of proposed projects that may affect regional air quality.
- A2. Utilize the City's website, billboards, or newsletter to promote information regarding air quality, recycling, use of efficient energy devices and renewable energy.
- A3. Develop a citywide sustainability strategy that would include a baseline inventory of greenhouse gas emissions from all sources within the City; greenhouse gas emissions reduction targets; and enforceable greenhouse gas emissions reduction measures.

