

# **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 <sup>1</sup>	Approximate Adjusted Developable Acres <sup>1, 2, 3</sup>	Target Density Range or F.A.R.	Projected Dwelling Units or Square Feet <sup>1</sup>
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	<del>318.1</del> 339.4	<del>270.4</del> 288.5	(5.9-12.0 DU's/ac.)	<del>2,014</del> <u>2,149</u> 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	<del>102.4</del> <u>66.6</u>	<del>-87.0</del> 56.6	0.20 F.A.R.	758,944 493,186 s.f.
General Highway Commercial			<u>0.20 F.A.R.</u>	<u>65,906</u> s.f.
w/ Medium Density Residential	<u>8.9</u>	<u>7.6</u>	<u>OR</u>	<u>OR</u>
<u>Overlay</u>			(5.9-12.0 DU's/ac.)	<u>56</u> <u>DU's</u>
Light Industrial	363.1	308.6	0.25 F.A.R.	3,360,654 s.f.
Conservation Easements	<del>123.3</del> 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		<del>5,499</del> 5,690 DU's <del>5.7</del> 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.



MDR-TH UNION PACIFIC RAILROAD LINNE ROAD (FUTURE ALIGNMENT) LDR-TH LDR-TH Legend LDR-TH LDR-TH RE-TH Residential Estate LDR-TH Low Density Residential **Medium Density Residential** MUBP-TH LDR-TH MDR-TH GHC-TH High Density Residential Mixed Use Business Park LDR-TH

Figure 1: Approved Tracy Hills Zoning District Map

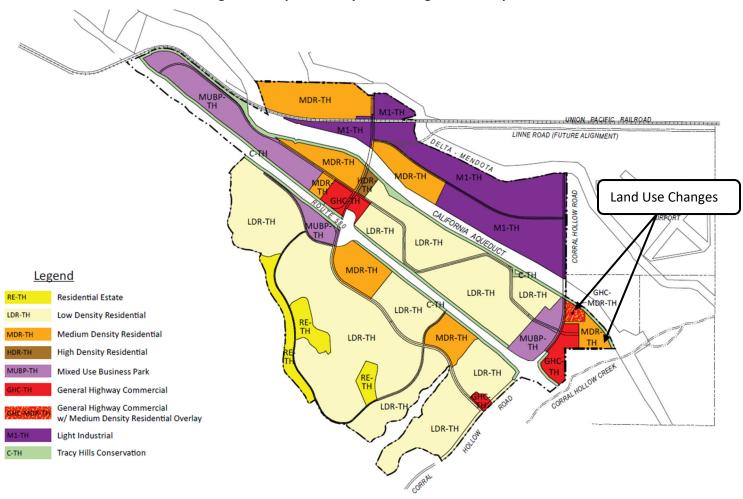
General Highway Commercial

Light Industrial

Tracy Hills Conservation



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

Trip Generation Rates	KT Specific Plan Amendment (with General Highway Commercial)											
Rate	Trin Congration Pater 1		ITE Land Use						Weekday PM			
High Density Residential   Model   DU   0.31   20%			Code/ Reference		Rate	IN	/	OUT	Rate	IN	/	OUT
Retail	Low/Mid Density Residential & Residential Estate		Model	DU	0.55	25%	/	75%	1.05	63%	/	37%
Model   Emp.   0.22   88%	High Density Residential		Model	DU	0.31	20%	/	80%	0.59	65%	/	35%
Model   Emp.   0.17   79%   / 21%   0.33   25%   / School²   ITE (\$20 & \$530)   Students   0.48   55%   / 45%   0.15   49%   / School²   Approved Specific Plan Buildout   Square   Feet   Units   Weekday AM   Weekday PM   Weekday AM   Veekday PM   Weekday AM   Veekday PM   Weekday AM   Veekday PM   Weekday AM   Veekday AM   Vee			Model	Emp.	1.9	62%	/	38%	3.46	48%	/	52%
ITE (520 & 530)   Students   0.48   55%   / 45%   0.15   49%   /	Office		Model	Emp.	0.22	88%	/	12%	0.42	17%	/	83%
Approved Specific Plan Buildout	Other (Industrial/Warehousing)		Model	Emp.	0.17	79%	/	21%	0.33	25%	/	75%
Trip Generation Rates	School <sup>2</sup>		ITE (520 & 530)	Students	0.48	55%	/	45%	0.15	49%	/	51%
Trip Generation Rates   Feet   Units   Total   IN			Approved Specif	ic Plan Buildo	out <sup>1</sup>							
Feet	Trip Consertion Bates	Square	Unite			Weekday /	AM			Weekday	РМ	
High Density Residential   -   125   DU   39   8   / 31   74   48   /	Trip Generation Rates	Feet	Units		Total	IN	/	OUT	Total	IN	/	OUT
Retail   758,944   1,751   Emp.   3,326   2,062   / 1,264   6,057   2,907   / Office   1,589,069   1,872   Emp.   412   363   / 49   786   134   / Other (Industrial/Warehousing)   3,360,654   4,197   Emp.   714   564   / 150   1,385   346   / School   - 800   Students   384   211   / 173   120   59   / Other (Industrial/Warehousing)   7,831   3,947   / 3,884   14,064   7,048   / Other (Industrial/Warehousing)   7,831   3,947   / 3,884   14,064   7,048   / Other (Industrial/Warehousing)   7,831   1,947   / 3,884   14,064   7,048   / Other (Industrial/Warehousing)   7,831   1,947   / 0,017   Total   IN   / OUT   Total   IN   / OUT   Total   IN   / Other (Industrial/Warehousing)   7,831   3,360,654   7,930   7,872   7,874   3,644   / Other (Industrial/Warehousing)   7,831   7,940   7,948   / 0,94	Low/Mid Density Residential & Residential Estate	-	5,374		2,956	739	/	2,217	5,642	3,554	/	2,088
Diffice	High Density Residential	-	125	DU	39	8	/	31	74	48	/	26
Other (Industrial/Warehousing)   3,360,654   4,197   Emp.   714   564   / 150   1,385   346   / School   - 800   Students   384   211   / 173   120   59   /	Retail	758,944	1,751	Emp.	3,326	2,062	/	1,264	6,057	2,907	/	3,150
School   -   800   Students   384   211   /   173   120   59   /	Office	1,589,069	1,872	Emp.	412	363	/	49	786	134	/	652
Total Trips   7,831   3,947   7   3,884   14,064   7,048   7   7	Other (Industrial/Warehousing)	3,360,654	4,197	Emp.		564	/	150	1,385	346	/	1,039
Proposed Specific Plan Buildout   Square Feet   Units   Weekday AM   Weekday PM	School	-	800	Students	384	211	/	173	120	59	/	61
Trip Generation Rates				Total Trips	7,831	3,947	/	3,884	14,064	7,048	/	7,016
Total   IN			Proposed Specif	ic Plan Buildo	out <sup>3</sup>							
Feet	Trip Consenting Bates	Square				Weekday AM			Weekday PM			
High Density Residential   -   125   DU   39   8   / 31   74   48   / Retail   559,092   1,290   Emp.   2,451   1,520   / 931   4,463   2,142   / Office   1,589,069   1,872   Emp.   412   363   / 49   786   134   / Other (Industrial/Warehousing)   3,360,654   4,197   Emp.   714   564   / 150   1,385   346   / School   -   800   Students   384   211   / 173   120   59   /     Total Trips   7,030   3,424   / 3,606   12,612   6,373   /	Trip Generation Rates	Feet	Units		Total	IN	/	OUT	Total	IN	/	OUT
Retail         559,092         1,290         Emp.         2,451         1,520         / 931         4,463         2,142         / Office           Office         1,589,069         1,872         Emp.         412         363         / 49         786         134         / Other (Industrial/Warehousing)         3,360,654         4,197         Emp.         714         564         / 150         1,385         346         / School           Total Trips         7,030         3,424         / 3,606         12,612         6,373         / Trip Differential by Land Use           Trip Generation Rates         Weekday AM         Weekday PM           Total IN / OUT Total IN / OUT Total IN / OUT         Total IN	Low/Mid Density Residential & Residential Estate	-	<u>5,509</u>	DU	3,030	758	/	2,272	5,784	3,644	/	2,140
Office         1,589,069         1,872         Emp.         412         363         / 49         786         134         / Other (Industrial/Warehousing)         3,360,654         4,197         Emp.         714         564         / 150         1,385         346         / School           Total Trips         7,030         3,424         / 3,606         12,612         6,373         / Trip Differential by Land Use           Trip Generation Rates         Weekday AM         Weekday PM           Total         IN         / OUT         Total         IN         /           Low/Mid Density Residential & Residential Estate         74         19         / 55         142         90         /	High Density Residential	-	125	DU	39	8	/	31	74	48	/	26
Other (Industrial/Warehousing)         3,360,654         4,197         Emp.         714         564         /         150         1,385         346         /           School         -         800         Students         384         211         /         173         120         59         /           Total Trips         7,030         3,424         /         3,606         12,612         6,373         /           Trip Differential by Land Use           Weekday AM         Weekday PM           Total         IN         /         OUT         Total         IN         /           Low/Mid Density Residential & Residential Estate         Total         IN         /         55         142         90         /		559,092	<u>1,290</u>	Emp.	2,451	1,520	/	931	4,463	2,142	/	2,321
School   -   800   Students   384   211   /   173   120   59   /     Total Trips   7,030   3,424   /   3,606   12,612   6,373   /     Trip Differential by Land Use    Trip Generation Rates   Weekday AM   Weekday PM     Total   IN   /   OUT   Total   IN   /     Total   19   /   55   142   90   /	Office Office	1,589,069	1,872	Emp.	412	363	/	49	786	134	/	652
Total Trips   7,030   3,424   / 3,606   12,612   6,373   /	Other (Industrial/Warehousing)	3,360,654	4,197	Emp.	714	564	/	150	1,385	346	/	1,039
Trip Differential by Land Use   Weekday AM   Weekday PM	School	-	800	Students	384	211	/	173	120	59	/	61
Weekday AM   Weekday PM				Total Trips	7,030	3,424	/	3,606	12,612	6,373	/	6,239
Total   IN   OUT   Total   IN   /	Trip Differential by Land Use											
Low/Mid Density Residential & Residential Estate         74         19         755         142         90         7	Trin Generation Rates						ΑM				РМ	
	•			[			/				/	OUT
							/				/	52
High Density Residential							/		_		/	0
Retail -875 -542 / -333 -1,594 -765 /							/		_		/	-829
<u>Office</u> 0 0 / 0 0 0 /							/				/	0
Other (Industrial/Warehousing)         0         0         /         0         0         /			1			_	/		_		/	0
School 0 0 / 0 0 0 /	School					_	/		_		/	0
Total Trips   -801   -523   /   -278   -1,452   -675   /	Total Trips				-801	-523	/	-278	-1,452	-675	/	-777

#### Notes:

DU = Dwelling Units, Emp. = Employees

Source: Kimley-Horn, September, 2019

<sup>1.</sup> Trip generation rates and Approved Specific Plan Buildout trips taken from the *Tracy Hills Specific Plan Recirculated Draft Subsequent Environmental Impact Report*, October, 2015

 $<sup>2.</sup> The \ EIR \ used \ 0.48 \ for \ the \ AM \ peak \ hour \ school \ trip \ generation \ rate \ calculations \ instead \ of \ the \ 0.45 \ that \ was \ listed$ 

<sup>3.</sup> The bold and underlined land uses denote proposed changes.



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

Table 4: Trip Generation with Overlay as Medium Density Residential Only  KT Specific Plan Amendment (with Medium Density Residential)											
KT	Specific Plai	n Amendment (w	ith Medium	Density Re	esidential)						
Trip Generation Rates <sup>1</sup>		ITE Land Use Code/ Reference	Units	Weekday AM			Weekday PM				
		code/ Reference		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 <sup>2</sup>		_ ,	Students	0.48	55%	/	45%	0.15	49%	/	51%
		Approved Specif	ic Plan Build	out¹							
Trip Generation Rates	Square	Units			Weekday /		Weekday PM				
,	Feet	Office		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 Specif	ic Plan Buildo	out³							
Trin Congration Bates	Square				Weekday /	Weekday AM		Weekday PM			
Trip Generation Rates	Feet	Units		Total	IN	/	OUT	Total	IN	/	OUT
Low/Mid Density Residential & Residential Estate	-	<u>5,565</u>	DU	3,061	765	/	2,296	5,843	3,681	/	2,162
High Density Residential	-	125	DU	39	8	/	31	74	48	/	26
<u>Retail</u>	493,186	<u>1,138</u>	Emp.	2,162	1,340	/	822	3,937	1,890	/	2,047
Office 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 A	ΔМ			Weekday	РМ	
		1		Total	IN	/	OUT	Total	IN	/	OUT
Low/Mid Density Residential & Residential Estate		1		105	26	/	79	201	127	/	74
High Density Residential		1		0	0	/	0	0	0	/	0
Retail		ļ		-1,164	-722	/	-442	-2,120	-1,017	/	-1,103
Office		1		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						-1,029					

#### Notes:

DU = Dwelling Units, Emp. = Employees

Source: Kimley-Horn, September, 2019

<sup>1.</sup> Trip generation rates and Approved Specific Plan Buildout trips taken from the *Tracy Hills Specific Plan Recirculated Draft Subsequent Environmental Impact Report*, October, 2015

<sup>2.</sup> The EIR used 0.48 for the AM peak hour school trip generation rate calculations instead of the 0.45 that was listed

<sup>3.</sup> The bold and underlined land uses denote proposed changes.



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.