

NOTICE OF SPECIAL MEETING

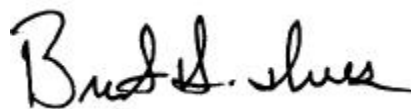
Pursuant to Section 54956 of the Government Code of the State of California, a Special meeting of the **Tracy City Council** is hereby called for:

Date/Time: **Monday, November 26, 2012, 4:00 p.m.**
(or as soon thereafter as possible)

Location: **Council Chambers, City Hall**
333 Civic Center Plaza, Tracy

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

1. Call to Order
2. Roll Call
3. *Items from the Audience - In accordance with Procedures for Preparation, Posting and Distribution of Agendas and the Conduct of Public Meetings, adopted by Resolution 2008-140 any item not on the agenda brought up by the public at a meeting, shall be automatically referred to staff. If staff is not able to resolve the matter satisfactorily, the member of the public may request a Council Member to sponsor the item for discussion at a future meeting.*
4. CERTIFICATION OF THE CITYWIDE ROADWAY AND TRANSPORTATION MASTER PLAN FINAL ENVIRONMENTAL IMPACT REPORT (FEIR), APPROVAL OF THE MITIGATION MONITORING AND REPORTING PROGRAM (MMRP) AND APPROVAL OF THE CITYWIDE ROADWAY AND TRANSPORTATION MASTER PLAN
5. Adjournment



Mayor

November 21, 2012

The City of Tracy complies with the Americans with Disabilities Act and makes all reasonable accommodations for the disabled to participate in public meetings. Persons requiring assistance or auxiliary aids in order to participate should call City Hall (209-831-6105), at least 24 hours prior to the meeting.

Any materials distributed to the majority of the Tracy City Council regarding any item on this agenda will be made available for public inspection in the City Clerk's office located at 333 Civic Center Plaza, Tracy, during normal business hours.

AGENDA ITEM 4

REQUEST

CERTIFICATION OF THE CITYWIDE ROADWAY AND TRANSPORTATION MASTER PLAN FINAL ENVIRONMENTAL IMPACT REPORT (FEIR), APPROVAL OF THE MITIGATION MONITORING AND REPORTING PROGRAM (MMRP) AND APPROVAL OF THE CITYWIDE ROADWAY AND TRANSPORTATION MASTER PLAN

EXECUTIVE SUMMARY

The City's existing Roadway Master Plan was approved in 1994. Since then, most of the areas have either fully or partially developed which includes Plan C, South MacArthur, Northeast Industrial, I-205, ISP South and Infill. After adoption of the City's new General Plan in 2011, the City has completed the Citywide Roadway and Transportation Master Plan along with the Final Environmental Impact Report (FEIR) and Mitigation Monitoring and Reporting Program (MMRP) for implementation of the Master Plan. The Citywide Transportation Master Plan includes all modes of transportation including roadways, bike paths, pedestrian crossings and transit needs. Approval of the Transportation Master Plan, EIR and MMRP will facilitate development of new properties in accordance with the City's adopted General Plan.

DISCUSSION

The discussion on this agenda item is divided in two areas as follows:

- Citywide Roadway and Transportation Master Plan
- EIR and MMRP

1. Citywide Roadway and Transportation Master Plan

The City's existing Roadway Master Plan was approved in 1994. This Master Plan was based on the City's 1991 General Plan. Since then various areas in the City have either fully or partially developed including Plan C, South MacArthur, I-205, Northeast Industrial, Presidio and Infill.

The City adopted its new General Plan on February 1, 2011. The new General Plan identifies existing and new areas of development within and around the existing City limits which will be annexed into the City. It includes areas east of the City up to Chrisman Road and to the west up to the Altamont Pass, south of I-205. The new General Plan also includes the Larch Clover area both north and south of I-205.

Due to increased development interest in the General Plan area, various property owners requested in 2009, that the City finalize the Infrastructure Master Plans to serve the new developments. The City acquired the services of various consultants to finalize the Infrastructure Master Plans and complete the environmental documents for a total cost of \$3.1 million. A majority of the cost of these services was funded by the property owners. The City funded \$820,855 to pay for the Larch

Clover area, Chrisman Property, gap properties, and east side developments. This cost will be recovered by the City when these properties develop.

Since then, staff and the development community have been working together with the consultants to finalize the Infrastructure Master Plans. The Roadway and Transportation Master Plan is generally completed first and the other plans follow to take advantage of the roadway alignments to locate major infrastructure elements.

RBF Consulting is the City's consultant responsible for completion of the Citywide Roadway and Transportation Master Plan. The work to complete this Master Plan involved traffic and transportation studies for various land uses proposed in the General Plan. The Master Plan addresses a wide range of traffic and transportation issues varying from local impacts to regional impacts, traffic controls, bicycle and pedestrian controls, Park and Ride facilities, truck traffic and truck routes, railroad, bridges, transit needs and smart growth requirements. The draft Master Plan was reviewed by both staff and the development community. The Draft Master Plan was also the subject of a Transportation Commission meeting on December 9, 2010, where Commission input was used to shape the initial document.

Staff also received letters from Mr. Gary Dobler disagreeing with the impacts on his property from extension of Lammers Road north of Byron Road. Staff had multiple meetings with Mr. Dobler and explained the need for extension of Lammers Road for traffic circulation purposes. In addition, staff clarified that the extension of Lammers Road is a program funded street and not the sole responsibility of Mr. Dobler's property.

The Citywide Roadway and Transportation Master Plan is based on the year 2035 and build out scenarios. It studies and addresses the impacts of areas that could develop until the year 2035 assuming the existing development constraints of Measure A. This Master Plan will be updated every five years to verify the development assumptions and their impacts.

Prior to approval of the Master Plan, its Environmental Impact Report must be prepared, circulated and certified by City Council. The discussion for the Environmental Impact Report and its mitigation program are outlined below.

2. Final Environmental Impact Report

- 1) The Citywide Roadway and Transportation Master Plan was determined by City staff to be a "project" under the California Environmental Quality Act (CEQA) requiring an Environmental Impact Report (EIR). CEQA requires California public agencies to consider the environmental effects of projects for which they have discretionary authority, such as this Plan. The process to complete the EIR is listed below. January 12 to February 13, 2012 an Initial Study and Notice of Preparation was circulated for public review and local, State, and federal agency review and comment.
- 2) A Draft EIR was circulated from March 30 to May 14, 2012 for public review. All interested persons and organizations had an opportunity during this time to submit their written comments to the City. Subsequent to publishing the

EIR, significant new information was added to the Initial Study clarifying the purpose and intent of the Roadway and Transportation Master Plan and the scope and nature of its potential environmental impacts.

- 3) The Draft EIR was recirculated for additional public review from June 14 to July 30, 2012.
- 4) A Final EIR was prepared which includes errata to the Recirculated Draft EIR as well as responses to comments received on the Recirculated Draft EIR. The FEIR was made available to the public and commenting parties on November 15, 2012.

The significant and unavoidable impacts that were identified in the EIR process and to be further discussed at the City Council hearing include impacts related to greenhouse gas emissions, increases in pollution as a result of vehicle travel, and conflicts with local air pollution control district management plans. Certification of the EIR involves making findings related to significant impacts, alternatives, a statement of overriding considerations, and adopting a mitigation monitoring and reporting program. The resolution related to the Final EIR contains those findings and the mitigation monitoring program.

STRATEGIC PLAN

This agenda item is consistent with the City's Economic Development Strategy and meets the goals to ensure the physical infrastructure and systems necessary for development.

FISCAL IMPACT

There is no impact to the General Fund from approval of the Citywide Roadway and Transportation Master Plan. The cost of completion of the Master Plan, its Environmental Impact Report and Mitigation Monitoring Program was funded from the development community. The City fronted \$820,855 as its fair share cost of certain areas such as the Larch Clover area, Chrisman property, gap properties, and east side developments. This cost will be reimbursed to the City by property owners as a condition of development of such areas in the future. The cost of construction of the physical infrastructure listed in the Master plan will be borne by the developers through development impact fees and there will be no impact to the City's General Fund.

RECOMMENDATION

It is therefore recommended that the City Council adopt two separate resolutions as follows:

- Certify the Final Environmental Impact Report and adopt findings of fact, a statement of overriding considerations and a mitigation monitoring and reporting program for the Citywide Roadways and Transportation Master Plan
- Approve the Citywide Roadway and Transportation Master Plan

Agenda Item 4
November 26, 2012
Page 4

Prepared by: Kuldeep Sharma, City Engineer/Assistant Development Services Director
Bill Dean, Development Services Assistant Director

Reviewed by: Andrew Malik, Development Services Director

Approved by: Leon Churchill, Jr., City Manager

RESOLUTION 2012-_____

CERTIFYING THE ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE CITYWIDE ROADWAY AND TRANSPORTATION MASTER PLAN AND APPROVING THE MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

WHEREAS, The City of Tracy General Plan Goal CIR-1, Objective CIR-1.1, Policy P6, Action A1, and Goal CIR-3, Objective CIR 3.1, Actions A2 and A4, and Goal CIR-4, Objective CIR-4.2, Action A1 establish that the City will update the City's Roadway Master Plan, and

WHEREAS, The Citywide Roadway and Transportation Master Plan is an update to the City's 1994 Roadway Master Plan (as amended from time to time) and it encompass new policies and new development areas established in the City's General Plan, and

WHEREAS, The Transportation Master Plan encompasses all modes of transportation including roadways, bike paths and transit, and

WHEREAS, The Transportation Master Plan was reviewed by the City's Transportation Commission on December 9, 2010, and

WHEREAS, The City determined that the Project requires review pursuant to the California Environmental Quality Act (CEQA), and pursuant to CEQA, an Environmental Impact Report "EIR" was prepared to evaluate the potential environmental effects of the Project, to evaluate potential alternatives to the Project, and to evaluate and recommend mitigation measures for all potentially significant impacts of the Project, and

WHEREAS, The City Council conducted a public hearing to receive public input and review the Project on November 26, 2012;

NOW, THEREFORE, BE IT RESOLVED by the City Council that:

In accordance with CEQA, the City Council takes the following actions in regard to the Project:

- a. Certifies the EIR;
- b. Makes findings relating to significant impacts, alternatives, and Statement of Overriding Considerations (contained in Exhibits A, B, and C which are incorporated by reference); and
- c. Adopts a Mitigation Monitoring and Reporting Program (contained in Exhibit D which is incorporated by reference).

* * * * *

The foregoing Resolution 2012-_____ was adopted by the City Council on the 26th day of November, 2012, by the following vote:

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

Mayor

ATTEST:

City Clerk

Exhibit A

A. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS

1. The FEIR has been prepared in accordance with CEQA and the State CEQA guidelines.
2. The FEIR was published, circulated and reviewed in accordance with the requirements of CEQA and the State CEQA Guidelines, and constitutes an accurate, adequate, objective and complete FEIR. The City observed a 45-day public review period on the DEIR and the FEIR (Response to Comments and DEIR text edits) were made available for 11 days prior to certification.
3. The City has exercised its independent judgment in evaluating the FEIR and has considered the information combined with the FEIR, including comments (and responses thereto) received during the public review period on the DEIR.
4. Pursuant to the State CEQA Guidelines Section 15091 and 15092, the City Council hereby adopts the following Findings of Fact:

B. FINDINGS OF FACT REGARDING THE FINAL ENVIRONMENTAL IMPACT REPORT PREPARED FOR THE CITYWIDE TRANSPORTATION MASTER PLAN

The FEIR, prepared in compliance with the State CEQA Guidelines, evaluates the potentially significant and significant adverse environmental impacts that could result from approval of the Citywide Transportation Master Plan (TMP) (Project), which is a comprehensive update of the 1994 City of Tracy TMP in fulfillment of Objective CIR-1.1, Action A1 of the Circulation Element of the City of Tracy General Plan (General Plan), which states, "Update the Roadway Master Plan upon adoption of the General Plan." The proposed TMP builds upon the goals and objectives contained in the Circulation Element of the General Plan and the City of Tracy Sustainability Action Plan (SAP). The TMP provides a comprehensive review of the City's transportation system and identifies improvements and expansions to the existing system required to accommodate future growth anticipated by the General Plan up to the year 2035. Many improvements and expansions to the City's existing transportation system were identified during the preparation of the General Plan and its associated EIR, as noted in the Circulation Element of the General Plan EIR, Objective CIR-1.1, Action A1 ensures the City's TMP is updated to include a comprehensive inventory of roadway expansions and improvements necessary to accommodate the growth envisioned by the General Plan, as well as to maintain circulation continuity throughout the roadway network.

As the FEIR concludes that implementation of the Project, as amended (and the Project alternatives) would result in adverse impacts, the City is required

under the State CEQA Guidelines to make certain findings with respect to these impacts (CEQA Guidelines Section 15091). The required findings appear in the following sections of this resolution. This resolution lists and describes the following, as analyzed in the FEIR: 1) potential impacts determined to be less-than-significant in the FEIR; 2) significant impacts that can be avoided, minimized, mitigated, or substantially reduced with the implementation of feasible mitigation measures; and, 3) Project alternatives that were developed and studied consistent with the CEQA Guidelines. These findings are supported by substantial evidence in the record of proceedings before the City as stated below.

1. IMPACTS FOUND TO BE LESS THAN SIGNIFICANT IN THE FEIR

Greenhouse Gas Emissions

Impact 4.6-2: Consistency with Applicable GHG Plans, Policies, or Regulations

Less Than Significant Impact

As presented in and determined by the analysis contained on pages 4.3-15 through 4.3-15 of the Recirculated Draft EIR and in the Final EIR Response to Comments and Errata thereto, consistent with the SAP, The proposed Project would be consistent with SAP as it builds upon the goals and objectives contained in the Circulation Element of the General Plan and the SAP by proposing Smart Growth, Context-Sensitive design, and Complete Streets guidelines, strategies, principles, and design elements. For this reason, impacts in this regard would be less than significant and no mitigation is required.

2. SIGNIFICANT IMPACTS WHICH CAN BE AVOIDED OR REDUCED WITH MITIGATION

This section of the Findings of Fact, as authorized by Public Resources Code Section 21081(a)(1) and Title 14, California Code of Regulations Section Sections 15091 and 15092, identifies the significant impacts that can be eliminated or reduced to a less-than-significant level with the implementation of mitigation measures recommended in the FEIR. These mitigation measures are hereby incorporated into the description of the Project and their implementation will be tracked through the Mitigation Monitoring and Reporting Program.

Air Quality

Impact 4.2-1: Short-term (Construction) Emissions

Significant Impact

As presented in and determined by the analysis contained on pages 4.2-10 through 4.2-13 of the Recirculated Draft EIR and in the Final EIR, Response to Comments and Errata thereto, control measures are required and enforced by the SJVAPCD under Regulation VIII. The SJVAPCD considers construction-related emissions from all projects in this region to be mitigated to a less-than significant level if SJVAPCD-recommended PM₁₀ fugitive dust rules (collectively called Regulation VIII and included as Mitigation Measure 4.2-1a) and equipment exhaust emission controls (outlined in Mitigation Measures 4.2-1b) are implemented. With implementation of the proposed mitigation measures, fugitive dust impacts on surrounding sensitive land uses would be considered less than significant.

Finding

As authorized by Public Resources Code Section 21081(a)(1) and Title 14, California Code of Regulations Section 15091(a)(1), the City finds that changes or alterations have been required herein, incorporated into the project, or required as a condition of project approval, which mitigate or avoid the significant environmental impact listed above, and as identified in the FEIR. The City further finds that the change or alteration in the project or the requirement to impose the mitigation as a condition of project approval is within the jurisdiction of the City to require, and that this mitigation is appropriate and feasible.

Facts in Support of Finding

The significant impact listed above would be reduced to a less-than-significant level with the implementation of Mitigation Measures 4.2-1a and 4.2-1b, as presented in the Recirculated Draft EIR and provided in the attached Mitigation Monitoring and Reporting Program. Mitigation Measure 4.2-1a requires that prior to the issuance of grading permits, future applicants shall submit a construction emission plan to demonstrate to the City of Tracy how construction activities shall comply with emissions control measures. Mitigation Measure 4.2-1b requires the implementation of control measures set forth under Regulation VIII of the San Joaquin Valley Air Pollution Control District (SJVAPCD) Fugitive PM₁₀ Prohibition.

3. SIGNIFICANT IMPACTS WHICH CANNOT BE AVOIDED

As authorized by Public Resources Code Section 21081(a)(1) and Title 14, California Code of Regulations Sections 15091 and 15092, the FEIR is required to identify the significant impacts that cannot be reduced to a less-than-significant level through mitigation measures. Based upon the EIR, public comments, and the entire record before the City Council, the City Council finds that the Project will cause the following significant and unavoidable impacts after the implementation of mitigation measures with respect to the following areas:

Air Quality

Impact 4.2-2 Long-Term (Operational) Impacts

Significant Impact

As presented in and determined by the analysis contained on pages 4.2-13 through 4.2-18 of the Recirculated Draft EIR and in the Final EIR, Response to Comments and Errata thereto, the proposed Project would result in exceedances of the SJVAPCD thresholds of significance for ROG, NO_x, and PM₁₀ for mobile sources. The San Joaquin Valley Air Basin (Basin) is currently designated as a non-attainment area for ozone and particulates. Emissions of criteria pollutant would further lead to the degradation of ambient air quality. The proposed Project would result in significant exceedances of the SJVAPCD thresholds for ROG and PM₁₀. However, NO_x emissions would decrease in future years from existing conditions due to improvements in vehicle emissions and newer on-road vehicle fleet mixes.

Finding

The City finds that, pursuant to Section 15091(a)(3) of the CEQA Guidelines, specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures identified in the Final EIR.

Facts in Support of Findings

The Project does not propose any new development that would result in the generation of new traffic trips and would not directly result in an increase in mobile source emissions. However, the proposed Project anticipates an increase in vehicle miles traveled (VMT) beyond what was forecast in the General Plan EIR. The General Plan EIR forecasts traffic conditions to the year 2030, but TMP looks out another five years, to establish consistency with the most recent San Joaquin Council of Governments (SJCOG) land use development assumptions, employment forecasts, and travel demand model. It should be noted that the General Plan does not have a horizon year. The General Plan utilized the year 2030 for traffic modeling purposes because this was the planning year that the SJCOG was using at the time. Since completion of the General Plan, SJCOG has updated their planning year to 2035. As a result, the TMP utilizes 2035 to be consistent with the SJCOG traffic forecasts. Neither the 2030 nor the 2035 forecasts represent full build-out of all the development capacity in the General Plan, but rather the residential and non-residential growth that is expected under the growth management ordinance (for residential uses) and based on market trends (for non-residential uses).

The TMP's proposed improvements to the existing transportation system would result in increased efficiency which would result in shorter trips and reduced VMT per person than assumed in the City's General Plan. Although reduced VMT typically results in reduced emissions, the proposed TMP's VMT and associated emissions are greater than what

Exhibit A

was assumed in the General Plan solely as a result of the projected growth between 2030 and 2035.

Project impacts on air quality would be reduced through implementation of the efficiency measures identified in the TMP related to Smart Growth, Context-Sensitive design, and Complete Streets. Improved access, pedestrian and bicycle facilities, increased transit, and improved traffic flow inherently reduce mobile source air pollutants. However, the Project impacts on regional air quality would be significant and unavoidable as the Project's emissions would contribute to region-wide emissions that cause exceedances of the state and federal standards. This impact would remain significant and unavoidable.

Impact 4.2-3 Plan Consistency

Significant Impact

As presented in and determined by the analysis contained on pages 4.2-19 through 4.2-25 of the Recirculated Draft EIR and in the Final EIR, Response to Comments and Errata thereto, the proposed Project would result in exceedances of SJVAPCD thresholds for criteria pollutants. As a result, the proposed Project would be inconsistent with the SJVAPCD 2007 Ozone Plan in this regard. Moreover, the proposed Project would result in estimated vehicle miles traveled (VMT) beyond what was anticipated in the General Plan and what has been identified by the SJCOG and SJVAPCD and would be inconsistent with these documents in this regard.

Finding

The City finds that, pursuant to Section 15091(a)(3) of the CEQA Guidelines, specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures identified in the Final EIR.

Facts in Support of Findings

The City's General Plan provides the foundation for the goals, objectives, policies and actions for the TMP. The proposed Project is intended to enhance the City's General Plan goals, objectives, policies, and actions and would ensure adequate and efficient access for all transportation modes. The TMP brings overlap with policies and goals regarding a "complete streets" policy, context-sensitive design, mode split targets, VMT and per capita reduction goals. The TMP provides further clarification on specific policies and actions to meet the goals and objectives of the City's General Plan. TMP recommended actions for future transportation planning, design and implementation, supplements each General Plan objective and are provided to meet the goals, objectives, and policies of the General Plan. The proposed TMP is consistent with the City's General Plan.

The Project would not result in new development within the City. However, the Project's VMT anticipated for 2035 exceeds the VMT considered in the General Plan and corresponding General Plan EIR for

2030. The General Plan does not have a horizon year, but utilized the year 2030 for traffic modeling purposes to be consistent with the SJCOG model. Since completion of the General Plan, SJCOG has updated their planning year to 2035. As a result, the TMP utilizes 2035 to be consistent with the SJCOG traffic forecasts. As concluded in the General Plan EIR, the General Plan would not be consistent with SJVAPCD's Clean Air Plans. Furthermore, as discussed within the General Plan EIR, the projected growth within the City would lead to an increase in the region's VMT, beyond what has been identified by the anticipated SJCOG and the SJVAPCD. Therefore, impacts associated with plan consistency with the SJVAPCD Clean Air Plans would also be considered significant and unavoidable for the proposed Project.

Impact 5.2-1: Cumulative Air Quality Impacts

Significant Impact

As presented in and determined by the analysis contained on pages 5-4 through 5-5 of the Recirculated Draft EIR and in the Final EIR, Response to Comments and Errata thereto, as the Project would result in mobile source emissions in exceedance of the SJVAPCD regional thresholds, the Project would also result in significant and unavoidable cumulative impacts. Moreover, as the proposed Project anticipates greater vehicle miles traveled (VMT) than the General Plan, the Project would also result in a cumulatively significant air quality impact in this regard.

Finding

The City finds that, pursuant to Section 15091(a)(3) of the CEQA Guidelines, specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures identified in the Final EIR.

Facts in Support of Findings

Project impacts on air quality would be reduced through implementation of the efficiency measures identified in the TMP related to Smart Growth, Context-Sensitive design, and Complete Streets. Improved access, pedestrian and bicycle facilities, increased transit, and improved traffic flow inherently reduce mobile source air pollutants. However, the Project impacts on regional air quality would be significant and unavoidable as the Project's emissions would contribute to region-wide emissions that cause exceedances of the state and federal standards.

The proposed Project would be consistent with and would enhance the City's General Plan. The General Plan EIR analyzed the long-term development of the City and found that buildout under the General Plan is projected to lead to substantial increases in vehicle travel and contribute to existing air quality issues in the Basin. As the proposed Project anticipates greater VMT than the General Plan, the Project would also result in a cumulatively significant impact.

Greenhouse Gas Emissions

Impact 4.3-1: Greenhouse Gas Emissions Impacts

Significant Impact

As presented in and determined by the analysis contained on page 4.3-11 through 4.3-14 of the Recirculated Draft EIR and in the Final EIR, Response to Comments and Errata thereto, as discussed in the General Plan EIR, implementation of the City's Sustainability Action Plan (SAP) would achieve a 22 to 28 percent reduction in greenhouse gas (GHG) emissions from business as usual (BAU) conditions throughout the City. The San Joaquin Valley Air Pollution Control District (SJVAPCD) requires a 29 percent reduction from BAU projected emissions for GHG impacts to be considered less than significant. As the SAP would not achieve the SJVAPCD reduction requirement, the City's General Plan EIR determined that GHG emissions reductions would be significant and unavoidable and a Statement of Overriding Considerations was adopted.

The CEQA analysis for the proposed Project tiers off of the General Plan EIR pursuant to CEQA Guidelines Sections 15148 and 15150 and incorporates it by reference. However, the TMP projects growth to the year 2035, an additional five years past the growth projection year identified by the General Plan for Traffic and Circulation (the General Plan only has a "horizon year" for Traffic and Circulation; all other elements of the General Plan do not expire). The TMP includes an additional five years of growth beyond the General Plan horizon year to establish consistency with the most recent San Joaquin Council of Governments (SJCOG) land use development assumptions, employment forecasts, and travel demand model. Consequently, the VMTs associated with the TMP exceed those forecast for the 2030 General Plan analysis.

The General Plan EIR indicated that all feasible mitigation measures for GHG emissions were included in the General Plan and SAP. No additional measures beyond those found in the SAP have been found feasible to reduce GHG emissions associated with the proposed Project. The General Plan EIR determined that GHG emissions under the SAP would not meet SJVAPCD criteria, and impacts would be significant and unavoidable. As the proposed Project contemplates growth beyond what was modeled in the General Plan, and the Project would result in greater impacts than those identified in the General Plan EIR, impacts associated with the proposed Project would be significant and unavoidable.

Finding

The City finds that, pursuant to Section 15091(a)(3) of the CEQA Guidelines, specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures identified in the Final EIR.

Facts in Support of Findings

The proposed Project would achieve a reduction in trips with implementation of the TMP and SAP transportation measures. Emissions reductions from TMP trip reduction features and implementation of the SAP Strategies include efficiency measures related to Smart Growth, Context-Sensitive design, and Complete Streets. Improved access, pedestrian and bicycle facilities, increased transit, and improved traffic flow inherently reduce mobile source emissions. The TMP describes future roadway conditions within the City and recommended improvements to accommodate future growth. The TMP also includes recommended actions to support the goals and objectives of the General Plan's Circulation Element and recommended transportation strategies, principles, and design elements intended to meet sustainability and GHG emission reduction goals. However, no feasible mitigation beyond measures included in the General Plan, Sustainability Action Plan, and Transportation Master Plan are available and implementation of the TMP would result in significant and unavoidable emissions of greenhouse gases.

Impact 5.2-2: Cumulative Impacts

Significant Impact

As presented in and determined by the analysis contained on pages 5-5 through 5-6 of the Recirculated Draft EIR and in the Final EIR, Response to Comments and Errata thereto, despite the implementation of design elements and mitigation measures, although the proposed TMP would be consistent with the City's General Plan and SAP and would incorporate relevant measures within the SAP, Project GHG emissions would not meet SJVAPCD criteria and impacts would be significant and unavoidable. Project-generated GHGs in combination with GHG emissions from other known and reasonably foreseeable projects would result in a much greater amount of GHG emissions.

Finding

The City finds that, pursuant to Section 15091(a)(3) of the CEQA Guidelines, specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures identified in the Final EIR.

Facts in Support of Findings

The TMP is a City-wide planning document and encompasses various potential development projects that would result from the growth anticipated in the General Plan. The TMP builds upon the goals and objectives contained in the Circulation Element of the General Plan and the SAP. The TMP takes the growth projections an additional five years past the year identified by the General Plan to provide the maximum possible infrastructure planning and to be consistent with the SJCOG travel demand model. However, no feasible mitigation beyond measures included in the General Plan, Sustainability Action Plan, and Transportation Master Plan are available. Thus, because the Project's impacts associated with GHG emissions would be significant and

Exhibit A

unavoidable, the Project's cumulative-related GHG emissions would also be significant and unavoidable.

EXHIBIT B

1. REVIEW AND REJECTION OF ALTERNATIVES

The State CEQA Guidelines Section 15126.6 mandates that every EIR evaluate a no-project alternative, plus a feasible and reasonable range of alternatives to the Project or its location. The Alternatives were formulated considering the Objectives of the City of Tracy outlined on pages 3-28 through 3-29 of Recirculated Draft EIR. Alternatives provide a basis of comparison to the Project in terms of beneficial, significant, and unavoidable impacts. This comparative analysis is used to consider reasonable feasible options for minimizing environmental consequences of a project.

Typically, where a project causes significant impacts and an EIR is prepared, the findings must discuss not only how mitigation can address the potentially significant impacts but whether Project alternatives can address potentially significant impacts. But where all significant impacts can be substantially lessened, in this case to a less-than-significant level, solely by adoption of mitigation measures, the lead agency, in drafting its findings, has no obligation to consider the feasibility that Project alternatives might reduce an impact, even if the alternative would mitigate the impact to a greater degree than the proposed Project, as mitigated (Public Resources Code Section 21002).

Because not all significant effects can be substantially reduced to a less-than-significant level either by adoption of mitigation measures or by standard conditions of approval, the following section considers the feasibility of the Project alternatives as compared to the proposed Project.

As explained below, these findings describe and reject, for reasons documented in the Final EIR and summarized below, each one of the Project alternatives.

Alternative 1: No Project/No Updated Transportation Master Plan

Under the No Project/No Updated Transportation Master Plan Alternative (Alternative 1), the proposed TMP would not be adopted and the existing (1994) TMP would remain in effect. Thus, none of the improvements or expansions to the City's existing transportation system required to accommodate future growth anticipated by the General Plan would be implemented. The City's transportation system would not benefit from Smart Growth, Context-Sensitive design, and Complete Streets guidelines, strategies, principles, and design elements. Moreover, a variety of techniques designed to help the City meet sustainability and GHG reduction goals would not be undertaken, and various other policies that address bicycle/pedestrian circulation, roadway design/operation, traffic calming, access management, standards/design for park and ride facilities, and Intelligent Transportation Systems (ITS) would not be implemented.

Exhibit B

Although roadway locations are primarily the same in the existing and proposed TMPs, the roadway network for the proposed TMP shows better connection between origins and destinations, which would reduce trip lengths, compared to the existing TMP. Additionally, the proposed TMP identifies substantially reduced roadway cross sections. New roadways in the proposed TMP include the Pavilion Parkway Extension to the south, the Hansen Road connection between Schulte Road and Lammers Road, improved collector streets between the arterials, and expressways. The proposed TMP identifies reduced roadways on the south side of I-580 for the Tracy Hills development area. Finally, the proposed TMP would have less overall vehicle miles traveled compared to the existing TMP.

Finding

Specific economic, legal, social, technological or other considerations, including provision of employment opportunities for highly trained workers, make Alternative 1, identified in the Final EIR and described above, infeasible.

Facts in Support of Finding

Alternative 1 would result in greater air quality and GHG emission impacts than implementation of the proposed TMP. This is because none of the beneficial effects of implementation of the TMP would occur, such as:

- A more efficient transportation system;
- Increased density/diversity, more connectivity, or improved access to regional destinations;
- Reduced trip generation and trip lengths, and improved fuel efficiency;
- Smart Growth and Complete Street strategies; and,
- A less congested transportation system that experiences reduced delays from the proposed improvements and expansions, which in turn would result in reduce air pollutant and GHG emissions.

In addition, proposed TMP would implement all applicable goals and policies of the City's General Plan and SAP and Alternative 1 would not.

Thus, for the reasons described above, the Alternative 1 would not accomplish the following basic Project Objectives and as such would be infeasible to implement:

- Provide an Implementation Plan for the General Plan Circulation Element;
- Serve as a comprehensive planning document or blueprint that identifies and requires improvements to the existing transportation system and expands upon the system to accommodate future development consistent with the General Plan;
- Guide the development of transportation infrastructure and services as growth occurs under the General Plan;
- Facilitate a transportation system that is a multi-modal network of roads, bicycle lanes and paths, transit services, and pedestrian facilities that will support the planned land uses in the City by providing mobility to residents and visitors alike;

Exhibit B

- Balance existing and future transportation infrastructure needs with safe access for all user groups (motorists, pedestrians, bicyclists, and transit users) by incorporating strategies, principles, and design elements such as Smart Growth design elements, Context-Sensitive Design, and Complete Street guidelines;
- Facilitate the provision of an improved transportation system that enhances mobility, accommodates future growth, and maintains the quality of life in Tracy;
- Establish policies and priorities to maintain and improve the transportation system;
- Maintain consistency with the San Joaquin County Expressways Study
- Decrease right-of-way and vehicular lane widths to implement Complete Street principles;
- Maintain consistency with the roadway plans in entitled project areas (Ellis Specific Plan and Gateway);
- Provide a nexus for a Traffic Impact Fee Program that will fund the development of the planned transportation system through payment of impact fees by all future development;
- Develop Travel Demand Management (TDM) principles that reduce private vehicle trips and build on the regional TDM programs developed by the SJCOG; and,
- Provide for a comprehensive transit system on all new collector, arterial, and expressway roadways and provide the opportunity to expand transit services on existing roadways.

Alternative 2: Transportation Master Plan Limited to General Plan 2030 Horizon Year

Under Alternative 2, the TMP would project growth to the year 2030, the same as the growth projection year identified by the General Plan for Traffic and Circulation. Thus, Alternative 2 would have the same land use assumptions and density as that contemplated by the General Plan, but it would not be consistent with the most recent SJCOG land use development assumptions, employment forecasts, and/or travel demand model. All other elements of the TMP under Alternative 2 would be the same or similar as those identified by the proposed Project.

Finding

Specific economic, legal, social, technological or other considerations, including provision of employment opportunities for highly trained workers, make Alternative 2, identified in the Final EIR and described above, infeasible.

Facts in Support of Finding

Because both Alternative 2 and the Project and would result in the construction of similar improvements, potentially significant construction impacts and associated mitigation would be expected to be similar. However, Alternative 2 would result in less projected growth and fewer VMT and associated emissions compared to the scenario studied for the proposed TMP, given that Alternative 2 projects growth to the year 2030 and the proposed TMP projects growth to the year 2035. Nonetheless, even though the amount of projected housing and

Exhibit B

employment opportunities are reduced under Alternative 2, resulting in a reduction in VMT compared to the proposed TMP, the VMT reduction would not be enough to avoid exceeding established thresholds for criteria pollutants, and it would result in conflicts with the applicable air quality attainment plan. Although Alternative 2 would have less GHG emissions than the proposed Project, it would still result in significant and unavoidable increases in GHGs due to the amount of growth contemplated and as stated in the General Plan.

Alternative 2 would only result in improvements to the City's transportation system to the year 2030 and the proposed Project would result in improvements to the City's transportation system to the year 2035, which is a more realistic scenario that is consistent with the most recent SJCOG transportation planning assumptions. Moreover, because implementation of Alternative 2 would not incorporate the most current and up to date SJCOG transportation planning assumptions, it would not be capable of implementing the basic Project Objectives in a meaningful way as it would not plan for improvements to the City's transportation system with the best and most current information available. For these reasons, the Project Objectives would not be met under Alternative 2 and it would be infeasible to implement.

Alternative 3: Increased Residential/Reduced Commercial

Both the proposed TMP and Alternative 3 identify improvements and expansions to the City's existing transportation system required to accommodate future growth to the year 2035. However, Alternative 3 assumes different land uses in the year 2035 than the proposed TMP. Alternative 3 assumes a 160-acre area near the I-205 expansion area could reasonably be expected to develop with low density residential uses rather than the commercial uses assumed by the TMP.

Finding

While all Project objectives would be met with the implementation of Alternative 6, specific economic, legal, social, technological or other considerations, including provision of employment opportunities for highly trained workers, make Alternative 3, identified in the Final EIR and described above, infeasible.

Facts in Support of Finding

Alternative 3 would require similar improvements and expansions as the proposed TMP. Consequently the construction impacts associated with Alternative 3 would be similar to those under the proposed Project and could be mitigated to less than significant with the same mitigation measures identified for the Project. Alternative 3 would increase the jobs/housing balance near the I-205 expansion area. Additionally, the residential uses assumed under Alternative 3 would generate fewer vehicle trips than commercial uses assumed under the TMP and peak hour vehicle trips would decrease substantially under Alternative 3. The reduction in peak hour trips would improve congestion, but the residential uses allowed under Alternative 3 would result in slightly fewer VMT and associated emissions would be similar to that of the proposed Project. Therefore, air quality and GHG impacts would slightly decrease compared to the proposed Project, but would remain significant and unavoidable.

Exhibit B

Alternative 3 would not be consistent with the most recent SJCOG transportation planning assumptions, as it assumes residential development rather than commercial development in a 160-acre area near the I-205 expansion area. Because of this, it would not incorporate the most current and up to date SJCOG transportation planning assumptions, and it would not be capable of implementing the basic Project Objectives in a meaningful way as it would not plan for improvements to the City's transportation system with the best and most current information available. For these reasons, the Project Objectives would not be fully met under Alternative 3 and it would be infeasible to implement.

EXHIBIT C

1. STATEMENT OF OVERRIDING CONSIDERATIONS

The City of Tracy is the Lead Agency under the California Environmental Quality Act (CEQA), responsible for the preparation, review, and certification of the Final Environmental Impact Report (FEIR) for the Citywide Transportation Master Plan EIR. As the Lead Agency, the City is also responsible for determining the potential environmental impacts of the proposed action and which of those impacts are significant. CEQA also requires the Lead Agency to balance the benefits of a proposed action against its significant unavoidable adverse environmental impacts in determining whether or not to approve the proposed action.

In making this determination the Lead Agency is guided by the CEQA Guidelines Section 15093 which provides as follows:

- a) "CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the Project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered acceptable"
- b) "When the Lead Agency approves a project which will result in the occurrence of significant effects which are identified in the Final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the Final and/or other information in the record. The Statement of Overriding Considerations shall be supported by substantial evidence in the record."
- c) "If an agency makes a Statement of Overriding Considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination."

In addition, Public Resources Code Section 21082(a) requires that where a public agency finds that economic, legal, social, technical, or other reasons make infeasible the mitigation measures or alternatives identified in the EIR and thereby leave significant unavoidable adverse project effects, the public agency must also find that overriding economic, legal, social, technical or other benefits of the project outweigh the significant unavoidable adverse effects of the project.

The Final identified a number of alternatives to the Citywide Transportation Master Plan (the proposed Project) to evaluate and determine the extent to which they meet the basic Project objectives, while avoiding or substantially lessening any significant adverse impacts of the proposed Project.

Analysis in the EIR for this Project has concluded that the proposed Project will result in Air Quality and Greenhouse Gas Emissions impacts that cannot be mitigated to a less significant level. All other potential significant adverse Project

Exhibit C

impacts have been mitigated to a level less than significant based on mitigation measures in the Final EIR. All significant unavoidable adverse impacts are identified in the EIR and are described in detail in the Statement of Findings and Facts in Support of the Citywide Transportation Master Plan Recirculated EIR.

The City of Tracy has determined that the significant unavoidable adverse Project impacts related to Air Quality and Greenhouse Gas Emissions impacts, which will remain after mitigation, are acceptable and are outweighed by specific social, economic and other benefits of the Project. In making this determination, the following factors and public benefits were considered as overriding considerations to the identified unavoidable significant adverse impacts of the proposed Project:

- Provide an Implementation Plan for the Circulation Element of the City of Tracy General Plan (2011).
- Serve as a comprehensive planning document or blueprint that identifies and requires improvements to the existing transportation system and expands upon the system to accommodate future development consistent with the General Plan. The system includes transit passenger movement, goods movement, pedestrian movement, bicycle movement, and private vehicular movement.
- Establish a framework of goals, policies, and implementation methodology that outlines improvement projects and programs, identifies financial resources and allocates funding, and sets project priorities to provide a safe and efficient transportation system that meets the community's needs.
- Guide the development of transportation infrastructure and services as growth occurs under the General Plan.
- Facilitate a transportation system that is a multi-modal network of roads, bicycle lanes and paths, transit services, and pedestrian facilities that will support the planned land uses in the City by providing mobility to residents and visitors alike.
- Balance existing and future transportation infrastructure needs with safe access for all user groups (motorists, pedestrians, bicyclists, and transit users) by incorporating strategies, principles, and design elements such as Smart Growth design elements, Context-Sensitive Design, and Complete Street guidelines.
- Facilitate the provision of an improved transportation system that enhances mobility, accommodates future growth, and maintains the quality of life in Tracy.
- Establish policies and priorities to maintain and improve the transportation system.
- Maintain consistency with the San Joaquin County Expressways Study,
- Preserve four-lane maximum arterial widths where possible to promote a more walkable, bikeable environment, particularly in new areas of future

Exhibit C

development where sustainable practices can be applied in an equitable manner.

- Decrease right-of-way and vehicular lane widths to implement Complete Street principles.
- Maintain consistency with the roadway plans in entitled project areas (Ellis Specific Plan and Gateway).
- Provide maximum roadway v/c ratios of 0.8 – 0.9 (roughly corresponding to a LOS D - E operation on a link-volume basis) to the greatest extent possible.
- Ensure the provision of bicycle and pedestrian facilities that connect people and places.
- Develop a comprehensive bicycle and pedestrian system that ensures a multi-modal infrastructure network.
- Develop a comprehensive circulation system that identifies bridge and culvert crossings to minimize traffic conflicts and preserve open space and preservation areas.
- Develop a comprehensive Park and Ride system that supports resident transit usage or carpooling to commute from the City.
- Provide a nexus for a Traffic Impact Fee Program that will fund the development of the planned transportation system through payment of impact fees by all future development.
- Develop Travel Demand Management (TDM) principles that reduce private vehicle trips and build on the regional TDM programs developed by the SJCOG.
- Provide for a comprehensive transit system on all new collector, arterial, and expressway roadways and provide the opportunity to expand transit services on existing roadways.

The Tracy City Council, acting as the Lead Agency and having reviewed the FEIR and public records, adopts this Statement of Overriding Considerations (SOC), which has balanced the benefits of the Project against its significant unavoidable adverse impacts in reaching a decision to approve the Project.



Exhibit D
Citywide Transportation Master Plan Environmental Impact Report
Mitigation Monitoring and Reporting Program

#

Mitigation Measure	Implementation Procedure	Monitoring Responsibility	Monitoring/Reporting Action and Schedule	Non-Compliance Sanction/Activity	Monitoring Compliance Record (Name/Date)
Air Quality					
<p>4.2-1a - Prior to the issuance of any grading, building, or other construction permit, the City shall require future applicants to demonstrate conformance with SJVAPCD Rule VIII. The Development and Engineering Services Department shall require that the grading plans, building plans, and specifications stipulate compliance with the following control measures in SJVAPCD Regulation VIII:</p> <ul style="list-style-type: none"> • Properly and routinely maintain all construction equipment, as recommended by manufacturer's manuals, to control exhaust emissions. • Shut down equipment when not in use for extended periods of time, to reduce exhaust emissions associated with idling engines. • Encourage ride-sharing and use of transit transportation for construction employees commuting to the Project site. • Use electric equipment for construction whenever possible in lieu of fossil fuel-fired equipment. • Curtail construction during periods of high ambient pollutant concentrations. • Construction equipment shall operate no longer than eight cumulative hours per day. • All construction vehicles shall be equipped with proper emission control equipment and kept in good and proper running order to reduce NO_x emissions. • All construction activities within the Project site shall be discontinued during the first stage smog alerts. • Construction and grading activities shall not be allowed during first stage ozone alerts. (First stage ozone alerts are declared when ozone levels exceed 0.20 ppm for the 1-hour average.) 	<p>Require as a condition of approval for Tentative Subdivision Map Approval</p> <p>Incorporate measures into final construction plans</p> <p>Construction drawings reviewed by City staff</p> <p>Measures to be installed by Project Sponsor</p> <p>Implement control measures</p>	<p>Development and Engineering Services Department</p> <p>Development and Engineering Services Department</p> <p>Development and Engineering Services Department</p> <p>Project Applicant Development and Engineering Services Department</p> <p>Project Applicant</p>	<p>Draft and incorporate condition as part of project approval</p> <p>Prior to issuance of a Building Permit</p> <p>Prior to issuance of a Building Permit</p> <p>Complete site inspections during construction</p> <p>During grading and construction activities</p>	<p>Deny Grading Permits</p> <p>Do not issue Building Permit</p> <p>Do not issue Building Permit</p> <p>Halt grading and construction until measures are implemented</p> <p>Halt grading and construction until measures are implemented</p>	



Exhibit D
 Citywide Transportation Master Plan Environmental Impact Report
 Mitigation Monitoring and Reporting Program

#

Mitigation Measure	Implementation Procedure	Monitoring Responsibility	Monitoring/Reporting Action and Schedule	Non-Compliance Sanction/Activity	Monitoring Compliance Record (Name/Date)
Air Quality					
<p>4.2-1b - Prior to the issuance of any grading, building, or other construction permit, the City shall require future applicants to demonstrate conformance with SJVAPCD Rule VIII. The Development and Engineering Services Department shall require that the grading plans, building plans, and specifications stipulate compliance with the following control measures in SJVAPCD Regulation VIII:</p> <ul style="list-style-type: none"> • Water previously disturbed exposed surfaces (soil) a minimum of three-times/day or whenever visible dust is capable of drifting from the site or approaches 20 percent opacity. • Water all haul roads (unpaved) a minimum of three-times/day or whenever visible dust from such roads is capable of drifting from the site or approaches 20 percent opacity. • All access roads and parking areas shall be covered with asphalt-concrete paving or water sprayed regularly. • Dust from all onsite and offsite unpaved access roads shall be effectively stabilized by applying water or using a chemical stabilizer or suppressant. • Reduce speed on unpaved roads to less than 15 miles per hour. • Install and maintain a trackout control device that meets the specifications of SJVAPCD Rule 8041 if the site exceeds 150 vehicle trips per day or more than 20 vehicle trips per day by vehicle with three or more axles. • Stabilize all disturbed areas, including storage piles, which are not being actively utilized for construction purposes using water, chemical stabilizers or by covering with a tarp, other suitable cover or vegetative ground cover. • Control fugitive dust emissions during land clearing, grubbing, scraping, excavation, leveling, grading or cut and fill operations with application of water or by presoaking. • When transporting materials offsite, maintain a freeboard limit of at 					



Exhibit D
 Citywide Transportation Master Plan Environmental Impact Report
 Mitigation Monitoring and Reporting Program

#

Mitigation Measure	Implementation Procedure	Monitoring Responsibility	Monitoring/Reporting Action and Schedule	Non-Compliance Sanction/Activity	Monitoring Compliance Record (Name/Date)
Air Quality					
<p>least six inches and cover or effectively wet to limit visible dust emissions.</p> <ul style="list-style-type: none"> • Limit and remove the accumulation of mud and/or dirt from adjacent public roadways at the end of each workday. (Use of dry rotary brushes is prohibited except when preceded or accompanied by sufficient wetting to limit visible dust emissions and use of blowers is expressly forbidden). • Stabilize the surface of storage piles following the addition or removal of materials using water or chemical stabilizer/suppressants. • Remove visible track-out from the site at the end of each workday. • Cease grading activities during periods of high winds (greater than 20 miles per hour [mph] over a one-hour period). • Asphalt-concrete paving shall comply with SJVAPCD Rule 4641 and restrict use of cutback, slow-cure, and emulsified asphalt paving materials. • Grading should be conducted in phases. • The Project site shall not be cleared of existing vegetation cover for the preparation of construction until the issuance of grading permits required by construction. • The Project applicant shall revegetate graded areas as soon as it is feasible after construction is completed. 					

RESOLUTION 2012-_____

APPROVING THE CITYWIDE ROADWAY AND TRANSPORTATION MASTER PLAN

WHEREAS, The City of Tracy updated its General Plan in 2011, and

WHEREAS, The City has updated the 1994 Roadway Master Plan (as amended from time to time) to encompass new policies and new development areas established in the City's General Plan, and

WHEREAS, The updated Roadway Master Plan is called the "Citywide Roadway and Transportation Master Plan" and it compasses all modes of transportation including roadways, bike paths and transit, and

WHEREAS, The Roadways and Transportation Master Plan was reviewed by the City's Transportation Commission on December 9, 2010, and

WHEREAS, The City Council certified the Environmental Impact Report (EIR) for the Citywide Roadway and Transportation Plan on November 26, 2012, per Resolution 2012-_____, and

WHEREAS, The City Council conducted a public hearing to receive public input and review the Citywide Roadway and Transportation Master Plan on November 26, 2012, and

NOW, THEREFORE, BE IT RESOLVED That the City Council approves the Citywide Roadway and Transportation Master Plan;

BE IT FURTHER RESOLVED That the City Council finds that the Citywide Roadway and Transportation Master Plan is consistent with the goals, policies, and actions of the General Plan for development areas identified in the General Plan;

BE IT FURTHER RESOLVED That the City Council also finds that the Citywide Roadway and Transportation Master Plan will facilitate efficient and safe movement of goods and people throughout the City and new development areas.

* * * * *

The foregoing Resolution 2012-_____ was adopted by the City Council on the 26th day of November, 2012, by the following vote:

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

Mayor

ATTEST:

City Clerk