Kimley»Horn

MEMORANDUM

From: Frederik Venter and Colin Ogilvie, Kimley-Horn and Associates

To: Scott Claar, City of Tracy

Date: October 8, 2019

Re: **Tracy Hills Specific Plan Amendment for KT Project – Transportation Consistency Analysis**

The purpose of this memorandum is to evaluate the consistency of the proposed Tracy Hills Specific Plan (THSP) Amendment for the KT Project (Project) with the traffic assumptions and supporting analysis in the previously-certified Tracy Hills Subsequent Environmental Impact Report (EIR), dated January 2016.

Introduction

It is our understanding that the Project proposes a Specific Plan Amendment to re-designate properties within the current boundaries of the Tracy Hills Specific Plan, specifically in the areas referred to as the KT Project. Notably, the Project proposes to re-designate and shift the land uses/designated zoning districts as follows:

- General Highway Commercial (GHC): decrease of 35.8 acres
- Medium Density Residential (MDR): increase of 21.3 acres
- General Commercial with Medium Density Residential Overlay: increase of 8.9 acres
- Conservation Easements: increase of 5.6 acres

The land use plan comparison between approved and proposed THSP from the Project application is shown in **Table 1**. Values that are struck through denote the approved land use areas and values that are underlined denote the proposed land use areas.

Table 1: Summary of Approved THSP and Proposed Amendment to THSP

Zoning District or Land Use	Approximate Gross Acres[1]	Approximate Adjusted Developable Acres[1, 2, 3]	Target Density Range or F.A.R.	Projected Dwelling Units or Square Feet[1]
Residential Estate	95.6	81.3	(0.5-2.0 DU's/ac.)	122 DU's
Low Density Residential	1,216.0	876.3	(2.1-5.8 DU's/ac.)	3,238 DU's
Medium Density Residential	~~318.1~~ 339.4	~~270.4~~ 288.5	(5.9-12.0 DU's/ac.)	~~2,014~~ 2,149 DU's
High Density Residential	9.2	7.8	(12.1-25.0 DU's/ac.)	125 DU's
Mixed Use Business Park	211.1	179.4	0.20 F.A.R.	1,562,933 s.f.
General Highway Commercial	~~102.4~~66.6	~~87.0~~56.6	0.20 F.A.R.	~~758,944~~ 493,186 s.f.
General Highway Commercial w/ Medium Density Residential Overlay	8.9	7.6	0.20 F.A.R. OR (5.9-12.0 DU's/ac.)	65,906 s.f. OR 56 DU's
Light Industrial	363.1	308.6	0.25 F.A.R.	3,360,654 s.f.
Conservation Easements	~~123.3~~ 128.9		n/a	
Subtotal:	**2,438.8**	**1,810.8**		
Interstate 580 Interchange and ROW	137.5			
California Aqueduct ROW	143.1			
Union Pacific Rail Road	12.2			
TOTAL:[4]	**2,731.6**	**1,810.8**		~~5,499~~5,690 DU's ~~5.7~~5.4 mil s.f.

The zoning district maps for the approved Specific Plan and the proposed Specific Plan amendment are shown in **Figure 1** and **Figure 2**, respectively. The areas with a proposed land use change are denoted.

Figure 1: Approved Tracy Hills Zoning District Map

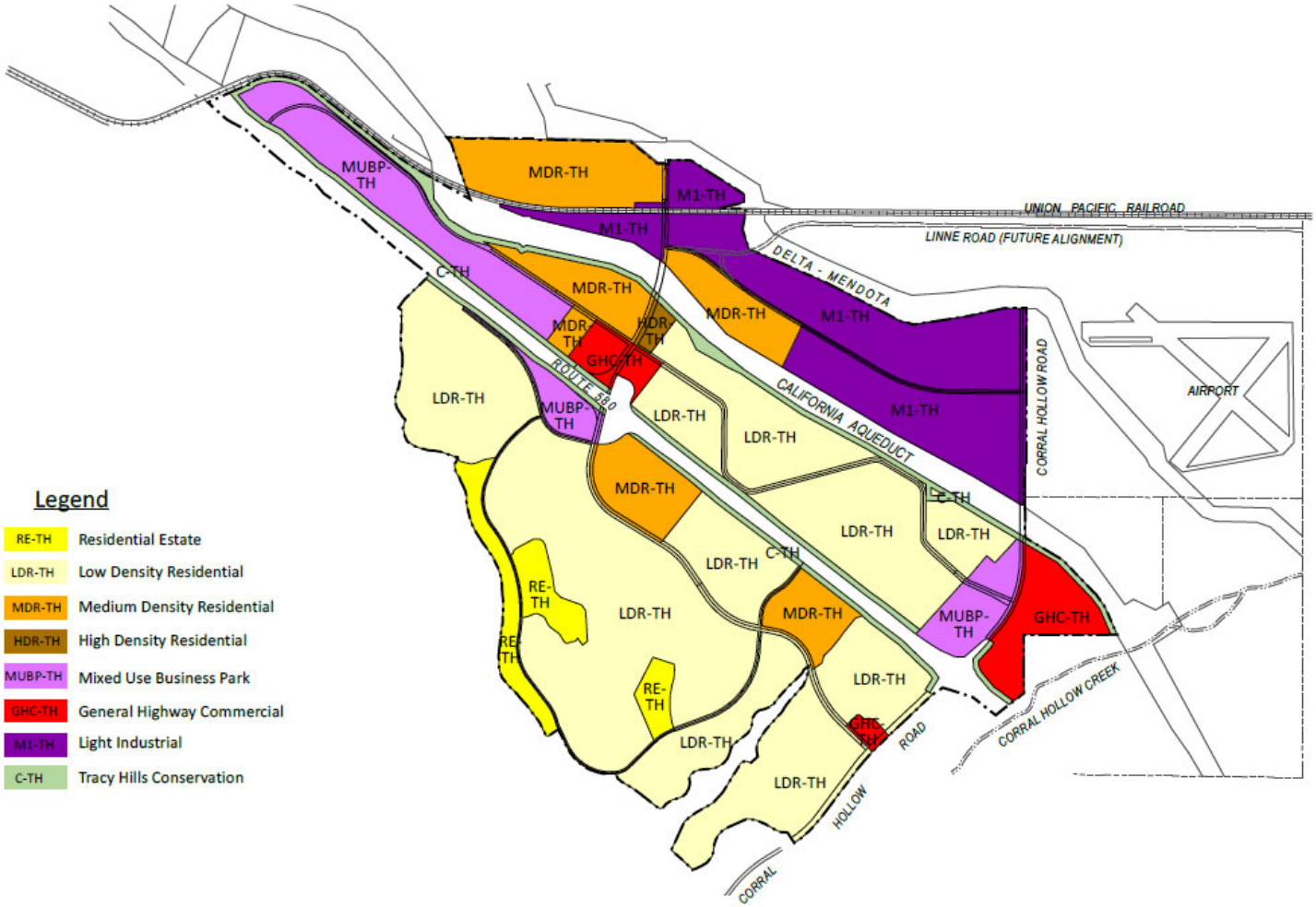
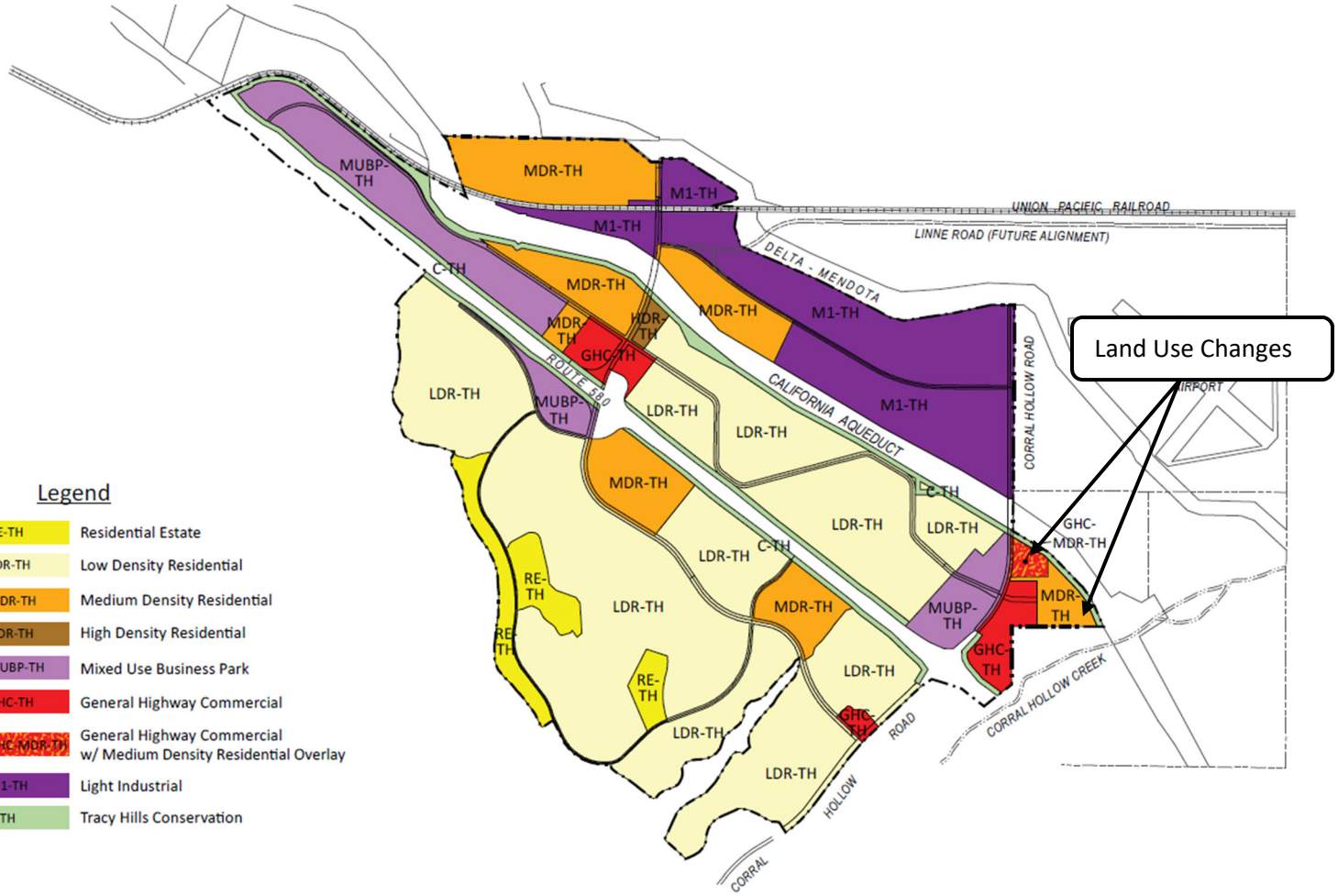


Figure 2: Proposed Tracy Hills Zoning District Map



Trip Generation

A trip generation comparison between the certified Subsequent EIR Buildout trips and the proposed THSP Amendment Buildout trips is provided below. Two trip generation comparisons have been completed for this analysis to analyze the differences if the General Highway Commercial w/Medium Density Residential Overlay is developed as commercial only or as residential only:

- General Highway Commercial – 65,906 square feet
- Medium Density Residential – 56 dwelling units

The total trips generated for the approved Specific Plan is 7,831 (3,947 IN / 3,884 OUT) AM peak hour trips and 14,064 (7,048 IN / 7,016 OUT) PM peak hour trips.

Overlay as General Highway Commercial Only

Table 2 shows the Project trip generation comparison between the approved THSP and the proposed Project with the overlay area being comprised of 65,906 square feet of General Highway Commercial.

Based on the proposed amended THSP, the Project is anticipated to generate 7,030 (3,424 IN / 3,606 OUT) AM peak hour trips and 12,612 (6,373 IN / 6,239 OUT) PM peak hour trips.

The overall AM peak hour trips decrease by 801, and the overall PM peak hour trips decrease by 1,452.

Table 2: Trip Generation with Overlay as General Highway Commercial Only

KT Specific Plan Amendment (with General Highway Commercial)											
Trip Generation Rates[1]	ITE Land Use Code/ Reference	Units		Weekday AM				Weekday PM			
				Rate	IN	/	OUT	Rate	IN	/	OUT
Low/Mid Density Residential & Residential Estate	Model	DU		0.55	25%	/	75%	1.05	63%	/	37%
High Density Residential	Model	DU		0.31	20%	/	80%	0.59	65%	/	35%
Retail	Model	Emp.		1.9	62%	/	38%	3.46	48%	/	52%
Office	Model	Emp.		0.22	88%	/	12%	0.42	17%	/	83%
Other (Industrial/Warehousing)	Model	Emp.		0.17	79%	/	21%	0.33	25%	/	75%
School[2]	ITE (520 & 530)	Students		0.48	55%	/	45%	0.15	49%	/	51%
Approved Specific Plan Buildout[1]											
Trip Generation Rates	Square Feet	Units		Weekday AM				Weekday PM			
				Total	IN	/	OUT	Total	IN	/	OUT
Low/Mid Density Residential & Residential Estate	-	5,374	DU	2,956	739	/	2,217	5,642	3,554	/	2,088
High Density Residential	-	125	DU	39	8	/	31	74	48	/	26
Retail	758,944	1,751	Emp.	3,326	2,062	/	1,264	6,057	2,907	/	3,150
Office	1,589,069	1,872	Emp.	412	363	/	49	786	134	/	652
Other (Industrial/Warehousing)	3,360,654	4,197	Emp.	714	564	/	150	1,385	346	/	1,039
School	-	800	Students	384	211	/	173	120	59	/	61
			Total Trips	**7,831**	**3,947**	**/**	**3,884**	**14,064**	**7,048**	**/**	**7,016**
Proposed Specific Plan Buildout[3]											
Trip Generation Rates	Square Feet	Units		Weekday AM				Weekday PM			
				Total	IN	/	OUT	Total	IN	/	OUT
Low/Mid Density Residential & Residential Estate	-	**5,509**	DU	3,030	758	/	2,272	5,784	3,644	/	2,140
High Density Residential	-	125	DU	39	8	/	31	74	48	/	26
Retail	**559,092**	**1,290**	Emp.	2,451	1,520	/	931	4,463	2,142	/	2,321
Office	1,589,069	1,872	Emp.	412	363	/	49	786	134	/	652
Other (Industrial/Warehousing)	3,360,654	4,197	Emp.	714	564	/	150	1,385	346	/	1,039
School	-	800	Students	384	211	/	173	120	59	/	61
			Total Trips	**7,030**	**3,424**	**/**	**3,606**	**12,612**	**6,373**	**/**	**6,239**
Trip Differential by Land Use											
Trip Generation Rates				Weekday AM				Weekday PM			
				Total	IN	/	OUT	Total	IN	/	OUT
Low/Mid Density Residential & Residential Estate				74	19	/	55	142	90	/	52
High Density Residential				0	0	/	0	0	0	/	0
Retail				-875	-542	/	-333	-1,594	-765	/	-829
Office				0	0	/	0	0	0	/	0
Other (Industrial/Warehousing)				0	0	/	0	0	0	/	0
School				0	0	/	0	0	0	/	0
			Total Trips	**-801**	**-523**	**/**	**-278**	**-1,452**	**-675**	**/**	**-777**

Notes:
DU = Dwelling Units, Emp. = Employees
1. Trip generation rates and Approved Specific Plan Buildout trips taken from the *Tracy Hills Specific Plan Recirculated Draft Subsequent Environmental Impact Report*, October, 2015
2. The EIR used 0.48 for the AM peak hour school trip generation rate calculations instead of the 0.45 that was listed
3. The bold and underlined land uses denote proposed changes.
Source: Kimley-Horn, September, 2019

A cumulative trip generation for previously approved projects within THSP plus the KT Project was completed to compare the new trip generation with the EIR mitigation measures. See **Table 3** for the trip generation. The cumulative trip generation does not meet any new implementation triggers.

Table 3: Cumulative THSP Trip Generation with KT Project (Commercial Overlay)

Cumulative Trip Generation		
Project	AM Peak Hour	PM Peak Hour
Phase 1a	1542	2299
KT Project - Overlay as General Highway Commercial Only	363	668
Total	**1905**	**2967**

Overlay as Medium Density Residential Only

Table 4 shows the Project trip generation comparison between the approved THSP and the proposed Project with the overlay area being comprised of 56 Medium Density Residential dwelling units.

Based on the proposed amended THSP, the Project is anticipated to generate 6,772 (3,251 IN / 3,521 OUT) AM peak hour trips and 12,145 (6,158 IN / 5,987 OUT) PM peak hour trips.

The overall AM peak hour trips decrease by approximately 1,059, and the overall PM peak hour trips decrease by approximately 1,919.

Table 4: Trip Generation with Overlay as Medium Density Residential Only

KT Specific Plan Amendment (with Medium Density Residential)											
Trip Generation Rates[1]	ITE Land Use Code/ Reference	Units		Weekday AM				Weekday PM			
				Rate	IN	/	OUT	Rate	IN	/	OUT
Low/Mid Density Residential & Residential Estate	Model	DU		0.55	25%	/	75%	1.05	63%	/	37%
High Density Residential	Model	DU		0.31	20%	/	80%	0.59	65%	/	35%
Retail	Model	Emp.		1.9	62%	/	38%	3.46	48%	/	52%
Office	Model	Emp.		0.22	88%	/	12%	0.42	17%	/	83%
Other (Industrial/Warehousing)	Model	Emp.		0.17	79%	/	21%	0.33	25%	/	75%
School[2]	ITE (520 & 530)	Students		0.48	55%	/	45%	0.15	49%	/	51%
Approved Specific Plan Buildout[1]											
Trip Generation Rates	Square Feet	Units		Weekday AM				Weekday PM			
				Total	IN	/	OUT	Total	IN	/	OUT
Low/Mid Density Residential & Residential Estate	-	5,374	DU	2,956	739	/	2,217	5,642	3,554	/	2,088
High Density Residential	-	125	DU	39	8	/	31	74	48	/	26
Retail	758,944	1,751	Emp.	3,326	2,062	/	1,264	6,057	2,907	/	3,150
Office	1,589,069	1,872	Emp.	412	363	/	49	786	134	/	652
Other (Industrial/Warehousing)	3,360,654	4,197	Emp.	714	564	/	150	1,385	346	/	1,039
School	-	800	Students	384	211	/	173	120	59	/	61
			Total Trips	**7,831**	**3,947**	**/**	**3,884**	**14,064**	**7,048**	**/**	**7,016**
Proposed Specific Plan Buildout[3]											
Trip Generation Rates	Square Feet	Units		Weekday AM				Weekday PM			
				Total	IN	/	OUT	Total	IN	/	OUT
Low/Mid Density Residential & Residential Estate	-	**5,565**	DU	3,061	765	/	2,296	5,843	3,681	/	2,162
High Density Residential	-	125	DU	39	8	/	31	74	48	/	26
Retail	**493,186**	**1,138**	Emp.	2,162	1,340	/	822	3,937	1,890	/	2,047
Office	1,589,069	1,872	Emp.	412	363	/	49	786	134	/	652
Other (Industrial/Warehousing)	3,360,654	4,197	Emp.	714	564	/	150	1,385	346	/	1,039
School	-	800	Students	384	211	/	173	120	59	/	61
			Total Trips	**6,772**	**3,251**	**/**	**3,521**	**12,145**	**6,158**	**/**	**5,987**
Trip Differential by Land Use											
Trip Generation Rates				Weekday AM				Weekday PM			
				Total	IN	/	OUT	Total	IN	/	OUT
Low/Mid Density Residential & Residential Estate				105	26	/	79	201	127	/	74
High Density Residential				0	0	/	0	0	0	/	0
Retail				-1,164	-722	/	-442	-2,120	-1,017	/	-1,103
Office				0	0	/	0	0	0	/	0
Other (Industrial/Warehousing)				0	0	/	0	0	0	/	0
School				0	0	/	0	0	0	/	0
			Total Trips	**-1,059**	**-696**	**/**	**-363**	**-1,919**	**-890**	**/**	**-1,029**

Notes:
DU = Dwelling Units, Emp. = Employees
1. Trip generation rates and Approved Specific Plan Buildout trips taken from the *Tracy Hills Specific Plan Recirculated Draft Subsequent Environmental Impact Report*, October, 2015
2. The EIR used 0.48 for the AM peak hour school trip generation rate calculations instead of the 0.45 that was listed
3. The bold and underlined land uses denote proposed changes.
Source: Kimley-Horn, September, 2019

A cumulative trip generation for previously approved projects within THSP plus the KT Project was completed to compare the new trip generation with the EIR mitigation measures. See **Table 5** for the trip generation. The cumulative trip generation does not meet any new implementation triggers.

Table 5: Cumulative THSP Trip Generation with KT Project (Residential Overlay)

Cumulative Trip Generation		
Project	AM Peak Hour	PM Peak Hour
Phase 1a	1542	2299
KT Project - Overlay as Medium Density Residential Only	105	201
Total	**1647**	**2500**

Conclusion

Based on the trip generation comparisons the proposed KT Project will generate less trips in both the AM and PM peak hours compared to the approved THSP. Therefore, no additional mitigation measures other than those previously identified will be required. The Project also does not trigger any mitigation measures based on cumulative THSP trip generation.

The Project applicant will be required to provide access to the KT Project consistent with city standards and the City of Tracy TMP in effect at the time of Project approval. The access will be subject to review and approval by the City Engineer during the conditions of approval process.