

**Wednesday, August 14, 2024, 7:00 P.M.**

A quorum of Planning Commission will be in attendance at  
Tracy City Hall Chambers, 333 Civic Center Plaza, Tracy  
Web Site: [www.cityoftracy.org](http://www.cityoftracy.org)

**THIS MEETING WILL BE OPEN TO THE PUBLIC FOR IN-PERSON AND REMOTE PARTICIPATION PURSUANT TO GOVERNMENT CODE SECTION 54953(e).**

**MEMBERS OF THE PUBLIC MAY PARTICIPATE REMOTELY IN THE MEETING VIA THE FOLLOWING METHOD:**

*As always, the public may view the Planning Commission meetings live on the City of Tracy's website at [CityofTracy.org](http://CityofTracy.org) or on Comcast Channel 26/AT&T U-verse Channel 99. To view from the City's website, open the "Government" menu at the top of the City's homepage and select "Planning Commission", then select "[Planning Commission Meeting Videos](#)" under the "Boards and Commissions" section.*

*If you only wish to watch the meeting and do not wish to address the Planning Commission, the City requests that you stream the meeting through the City's website or watch on Channel 26.*

**Remote Public Comment:**

*During the upcoming Planning Commission meeting public comment will be accepted via the options listed below. If you would like to comment remotely, please follow the protocols below:*

- *Comments via:*
  - **Online by visiting** <https://cityoftracyevents.webex.com> and using the following
  - **Event Number: 2558 446 5761** and **Event Password:** Planning
  - ***If you would like to participate in the public comment anonymously***, you may submit your comment in WebEx by typing "Anonymous" when prompted to provide a First and Last Name and inserting [Anonymous@example.com](mailto:Anonymous@example.com) when prompted to provide an email address.
  - Join by phone by dialing +1-408-418-9388, 2558 446 5761, #75266464# Press \*3 to raise the hand icon to speak on an item.
- *Protocols for commenting via WebEx:*
  - *If you wish to comment on the "New Business" or "Items from the Audience" portions of the agenda:*
    - *Listen for the Chair to open that portion of the agenda for discussion, then raise your hand to speak by clicking on the Hand icon on the Participants panel to the right of your screen.*
    - *If you no longer wish to comment, you may lower your hand by clicking on the Hand icon again.*
  - *Comments for the "New Business" or "Items from the Audience" portions of the agenda will be accepted until the public comment for that item is closed.*

*Comments received on Webex outside of the comment periods outlined above will not be included in the record.*

**Americans With Disabilities Act** – The City of Tracy complies with the Americans with Disabilities Act and makes all reasonable accommodations for the disabled to participate in Planning Commission meetings. Persons requiring assistance or auxiliary aids should call City Hall (209/831-6105) 24 hours prior to the meeting.

**Addressing the Planning Commission on Items on the Agenda** – The Brown Act provides that every regular Planning Commission meeting shall provide an opportunity for the public to address the Planning Commission on any item within its jurisdiction before or during the Planning Commission's consideration of the item, provided no action shall be taken on any item not on the agenda. To facilitate the orderly process of public comment and to assist the Planning Commission to conduct its business as efficiently as possible, members of the public wishing to address the Planning Commission are requested to, but not required to, hand a speaker card, which includes the speaker's name or other identifying designation and address to the City Clerk prior to the agenda item being called. Generally, once the Planning Commission begins its consideration of an item, no more speaker cards will be accepted. An individual's failure to present a speaker card or state their name shall not preclude the individual from addressing the Planning Commission. Each citizen will be allowed a maximum of five minutes for input or testimony. In the event there are 15 or more individuals wishing to speak regarding any agenda item including the "Items from the Audience/Public Comment" portion of the agenda and regular items, the maximum amount of time allowed per speaker will be three minutes. When speaking under a specific agenda item, each speaker should avoid repetition of the remarks of the prior speakers. To promote time efficiency and an orderly meeting, the Presiding Officer may request that a spokesperson be designated to represent similar views. A designated spokesperson shall have 10 minutes to speak. At the Presiding Officer's discretion, additional time may be granted. The City Clerk shall be the timekeeper.

**Addressing the Planning Commission on Items not on the Agenda** – The Brown Act prohibits discussion or action on items not on the posted agenda. The City Council's Meeting Protocols and Rules of Procedure provide that in the interest of allowing Planning Commission to have adequate time to address the agenda items of business, "Items from the Audience/Public Comment" following the Consent Calendar will be limited to 15-minutes maximum period. "Items from the Audience/Public Comment" listed near the end of the agenda will not have a maximum time limit. A five-minute maximum time limit per speaker will apply to all individuals speaking during "Items from the Audience/Public Comment". For non-agendized items, Planning Commissioners may briefly respond to statements made or questions posed by individuals during public comment; ask questions for clarification; direct the individual to the appropriate staff member; or request that the matter be placed on a future agenda or that staff provide additional information to Planning Commission. When members of the public address the Planning Commission, they should be as specific as possible about their concerns. If several members of the public comment on the same issue an effort should be made to avoid repetition of views already expressed.

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

Full copies of the agenda are available on the City's website: [www.cityoftracy.org](http://www.cityoftracy.org).



MEETING AGENDA

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ACTIONS, BY MOTION, OF PLANNING COMMISSION PURSUANT TO AB 2449, IF ANY

ROLL CALL

MINUTES – 07/10/24 Regular Meeting

DIRECTOR'S REPORT REGARDING THIS AGENDA

ITEMS FROM THE AUDIENCE - *In accordance with Council Meeting Protocols and Rules of Procedure, adopted by Resolution No. 2019-240, a five-minute maximum time limit per speaker will apply to all individuals speaking during "Items from the Audience/Public Comment". For non-agendized items, Planning Commissioners may briefly respond to statements made or questions posed by individuals during public comment; ask questions for clarification; direct the individual to the appropriate staff member; or request that the matter be placed on a future agenda or that staff provide additional information to the Planning Commission.*

1. NEW BUSINESS

1.A STAFF RECOMMENDS THAT THE PLANNING COMMISSION CONDUCT A PUBLIC HEARING, AND UPON ITS CONCLUSION, ADOPT A RESOLUTION RECOMMENDING THAT THE CITY COUNCIL: (1) ADOPT A RESOLUTION APPROVING THE DOWNTOWN VISION PLAN; AND (2) ADOPT A RESOLUTION DETERMINING THAT THE DOWNTOWN VISION PLAN IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO CEQA GUIDELINES SECTION 15061(B)(3).

2. ITEMS FROM THE AUDIENCE

3. DIRECTOR'S REPORT

4. ITEMS FROM THE COMMISSION

5. ADJOURNMENT

Posted: August 8, 2024

Any materials distributed to the majority of the Planning Commission regarding any item on this agenda will be made available for public inspection via the City of Tracy website at [www.cityoftracy.org](http://www.cityoftracy.org).

**MINUTES  
TRACY CITY PLANNING COMMISSION  
REGULAR MEETING  
JULY 10, 2024, 7:00 P.M.  
CITY OF TRACY COUNCIL CHAMBERS  
333 CIVIC CENTER PLAZA**

**CALL TO ORDER**

Chair Orcutt called the meeting to order at 7:00 p.m.

**PLEDGE OF ALLEGIANCE**

Chair Orcutt led the pledge of allegiance.

**ROLL CALL**

Roll Call found Commissioner Boakye-Boateng, Commissioner English, Commissioner Penning, Vice Chair Atwal, and Chair Orcutt present. Also present were Dan Doporto, City Attorney Consultant; Forrest Ebbs, Director of Community and Economic Development, Scott Claar, Interim Planning Manager; Craig Hoffman, Senior Planner; Ben Ritchie, Consultant; Kellie Jones, Assistant Planner; and Miranda Aguilar, Administrative Assistant.

**MINUTES**

Chair Orcutt introduced the Regular Meeting Minutes from the May 22, 2024, Planning Commission Regular Meeting.

**ACTION:** It was moved by Chair Orcutt and seconded by Commissioner English to approve the May 22, 2024 Planning Commission Regular Meeting Minutes. A voice vote found Chair Orcutt, Vice Chair Atwal, Commissioner Boakye-Boateng, Commissioner English, and Commissioner Penning in favor. Passed and so ordered; 5-0-0-0.

**DIRECTOR'S REPORT REGARDING THIS AGENDA**

Scott Claar, Interim Planning Manager reminded Commissioners of the Planning Commission Academy in Santa Rosa March of 2025 and to reach out to the Executive Assistant, Gina Peace, or Administrative Assistant Miranda Aguilar, if they would like to sign up. He also notified the Commission that the July 24, 2024, Planning Commission meeting is cancelled due to the Summer Recess. Scott introduced staff members Craig Hoffman, Senior Planner who was recently hired, and Kellie Jones, who was recently promoted to Assistant Planner.

**ITEMS FROM THE AUDIENCE**

None.

**1. NEW BUSINESS**

**A. BY MOTION, ELECTION OF NEW PLANNING COMMISSION CHAIR AND VICE CHAIR FOR FISCAL YEAR 24-25.**

Commission discussion began.

Chair Orcutt opened the Public Hearing at 7:06 p.m. Seeing as no one came forward, Chair Orcutt closed the Public Hearing.

**ACTION:** It was moved by Commissioner English and seconded by Commissioner Penning that Chair Orcutt would be re-appointed as Planning Commission Chair and Commissioner Penning to be appointed as Vice Chair for fiscal year 24/25 beginning July 1, 2024, through June 30, 2025.

A voice call vote found Chair Orcutt, Commissioner Boakye-Boateng, Commissioner English, and Commissioner Penning in favor, Vice Chair Atwal against. Passed and so ordered; 4-1-0-0.

**B. STAFF RECOMMENDS THAT THE PLANNING COMMISSION APPROVE A RESOLUTION RECOMMENDING CITY COUNCIL: (1) ADOPT AN ORDINANCE APPROVING A ZONING TEXT AMENDMENT TO ADD LANGUAGE TO TRACY MUNICIPAL CODE SECTION 10.08.2356 – LOT AREA FROM THE COMMUNITY RECREATION SUPPORT SERVICES ZONE; AND (2) DETERMINE THAT THE ZONING TEXT AMENDMENT IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO CEQA GUIDELINES SECTION 15061(b)(3). THE APPLICANT IS SCHACK AND COMPANY FOR BYRON ALVAREZ.**

Forrest Ebbs, Director of Community and Economic Development, presented the staff report and addressed questions from the Commission.

Chair Orcutt opened the Public Hearing at 7:22 p.m.

Mike Souza representing Mr. Alvarez addressed the Commission and clarified some information on the Project.

Seeing as no one else came forward, the Public Hearing was closed at 7:24 p.m.

**ACTION:** It was moved by Commissioner Atwal and seconded by Vice Chair Penning that the Planning Commission recommend that the City Council adopt an Ordinance:

- (1) Approving a Zoning Text Amendment to add language to the Tracy Municipal Code Section 10.08.2356 – lot area from the Community Recreation Support Services Zone; and
- (2) Determining that the Zoning Text Amendment is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(B)(3).

A voice call vote found Chair Orcutt, Vice Chair Penning, Commissioner Atwal, Commissioner Boakye-Boateng, and Commissioner English all in favor. Passed and so ordered; 5-0-0-0.

**C. STAFF RECOMMENDS THAT THE PLANNING COMMISSION CONDUCT A PUBLIC HEARING, AND UPON ITS CONCLUSION, ADOPT A RESOLUTION: 1)**

**APPROVING A DEVELOPMENT REVIEW PERMIT (D22-0042) TO ALLOW THE CONSTRUCTION OF FIVE VACUUM PARKING STALLS AND AN 81 SQ. FT. VACUUM EQUIPMENT ENCLOSURE AT AN EXISTING ARCO SERVICE STATION AT 550 W. VALPICO RD., ASSESSORS PARCEL NUMBER (APN): 248-020-21, APPLICATION NUMBER D22-0042; 2) GRANTING A CONDITIONAL USE PERMIT (CUP22-0016) TO ALLOW THE ACCESSORY USE OF FIVE VACUUM PARKING STALLS AND AN 81 SQ. FT. VACUUM EQUIPMENT ENCLOSURE AT AN EXISTING ARCO SERVICE STATION AT 550 W. VALPICO RD., APN:248-020-21, APPLICATION NUMBER CUP22-0016; AND 3) DETERMINING THAT THIS PROJECT IS CATEGORICALLY EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA), PURSUANT TO CEQA GUIDELINES SECTION 15303. THE APPLICANT IS EDGAR RIZKALLI AND THE PROPERTY OWNER IS VALPICO INVESTMENT LLC.**

Kellie Jones, Assistant Planner, presented the staff report and addressed questions from the Commission.

Scott Claar, Interim Planning Manager, addressed questions from the Commission.

Chair Orcutt opened the Public Hearing at 7:39 p.m.

Seeing as no one came forward, Chair Orcutt closed the Public Hearing.

**ACTION:** It was moved by Commissioner Boakye-Boateng and seconded by Vice Chair Penning that the Planning Commission adopt a resolution:

- (1) Approving a Development Review Permit (D22-0042) to allow the construction of five vacuum parking stalls and an 81 sq. ft. vacuum equipment enclosure at an existing Arco Service Station at 550 W. Valpico Road, Assessor's Parcel Number (APN): 248-020-21;
- (2) Granting a Conditional Use Permit (CUP22-0016) to allow the accessory use of five vacuum parking stalls and an 81 sq. ft. vacuum equipment enclosure at an existing Arco Service Station at 550 W. Valpico Road, APN: 248-020-21; and
- (3) Determining that this project is categorically exempt from the California Environmental Quality Act (CEQA), pursuant to CEQA Guidelines Section 15303.

A voice call vote found Chair Orcutt, Vice Chair Penning, Commissioner Atwal, Commissioner Boakye-Boateng, and Commissioner English all in favor. Passed and so ordered; 5-0-0-0.

**D. STAFF RECOMMENDS THAT THE PLANNING COMMISSION CONDUCT A SCOPING MEETING PURSUANT TO CEQA REQUIREMENTS TO RECEIVE INPUT ON THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR CITY OF TRACY REZONE PROGRAM AND GENERAL PLAN AMENDMENT (PROJECT).**

Craig Hoffman, Senior Planner, introduced Ben Ritchie, with DeNovo Planning and stated he would be available for questions from the Commission.

Ben Ritchie, DeNovo Planning, presented the staff report and addressed questions from the Commission.

Scott Claar, Interim Planning Manager, addressed questions from the Commission.

Dan Doporto, City Attorney Consultant, addressed questions from the Commission.

Chair Orcutt opened the Public Hearing at 8:15 p.m.

Robert Tanner, Tracy Resident, addressed the Commission with comments.

Seeing as no one else came forward, Chair Orcutt closed the Public Hearing at 8:25 p.m.

**ACTION:** No Action needed from the Planning Commission.

## **2. ITEMS FROM THE AUDIENCE**

None.

## **3. DIRECTOR'S REPORT**

None.

## **4. ITEMS FROM THE COMMISSION**

Commissioner Atwal congratulated Chair Orcutt and Vice Chair Penning on being appointed.

Commissioner English and Chair Orcutt wanted to follow up regarding CIP 75163, Tracy Hills Zone 5 Water Booster Station which was discussed at the 05/22/24 Planning Commission Meeting. Staff has confirmed they will reach out to Al Gali, Associate Engineer, to remind him of the request and will reach out to the Planning Commissioners with the information requested.

Chair Orcutt congratulated Craig Hoffman, Senior Planner, and Kellie Jones, Assistant Planner on their new positions.

## **5. ADJOURNMENT**

**ACTION:** It was moved by Chair Orcutt and seconded by Commissioner Atwal to adjourn. A voice vote found all in favor. Passed and so ordered; 5-0-0-0.

Time: 8:28 p.m.



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CHAIR

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STAFF LIAISON



# PLANNING COMMISSION STAFF REPORT

## Item No. 1.A

|                         |   |
|-------------------------|---|
| <b>DATE</b>             | August 14, 2024   |
| <b>TITLE</b>            | Downtown Vision Plan  |
| <b>LOCATION</b>         | Downtown Area / Bowtie  |
| <b>APPLICATION TYPE</b> | City-Initiated Planning Project (P23-0013)  |
| <b>CEQA STATUS</b>      | Exempt from California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3)       |
| <b>PROJECT PLANNER</b>  | Scott Claar<br>(209) 831-6429<br><a href="mailto:scott.claar@cityoftracy.org">scott.claar@cityoftracy.org</a> |

### RECOMMENDATION

Staff recommends that the Planning Commission conduct a public hearing, and upon its conclusion, adopt a resolution recommending that the City Council:

1. Adopt a resolution approving the Downtown Vision Plan; and
2. Adopt a resolution determining that the Downtown Vision Plan is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3).

### BACKGROUND

#### Downtown Transit-Oriented Development Study

Downtown Tracy is generally located in the area bordered by 12<sup>th</sup> Street, 4<sup>th</sup> Street, West Street, and East Street, which includes the Bowtie area. The Bowtie area includes approximately 60 acres of vacant land owned by the Union Pacific Railroad that is located between 6<sup>th</sup> Street and 4<sup>th</sup> Street on both sides of Central Avenue and extends to Tracy Blvd. on the west and MacArthur Drive on the east. Maps of the Downtown area are included in Exhibit 1 of Attachment A.

Downtown planning is an ever evolving and continual focus of the City. The most recent planning efforts began in 2019 following news of Tri Valley/San Joaquin Valley Regional Rail Authority's plans for a commuter rail service, known as Valley Link, connecting Lathrop to Dublin BART with a potential station in Downtown Tracy.

In anticipation of Valley Link, the City Council authorized staff to enter into a Professional Services Agreement (PSA) with DeNovo Planning Group on June 18, 2019, to conduct a Downtown Transit-Oriented Development (TOD) study. The purpose of this long-range planning and urban design study was to evaluate how the potential introduction of commuter rail service, via Valley Link, could impact development opportunities in and around the greater Downtown and surrounding areas.

In preparing the Downtown TOD Study, the City implemented a broad and comprehensive outreach and participation process in order to engage key stakeholders and broad segments of the community. The outreach effort included a community workshop, an online survey, stakeholder interviews and meetings, and working sessions with the City Council and Planning Commission. The Downtown TOD Study was presented to the Planning Commission on February 26, 2020, and the City Council on July 21, 2020.

#### Downtown Specific Plan

On March 2, 2021, the City Council approved an amendment to the PSA with De Novo Planning Group to proceed with the second phase of the planning effort, which was preparation of a Downtown TOD Specific Plan and Environmental Impact Report (EIR). The original planning area included all property within a half-mile radius of the Tracy Transit Station, as well as Urban Reserve 1 (UR1). Since that time, factors have occurred that have affected the planning area boundary and the recommended planning document, as described below.

On November 16, 2021, the City Council received an update on the Valley Link project. Tri Valley/San Joaquin Valley Regional Rail Authority representatives explained that they are considering an alternative rail alignment that would connect Valley Link with the I-205 Managed Lanes Project and potentially shift the Tracy station location from Downtown to the I-205 area. It was also reported that the first phase of the Valley Link project is planned to only extend from the Dublin BART station to Mountain House. This news did not stop the City from continuing Downtown planning efforts, but it did cause the planning to be more focused on what's best for the Downtown, regardless of what happens with Valley Link.

In 2021/2022, the community raised concerns about including UR1 in the planning area. The main points were that UR1 was too distant from the Downtown and that the City should focus planning efforts on the Downtown itself and not include UR1. This community feedback helped to further refine the focus of the planning efforts to the Downtown core and the Bowtie area.

With UR1 removed from the planning area, a specific plan (which would require the preparation of a costly and time-consuming EIR), is no longer the most effective tool available to the City. The revised approach described below is recommended to better achieve the City's desired outcomes, resulting in better near-term results and a more cost-effective approach.

#### Revised Approach

Rather than prepare a Specific Plan and EIR, the City staff/consultant team now proposes a three-pronged planning approach in order to most effectively respond to market conditions, community concerns, and previous City Council direction. These include:

1. Downtown Tracy Vision Plan. The Vision Plan will document the rich history of Downtown Tracy, identify aspirations for notable transformations and opportunities for the Bowtie, and identify policies and actions to achieve commercial, housing, and economic development goals. The primary difference between a Vision Plan and a Specific Plan is that a Vision Plan is not a land use regulatory document, whereas a Specific Plan is. This means that a Vision Plan does not contain land use regulations and zoning standards that would affect development. A Vision Plan paints a conceptual picture of a desired outcome and provides a strategy for how to achieve it. The strategy may include next steps that consider changes to land use regulations and zoning standards, but those regulations are not part of the Vision Plan itself.
2. Downtown Design Guidelines. Establish design standards that are uniquely and specifically developed for Downtown Tracy, rather than continuing to apply citywide residential and commercial design standards to this area. Will blend historic preservation with modern best practices to achieve desired results. The design guidelines may be added to the City's Design Goals and Standards as a new section pertaining to the Downtown or be a separate stand-alone document. The design guidelines would be applicable during the Development Review Permit process as architectural guidelines and objective design standards. The design guidelines will be brought to Planning Commission and City Council for consideration in the future.
3. Update Central Business District (CBD) Zoning Standards. Most direct and effective response to priorities expressed by community and business leaders, including streamlining development review to spur economic growth, provide consistent guidance on parking standards, establish maximum building heights, identify updated list of allowed uses in the Downtown, effectively integrate housing and mixed use into the periphery of Downtown, etc. The update to CBD zoning standards will be brought to Planning Commission and City Council for consideration in the future.

The benefits of the updated project approach include the following:

- More focused and responsive approach to the key issues identified by the community, Tracy City Center Association (TCCA), Planning Commission, and City Council.
- Responds to findings of Market Study.
  - Wholesale land use and infrastructure changes are not needed. Rather, focused changes to development standards, parking, permitted uses, design standards, etc.
  - Identify targeted and strategic changes that will have near term positive impacts and more directly respond to input from the business community.
- CBD zoning updates are most effective tool in addressing TCCA concerns and priorities, rather than replacing CBD with a Specific Plan, or creating redundant layers of planning requirements via a Specific Plan.
- Continue to maintain and support the CBD as the commercial core of Downtown Tracy, while planning for supporting housing and infrastructure.
- Create a grand vision for the Bowtie so that future funding sources can be secured.

- Reduce the overall project budget via a more streamlined and effective set of planning tools and eliminate the need to prepare a costly EIR that provides little direct benefit to Tracy.

## **DOWNTOWN VISION PLAN**

Given that this project has been in the works for a few years and all meetings with the Planning Commission and the City Council have been project update/discussion items, staff determined that it would be best to bring forth something tangible for review and approval, rather than an agenda item to only discuss the revised approach. Therefore, the purpose of this agenda item is to present the Draft Downtown Vision Plan for Planning Commission's review and recommendation to City Council. This will also be an opportunity for the public to provide feedback on the plan. The City's planning consultant, Ben Ritchie of DeNovo Planning Group, will provide a presentation of the Downtown Vision Plan during this agenda item. The complete Downtown Vision Plan is included as Exhibit 1 of Attachment A.

The Downtown Vision Plan identifies the Bowtie area as a key opportunity site because of its size and proximity to both the Downtown core and the potential future Valley Link station (if it locates in the Downtown). For decades, Downtown stakeholders have looked to the City and asked what are we going to do about the Bowtie. Staff asked our consultant to be bold in the vision for the Bowtie because we believe that is what City Council and the community are looking for.

The development constraints of the Bowtie are that the property is owned by the Union Pacific Railroad (UPRR) and the property will need remediation of contaminated soil, which further complicates any land purchase and adds cost and time to any future development project. These constraints make the property less attractive for private development.

The Downtown Vision Plan contemplates the potential of the City acquiring the Bowtie property, remediating the contaminated soil, and developing a grand central park on the western portion of the Bowtie. Very few cities have an opportunity to create such a grand park adjacent to their downtown. The concepts for this park would establish it as a huge attraction for the surrounding neighborhoods and the City as a whole. This grand park is envisioned to include a mix of active and passive uses on a scale that would be unmatched elsewhere in the City. The concept includes a potential outdoor amphitheater that could elevate this park to a regional destination.

This grand park could spur increased activity in the Downtown and increase the development potential of the eastern portion of the Bowtie for high density residential, which would further benefit the Downtown. This concept would also complement the potential Valley Link station if it locates in the Downtown.

This vision for the Bowtie is based on the belief that if something positive is going to happen in the Bowtie, it is more likely to occur with the City as the lead. This cannot be overstated, as the market study indicated that the outlook for new development in the Downtown and Bowtie area does not look favorable for private investment under current market conditions, and this has been the case for many decades. It needs to be acknowledged though that this vision for the Bowtie is a long-



term vision that will take many years to achieve. A significant benefit of approving this Downtown Vision Plan is that it will enable the City to begin talks with UPRR and arm us with essential project marketing materials that will be helpful in pursuing State and Federal funds to assist with remediation of the site and project development.

If the Planning Commission and the City Council approve this Downtown Vision Plan, staff and the consultant team will move forward with next steps, which are recommended to include bringing forth Draft Downtown Design Guidelines and potential amendments to the Central Business District (CBD) Zone. If the City Council desires to have this packaged instead as a Specific Plan that can still be done. All the work to date can be retained and combined with the future work to create a Specific Plan.

### **CEQA DETERMINATION**

The project is exempt from the California Environmental Quality Act (CEQA), pursuant to CEQA Guidelines Section 15061(b)(3). CEQA Guidelines Section 15061(b)(3), which is known as the “common sense exemption”, states that CEQA only applies to projects, which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. For this particular agenda item, the requested action involves adoption of a Downtown Vision Plan. The Downtown Vision Plan on its own does not have the possibility of causing a significant effect on the environment because it is only a Vision Plan, which does not change zoning or approve any development projects. When any future development is proposed in the Downtown Vision Plan area, the appropriate site-specific CEQA analysis will be conducted for each individual application.

### **STATUTORY REFERENCE AND PROCESS**

The approval of a Specific Plan is subject to the requirements of State Planning and Zoning Laws contained in Government Code Sections 65450 thru 65457, as well as CEQA requirements. Alternatively, approval of a Vision Plan is not held to the same requirements as a Specific Plan and allows the City to have more flexibility regarding the content of the plan. This is why some cities have chosen the route of preparing a Downtown Vision Plan rather than a Downtown Specific Plan. Each document has its place, depending on the needs of the community.

### **SUMMARY**

In summary, staff recommends that the Planning Commission recommend that the City Council approve the Downtown Vision Plan and determine that the Plan is exempt from CEQA.

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### **ATTACHMENT**

- A. Planning Commission Resolution  
Exhibit 1 - Downtown Vision Plan

APPROVED AS TO FORM AND LEGALITY

CITY ATTORNEY'S OFFICE

**TRACY PLANNING COMMISSION**

**RESOLUTION NO. \_\_\_\_\_**

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**RECOMMENDING THAT THE CITY COUNCIL ADOPT A RESOLUTION:**

- 1. APPROVING THE DOWNTOWN VISION PLAN; AND**
- 2. DETERMINING THAT THE DOWNTOWN VISION PLAN IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO CEQA GUIDELINES SECTION 15061(b)(3).**

**WHEREAS**, The Tri Valley/San Joaquin Valley Regional Rail Authority is working on plans for a commuter rail service, known as Valley Link, which would connect passengers from Lathrop to the Dublin BART station with a potential station in Downtown Tracy; and

**WHEREAS**, In anticipation of Valley Link, the City Council authorized staff to enter into a Professional Services Agreement (PSA) with DeNovo Planning Group on June 18, 2019, to conduct a Downtown Transit-Oriented Development (TOD) study; and

**WHEREAS**, The purpose of this long-range planning and urban design study was to evaluate how the potential introduction of commuter rail service, via Valley Link, could impact development opportunities in and around the greater Downtown and surrounding areas; and

**WHEREAS**, In preparing the Downtown TOD Study, the City implemented a broad and comprehensive outreach and participation process in order to engage key stakeholders and broad segments of the community, including a community workshop, an online survey, stakeholder interviews, and working sessions with the City Council and Planning Commission.; and

**WHEREAS**, The Downtown TOD Study was presented to the Planning Commission on February 26, 2020 and the City Council on July 21, 2020; and

**WHEREAS**, On March 2, 2021, the City Council approved an amendment to the PSA with De Novo Planning Group to proceed with the second phase of the planning effort, which was preparation of a Downtown TOD Specific Plan and Environmental Impact Report (EIR); and

**WHEREAS**, Following changes to the planning area boundary, which included removal of Urban Reserve 1 (UR1) to focus solely on the Downtown and Bowtie area, staff recommends revising the planning approach to create a Downtown Vision Plan rather than a Downtown Specific Plan; and

**WHEREAS**, The primary difference between a Downtown Vision Plan and a Downtown Specific Plan is that a Vision Plan is not a land use regulatory document, whereas a Specific Plan is; and

**WHEREAS**, A Vision Plan paints a conceptual picture of a desired outcome and provides a strategy for how to achieve it; and

**WHEREAS**, The Downtown Vision Plan strategy includes next steps of adopting Downtown Design Guidelines and amending Central Business District (CBD) zoning standards, but those

regulations are not part of the Vision Plan itself; and

**WHEREAS,** The Downtown Vision Plan identifies the Bowtie area as a key opportunity site; and

**WHEREAS,** The Downtown Vision Plan includes concepts in the western portion of the Bowtie for a grand central park, which would include a mix of active and passive uses on a scale that would be unmatched elsewhere in the City and be an attraction for the surrounding neighborhoods and the City as a whole; and

**WHEREAS,** This grand central park could spur increased activity in the Downtown and increase the development potential of the eastern portion of the Bowtie for high density residential, which would further benefit the Downtown; and

**WHEREAS,** The concepts for the Bowtie would also complement the potential Valley Link station if it locates in the Downtown; and

**WHEREAS,** The proposed Downtown Vision Plan is exempt from the California Environmental Quality Act (CEQA) because it is not a land use regulatory document and therefore, does not have the potential for causing a significant effect on the environment (CEQA Guidelines, 14 California Code of Regulations, §15061(b)(3)); and

**WHEREAS,** The Planning Commission conducted a public hearing to review and consider this matter on August 14, 2024; now, therefore, be it

**RESOLVED:** That the Planning Commission of the City of Tracy hereby determines, based on the evidence in the record and its own independent judgment, that the proposed Downtown Vision Plan is exempt from the California Environmental Quality Act (CEQA) because it does not have the potential for causing a significant effect on the environment (CEQA Guidelines, 14 California Code of Regulations, §15061(b)(3)[“common sense” exemption]); and be it

**FURTHER RESOLVED:** That the Planning Commission recommends that the City Council adopt a resolution approving the Downtown Vision Plan, as shown in attached Exhibit 1.

\*\*\*\*\*

The foregoing Resolution \_\_\_\_\_ was adopted by the Planning Commission on August 14, 2024, by the following vote:

|             |                     |
|-------------|---------------------|
| AYES:       | COMMISSION MEMBERS: |
| NOES:       | COMMISSION MEMBERS: |
| ABSENT:     | COMMISSION MEMBERS: |
| ABSTENTION: | COMMISSION MEMBERS: |

\_\_\_\_\_  
CHAIR

ATTEST:

\_\_\_\_\_  
STAFF LIAISON

# Downtown Tracy

## Vision Plan

July 2024



## City Council

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Eleassia Davis, Mayor Pro Tempore

Dan Arriola

Mateo Bedolla

Dan Evans

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# Contents



# Introduction



# Executive Summary

## Context

Tracy's history is closely tied to the railroad, with the rail line passing through the city in 1869. The City of Tracy's Downtown Vision Plan Area covers 137.5 acres, comprising the Central Business District (CBD) and the Bowtie site. Located at the eastern edge of the city, the area is relatively distant from major freeways, which impacts downtown businesses and housing demand. Tracy has multiple job centers. However, the city's workforce is mainly engaged in jobs outside Tracy, with few residents working within the city.

## Existing Conditions

Brownfield redevelopment is an important aspect of Tracy's vision for sustainable and thriving communities. Brownfields are previously developed properties that may have been contaminated or underutilized, requiring remediation in order to be safely redeveloped. The City of Tracy recognizes the potential of brownfield sites to contribute to the economic growth and revitalization of the community.

The City's General Plan land use designation within Tracy's Downtown Vision Plan Area is primarily designated as Downtown according to the city's General Plan Land Use Map. This downtown designation aims to support and reinforce the area as the heart of the city, promoting a mix of retail, office, high-density residential, and public-serving uses. The zoning provisions for the Plan Area primarily fall under the Central Business District (CBD) zone, which aims to facilitate pedestrian-oriented establishments, provide commercial business and service facilities, and serve as the retail core and cultural focus of Tracy. The CBD zone also promotes the proximity of high-density residential

areas to downtown businesses and public gathering spaces, fostering a strong sense of place for the community.

## Process

The City of Tracy has undertaken comprehensive community outreach efforts to ensure that the residents have a voice in shaping the future of the city. The outreach process has included various methods such as online surveys, stakeholder discussions, and study sessions with the Planning Commission and City Council. The City has also utilized its website, social media platforms, and traditional flyers to engage the community and gather their input. The recent community survey regarding Downtown Tracy saw a significant response, with 154 total respondents providing valuable insights. This ongoing commitment to community engagement ensures that residents have ample opportunities to participate and contribute to the decision-making process.

## Economic Analysis

Downtown Tracy's retail district is historic and diverse, featuring older commercial buildings, small businesses, and a mix of retail and office spaces. Despite challenges from e-commerce and limited business margins, efforts by the Tracy City Center Association have shown promise in successfully supporting local businesses. Housing in Tracy is predominantly single-family homes, with a shift toward more multi-family units. The housing market has slowed since 2010, and downtown housing shows a higher density with some new development projects underway. Surrounding residential neighborhoods are mixed, with some losing historic character due to commercial conversion.

## Great Valley Park

The new Great Valley Park, preliminary named so in reference to Tracy's location within California's Central Valley or "Great Valley" as it was referred to in the past, will be created on the 28-acre west bowtie site, bounded by 6th Street to the north, Central Avenue to the east, and the existing rail track to the south and west. The track curves around the site and forms a narrow strip of land between the tracks and 6th Street towards Tracy Boulevard.

The Great Valley Park will be Tracy's large "Central Park," a signature park that will offer activities and respite for everyone and that is fittingly located at Central Avenue. The design concept for the park builds on the surrounding context with its existing buildings, streets, and natural assets.

While the West Bowtie is centrally located just south of Downtown Tracy, the mostly flat site is constrained in terms of access, which can only occur from 6th Street and Central Avenue due to the existing rail track running along the southwestern edge. For this reason, most active uses are placed along 6th Street and passive uses and natural areas are located in the







southern area, closer to the rail track. This generally gives the park an east-west orientation reminiscent of the old railyard's orientation. The park concept includes a few distinct design moves that make the park inviting and easy to use for different purposes.

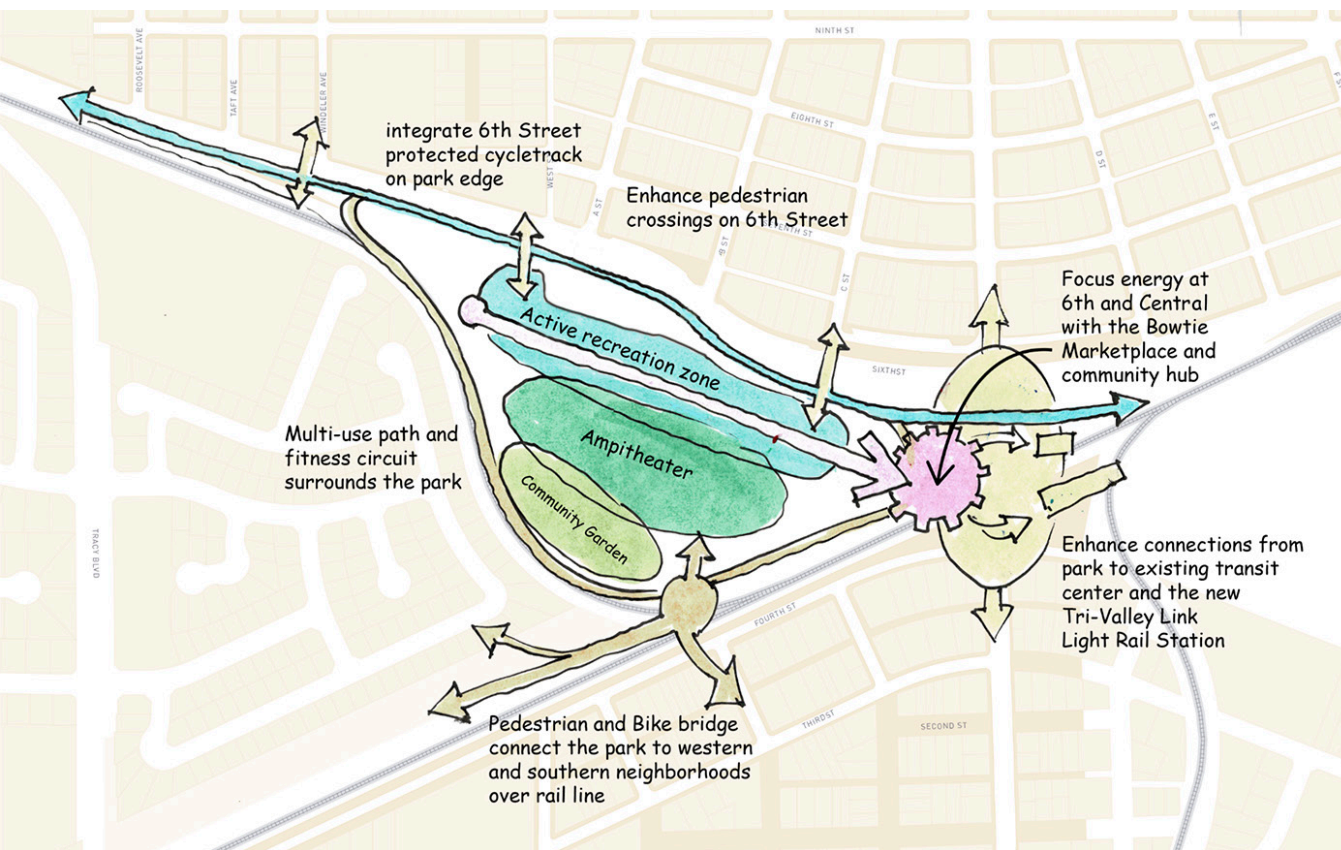
### Bowtie East Transit Village

The eastern portion of the Bowtie is an ideal location for Transit-Oriented Development as a future Tri-Valley Light Rail Station is proposed this side of Central Avenue at the existing railway right-of-way, just south of the existing Transit Center. The maximum allowed density for residential development in this area is 50 DU/ac, opening an opportunity for a mix of multi-family housing and townhomes within walking distance to the station and the new Great Valley Park. Due to the proximity to Downtown and the existing residential uses

surrounding the site, residential uses with small amenity retail opportunities make the most sense on this site.

### Central Business District (CBD)

To ensure the continued prosperity and vitality of Downtown Tracy, the City of Tracy is mindful of how the bowtie area, both west and east, impacts the downtown. This area plays a crucial role in connecting and enhancing the overall downtown experience. The City is dedicated to maintaining the unique charm and character of Downtown Tracy while fostering appropriate growth and development that integrates seamlessly with the bowtie area, reinforcing its importance as a central hub for the community.



# Context







## Regional Context

Tracy is an approximately 22 square-mile city located in the southwestern portion of San Joaquin County. The City is situated near the western edge of the San Joaquin Valley, at the eastern base of the Southern Coastal Mountain Range and the Altamont Pass, and just south of Old River, the southernmost waterway within the San Francisco Bay Delta. Figure 1 shows Tracy's location within the region.

Tracy is located just southwest of the Cities of Lathrop and Manteca and southeast of Mountain House, an unincorporated community in San Joaquin County. From a regional perspective, the city is located approximately 20 miles east of Livermore, 20 miles southwest of Stockton, 30 miles east of Dublin, 55 miles northeast of San Jose, 63 miles southeast of San Francisco, and 68 miles south of Sacramento.

Regional highway access to Tracy is provided by three highways that form a triangle around the city. Interstate 5 extends along a north-south route just east of the city, providing access to communities throughout the Central Valley and beyond. Interstate 580 originates just southeast of the city at a junction with Interstate 5, extending in a northwesterly direction towards the Altamont Pass, and veers west, providing access to the Cities of Livermore, Dublin, Pleasanton, and the greater Bay Area beyond. Interstate 205 extends along an east-west route through the northern portion of the city, connecting Interstates 5 and 580.

Tracy residents also have rail access to the Bay Area and Sacramento via the Altamont Commuter Express (ACE), which runs along the southern edge of town. Additional commuter service may be available in the future if the proposed Valley Link station is built in Downtown Tracy. Current regional bus routes, operated by San Joaquin County

Regional Transportation Department, connect downtown Tracy to surrounding communities.

Tracy has experienced rapid growth during the past 40 years. Many people who work in the Bay Area have moved to the city in search of more affordable housing. Given the relative lack of employment opportunities in Tracy and elsewhere in San Joaquin County, this trend has perpetuated significant congestion along Interstate 580 and Interstate 205 during commuting hours. Additionally, in recent years the city, based upon its central location, straddling the Central Valley and Bay Area regions, and access to the aforementioned freeways, has also emerged as a distribution and shipping hub within Central and Northern California.



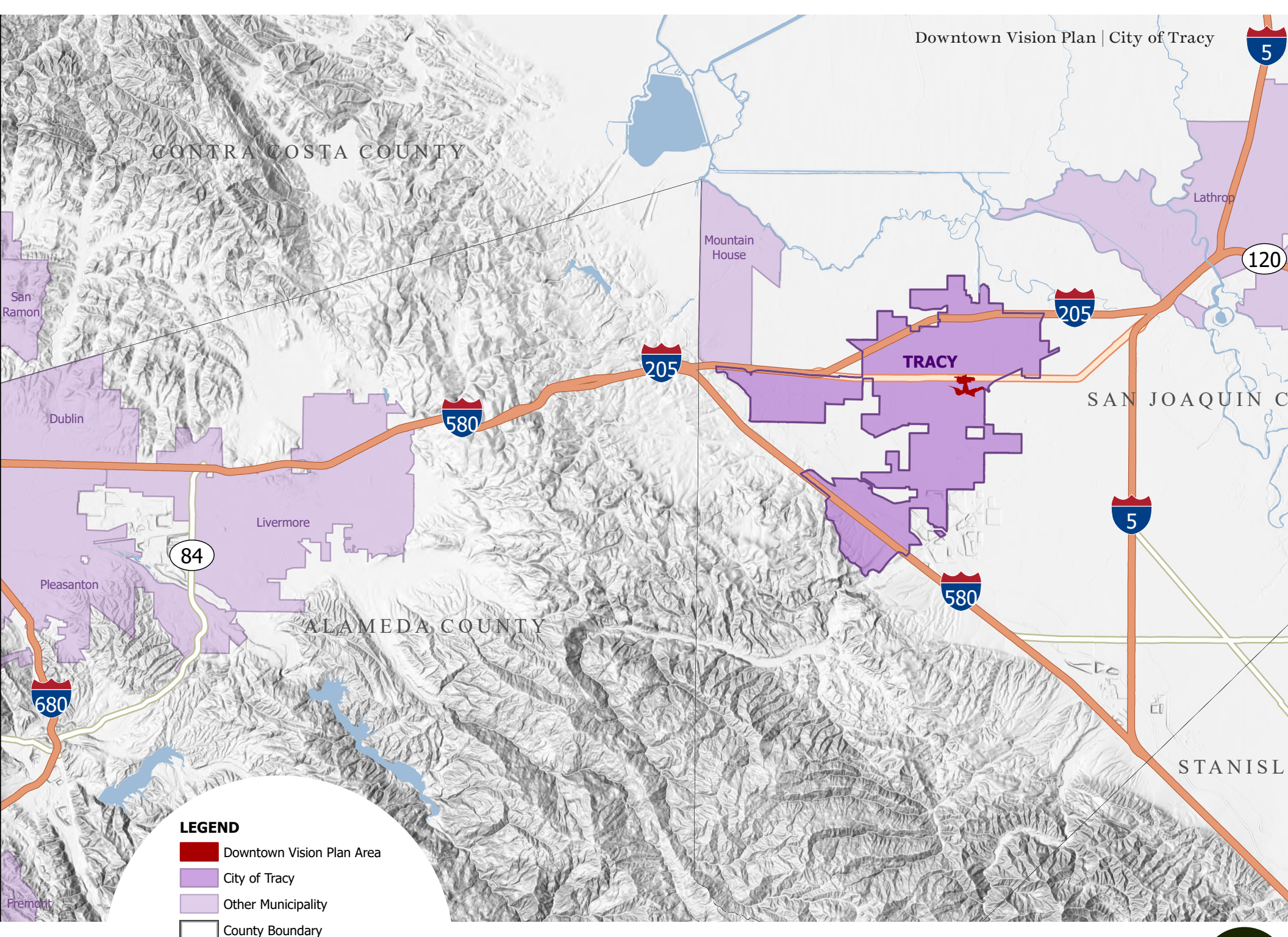


Figure 1: Regional Context

## Local Context

Tracy is a railroad town that came from the mid-19th century construction of Central Pacific Railroad rail lines running from Sacramento through Stockton to the San Francisco Bay Area. Several small communities sprang up along these lines at designated station sites, including one at the junction named for railroad director J.J. Tracy. Incorporated in 1911, the City of Tracy is largely composed of neighborhoods, most of which were built in the last several decades as the historically agricultural town exploded into a city. Figure 2 shows a more zoomed in view of the City in a local context.

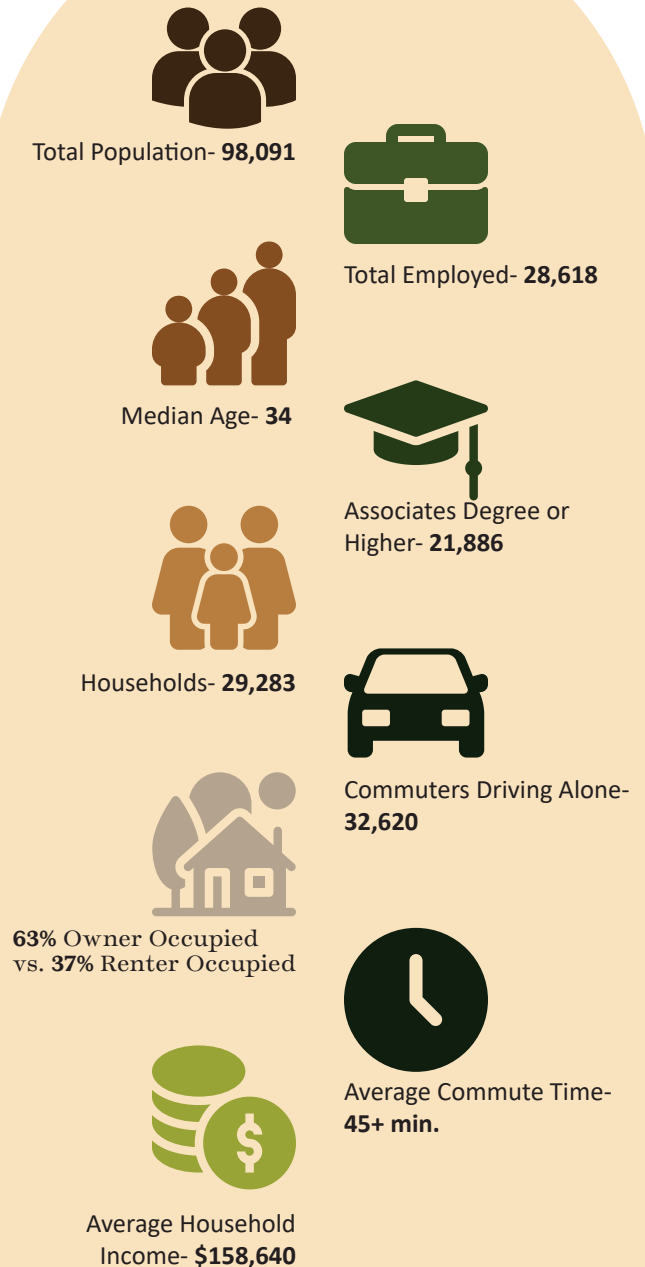
In 2021, the City of Tracy's population was just over 98,000 residents, representing about 12 percent of the total number of San Joaquin County residents. Tracy has nearly 30,000 households and an average of 3.44 persons per household. Households in the western, southwestern, and northeastern portions of the City have above-moderate incomes, with some neighborhoods showing earnings of over \$150,000 per household. Median income in the City of Tracy has increased in parallel with inflation, while median income in the Downtown has increased at a faster pace than inflation. Over the last 12 years, the number of households has remained relatively steady in the Downtown, reflecting limited/ no new residential development, while the number of households have increased by about 3,700 elsewhere in the City.

The City of Tracy has established itself as an important suburb to the San Francisco Bay Area region with its solid base of small businesses, national retailers, and restaurants. There are several retail nodes throughout Tracy—the West Valley Mall, Tracy Market Place, the Eleventh Street

corridor, and Downtown. There are several smaller neighborhood centers scattered throughout the City as well. The city's key civic area is the Civic Center, located just east of Downtown. There are a number of public buildings and educational institutions spread throughout the City.

Tracy has several job centers, including the North East Industrial Area, the Civic Center just east of downtown, Cordes Ranch Specific Plan Area, and North Tracy Boulevard between West Lowell Avenue and West Eaton Avenue, where hospitals and medical offices are concentrated. There are about 45,000 employees in the City. A substantial proportion of jobs in the City are in the transportation and warehousing sector, reflecting the strong concentration of the logistics industry. Other larger industry sectors include the retail trade and accommodation and food services sectors, the health care and educational services sectors, and the manufacturing sector. A modest number of employees are in the professional, scientific, and technical, information, and management sectors.

In part because of the relative mismatch between jobs in the City of Tracy and the professions/skillsets of Tracy's employed residents, only about 6,100 Tracy residents (15.9 percent) work in the City. Many employed residents commute west – 12.2 percent work in Livermore and Pleasanton, and 14.3 percent in Oakland, Fremont, San Francisco, and San Jose – with relatively few working in San Joaquin County (e.g. only 5.4 percent of Tracy employed residents worked in Stockton). In contrast, a large proportion, 38.0 percent, of people working in the City of Tracy lived in San Joaquin County. Overall, the City of Tracy was a "net exporter" of workers with about 32,100 residents employed outside of the City and 27,200 non-residents working in the City.





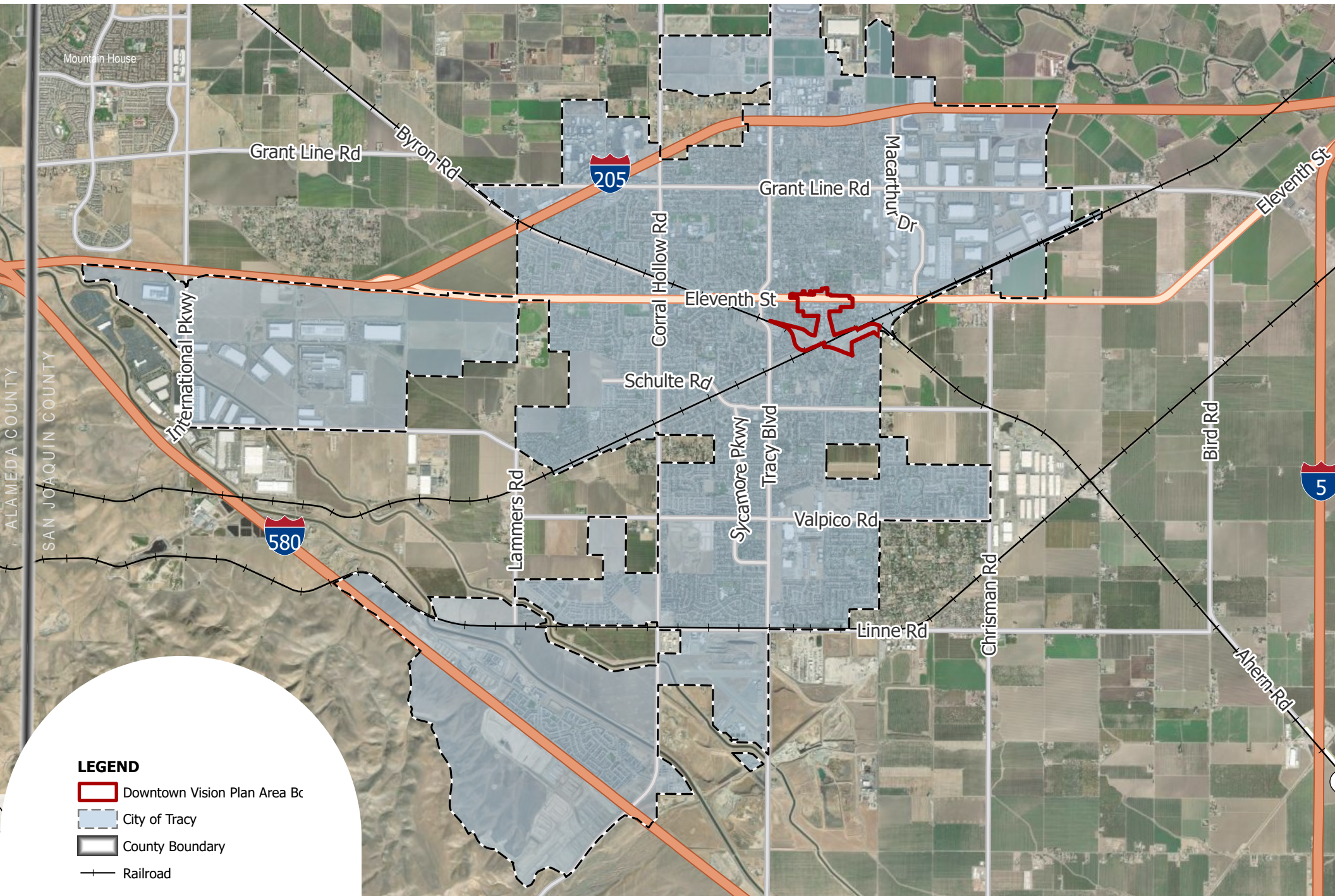
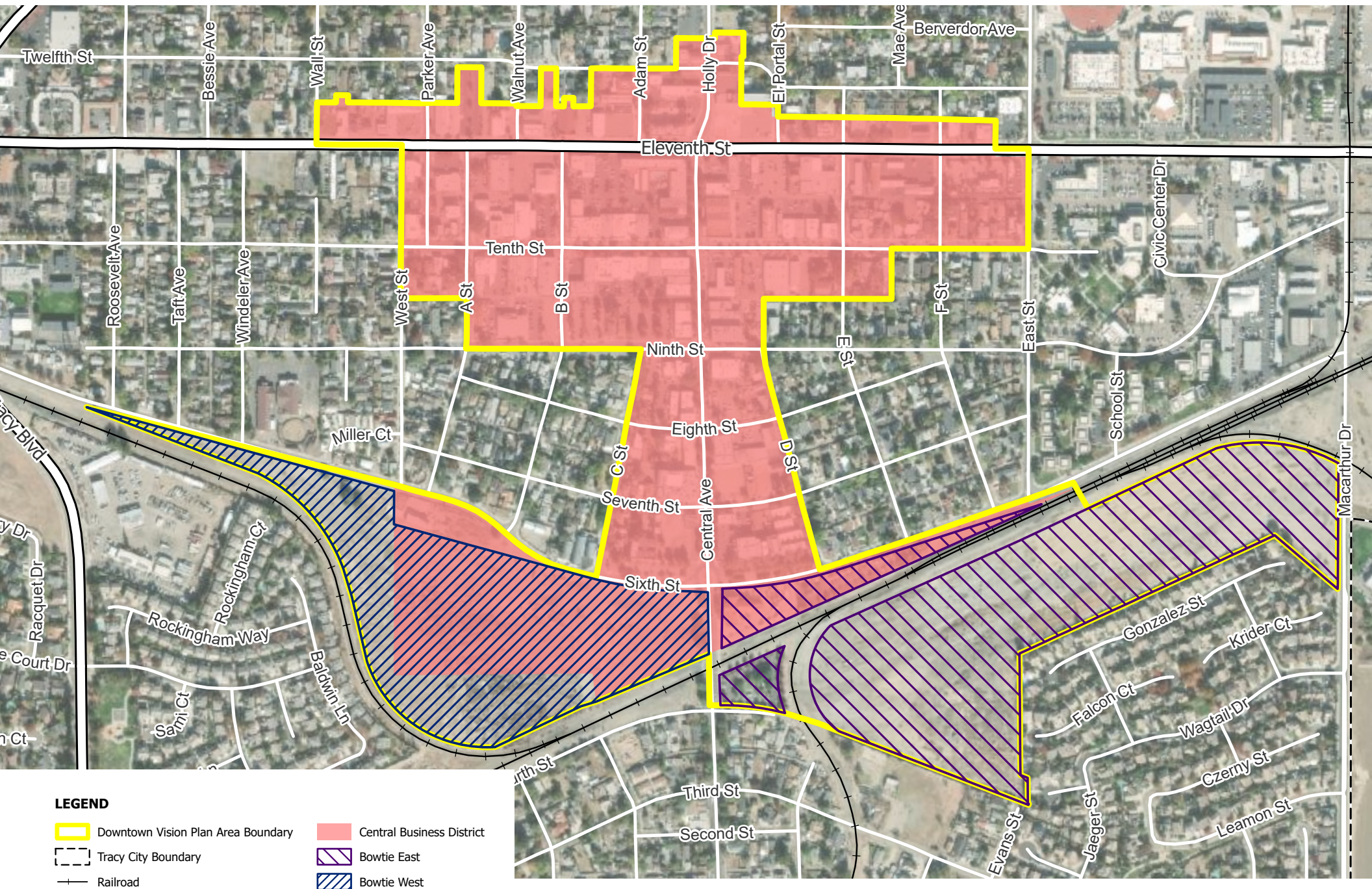


Figure 2: Local Context





**Figure 3: Downtown Vision Plan Area**

Sources: San Joaquin County GIS; Caltrans; ArcGIS Online World Imagery Map Service. Map date: November 6, 2023.



# Downtown Tracy Vision Plan Area Context

The Downtown Vision Plan Area, approximately 137.5 acres, is shown in Figure 3. The Downtown Vision Plan Area is generally bound by the 11th Street corridor to the north; East Street and D Street to the east; the railroad tracks, Fourth Street, and existing neighborhoods to the south; and C Street and West Street to the west.

The Downtown Vision Plan Area lies on the eastern edge of the City, relatively far from both I-205 and I-580. This relative distance from the freeways likely affects the number of visitors to the downtown establishments, and demand for downtown housing from households who commute to jobs outside of the City. A more detailed history of the Downtown Vision Plan Area is provided on pages 14-17, and a more detailed description of existing conditions on pages 18-21.

The Downtown Vision Plan Area is made up of the Central Business District (CBD) and the Bowtie site, which is divided into Bowtie West and Bowtie East. The CBD contains the primary concentration of Downtown retail. The historic center of the City lies at the southern end of the CBD, adjacent to the Bowtie site. The Bowtie site is a brownfield redevelopment area. More details about the contamination of the Bowtie site are provided on pages 22-26.





# Brief History

## Downtown Tracy and Bowtie Sites

Tracy's history is the history of the railroad in the north San Joaquin valley. The rail line through the present site of Tracy in 1869 came a few months after the joining of the Central and Union Pacific Railroads at Promontory Territory of Utah on May 10, 1869, which established Transcontinental Rail Service across the U.S. The Central Pacific Railroad that ran from Sacramento was built through the present site of Tracy, over Altamont Pass, through Niles Canyon to Niles, and then by ferry to San Francisco.

Nearby Lathrop consisted of a roundhouse, a railroad shop, yards, and hotels for feeding railroad

employees. The community became the railroad business center and the headquarters for the Central Pacific Railroad for the San Joaquin Valley. The increasing volume of business being handled by the railroad required a coaling station at the foot of the Altamont Hills just 14 miles west of Lathrop. A coaling station, named Ellis, was established west of present-day downtown Tracy between Corral Hollow Road and Lammers Road along old Schulte Road.

Tracy was incorporated in 1910 and grew rapidly after the first irrigation district was established in 1915. Although railroad operations began to decline in the 1950s, Tracy continued to prosper as an agricultural area. Today, the City seal reflects this history of railroads and agriculture.

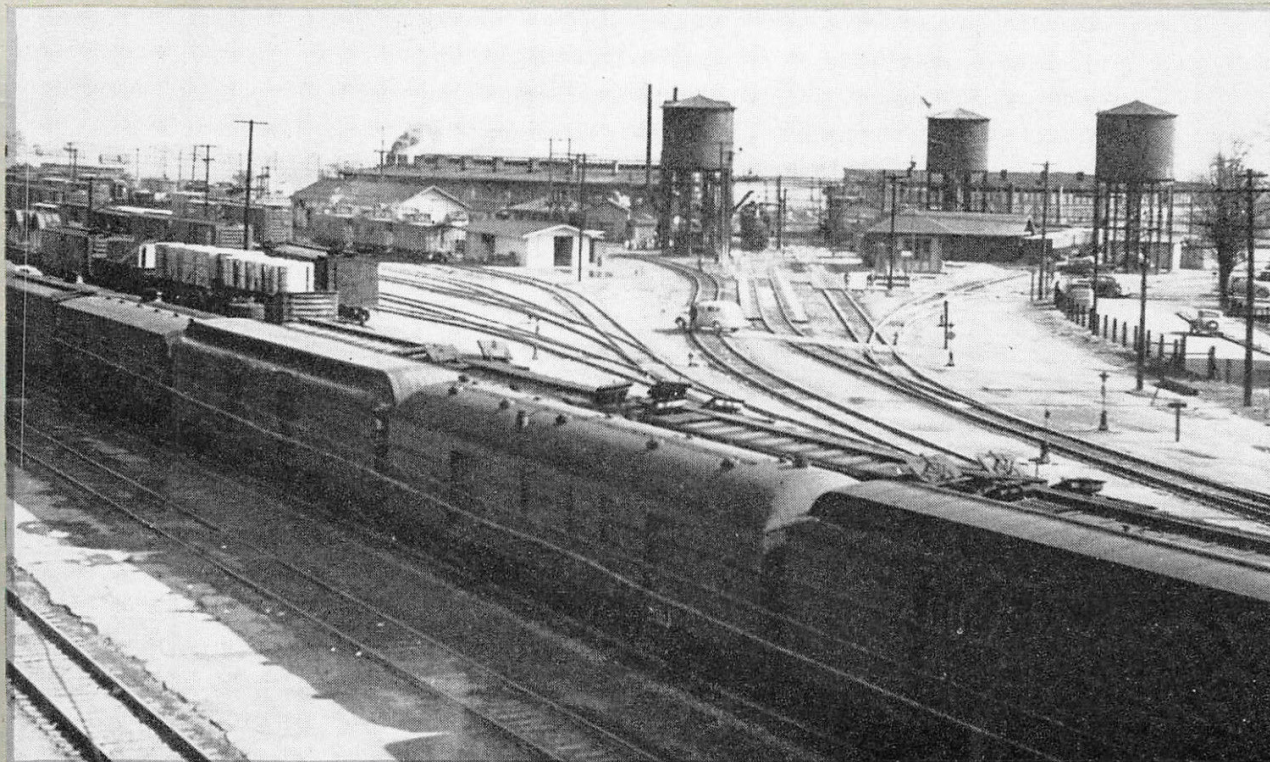
The Bowtie area encompasses an area that is slightly larger than the former railyard that was operated by Southern Pacific Transportation Company. Historically, the Bowtie area has been utilized for commercial and industrial use, and is currently comprised of vacant land and several commercial buildings located in the northwest section of the site. The site was decommissioned in the 1940s and was subsequently used as a rail welding facility. This activity continued until most of the structures and railroad tracks were removed in the 1980s. Following dismantling of the rail buildings, portions of the site have been used by American Transit Mix/RMC Lonestar (along MacArthur Drive) and warehousing businesses (around West Sixth Street).







Downtown Vision Plan City of Tracy



SOUTHERN PACIFIC RAILWAY YARDS AND SHOPS, TRACY, CALIFORNIA

L-134

**Tracy's  
history  
is the history  
of the railroad  
in the north San  
Joaquin valley.**





Historical monuments in the Plan Area include the Tracy City Hall and Jail and the Tracy Inn. Both structures are registered on the National Register of Historic Places. Tracy City Hall and Jail was first commissioned by the city in November 1899 and was completed in March 1900 after the original Jail and City Hall burnt down. This historical site served as the local government's place of operation during Tracy's formative years, which makes the Tracy City Hall and Jail building an integral part of Tracy's foundation. The structure, located on 25 West Seventh Street, is made of a simple brick building and was built by J.F. Hoerl. In the historical resources inventory, the Tracy City Hall and Jail was one of only fourteen buildings to receive an "exceptional" rating.

Another historic structure, the Tracy Inn, was originally opened in 1927 with a total of 60 rooms on the second floor and is still located at 24 West Eleventh Street. The building has a transitional architectural style befitting the 1920s with classic Spanish Colonial revival and modern styles mixed together. The building was designed by the Oakland firm of Slocum and Tuttle. In 1949, after the ownership changed, the Tracy Inn suffered a fire that burned the only original blue prints of the building. Even with this loss, the owner was still able to recreate the original look of the Tracy Inn. The iconic sign of the Tracy Inn was also replaced in 1945.

Another important building is the Classical Grand Theatre which anchors downtown and was designed by architect Albert W. Cornelius. The Theatre opened on August 11, 1923 as a premiere vaudeville half-house. Conceived and built by German-born entrepreneur John C. Droge, the Theatre was converted to show "talkies" by the late 1920s. The Grand has been honored with



awards from The California Heritage Council and the California Preservation Foundation and has been acknowledged in the State Legislature and U.S. Congress. The Center was recognized nationally as one of fifty unique and important cultural redevelopment projects studied in 2010. The information gained from this research project assists in the development of new art and cultural centers in communities across America.

### Downtown Tracy Today

Downtown Tracy is the historic center of the community. Tracy's central retail district retains the scale and structure of traditional main streets in small cities, although Tracy's core shopping area is larger than most of these surviving districts. Tracy has also retained many of the residential neighborhoods that originally surrounded and supported main street businesses. In addition to its role as a commercial center, Tracy's downtown is also the center of community activities. It hosts the weekly Farmers' Market, the annual Wine Stroll, holiday and homecoming parades, and much more.

A major city improvement project completed in 2007 provided reconstructed streets, new street trees, expanded landscaping and redesigned sidewalks to the downtown. Also in 2007, the Grand Theatre Center for the Arts was created from the historic theater, two adjoining hotels, and a firehouse building. The City of Tracy Transit Station, opened in 2009, provides a handsome new anchor — and venue for community gatherings — at the corner of Sixth Street and Central Avenue on the southern end of downtown.





# Existing Conditions



## Existing Conditions

This section provides an overview of the project area's existing and potential neighborhoods and districts. Development within each of these areas shares a common identity, providing a localized sense of place within the larger project area. Because the neighborhoods and districts are largely developed, the Downtown Vision Plan focuses on how future development can emulate, preserve, and enhance the characteristics of each area and the adjacent areas' existing development.

The city's core area includes the Central Business District, the Civic Center campus, the Transit Center, the Bowtie site, and historic residential neighborhoods. This portion of the project area is mostly developed, so future development will

largely rely upon infill development on vacant or underutilized parcels and sites.

### Central Business District

Tracy's Central Business District is almost as old as the city itself and is focused along its four established commercial streets: Central Avenue, 6th and 10th Streets, and a portion of 11th Street. Central Avenue, from 11th Street in the north to the south to 6th Street in the south, was developed early on as part of the City's commercial core and serves today as Tracy's main street. The district is primarily defined by low scale, commercial and mixed-use development in the form of one- and two-story commercial buildings that include ground floor retail, restaurant, and entertainment uses, and upper floor offices. The district also

includes one three-story building. Three landmark buildings, all located along Central Avenue, anchor the district: Tracy Inn to the north at the 11th Street intersection, and Grand Theatre and the Transit Station at or near the southern end of the district. The Central Business District generally presents a pedestrian-oriented, small scale urban form. Buildings maintain sufficient frontage along streets and are located adjacent to the adjoining sidewalk(s); off-street parking is located behind or beside buildings; and the area's blocks are compact. The presence of parking lots and vacant parcels along the district's aforementioned commercial streets does create the presence of "missing teeth" or gaps in the urban form, detracting somewhat from the presence of a continuous building street wall and resulting pedestrian-scaled urban form.







Commercial Storefronts Along 10th Street



Historic Commercial Buildings Along Central Avenue



6th Street Plaza



Transit Center and 6th Street/Central Avenue Roundabout



Bowtie Site with Outlying Residential Neighborhood Development Beyond





Commercial Storefronts Along Central Avenue



Bowtie Site with Outlying Residential Neighborhood Development Beyond



Bowtie Site with Outlying Residential Neighborhood Development Beyond



Looking East on 10th Street Towards Civic Center



Home and Pathway in Outlying Residential Neighborhood



Home and Pathway in Outlying Residential Neighborhood



# History of Bowtie Site and Remediation Potential

## Existing Site Uses

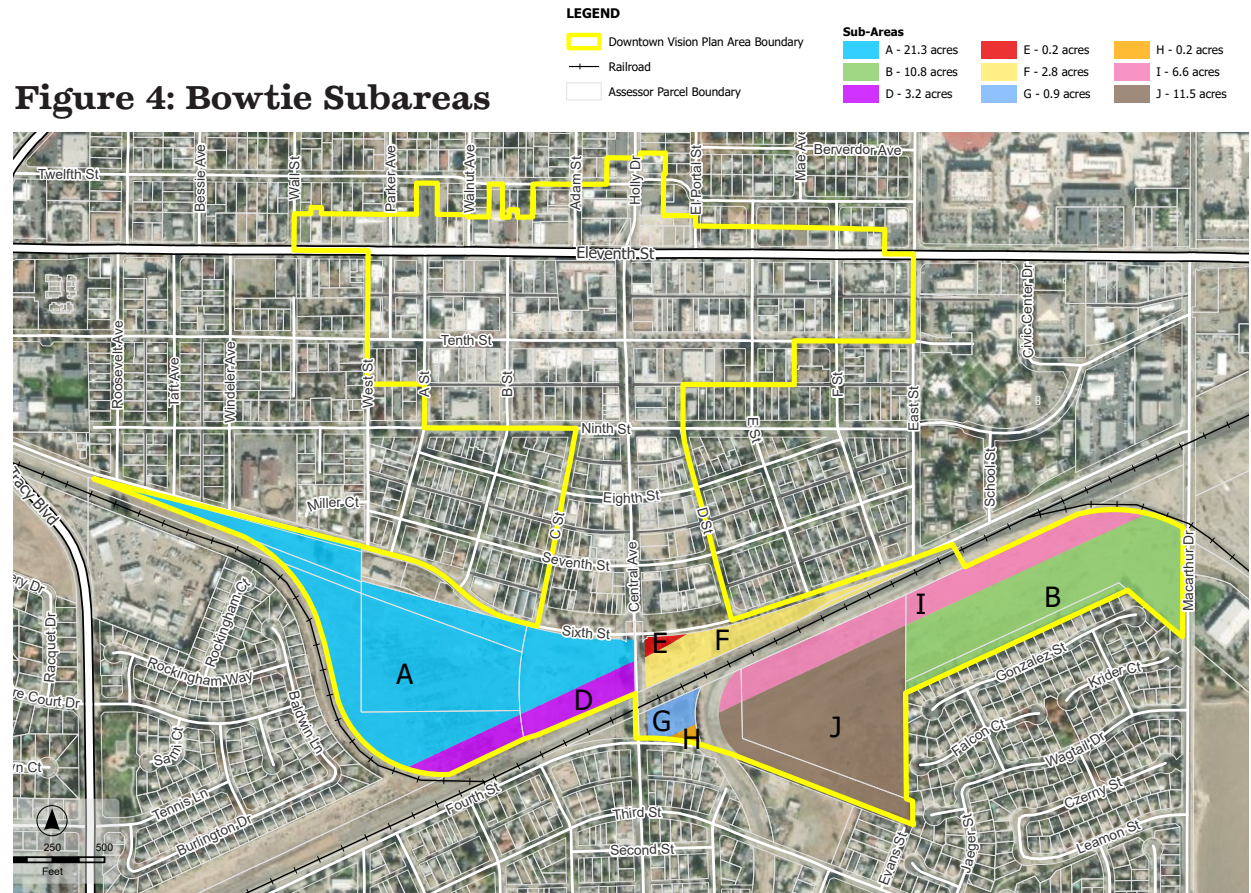
The Bowtie area encompasses an area that is slightly larger than the former railyard that was operated by Southern Pacific Transportation Company. The Bowtie has been divided into nine subareas for ease of discussion, Areas A through J, as shown in Figure 4.

Historically, the Bowtie area has been utilized for commercial and industrial use, and is currently comprised of vacant land and several commercial buildings located in the northwest section of the site (Area A). The site was decommissioned in the 1940s and was subsequently used as a rail welding facility. This activity continued until most of the structures and railroad tracks were removed in the 1980s. Following dismantling of the rail buildings, portions of the site have been used by American Transit Mix/RMC Lonestar (along MacArthur Drive) and warehousing businesses (around West Sixth Street).

## Historical Overview

Union Pacific Railroad Company (UPRR) is the current site owner, who acquired the property from the Southern Pacific Transportation Company (SP) in 1996. Southern Pacific Transportation Company used the site as a maintenance facility until it was decommissioned in the 1940s. The site was then used as a rail welding facility until sometime prior to 1980. Most of the on-site structures and railroad track were removed in the 1980s.

In the Bowtie area, environmental contamination is primarily attributable to its former use as



a maintenance facility for Southern Pacific Transportation Company. Following its active use for maintenance of Southern Pacific trains, the site was “decommissioned” in the 1940s and subsequently used as a rail welding facility. These previous uses and activities contributed chemicals of concern that persist today. Contaminants from the railyard, underground tanks, and area pipelines have entered the soil and migrated into the underlying groundwater.

### Hazardous Materials Areas

Potential areas of on-site hazardous materials use and storage were identified in several previous environmental reports,<sup>1</sup> as follows:

#### Previous site investigation and assessments referenced include the following:

- » **Phase II Environmental Site Assessment, Proposed Tracy Multimodal Station, San Joaquin, California, prepared by Geocon in July 2005;**
- » **Additional Site Investigation Report, Proposed Tracy Multimodal Station, San Joaquin, California, prepared by Geocon in October 2005; and**
- » **Draft Phase I Remedial Investigation Report, Former Tracy Railyard, Tracy, California prepared by Kennedy/Jenks Consultants in April 2006.**

» **Area A:** Proposed surface areas of potential environmental concern included railroad right-of-way, railroad maintenance areas, packing sheds, a signal repair building, and two warehouses. Reported subsurface areas of potential concern included two 8-inch oil pipelines.

» **Area B and eastern section of Area I:** Historical surface areas of potential environmental concern included railroad tracks, wheel shops, oiled macadam (stone) roads, rail beds, a coal house, refuse pit and rail welding. Subsurface areas of potential environmental concern included two (500-gallon unleaded gasoline and 1,000 diesel) underground storage tanks (USTs) removed in 1989. No evidence of regulatory closure for the USTs was discovered.

» **Areas E, F, G and H:** Surface areas of potential environmental concern included railroad ties, a former oil shed, oil filled sumps and soil stockpiles. Subsurface areas of potential environmental concern included oil pipelines.

» **Area J and western section of Area I:** This was reported as the most industrialized area of the site. Surface areas of potential environmental concern included three ponds filled with soil and concrete debris, one large aboveground storage tank (AST) containing oil, an oil pump house, railroad tracks, two railroad roundhouses, a railroad turntable, an engine pit, an oil sump, a tool house, store houses, a lumber shed, an AST with unidentified contents, a powerhouse and railroad tracks. Subsurface areas of potential environmental concern included several oil pipelines.

The chemicals of concern fall into several broad categories as outlined below:

- » Lead, primarily from railroad tracks and pipelines.
- » Arsenic, possibly from slag, a waste material from smelting, and wood treating processes.
- » Total petroleum hydrocarbons, primarily from oil-filled sumps, oil sheds, equipment, and maintenance activities.
- » Polynuclear aromatic hydrocarbons, chemical compounds that result from incomplete combustion of carbon-containing products such as fuels, wood, coal, and diesel.
- » Volatile organic compounds, emitted as gases from a variety of sources including paints, lacquers, and fuels.
- » BTEX (benzene, toluene, ethylbenzene, and xylenes), a group of volatile organic compounds found in petroleum derivatives; on-site BTEX contamination is likely the result of leaks from underground storage tanks containing petroleum products.

The following table summarizes the historical uses in each of the Bowtie subareas and the chemicals of concern that result from those activities:



**Table 1: Environmental Contamination in the Bowtie (by Area)**

| AREA     | HISTORICAL RAILYARD USE/<br>RECOGNIZED ENVIRONMENTAL CONDITIONS   | CHEMICALS OF CONCERN  |
|----------|---|---|
| <b>A</b> | Railroad right-of-way and right-of-way maintenance, packing sheds, signal repair building, express building, yard master's office, warehouses, water pipelines, sewer pipelines, oil pipelines, slag ballast, and unidentified "purple colored material"  | » Lead<br>» Arsenic<br>» Total petroleum hydrocarbons<br>» Volatile organic compounds   |
| <b>B</b> | Railroad tracks, wheel shops, locker rooms, planking, oiled macadam, rail beds, a coal house, refuse pit, various air and water pipelines, two underground storage tanks  | » Lead<br>» Polynuclear aromatic hydrocarbons<br>» Volatile organic compounds and BTEX  |
| <b>D</b> | Not investigated  | » Not investigated  |
| <b>E</b> | See description for Area F  | » Total petroleum hydrocarbons<br>» Polynuclear aromatic hydrocarbons<br>» Volatile organic compounds and BTEX                                    |
| <b>F</b> | Railroad ties and ballast, oil shed, oil-filled sumps, stockpiles or soil and debris, and petroleum pipeline  | » Total petroleum hydrocarbons<br>» Polynuclear aromatic hydrocarbons<br>» Volatile organic compounds and BTEX                                    |
| <b>G</b> | Railroad ties and ballast, petroleum pipelines  | » Lead<br>» Arsenic<br>» Total petroleum hydrocarbons<br>» Polynuclear aromatic hydrocarbons<br>» Volatile organic compounds and BTEX             |
| <b>H</b> | See description for Area G  | » Lead<br>» Arsenic<br>» Total petroleum hydrocarbons<br>» Polynuclear aromatic hydrocarbons<br>» Volatile organic compounds and BTEX             |
| <b>I</b> | For the western half of I, see description for Area J; for the eastern half of I, see description for Area B  | » Lead<br>» Arsenic<br>» Metals<br>» Total petroleum hydrocarbons<br>» Polynuclear aromatic hydrocarbons<br>» Volatile organic compounds and BTEX |
| <b>J</b> | Primary industrial area of the railyard- former ponds filled with soil and concrete debris, an oil tank, an oil pump house, railroad tracks, various oil drains, oil pipes, air pipes, water pipes, settling tanks, pump houses, lumber shed, power house, a roundhouse area with one turntable, two roundhouse structures, an engine pit, oil sump, tool house, store house, railroad tracks, and associated oil pipes | » Lead<br>» Arsenic<br>» Metals<br>» Total petroleum hydrocarbons<br>» Volatile organic compounds   |

Future Cleanup Potential

Future cleanup and remediation will be with oversight and approval from the California Department of Toxic Substances Control (DTSC).

In general, it is expected that contamination in Areas A, B, and J can be remediated to allow residential uses by removing impacted soils and either placing them elsewhere in the Bowtie area (e.g., areas proposed for commercial/industrial uses) or hauling them off site for disposal. Areas E, F, G, and H can be developed as a commercial/industrial site, with only limited removal of soils in hotspot locations. Again, the soils can be either placed elsewhere or hauled off site for disposal. Areas D and I are Congressional Land Grant areas and should be used for transportation-related uses, pedestrian/bicycle paths, and basketball courts. For hazardous clean-up purposes, these areas are regarded as proposed commercial uses.

Table 2 presents each of the remediation options by subarea and provides order-of-magnitude cost estimates for the various options. The costs assume that the lead and Total Petroleum Hydrocarbon impacted soils are considered to be non-hazardous, which allows them to be disposed of in any number of nearby landfills. Notably, reusing soils on site is demonstrably more expensive than excavating and disposing off site. Under the on-site reuse option, the savings in transportation costs are offset by the costs of capping the “receiver sites” (i.e., Areas D through I).

On-Site Reuse of Soils. Impacted soils from Areas A, B, and J would need to be treated to stabilize the lead, and since soils from Area A and J would likely have elevated levels of Total Petroleum Hydrocarbons, the soils in these areas would also need treatment, either by stockpiling and introducing nutrients

Table 2: Bowtie Remediation Options by Area

| AREA A  |  |             |
|---|--|-------------|
| Option 1: onsite reuse, place impacted soils on Areas D-I and cap; separate TPH soils and allow to biograde naturally before reusing on Areas D-I and capping | REMEDIAL ACTIONS   | AMOUNT      |
|   | Remediate/ Stabilize Lead  | 8,000 cy    |
|   | Move impacted soils  | 8,000 cy    |
|   | Cap  | 888,624 sf  |
| Option 2: Excavate and haul off site  | Excavate/dispose   | 13,360 tons |
| AREA B  |  |             |
| Option 1: onsite reuse, place impacted soils on Area D-I and cap Area B has no TPH soils  | REMEDIAL ACTIONS   | AMOUNT      |
|   | Remediate lead   | 2,500 cy    |
|   | Move impacted soils  | 2,500 cy    |
|   | Cap  | 888,624 sf  |
| Option 2: Excavate and haul off site  | Excavate/dispose   | 4,175 tons  |
| AREA D/I  |  |             |
| Option 1: onsite reuse, accept impacted soils from elsewhere, cap Areas D/I: assume TPH soils are already remediated through bioventing                       | REMEDIAL ACTIONS   | AMOUNT      |
|   | Soil moving, capping, and bioventing already included in Option 1 for Areas A, B, and J. |             |

to accelerate the natural degradation process or by excavating and hauling. The soluble lead concentrations in the soil will determine whether they can be treated on site or need to be removed and hauled off site. All areas that are intended to be used as “receiver sites” for the lead (i.e., the sites proposed for commercial/industrial uses) would need to be capped to prevent public exposure to the soils. Depending on the proposed land use, the capping could be accomplished using asphalt or concrete, both of which create an impervious layer but concrete is roughly twice as expensive as asphalt. Under this option, the regulatory agencies would require ongoing monitoring.

**Excavate and Dispose Off Site.** This option provides for the most effective reduction in the mass of contamination on site and is most protective of the public health and safety and the underlying groundwater. The biggest variable associated with this option concerns the classification of the excavated soils as clean, contaminated but non-hazardous, or hazardous. Soils classified as hazardous must be disposed in permitted landfills.

**Groundwater Monitoring and Treatment.** At this stage, groundwater characterization is not complete. In particular, the lateral and vertical extent of the groundwater contamination has not been determined. Geocon was asked by the City to conduct and prepare an Additional Site Investigation Report, specifically for the purpose of better defining the contamination around the potential multimodal transit station. Their recommendation for the site is “monitored natural attenuation”, which involves monitoring the naturally occurring degradation process in the groundwater and submitting the results to the regulatory agencies on a quarterly basis. Other, more aggressive techniques may be required by the regulatory agencies for



remediation at the western end of Area A and along the northern portions of Area B. Cost estimates for this treatment are identified in Geocon’s Additional Site Investigation Report.

**Union Pacific Voluntary Clean-up.** Based on recent conversations with the Department of Toxic Substances Control, Union Pacific is conducting further remedial investigations and feasibility studies to identify clean-up levels, human health risks, and remediation options. Assuming that Union Pacific would remediate conditions for commercial/industrial uses in advance of selling or as part of a sales agreement, the City and land developers would have land that could be developed for commercial/industrial uses, such as the multimodal

transit station or parking areas. There would be an incremental cost associated with further remedial actions to allow the land (i.e., Areas A, B, and J) to be suitable for housing.

**Summary.** In summary, assuming that Union Pacific cleans the Bowtie area to commercial/industrial standards by excavating and disposing of impacted soils off site and that the removed soils are not classified as hazardous, then there will still be incremental costs needed to provide the additional remediation needed for residential uses on Areas A, B, and J. There are various methods and costs of reducing the contamination levels of the soils so that they could be disposed of in a landfill that accepts non-hazardous wastes.

# General Plan Land Use, Zoning, and Circulation

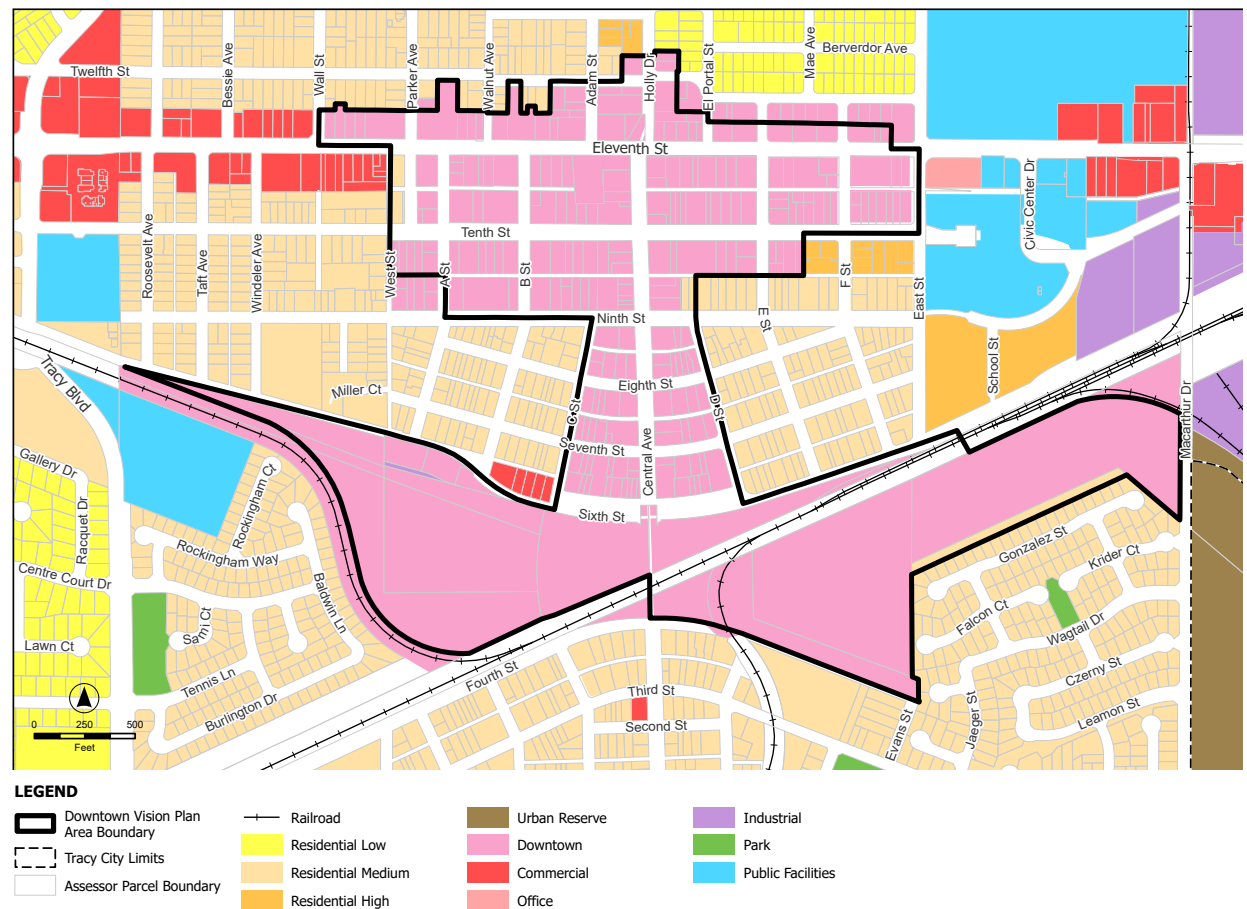
## Existing Land Use

Figure 5 shows the existing land use designation for the Downtown Plan Area and surrounding area. As shown, the Downtown Plan Area is currently designated Downtown by the City's General Plan Land Use Map. The purpose of the Downtown land use designation is to provide specific policy guidance to support and reinforce the role of the downtown area as the heart of the city.

Uses allowed in the Downtown designation include a mix of retail, office, high-density residential, cultural and public-serving uses (such as post offices, libraries, places of worship, museums, art centers, parks, plazas or common space for gatherings, day care facilities, medical buildings, fire departments and police sub-stations) arranged in a manner that results in a strong sense of place for Tracy's residents, workers and visitors. Characteristics of the Downtown include a pedestrian-oriented environment, vertical mixed-use development, a diverse mix of public and private uses, streets on a grid or modified grid, multi-modal street design, and direct pedestrian and bicycle connections to residential neighborhoods.

Residential development is strongly encouraged in the Downtown and allowed at a density of 15 to 50 units per gross acre. Non-residential (e.g., retail, service commercial and office) may have a maximum floor-area-ratio of 1.0.

**Figure 5: General Plan Land Use**





## Existing Zoning

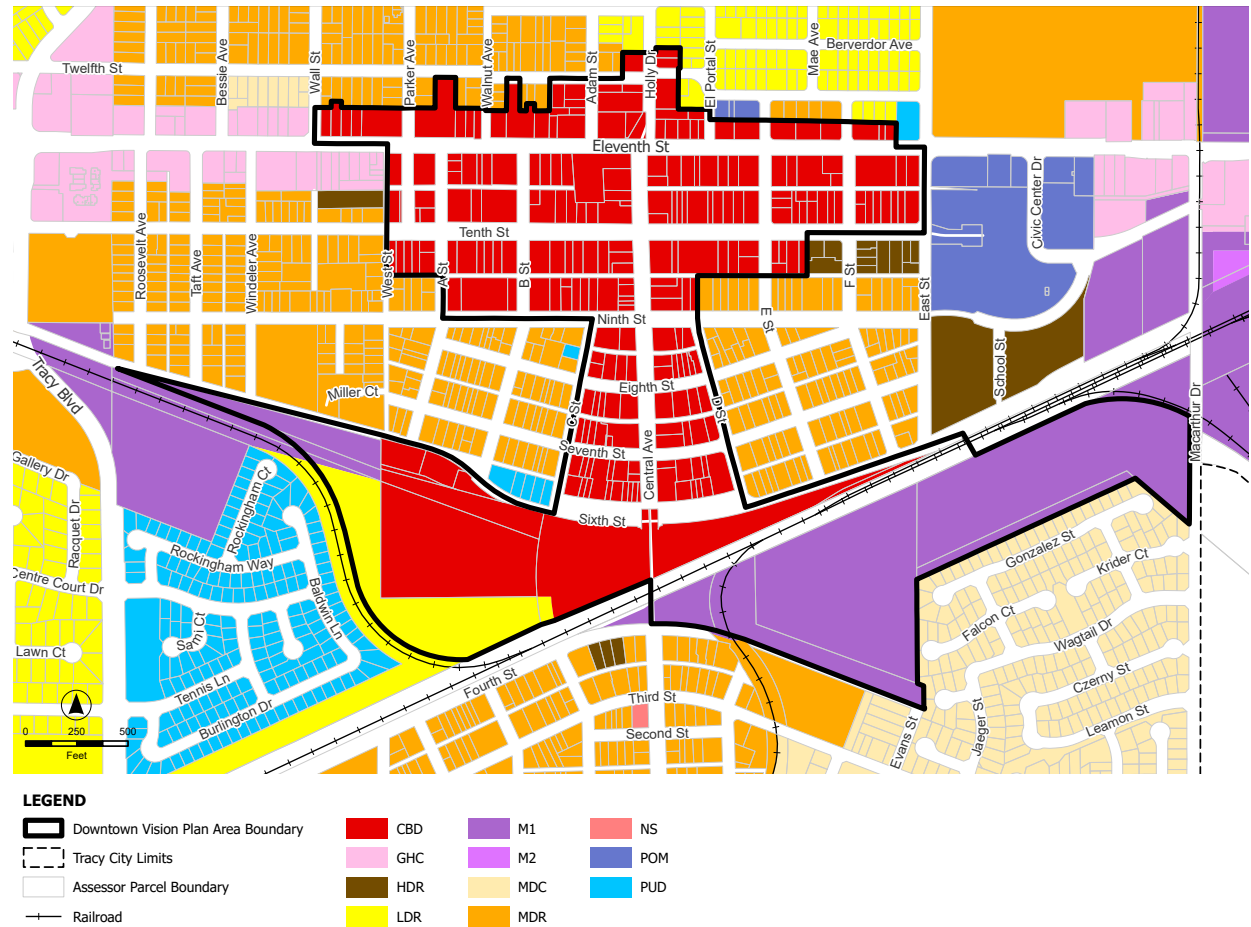
Figure 6 shows the existing zoning designations for the Downtown Plan Area and surrounding area. As shown, the Downtown Plan Area is currently zoned Central Business District (CBD), Light Industrial (M-1), and Low Density Residential (LDR).

The CBD Zone is intended to provide areas in which the forces of cumulative attraction or the need for comparison shopping may take place.

The M-1 Zone allows for certain commercial and industrial activities.

The LDR Zone is intended to be utilized in the areas designated low-medium density residential with a density range of 2.0 to 5.8 dwelling units per gross acre by the General Plan.

**Figure 6: Zoning**





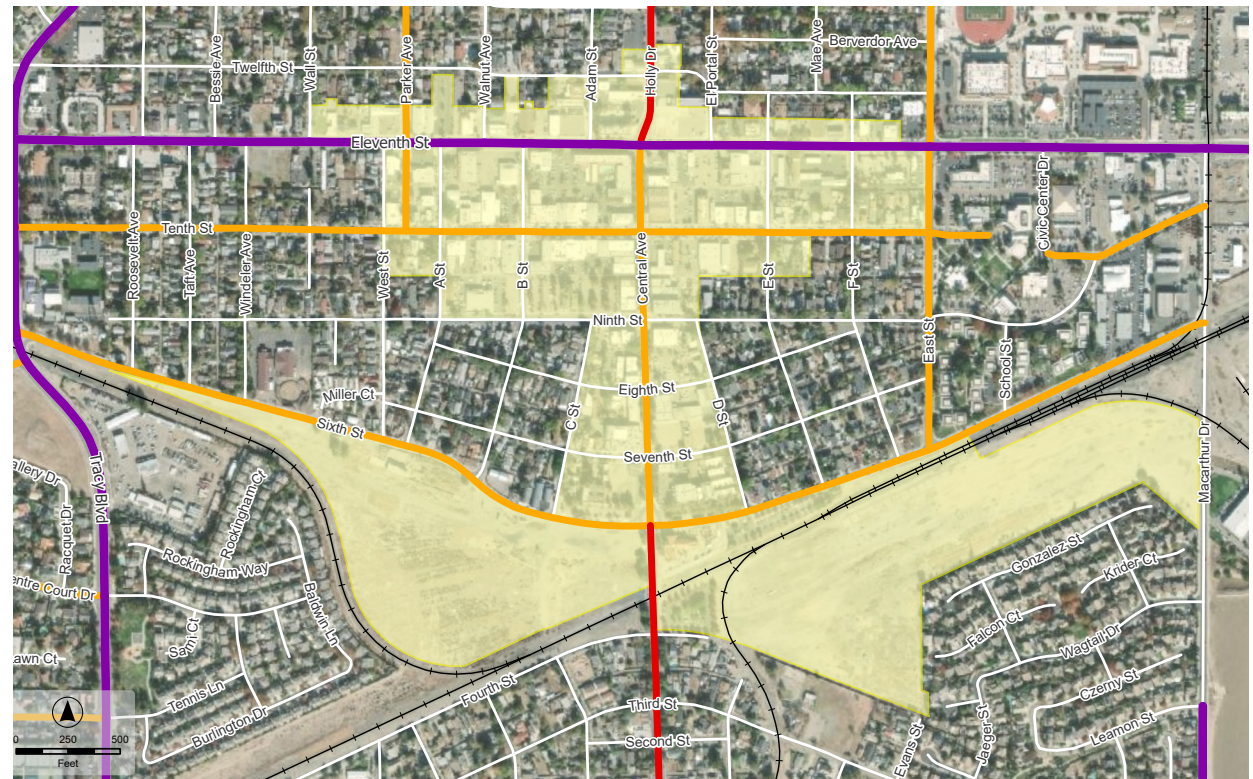
## Existing Circulation

Figure 7 shows the roadway functional classifications in the area. As shown, Eleventh Street and Tracy Boulevard are major arterials/expressways/boulevards, while Holly Drive and the portion of Central Avenue near the Bowtie are minor arterials/major collectors. Central Avenue, Parker Avenue, East Street, and Sixth Street are other collector roadways.

Figure 8 shows the bicycle and pedestrian pathways in the area. Sidewalks are generally provided along major and local streets. Class II bike lanes exist along MacArthur Drive and portions of Tracy Boulevard and Central Avenue. Class III bike routes are provided along Tracy Boulevard, Central Avenue, Third Street, Sixth Street, and Ninth Street.

Figure 9 shows the transit routes in the area. As shown, the following Tracer routes are provided in the Plan Area: Routes A, B, C, G/D, E, F, and H. San Joaquin Regional Transit District (RTD) Bus Routes 90/97 and 150 also operate in the Plan Area.

**Figure 7: Roadway Classification**



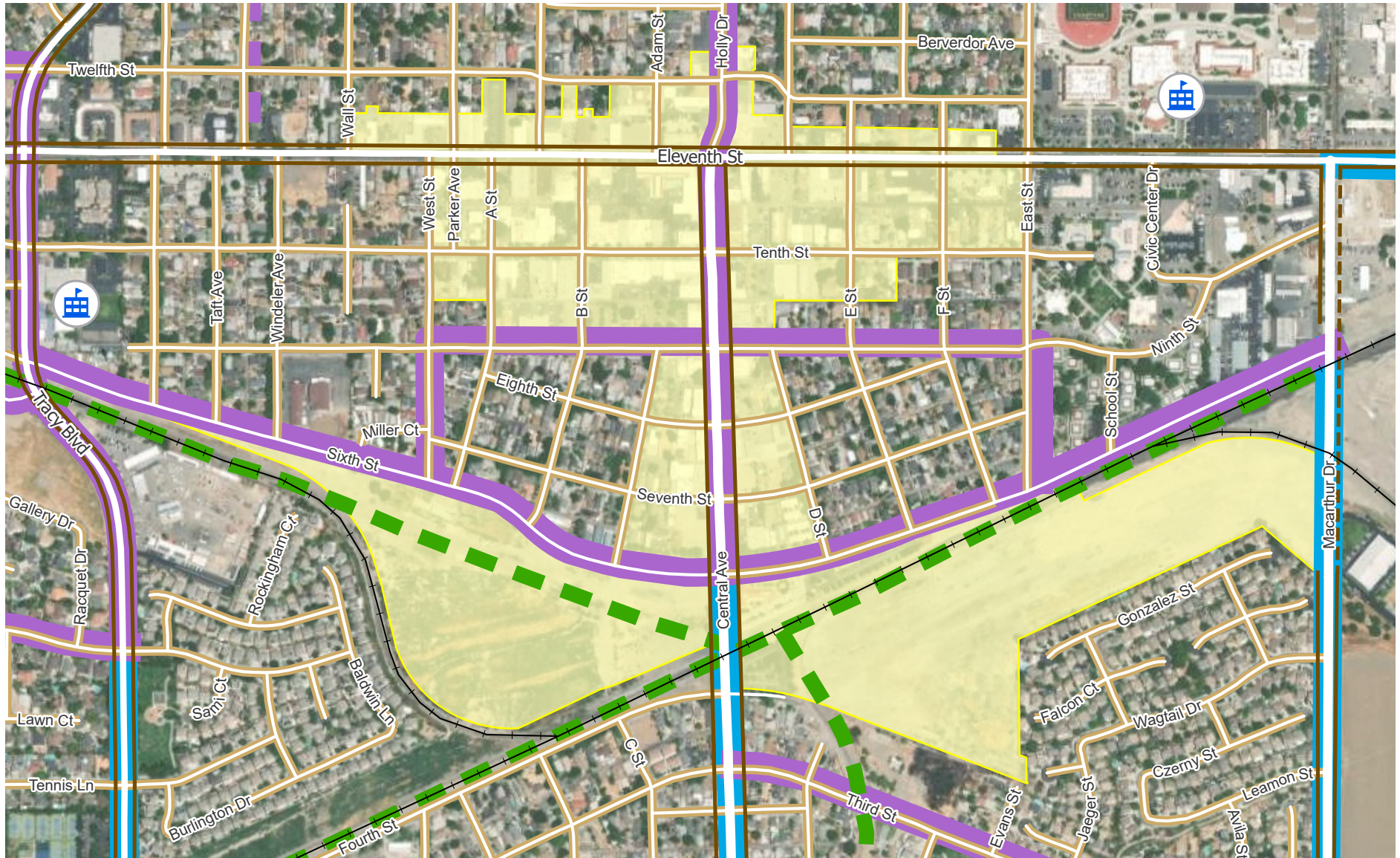
### LEGEND

- Downtown Vision Plan Area
- Railroad
- Major Arterial / Expressway / Boulevard
- Minor Arterial / Major Collector
- Other Collector





**Figure 8: Existing and Planned Bicycle and Pedestrian Paths**

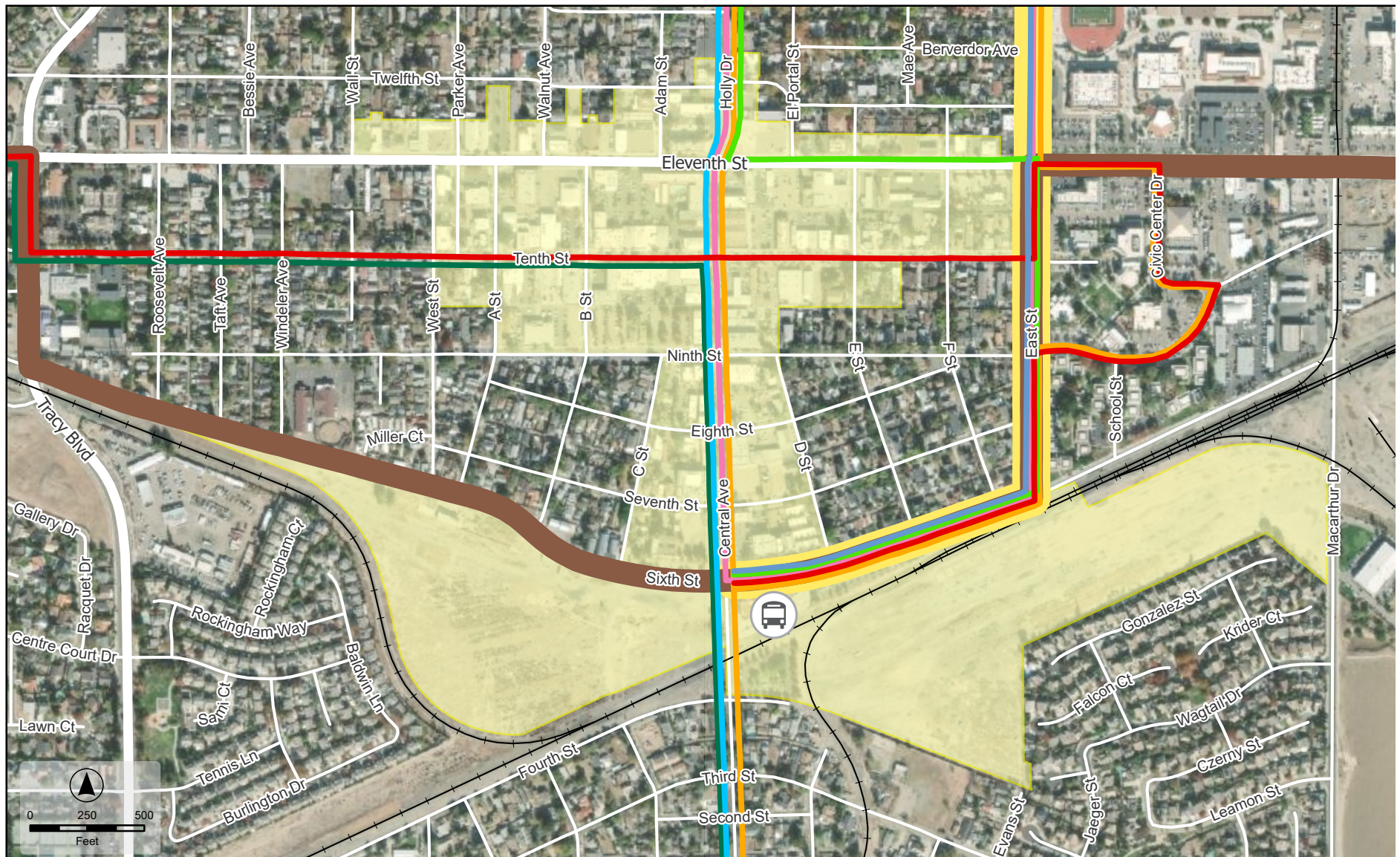


**LEGEND**

- |                           |                               |                                      |
|---------------------------|-------------------------------|--------------------------------------|
| Downtown Vision Plan Area | Existing Class II Bike Lane   | Existing Sidewalk along Local Street |
| School Location           | Existing Class III Bike Route | Existing Sidewalk along Major Street |
| Railroad                  | Planned Class I Bike Path     | Planned Sidewalk along Major Street  |
|                           | Planned Class III Bike Route  |                                      |



**Figure 9: Transit Routes**



**LEGEND**

|                           |          |         |           |            |
|---------------------------|----------|---------|-----------|------------|
| Downtown Vision Plan Area | Railroad | Route A | Route G/D | BusRoute 2 |
| Tracy Transit Station     |          | Route B | Route E   | BusRoute 1 |
|                           |          | Route C | Route F   |            |
|                           |          |         | Route H   |            |



## Related Planning Documents

### General Plan

The City of Tracy's General Plan is the principal policy and planning document for guiding future conservation, enhancement and development in the City. It represents the basic policy direction of the Tracy City Council on basic community values, ideals and aspirations to govern a shared environment. The General Plan addresses all aspects of development including land use, transportation, housing, economic development, public facilities and infrastructure and open spaces, among other topics. The current General Plan was last updated in 2011. The Housing Element is published separately from the main document.

The City of Tracy has made a commitment to redevelop brownfield sites and increase multimodal connectivity in the City. Specifically, General Plan Policy P1 under Objective OSC-4.3 states: "The City shall pursue the conversion of underutilized rail corridors into multi-use trails."

Additionally, Policy P2 under Objective LU-1.5 states: "The Bowtie shall include high density residential development in close proximity to the multi-modal station."

Furthermore, the Bowtie is identified as an Area of Special Consideration in the General Plan. According to the General Plan, the Bowtie Area shall be developed as an extension of the Downtown to make it a destination for Tracy residents, workers and visitors.

*1a. Portions of the Bowtie should be developed with a vertical mixed-use component with either residential or office uses above retail uses.*



- 1b. Higher density residential uses shall be located in the Bowtie area in an effort to increase housing opportunities in the Downtown area. In the western part of the Bowtie, multistory residential uses are encouraged as mixed-use developments.*
- 1c. Buildings in the area should be oriented towards the pedestrian network.*
- 1d. A park, pedestrian trail or similar amenity should be located in the Bowtie area to serve the Downtown and surrounding neighborhoods.*
- 1e. The street network of the Bowtie should be a continuation of the Downtown street grid.*
- 1f. The western half of the Bowtie Area shall be comprehensively planned either with a Specific Plan or PUD zoning.*

### Housing Element

The Housing Element is one of the State-required chapters of the City of Tracy's General Plan and provides a blueprint for opportunities to develop housing for all income levels in the community. The Housing Element includes information such as:

- » Summary of the City of Tracy's population, demographics, and housing characteristics.
- » Description of local constraints on the development of housing.
- » Programs to promote housing opportunities.
- » Review of the City's progress in implementing current housing programs.
- » List of sites that could accommodate new housing that demonstrates the City's ability to meet the Regional Housing Needs Allocation (RHNA).

The City's Draft 2023 Housing Element was released for public review on October 2023. Appendix D of the City's Draft 2023 Housing Element identifies a portion of the Bowtie East as a moderate income opportunity site. This portion of Bowtie East is identified for proposed rezone to High Density Residential.

**The Bowtie shall include high density residential development in close proximity to the multi-modal station.**

**—Objective LU-1.5, Policy P2**

## Zoning Code

The zoning for the Downtown Vision Plan Area is currently subject to the provisions of Title 10, Chapter 10.08 (Zoning Regulations), of the Tracy Municipal Code. Specifically, Article 18 of the Zoning Code contains the Central Business District (CBD) zoning provisions for the Plan Area. The purpose of the CBD Zone is to provide areas in which the forces of cumulative attraction or the need for comparison shopping may take place. In the CBD Zone, the following specified regulations shall govern, unless otherwise provided in this chapter:

- a. *The CBD Zone is to provide an area in which pedestrian-oriented establishments may locate and the forces of cumulative attraction or the need for comparison shopping may take place.*
- b. *The CBD Zone is to provide commercial business, service, and office facilities for the convenience of residents of the entire City.*
- c. *The CBD Zone is to provide the retail core and cultural focus for the City.*
- d. *The CBD Zone is to provide high density residential in close proximity to Downtown businesses and public gathering spaces.*

## Design Guidelines

Downtown Tracy is not only steeped in a vibrant history but also serves as a central hub for dining, shopping, culture, entertainment, and office and residential uses. To ensure the continued prosperity and vitality of Downtown Tracy, the City of Tracy is working to develop a set of objective design standards and design guidelines. These standards and guidelines will serve as a framework to direct and shape future development endeavors within the downtown area. By providing clear and measurable criteria for design, the City aims to maintain the unique charm and character of Downtown Tracy

while also accommodating appropriate growth and development.

## Sustainability Action Plan

The Sustainability Action Plan provides Tracy with a guide to reduce GHG emissions, reduce consumption of nonrenewable resources, improve public health, promote economic vitality, implement the General Plan, and engage residents. These efforts will also assist Tracy in balancing local economic development objectives with the State of California's required emission reduction targets and other environmental goals.

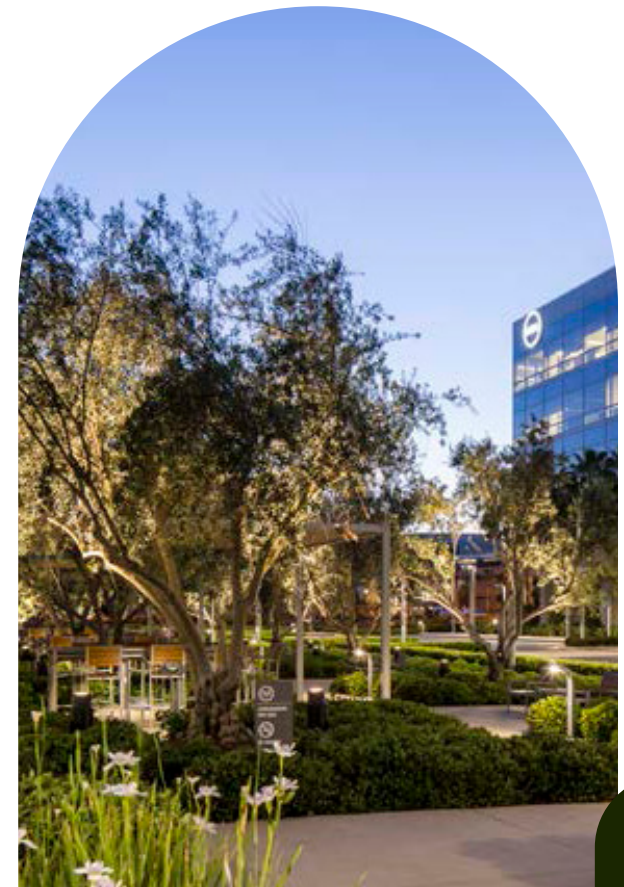
The City of Tracy will implement various Sustainability Measures in order to achieve its sustainability targets. The Sustainability Action Plan includes Sustainability Measures pertaining to the Tracy Downtown and Bowtie sites. Specifically, Sustainability Measure T-4, "Support for Transit," states:

*"Promote transit ridership through the following:*

- a. *Add to the Transportation Master Plan, where justified by ridership and funding availability, an increase transit route coverage to within ½ mile of all residents in the developed city and to within ¼ mile of 75 percent of residents within new development areas.*
- b. *Continue to implement the City's program to provide covered and partially enclosed shelters that are adequate to buffer wind and rain and with at least one bench at each existing public transit stop and to provide local public transit information in transit shelters.*
- c. *Provide information to city employees through the Human Resources Department and the City's Transit Coordinator on commute alternatives and incentives, including carpool/vanpool*

*programs, transit service schedules, transit vouchers, alternative work week plans, telecommuting options, and incentives that can be used to increase employee use of alternative modes or work schedules.*

- d. *Work with the San Joaquin Regional Rail Commission to study the feasibility of creating rail service in Tracy's downtown.*
- e. *Continue to provide citywide door to door service for ADA customers and seniors on the City's Tracer service.*
- f. *Continue to run Tracer along commuter routes during peak times, providing remaining service to all the middle and high schools and high employment areas, such as the West Valley Mall.*
- g. *Encourage affordable housing to be located in transit-oriented development whenever feasible.*







1. *Primary Benefits: This measure would reduce GHG emissions in Tracy by 1,248 metric tons CO<sub>2</sub>e.*
2. *Secondary Benefits: This measure would provide the following secondary benefits:*
  - » *Reduce VMT*
  - » *Improve air quality*
  - » *Foster public awareness of sustainability*
  - » *Attract and retain business*

Additionally, Sustainability Measure T-19, "Mixed-Use and Traditional Residential Development," states:

*Continue City efforts to develop specific areas of the city as follows:*

- a. *Redevelop the Bowtie area with mixed use development.*
- b. *Where appropriate, develop new neighborhoods based on traditional residential development patterns and mixed use in a variety of densities with a pedestrian-friendly network of streets and parks.*

**Redevelop the Bowtie area with mixed-use development.**

**—Sustainability Action Plan, Policy T-19**

## Citywide Parks, Recreation & Trails Master Plan Update

The Citywide Parks, Recreation, and Trails Master Plan summarizes needs for parks, recreation and trails, in new and existing residential areas. The Master Plan updates existing policies, guidelines and probable construction costs for new park development as well as provides guidance for vibrant, sustainable parks and trails in existing and future service areas in order to attract new residents and promote quality of life for all. The Master Plan also identifies future potential park sites in the Bowtie.



Community members want more gathering places where events, concerts and performances can take place. The City should optimize Front Street Plaza and the Civic Center for community gatherings, and ensure that attractive and diverse new public spaces are created as part of future transit-oriented development in the "Bowtie." These spaces may feature a greater proportion of hardscaped areas, and a strong connection to sidewalks, linear parkways, outdoor seating, restaurants and cafes, and performance venues.

—Citywide Parks,  
Recreation & Trails Master  
Plan, Policy 6C

## Economic Development Strategic Plan

Tracy's Economic Development Strategic Plan is a ten-year plan which provides the City with a roadmap for future economic growth in Tracy, by defining the economic vision, strategic actions, and best practices to achieve continued community prosperity, fiscal growth, and industry diversification, while considering the City's demographics, needs, and capitalizing strategically in the opportunities.

One strategy of the Strategic Plan is to: "*Optimize underperforming, underdeveloped, and underutilized properties in need of development/redevelopment.*"

1. *[Medium Term, Years 2-5] Evaluate TOD opportunities near ACE and Valley Link transit stations and support execution of Valley Link, and initiate planning for infrastructure improvements near transit stations.*
2. *[Medium Term, Years 2-5] Regarding West Valley Mall, assess existing infrastructure capacity and evaluate tools such as zoning overlays to ensure that mall reuse outcomes are consistent with stated public policy goals.*
3. *[Medium Term, Years 2-5] Maintain focus on Housing Element of the General Plan to ensure future supply of workforce housing needs, in part through provision of "missing middle" housing typologies (consider application of state law such as CA AB-2295).*
4. *[Long Term, Years 5+] Sustain a long-term engagement strategy with Union Pacific Railroad (UPRR) to maintain focus on reuse of currently under-utilized railroad property and evaluate strategies and grant funding to mitigate potential environmental concerns."*



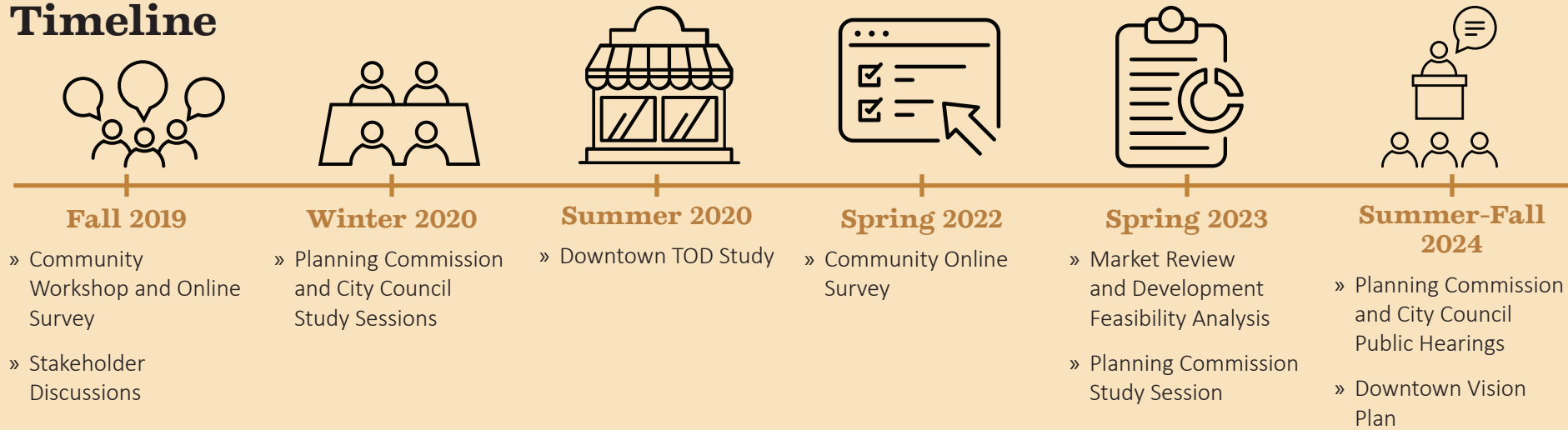


# Process





## Timeline



## Community Outreach

### Fall 2019

#### Community Workshop

On November 14, 2019, the project team hosted the workshop to receive the community's input on key topics related to the development of the TOD Study. Approximately 30 members of the public attended the workshop. Following a presentation from the consultant team, which provided an overview of the project's purpose and process and key issues to address, workshop participants were asked to provide input on the following topics:

- » The community's vision for the project area;
- » The most important opportunity sites for development and/or change;
- » The desired character of future development and access, circulation, and other public realm improvements in the project area;

- » Assets and needs for the project area's six subareas: The Central Business District (CBD) Core, the 11th Street Corridor, the former Heinz site and environs (Employment Area), the Bowtie site, the Residential Neighborhoods, and the UR-1 site;
- » Preference/Support for key development and improvement opportunities associated with TOD, densification/intensification, the further mixing of uses, changes to support better access to the future Valley Link station, including improved mobility; and
- » Preference/Support for one of two or three options/alternatives that represent possible trade-offs associated with TOD development.

#### Online Survey

Following the community workshop, the project team hosted an online survey, a virtual version of the workshop, on the project's website from November 18 to December 2, 2019, and 84 individuals participated. The survey began with a brief description of the project, the survey's purpose, and



## Spring 2022

### Community Online Survey

A community survey regarding the Downtown Tracy TOD Specific Plan was posted on the project website from March 28, 2022, through April 30, 2022. To promote the survey, the City made posts on the City's Facebook page, used the flyer to place a quarter page ad in the weekly Tracy Press for each of the four weeks in April, and mailed flyers to property owners in the Specific Plan Area and key stakeholders such as the Tracy City Center Association. The survey was 13 questions long and had 154 total respondents. Topics included the biggest benefits respondents hope the Specific Plan will bring to Downtown Tracy, types of desired uses, types of homes respondents think would be appropriate in different areas of the downtown, level of support for removing UR-1 and the Heinz site from the Downtown TOD planning area.



the outreach process. The introductory section also provided a link to the project's website; participants were encouraged to review the sheet to learn more about the project prior to taking the survey. The remainder of the survey comprised an extensive series of questions that replicated all the questions posed through the workshop's interactive activities.

### Stakeholder Discussions

The project team met and spoke with Valley Link representatives, the City of Tracy Transportation Advisory Commission, the Tracy City Center Association (TCCA), project area residents, and property owners to discuss the location of the potential Valley Link station and associated parking facilities, the stakeholders' preferences regarding the project area's boundaries, and the vision for

development and access/circulation facilities in the project area.

## Winter 2020

### Planning Commission and City Council Study Sessions

On February 26, 2020, the project team held a study session with the Planning Commission and on July 21, 2020, held a study session with the City Council. The topics discussed included the preliminary planning concept, the project area's envisioned character and intensity and pattern of development, and the project's outreach process and future phases.

### Project Website

A project website (<https://tracydowntowntod.org>) has been maintained throughout the duration of the planning process. The website includes a project overview video, project description and timeline, information about the plan and FAQs, upcoming public meetings and input opportunities, and a contact form to get in touch with City staff.

# Community Outreach

What we've heard from the community...

What three qualities of downtown do you value the most?

Architecture

History Walking

Quality Restaurants

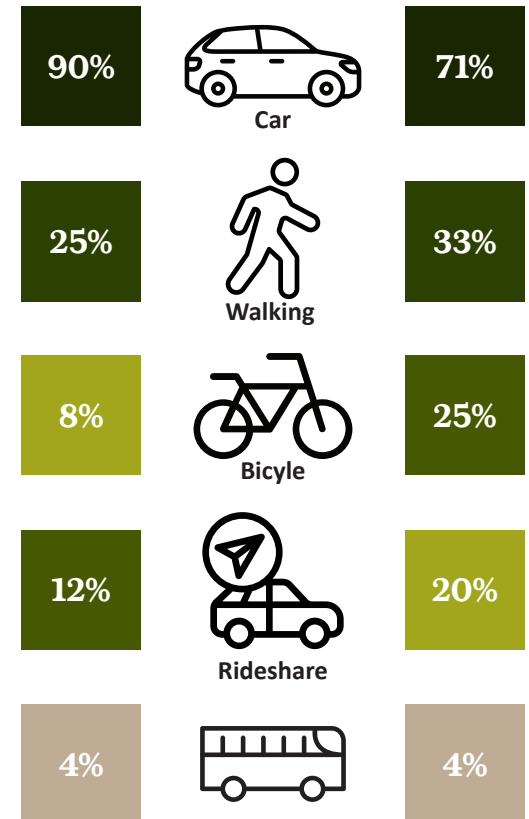
Hometown Feel

Unique, Beautiful Shops

Safety Farmer's Market

How do you currently get to Downtown?

(can select more than one mode)



How would you like to get to Downtown?

(can select more than one mode)



Do you support  
\_\_\_\_\_?

Slowing vehicle speeds in Downtown to improve pedestrian and bicycle circulation and transit service?

100%

Encouraging the development of an anchor use, such as a college or hotel, in the project area?

95%

Increasing or adding bike parking, bike lanes, and shared-use paths in Downtown?

92%

Increasing bus routes and transit circulators in Downtown?

87%

What's one change that could be made in Downtown that would bring you there more often?

**Mural Art**

**Children's Museum**

**Entertainment**

**Options Parking**

**More Restaurants & Shops**

**Nightlife Store Hours**

**Clean Streets**

**Outdoor Seating**

## Future Participation Opportunities

The public will have the opportunity to review and comment on a draft of the Downtown Vision Plan, anticipated to be released in Spring 2024. The public is also encouraged to attend the Planning Commission and City Council Public Hearings to adopt the final Downtown Vision Plan.

Full results from the community survey and outreach events are available at the City's website at:

<https://tracydowntownod.org>





# Economic Analysis







# Key Opportunities and Challenges for Downtown Tracy

**Downtown Tracy's key opportunities and challenges are briefly presented by topic area in this section.**

# Commercial & Retail

## Opportunities

- » Downtown Tracy has many of the key characteristics of a successful downtown with a broad array of eating, drinking, shopping, and service establishments in a walkable setting.
- » Demand for retail spaces, especially on the smaller side, has been strong, allowing landlords to fill vacated spaces.
- » Downtown Tracy has managed to maintain low vacancy rates and attract new businesses despite the shift to e-commerce and Freeway and corridor retail alternatives, reflective of the Tracy City Center Association's (TCCA) efforts to support local businesses.

## Challenges

- » Downtown Tracy businesses face long-standing freeway and corridor retail competition within the city and the greater region.
- » The emergence of e-commerce has added new competitive challenges to a highly competitive industry.
- » The level of sales activity of Tracy's downtown businesses limits the lease rates landlords can charge and limits the ability to attract more established retail chains to downtown.





# Housing

## Opportunities

- » Attracting new residential development to the Downtown Vision Plan Area would bring additional residents Downtown and further provide built-in support for existing and new retail.
- » New residents would enhance the sense of place and vitality of Downtown.
- » For many years, the City of Tracy has been an attractive location for Bay Area workers seeking larger and more affordable homes.
- » Recent new apartment developments provide attractive new rental options for commuting households.
- » There are a modest number of vacant lots within the CBD with the potential for residential development.
- » Bowtie East could offer larger sites for substantial new residential projects allowing opportunities for more cost-efficient development while also providing proof-of-concept for other developers who might be interested in smaller sites within the CBD.

## Challenges

- » The small size of potential infill development sites in the CBD creates challenges for new housing developers in terms of building design, parking, and higher construction costs per square foot. It also limits the number of interested developers as many regional developers will have minimum project sizes.
- » The Bowtie has specific barriers to development (acquisition from Union Pacific Railroad and extensive environmental remediation).





# Policy

## Opportunities

- » The City has implemented supportive development policies for new CBD development including flexible parking and limited building requirements.

## Challenges

- » The Bowtie has specific barriers to development (acquisition from Union Pacific Railroad and extensive environmental remediation).



# Recreation

## Opportunities

- » Bowtie West has ample room to provide flexible spaces (i.e., lawn space) for active recreation (i.e., paths and trails) and gatherings (i.e., amphitheater).
- » Bowtie East provides an additional opportunity to reintroduce nature Downtown.

## Challenges

- » The Bowtie has specific barriers to development (acquisition from Union Pacific Railroad and extensive environmental remediation).





# Valley Link Station

## Opportunities

- » A potential Valley Link commuter rail station Downtown could further encourage housing development.

## Challenges

- » The rail station would mean Downtown Tracy is subject to any State Transit Oriented Development laws applicable at the time of development (e.g. the recent elimination of minimum parking requirements under AB 2097).





## Market Study Summary

This section provides a broad overview of key socio-economic, market, and fiscal trends relevant to the vision for Downtown Tracy. A Market Study was prepared by Economic & Planning Systems, Inc. in 2023 to assess the market prospects and development feasibility within the Downtown Vision Plan Area. The findings of the study helped inform the overall Vision, Themes, Guiding Principles, and Strategies presented in this document and helped ensure that they are realistic and achievable over the long term.

### Retail Context

Tracy's Downtown retail district is a stable, sizable, and diverse shopping, eating and small office center. The Downtown retail district is almost as old as the city itself. Central Avenue, from Eleventh Street in the north to the south to Sixth Street in the south, was early developed as part of the City's commercial core and serves today as Tracy's main street. Tenth Street, between North A Street and Central Avenue, has also become a major downtown shopping street. Together, these two corridors make up the Downtown retail district of Tracy. Retail shops and offices also stretch east from Central along Tenth to North E Street, however this eastern portion of Tenth Street retains much of the historic residential character of the street and so is not considered as part of the core shopping area.

The Downtown retail district retains many commercial buildings from the turn of the 20th Century. The historic fabric in this area is reflected in the short block faces, commercial block buildings, and small shop fronts. Buildings are one to two story commercial buildings, many with traditional

facades made from brick, frequent store entrances and large windows.

The underlying robustness of the existing retail (including eating/ drinking) businesses that form the core of Downtown Tracy is of critical importance. Without existing small businesses and the attraction of new ones as turnover inevitably occurs, Downtown would be substantially weakened with storefront vacancies, lower sales, and less of the inter-business synergies that define successful downtowns.

Like other downtowns throughout the U.S., Downtown Tracy must continue to compete with large shopping centers and commercial strips as well as with e-commerce and the large shifts to online shopping. A walking tour with representatives of the Tracy City Center Association (TCCA), revealed that Downtown Tracy is substantial given its size (population) and distance from freeways and has weathered the market storm of technological change and shift to online shopping well (based for example, on vacancies rates). At the same time, vacancies among larger retail spaces as well as banks and other commercial businesses do occur and can be hard to fill. The margins for most Downtown businesses are also relatively modest, often making it a full-time job for business owners with associated limitations on hiring store managers as well as attracting retail chains to the Downtown. These economic factors also limit the rents landlords can charge which generally do not justify construction of new retail buildings in Downtown.

The TCCA has made major efforts in recent years to support and boost Downtown businesses with substantial success. A number of major events are organized and attracted to the Downtown to bring activity and boost awareness; landlords closely





vet potential tenants for business viability to try to minimize unnecessary turnover; and efforts are made to attract complementary businesses (e.g. brewpubs) to spaces Downtown. These ongoing and supportive efforts in combination with the commitment and entrepreneurship of Downtown business owners are critical to the ongoing success of Downtown Tracy and its ability to attract more businesses and new housing.

It is important to increase awareness of Downtown throughout the City of Tracy, ensuring all residents are aware of eating, drinking, and shopping opportunities. This should include the many new households moving from the Bay Area to Tracy as historical shopping patterns have focused on Bay Area retail clusters.



## Housing Context

The City of Tracy's current housing stock consists of about 29,600 units, predominantly made up of single-family homes (about 83 percent of all homes). The overall pace and level of housing growth in both the City of Tracy and San Joaquin County were substantially higher between 2000 and 2010 than between 2010 and 2022. The average annual increase in the number of homes was about 300 units each year in the City of Tracy between 2010 and 2022, less than half the pace in the previous decade. Single family detached development was the primary form of growth in both these time periods, though multi-family development in the City of Tracy increased its share.

The ongoing recovery from the Great Recession and low interest rates drove gradual for-sale housing price increases between 2012 and 2020, with an accelerating pace due to the pandemic related increase in demand for single family detached homes. The pace of increase is expected to fall off due to recent escalations in interest rates and concerns about an economic slowdown.

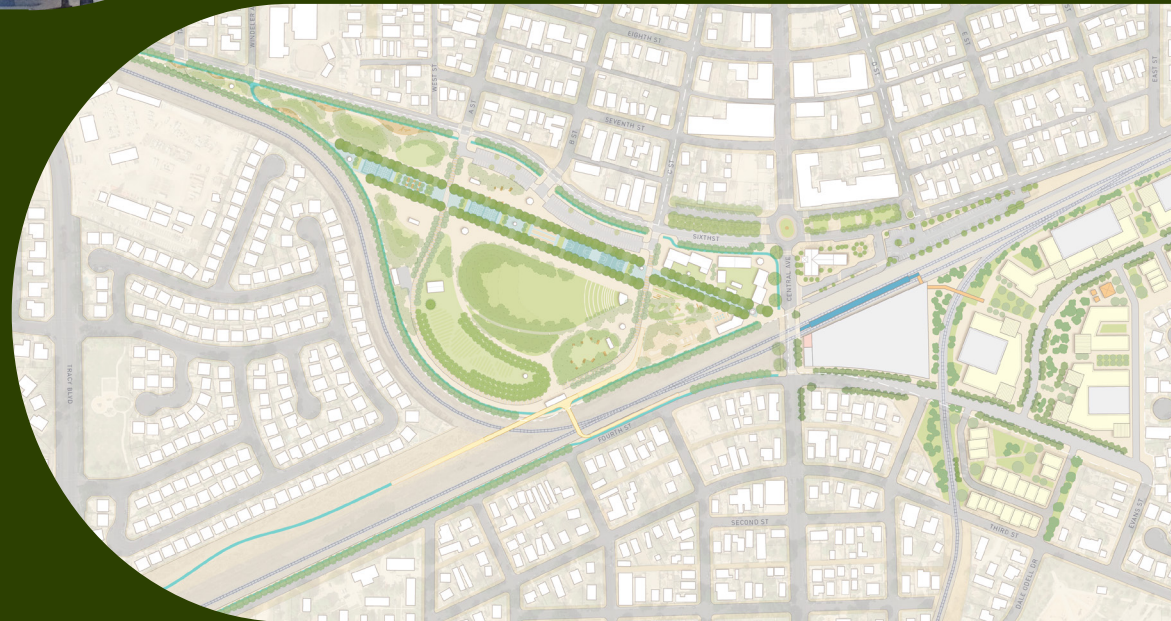
CoStar identifies and tracks 171 apartment buildings in the City of Tracy with a total of approximately 4,400 units or about 26 units per building. The CoStar database indicates that the majority of apartment buildings in the city were developed prior to 2000. Over the last twelve years, only five new apartment buildings have been developed in the city. Four new apartment projects have been constructed within the last five years and one project is under construction, all outside of the Downtown Vision Plan Area.

As compared to the City, the Downtown's housing inventory shows a higher proportion of denser housing products with relatively more multi-family

and attached single-family developments. There are approximately 120 units located within the CBD. There has been limited interest in housing development in the CBD over the last decade, though more recently housing development applications have been submitted to the City on two sites within the CBD. The City has received a development review permit application that is currently under review for a mixed-use market rate housing project on a 0.1 acre site. The City also recently approved a development review permit for a mixed-use affordable (below market rate) housing project with 45 units on a 0.47-acre site.

From the City's beginning, the Downtown retail district has been surrounded by residential neighborhoods. These areas are predominantly built out with small single-family homes mixed interspersed with larger homes and multi-family dwelling buildings. While the neighborhoods to the north of the Downtown Vision Plan Area retain their historic integrity, much of the older residential building stock throughout the CBD has deteriorated. In the areas closest to Central Avenue and Tenth Street, some of the historic residential character of the neighborhoods is being compromised by the conversion of homes to commercial uses.

# Downtown Vision Plan







# Vision Statement

**The vision statement is an aspirational description of how the Downtown Vision Plan Area should look and feel when the Downtown Vision Plan is implemented through future phases of development.**

- » Downtown Tracy is the historic heart of the city where the past is celebrated, and the future is embraced.
- » This vibrant, pedestrian-oriented DESTINATION is distinctive from other areas of the city and attracts both residents and visitors.
- » It reflects the best of Tracy's small-town charm while showcasing one-of-a-kind shopping, dining, and entertainment experiences.
- » A Grand Central Park creates NATURE-filled spaces for moments of connection, reflection, and respite.
- » Downtown's historic character is preserved through DESIGN guidelines which harmoniously blend existing and new residential, commercial, and public spaces.
- » The area has a recognizable identity which signals to people they are in a special place where they can explore one-of-a-kind amenities.
- » Local and independent establishments are favored over large chains, promoting a thriving ECONOMY with a diverse mixture of job opportunities.
- » Downtown Tracy offers something for everyone, including a variety of housing options in quality NEIGHBORHOODS that foster a sense of community pride.
- » Multiple MOBILITY options create a pleasurable environment for all, where residents and visitors can easily access a diverse mix of businesses, restaurants, open spaces, and cultural attractions.
- » Whether attending a concert or simply enjoying each other's company, Downtown Tracy is a place where people can make memories to last a lifetime.





The Bowtie area today, looking east.

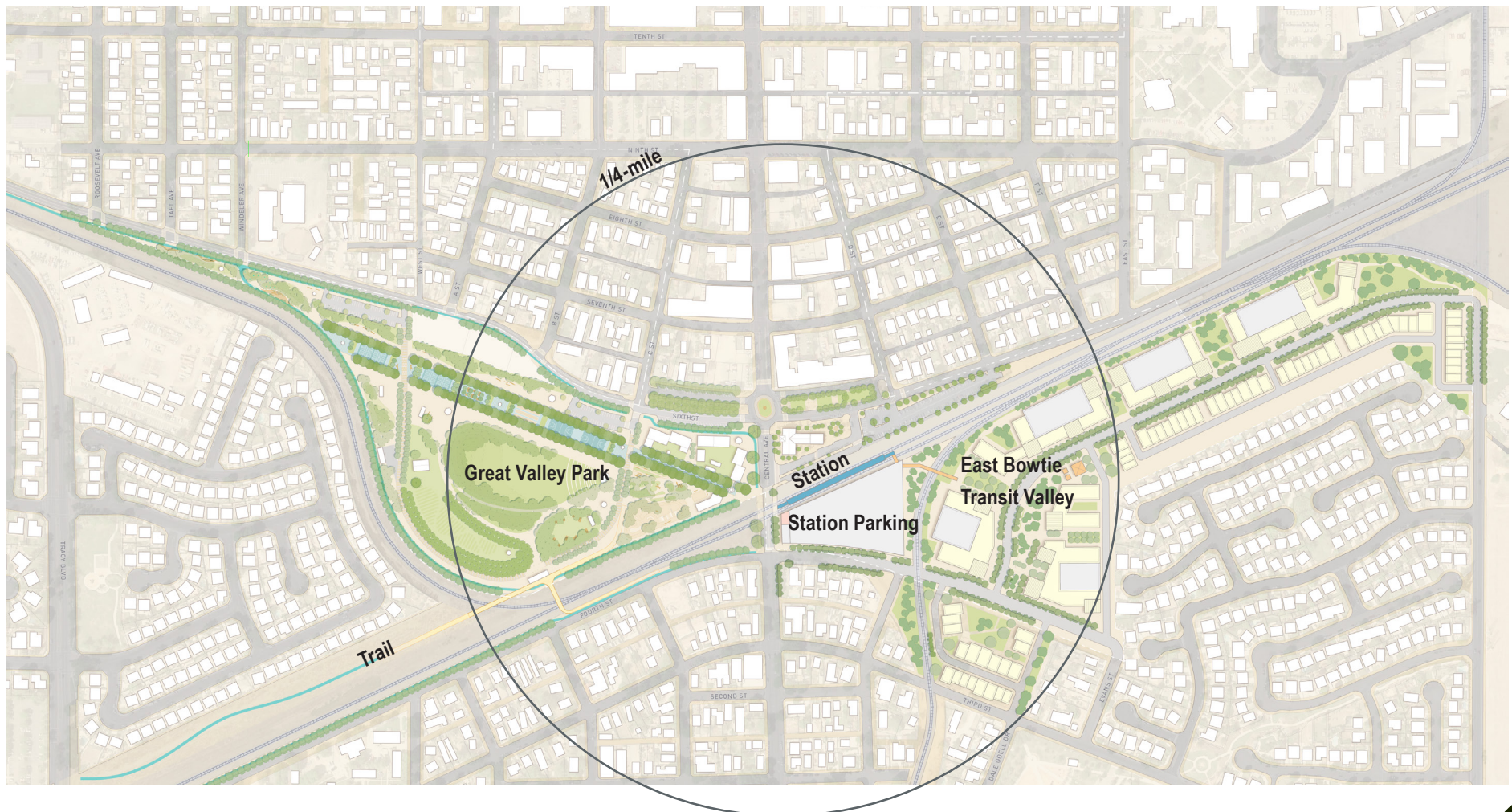


# A new Vision for the Bowtie: Great Valley Park & Bowtie East Transit Village

Tracy, California was founded in 1897 after the Central Pacific Railroad (now Union Pacific) constructed a new line from Oakland and transferred all railroad operations from the then town of Ellis - now an area within west Tracy - to the Bowtie in Tracy. Tracy grew as a railroad center for transcontinental passengers and freight trains and was incorporated in 1910. From that time, Tracy grew robustly as an agricultural community, although its railroad operations have declined since the 1950s.

Today, the 56-acre Bowtie area presents an excellent opportunity for Tracy to create a unique park and transit-oriented community close to the heart of Downtown Tracy.

Bowtie site has been vacant for over five decades, and it is well-sited to become a center of activity and a mobility hub. The east side of the Bowtie would include a mixed-use residential development, and the west side would be developed as a major public park that will contribute to much needed







View to Mount Diablo with the Bowtie area in the foreground

open and recreational space, as well as support necessary remediation over time. The area east of Central Avenue is perfectly suited for future transit-oriented development as the new Tracy Valley Light Rail Station is considered to be located on the east side of Central Avenue just south of the existing Tracy Transit Station and railway tracks.

The central location of the park and station is easily accessible from within Tracy and can become an attractive city- and region-wide destination that is complementary to Downtown. The park will form the southern end of Tracy's business district along Central Avenue, visually integrating the existing Transit Center, the Downtown Plaza at 6th Street, and the 6th Street roundabout with its landmark sculpture in a much better way than today. Much of Tracy's history is connected to the bowtie area and filling the current void with new activity, a signature park, housing, and a station, will reconnect the city with its roots and its future.



View from Central Avenue to the Bowtie area with roundabout and sculpture



View from 6th Street to the Transit Center



## ‘Great Valley’ Park

The new Great Valley Park, preliminary named so in reference to Tracy’s location within California’s Central Valley or "Great Valley" as it was referred to in the past, will be created on the 28-acre west bowtie site, bounded by 6th Street to the north, Central Avenue to the east, and the existing rail track to the south and west. The track curves around the site and forms a narrow strip of land between the tracks and 6th Street towards Tracy Boulevard.

The Citywide Parks, Recreation & Trails Master Plan (PRTMP) from 2022 identified parks as a catalyst for downtown revitalization and serving as the "social glue" for Tracy residents. The plan quantifies the needs for new parks and recreational facilities throughout the city, and the Great Valley Park will contribute to meeting these goals in Downtown Tracy. The PRTMP provides design guidelines for community parks between 10 and 30 acres, which would apply to Great Valley Park.

Due to its location in the center of Tracy with a new light rail station and the historic significance of the site, the park will have signature features that go beyond a typical community park. In addition to attracting Tracy residents, the park has the potential to serve as a destination for visitors who come for events, to learn about Tracy’s history, to connect to nature, to enjoy local food, or explore public art. Integrating the park with the existing urban fabric by providing great connections and defined edges, will ensure easy access and a strong presence within Downtown.

### Main Design Objectives

- » Transform a vacant, brownfield site into a vibrant social and ecological oasis.
- » Create a major new central gathering place that is unique within Tracy and the region and that can be enjoyed by residents and visitors alike.
- » Build on the legacy of the site as a major rail logistics hub and introduce new uses to energize the downtown economy.
- » Provide a mix of active and passive uses, natural areas, plenty of shade, space for outdoor events and local food offerings.
- » Integrate with the surroundings: Transit center, the Downtown Plaza on 6th Street, and the future Valley Link light rail station.
- » Create an attractive and walkable edge along Central Avenue and 6th Street.
- » Connect to Downtown, the neighborhoods to the south and west, and the future transit village on the East Bowtie site.
- » Connect to the future multi-use trail along the main railroad track that runs from north-east to south-west.
- » Introduce a major new natural and recreational area with an extensive tree canopy and biodiverse urban forest.
- » Consider strategies for remediation.
- » Include strategies for sustainability with regards to water and energy consumption, stormwater retention, shade, native plants, maintenance, and reduced parking.
- » Provide a phasing strategy and recommendations for interim uses to build up the site over time.

### Main Park Features and Uses

- » Promenade that links the vista to Tuyshtak (Mount Diablo) to the Transit Center
- » An Observatory tower that becomes a wayfinding beacon for the downtown and surrounding neighborhoods
- » Active recreation spine with connections across 6th with sports fields and courts for tennis, pickleball, basketball, and soccer
- » Playground, skatepark, and water play area
- » An outdoor amphitheater with stage
- » Picnic areas
- » Community gardens
- » Dog park
- » Fitness circuit
- » Flexible lawn area
- » Buildings for local food, artisan products, and makers
- » Natural areas with shade trees and native plants
- » Areas for public art and a signature structure
- » Rest Rooms
- » Limited vehicle parking along the park edge
- » Bicycle parking
- » Pedestrian bridge connecting to trail along the tracks
- » Signage and references to the Bowtie’s history



Observation Tower



Splash pad



## Great Valley Park Design Concept

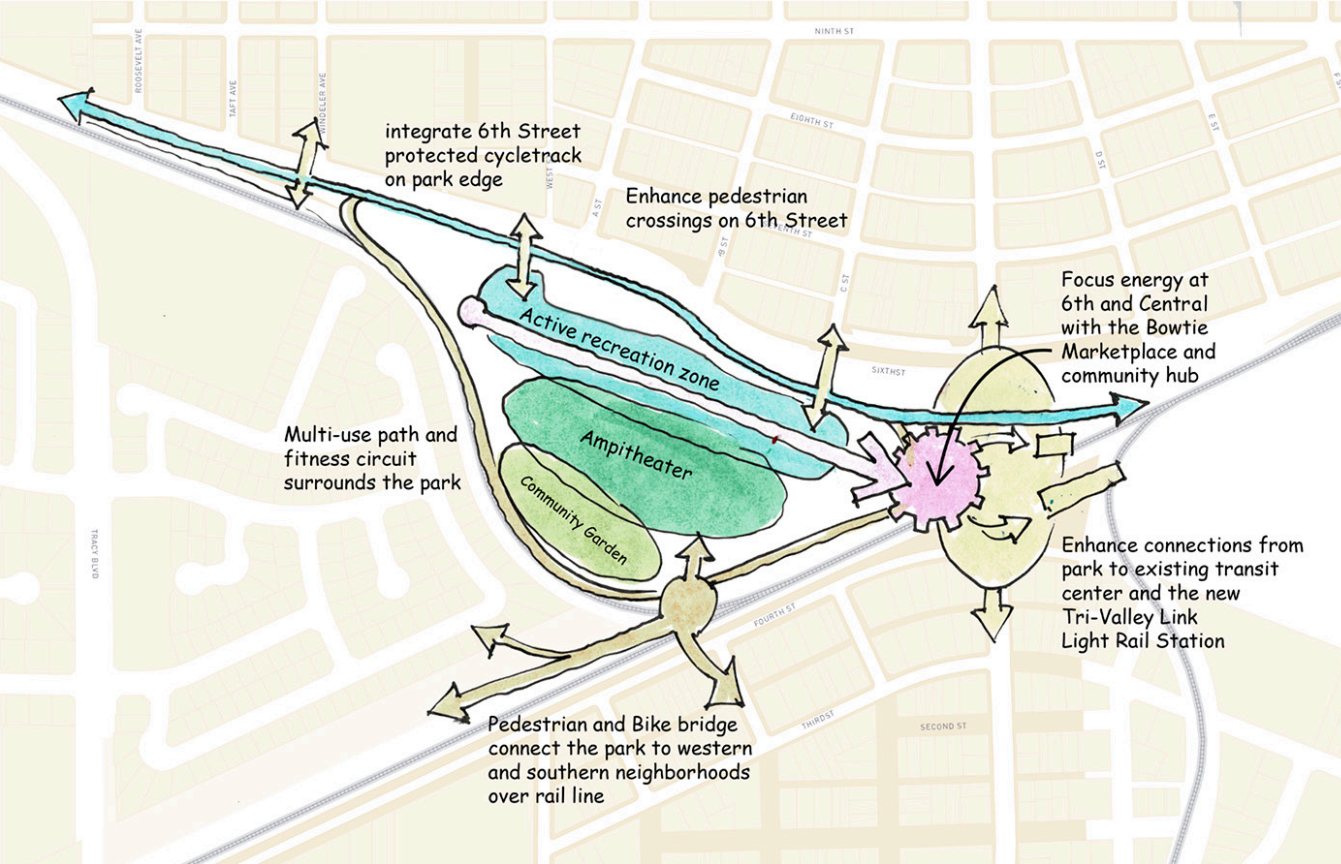
The Great Valley Park will be Tracy's large "Central Park", a signature park that will offer activities and respite for everyone and that is fittingly located at Central Avenue. The design concept for the park builds on the surrounding context with its existing buildings, streets, and natural assets.

While the West Bowtie is centrally located just south of Downtown Tracy, the mostly flat site is constrained in terms of access, which can only occur from 6th Street and Central Avenue due to the existing rail track running along the southwestern edge. For this reason, most active uses are placed along 6th Street and passive uses and natural areas are located in the southern area, closer to the rail track. This generally gives the park an east-west orientation reminiscent of the old railyard's orientation. The park concept includes a few distinct design moves that make the park inviting and easy to use for different purposes.

## The "Bowtie Marketplace" and Community Hub at Central Avenue

The corner of Central Avenue and 6th Street is the ideal location for commercial uses that complement the existing business district along 6th Street. This area can become a destination for local food lovers, producers, and makers with an outdoor courtyard and buildings that frame the edges of 6th Street and Central Avenue. This preliminary named "Bowtie Marketplace" can also include workspace for artisans, artists, and community groups as well as space for related events such as farmers markets or craft fairs. In addition to the commercial uses, this is also a great place for cultural and educational uses, such as a small museum and visitor center that can include exhibits about the site's history and regeneration.





The buildings will help shape a visual endpoint from Central Avenue together with the existing sculpture and the Tracy Transit Center building. The buildings also line 6th Street in a way that emphasizes the view to the existing transit center building with its tower from 6th Street. The main entrance to the park is also located here, marked with a plaza that is located at Central Avenue across the new Light Rail Station and the Transit Center. This plaza can include a major landmark structure such as an observatory with a view of Mount Diablo, which was considered sacred by the Ohlone peoples and was named Tuyshtak or "dawn of time".

On the west side, close to the promenade and the Bowtie Marketplace at Central Avenue, is an area that offers activities for children and youth. These include a splash pad, play areas for kids ages 2-5 and 6-12, and a skate park. This area can be easily accessed from the promenade and is close to the Bowtie Marketplace, making it easy for family members to stay in proximity to each other.



Splash pad



# Great Valley Park Concept Plan

## KEY

1. BOWTIE MARKETPLACE
2. TUYSHAK OBSERVATORY
3. PROMENADE
4. SPLASHPAD
5. PLAY AREA
6. SKATEPARK
7. PARKING
8. SPORTS COURTS
9. AMPITHEATER
10. PICNIC AREA
11. COMMUNITY GARDENS
12. FARM SHED / KITCHEN
13. DOGPARK
14. NATURAL AREAS
15. FITNESS CIRCUIT
16. PED-BIKE BRIDGE
17. MAINTENANCE YARD
18. PUBLIC ART



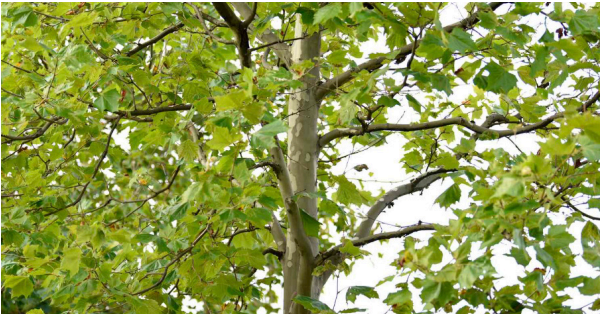


# Great Valley Park Tree Canopy Plan

- California Sycamore (*Platanus racemosa*)
- Cottonwood, Oregon Ash, Boxelder, Walnut
- Western Redbud (*Cercis occidentalis*)
- Grey Pine (*Pinus sabiniana*)
- Japanese Zelkova (*Zelkova serrata*)
- Large stature tree (e.g. Camphor)
- London Plane (*Platanus acerifolia*) - match with existing at Downtown Plaza
- Fruit Tree







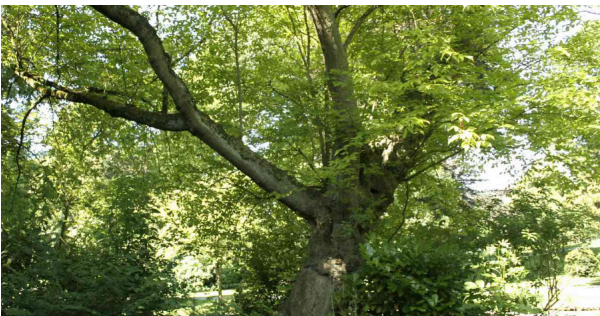
California Sycamore (*Platanus racemosa*)



Western Redbud (*Cercis occidentalis*)



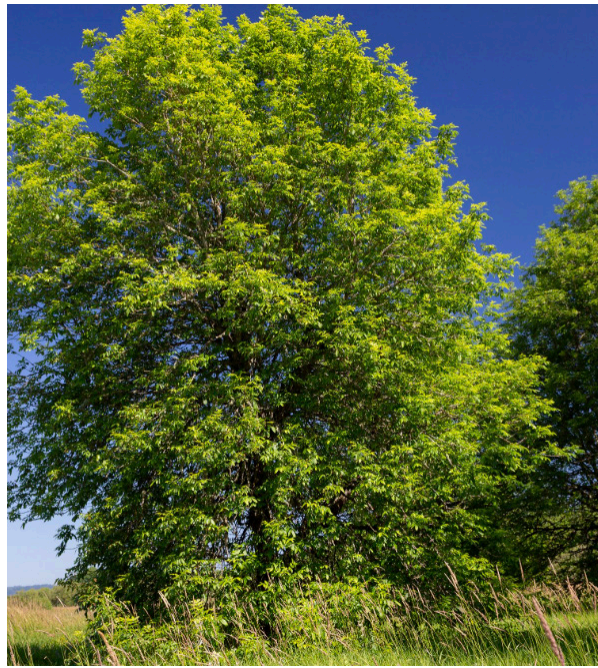
Fremont Cottonwood (*Populus fremontii*)



Boxelder (*Acer negundo*)



California Black Walnut (*Juglans hindsii*)



Oregon Ash (*Fraxinus latifolia*)



Grey Pine (*Pinus sabiniana*)



Japanese Zelkova (*Zelkova serrata*)





A Promenade is a strong visual and organizing park element

## The Park Promenade

From the plaza at Central Avenue, a generous promenade with shade trees leads into the park, connecting the east side of the park all the way to the west side. This linear element is a subtle reference to the site's past as a rail yard and serves as a clear organizational element that facilitates movement and orientation within the park and connects the active uses with the natural areas on the south and west side of the park. The orientation of the promenade is guided by the view to Mount Diablo and the existing northwestern rail corridor along 6th Street. As the Promenade extends to the west, it widens to accommodate tennis, pickleball,

basketball, and beach volleyball courts, as well as smaller areas for bocce, ping-pong or chess games. The playfields will be lined by an alley of trees with pedestrian paths on each side of them that connect to the west side of the park. The proposed observatory and public art sculpture mark each end of the promenade.



Example of a linear sports field zone with Bocce courts and other play areas





Picnic Area

### The 6th Street Park Zone

The park areas that line 6th Street are easily accessible from the street, which is a good reason to place necessary parking for the playfields and the Bowtie Marketplace in this area as well as picnic areas, a dog park, and natural areas with public art. These amenities and the playfields will get used daily and are close to the residential neighborhood north of 6th Street and Downtown. The most active area in this zone will be at the corner of Central Avenue and 6th Street, while a quieter, more natural area is proposed along the western part of 6th Street, where the site narrows into a triangular shape. The active edge between C Street and Central Avenue will be complemented by an extension of the existing Downtown Plaza located on 6th Street east of Central Avenue to the west side of Central Avenue.



Amphitheater (above) | Community Garden (left)

### The South Park: Amphitheater, Community Gardens, and Nature

The largest portion of the park lies south of the promenade and is characterized by large natural areas that includes an outdoor amphitheater with a stage, lawn areas, a community garden, a picnic area, a skate park, and children's play areas. The park's maintenance yard is also located here, close to the rail tracks on the west side and out of view from most of the park's uses. Large trees and densely vegetated areas provide shade and quiet areas and frame each zone to create a visual separation.

At the heart of this southern portion of the park is the amphitheater, whose lawn can be used for events, play, and relaxing. The community gardens are an opportunity for the community (and perhaps the restaurants in the Bowtie Marketplace) to grow local vegetables and can also support educational programs focused on food.





Fitness Stations (above) | Public Art (left)

### The Fitness Circuit

In addition to pedestrian and bike paths within the park, there is a multi-use path along the perimeter of the park connecting all access points from the outside of the park. The path will lead through the different areas of the park including generous swaths of native landscape and shade trees. The full loop is about one mile in length and is ideal for a run or walk. It will have state-of-the-art fitness stations along it.

### Public Art

Great Valley Park will host a world class public art program including temporary, short term and long-term permanent pieces that are part of the collection. The intent is for the art to be integrated into the park in site specific ways and in a variety of locations such as the promenade, community garden, natural areas, and along the fitness circuit.

### Pedestrian and Bike Access

The park will be accessible for pedestrians and bikes via several entrances along 6th Street that align with the existing street grid, namely at (from west to east) Taft Ave, Windeler Ave, A Street, B Street, C Street, and from the Central Avenue frontage via two plazas and an extended sidewalk. All intersections along 6th Street that are used for access will require intersection upgrades to provide safe pedestrian crossings. Access from the western and southern neighborhoods is constrained due to the existing tracks. To provide at least one point of access, a pedestrian/bike bridge crossing over the track is proposed between the park and Fourth Street near B Street on the south side of the tracks, and between the park and the proposed east-west trail along the north side of the tracks with the same bridge. The bridge, featuring a signature design, would serve as a central point of connection between the two sides.





Bike parking will be provided at the main destinations within the park. Secure bike parking will be included in the Bowtie Marketplace.

The future Valley Link Rail Station will be located on the east side of Central Avenue directly across from the new plaza with the observatory. A direct and safe connection from the plaza to the station with a bridge or pedestrian crossing would be desirable but its feasibility needs to be studied as it is close to the existing railway crossing. Without this connection, the existing pedestrian crossing at Central Avenue and 6th Street will connect the park with the station in the most direct way. This crossing can be enhanced to a much wider crossing with special pavers, which will strengthen the connection and slow down traffic.

### **Vehicular Access**

Access for park maintenance and delivery vehicles are provided by a limited access loop road that starts at A Street and C Street. This road will connect to the maintenance yard, the community garden, the amphitheater area, the children's play areas and skatepark, the promenade with the playing fields and the Bowtie Marketplace area. The loop road will get used for access to the public parking lots located along 6th Street between A Street and C Street. Behind the public access to the parking area, bollards will ensure that only authorized vehicles can enter the loop road. The road should be designed for slow speeds and with surface materials that integrate with the park design. The road will be always open to pedestrians and bikes.



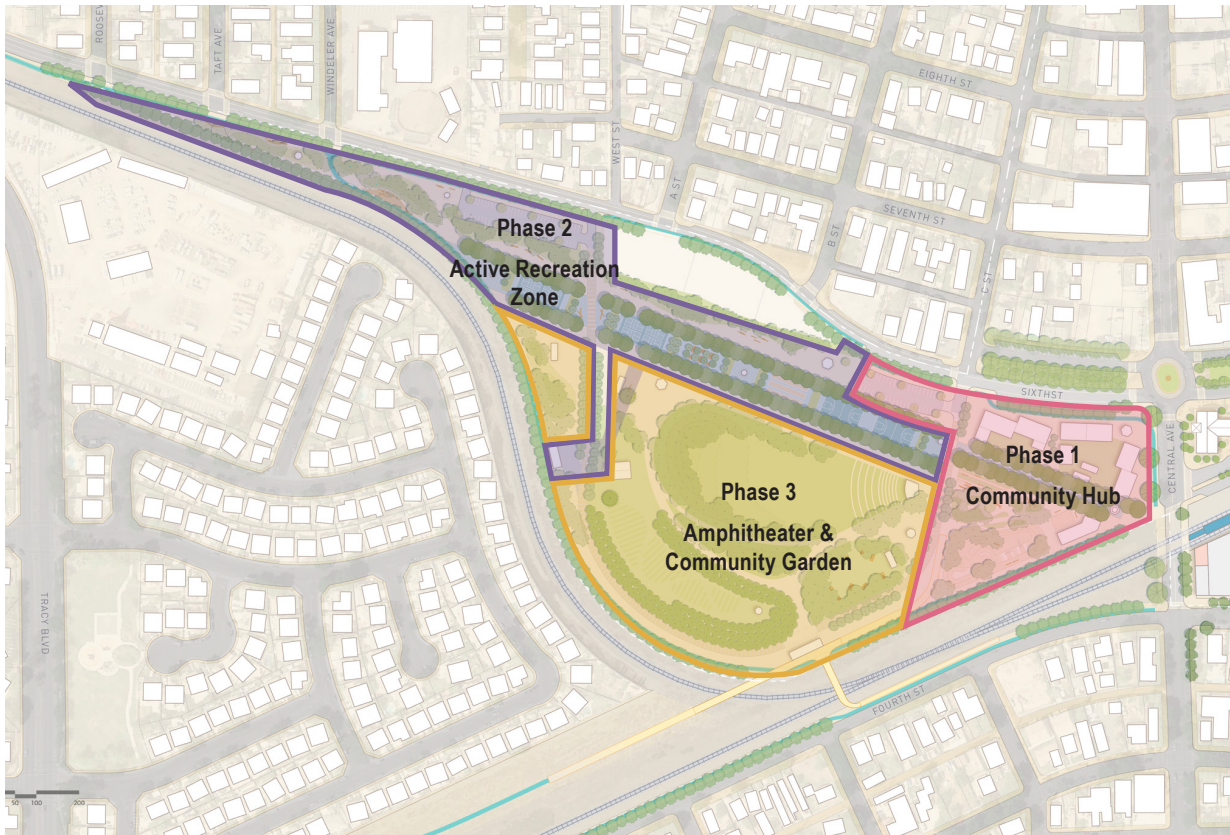
Public bike storage



Parking lot with porous surfaces and bioswales







Potential Phasing for Implementation

## Key Park Components & Phasing

Creating a park of this scale and ambition is a significant undertaking. That's why an initial phasing strategy is beneficial. The phasing strategy is making assumptions today that could change over the course of the implementation process, which requires that the strategy is flexible enough so that any adjustments to the strategy can be made. For example, the envisioned "Bowtie Marketplace" may be desirable in the first implementation phase, but it could be difficult to find a development partner at the right time. In this case, a temporary solution

could be considered, or another part of the park could be developed first, if funding for that part is more readily available.

### Phasing Approach

The proposed approach to phasing considers the spatial context and which parts would likely make the biggest positive impact, as well as the fact that some areas of the site require remediation and won't be available for use right away.

Generally, the park areas that are closest to Central Avenue and along 6th Street should be considered



Phase 1: Community Hub

for implementation first. These areas are close to where people are and can also address the edges of the site which are currently non-existent, contributing to the impression of the site being a large scar in the city's fabric.

Each proposed phase includes considerations for temporary solutions as well, which can be regarded as Phase 0, so early activation of the area is possible even before the permanent elements can be built.

### **Phase 1: Community Hub at Central Avenue**

The corner of 6th Street and Central Avenue ties in very well with the active portion of Central Avenue, the Transit Center, the Downtown Plaza, and the roundabout with its large sculpture. This eastern portion of the site is ideal for commercial uses that complement the Downtown and create an attractive destination on its southern end. It's the most connected and accessible part of the

park and its activation would immediately change the experience for this part of Downtown. It will also help to integrate the Downtown Plaza if a corresponding plaza is built on the west side of Central Avenue.

The first phase should include establishing the Bowtie Marketplace, the eastern part of the Promenade, the children's play area, and the skate park, creating a community hub that brings together people of all ages. An important part of the activation is the widening of the sidewalk on Central Avenue and 6th Street and the integration of small plazas with seating elements, public art, and other amenities such as bike racks. Buildings should be placed in a manner that helps frame the plazas and create a street edge. The improved sidewalk area will improve access to the park as well as connectivity to the surrounding uses, particularly to Central Avenue, the Transit Center, and the future Tri-Valley Light Rail Station. The crosswalk to the Transit Center could be widened to enhance the connection to the Transit Center and slow traffic down.

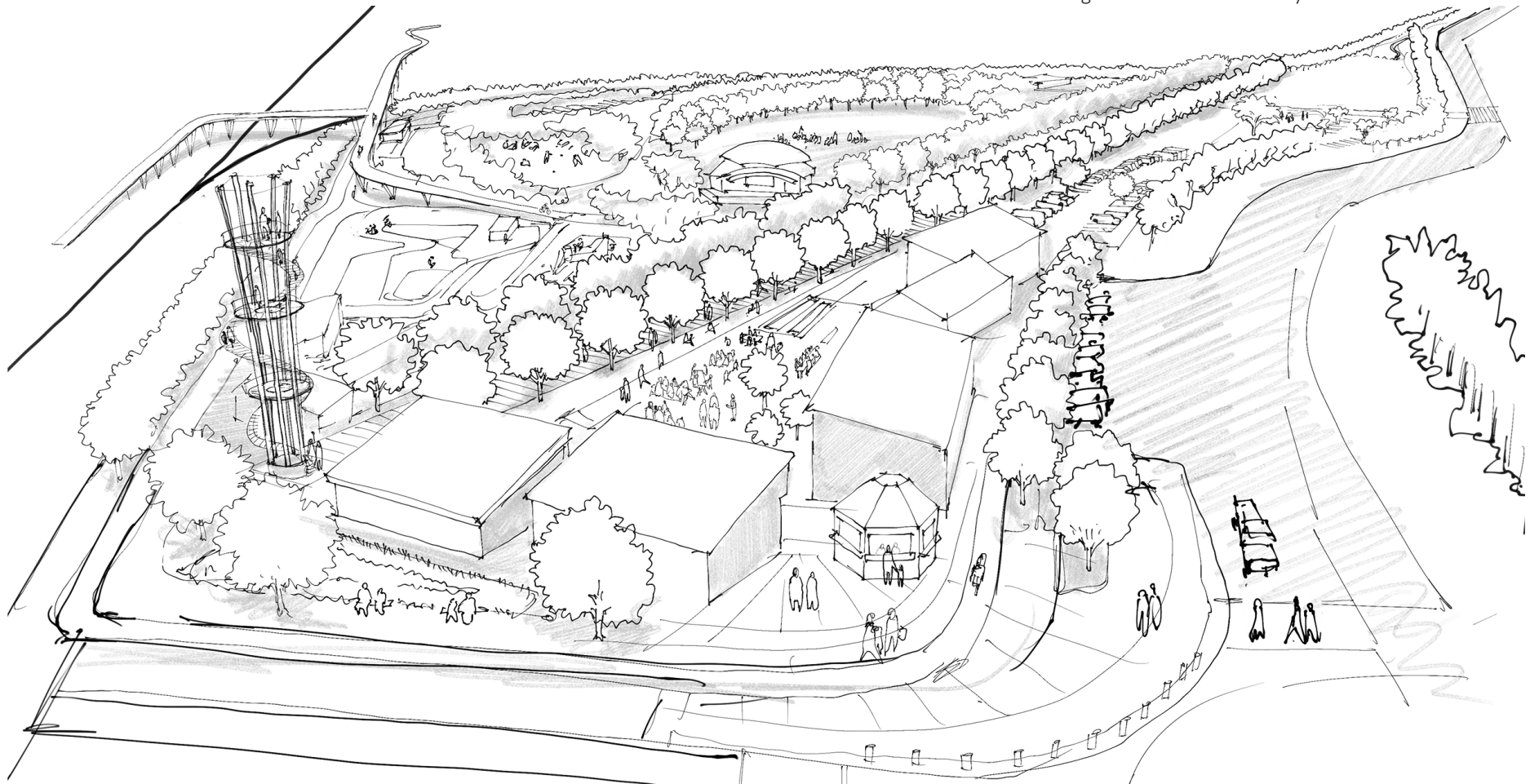


### Phase 1: Key Park Components: Bowtie Marketplace

It is envisioned to create a building ensemble tentatively named the “Bowtie Marketplace” that can host farm-to-table restaurants, a market hall, local maker and artisan spaces, a visitor center or small museum, outdoor courtyards with seating, and a beer garden. The buildings can be simple structures that allow for flexible layouts and a variety of tenants. Architecturally, their scale and design



Beer garden in the Community Hub



Impression of "Bowtie Marketplace" at Central Avenue with promenade and park in background

should fit in with the surrounding context buildings while clearly communicating their function and use. The buildings are arranged in a way to form u-shaped courtyards as well as an interesting built edge along 6th Street and Central Avenue with small plazas. The outdoor courtyards are suitable for smaller events and outdoor performances.

### Phase 0: Temporary Use

In case the building ensemble cannot be realized in the very beginning of the park construction, this area can simply be paved to allow for temporary food trucks, stands, shade structures, and amenities such as restrooms. This kind of activation can help establish this part of the park as an attractive destination early on and provides a preview of what kind of place it can become. The food related uses can complement any events that are occurring

on the Downtown Plaza as well. It will also be an opportunity to test what kind of businesses and events can be successful at this location.

### The Promenade

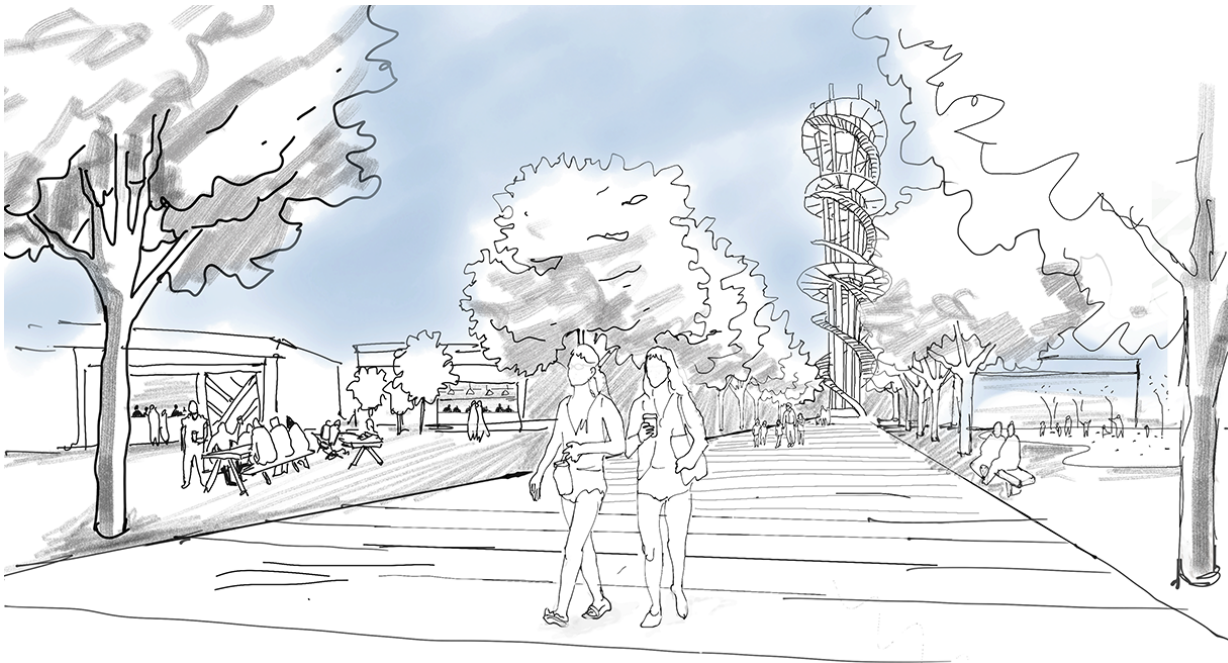
The Promenade is an unique organizing element and serves as a straightforward pedestrian connection through the park. In Phase 1, the first part of the Promenade will define the southern edge of the Bowtie Marketplace with a double row of shade trees. The Promenade will have a generous width of about 25 feet and includes benches, lighting, and a special surface treatment such as pavers. The Promenade is also a good place for educational display and signage that touch on the history of the site. The eastern end of the Promenade serves as a prominent park entrance. A plaza opens to the street and is the location for

the proposed vertical structure that can become a new landmark in addition to the existing sculpture located at the roundabout at Central Avenue and 6th Street. The vertical structure could be designed as a small observatory tower that offers views of downtown, the park, and the future station, or if this is not feasible, could be a signature public art piece. A pedestrian bridge or additional pedestrian crossing at this location would significantly improve connectivity to the Transit Center and future station on the east side of Central Avenue. However, due to the proximity to the at-grade rail crossing on Central Avenue, the feasibility of such a connection would need to be studied.

### Phase 0: Temporary Use

Depending on the soil condition, trees could be planted early to help them get established and construct the promenade surface, benches, and lights at a later point. If in situ planting are not feasible, trees in planter boxes could be set up along the promenade first.

In lieu of a sculpture/ observatory tower, a temporary piece of public art could be placed at the eastern end of the promenade. This is an ideal opportunity to showcase work by the local artist community.



The Promenade looking east with observation tower in background



### Children's Play Area, Skate Park, and small Outdoor Stage

The area south of the promenade focuses on activities for children and youth in the form of a playground, water play area, and skate park. Water play/splash pads are very popular among kids, especially during the summer heat. A small temporary stage can initially be placed here as well, so music and other performances can be accommodated before the amphitheater can be built in a later phase. Support facilities such as restrooms and equipment storage can be provided in this area as well.

### Phase 0: Temporary Use

Playgrounds and skate parks can be costly due to the required ground modulation and equipment. Water play areas/ splash pads in particular need water treatment facilities and pumps that are often

placed underground. As a temporary solution, a simple asphalt area could include temporary elements for play and skating. A much more affordable misting feature could initially be installed instead of a splash pad. Mistifiers use less water than fountains or splash pads, can create interesting visual effects, especially if combined with lighting, and can also be effective for cooling.

A modular small stage can be set up anywhere if storage is provided on-site. Another option is to build a more permanent stage that can last until the larger amphitheater is built. This is another opportunity to involve the local design and artist community.

### Parking and Site Access

A surface parking lot along 6th Street between B and C Street, will serve the Bowtie Marketplace and activity areas south of it in Phase 1. Surface parking lots can always serve as opportunity sites at a later point and if the Bowtie Marketplace proves to be so successful that it would need space for expansion, this parking lot would be ideal for additional buildings as it lines 6th Street. The parking lot will include shade trees, bioswales for water retention, and porous surface materials to reduce the heat island effect and stormwater run-off.

The first section of the access loop road will be built to provide limited vehicular access to the parking lot, play area, skate park, and stage, and loading access for the Bowtie Marketplace. The entrance to the loop road from 6th Street will be located at C Street.

The Promenade can have landscaped areas







Phase 2: Active Recreation Zone

### Phase 2: Active Recreation Zone along 6th Street

Phase 2 of the park development will concentrate on the extension of the Promenade to the eastern part of the site and on the zone between 6th Street and the Promenade. This area is closest to the residential neighborhood to the north and the Downtown Area and the proposed park elements and amenities in this area will be easily accessible from 6th Street and the other streets that intersect with 6th Street. The new park will create a much more attractive zone on the south side of 6th Street and will include new, generous sidewalks and intersection upgrades with crosswalks.

From C Street on, the Promenade will transform into a clearly defined recreational zone that is home to Sports Fields and other offerings for play

and gathering. The westernmost part of this zone narrows down to a triangular-shaped area. This zone will be characterized by natural areas with trees and native vegetation.

### Phase 2: Key Park Components- Sports Fields Zone

The Sports Fields are located in a linear zone or “spine” that is the extension of the Promenade on the east side of the park. The row of trees on the north side of this zone continue in line with the Promenade, while the southern row of trees are planted at a greater distance to accommodate pickleball, basketball, and beach volleyball courts as well as a bocce court, ping pong tables, and an on-the-ground large chess board. Generous walkways with benches along the trees are used for play field

access as well as a direct connection between the east and the west side of the park. As the trees mature, they will provide shade for a portion of the playfields.

### Phase 0: Temporary Use

If a complete construction of this zone is not feasible in this phase, a partial section could be built first, ideally starting on the east side of this zone. A simple temporary solution is the construction of an asphalted area with painted court outlines and installed nets. The trees should be planted in soil as early as possible but if this is not feasible, trees in planters could be used instead. These trees could be transferred to soil at the appropriate time.





Skate Park

### Picnic Area and Dog Park

A large picnic and BBQ area and a dog park are proposed on the north side of the play field zone, close to A Street. This area will be close to a surface parking lot, making it easy to carry equipment and supplies to the picnic area. The picnic area will have trees, shade canopies where needed, and rest rooms. The dog park will be a fenced in lawn and sand area with trees along the perimeter for shade. The dog park will include benches for people.

### Phase 0: Temporary Use

A temporary solution for the picnic area and dog park could be leaving the area as it is now and installing temporary fences, picnic tables, shade structures, and restrooms. If necessary, some areas could be slightly graded and filled in with a layer of gravel or other porous surface.



Dog Park



Pickleball Court in Recreation Zone

### Natural Area

On the narrow eastern portion of the site, a natural area with large trees and native plants offers a place for relaxation and rest. This area will include benches and small natural rooms and plazas for public art.

### Fitness Circuit

The installation of the fitness circuit as part of this phase creates a smaller loop that uses the Promenade and the 6th Street sidewalk area. The fitness path is an unpaved area next to the 6th Street sidewalk and can be included in the sidewalk construction. Fitness stations will mainly be located along the path in the natural area.

### Maintenance Yard

The maintenance yard is needed for maintaining the Sports Fields, paths, and natural areas. It's

located close to the railway track and directly south of the western end of the play field zone. It will be accessed by the western position of the loop road that starts at A Street. The maintenance yard will include a small building, storage areas, and parking for maintenance vehicles. It will be screened with a fence and vegetation.

### Parking and Site Access

A second surface parking lot along 6th Street between A and B Street will provide parking for the recreational uses built in this phase. Its design and layout will be similar to the parking lot built in Phase 1. This parking lot can also easily be built in Phase 1, but this would require constructing the 6th Street sidewalk as well. The existing concrete block building in this area needs to be demolished to accommodate the parking lot and new sidewalk.

The portion of the loop road stretching from A Street to the maintenance yard will be constructed in this phase to provide access vehicular to the parking lot and the maintenance yard. The road will be protected from public access with bollards south of the parking lot driveway.







Phase 3: Amphitheater and Community Garden

### Phase 3: Amphitheater and Community Garden

Phase 3 consists of the large southern portion of the park that has an amphitheater with flexible lawn area and a community garden as its main features. It also includes large natural areas with trees and dense vegetation. This phase will complete the Great Valley Park and offer large areas for passive recreation that complement the active areas of Phase 1 and 2.

Depending on the remediation process, trees and vegetation can be planted in this area early on, possibly in Phase 1, to give the trees other plants as much time to grow as possible. The amphitheater will have a stage with a shade structure and seating steps near the stage area.

### Phase 3: Key Park Components- Amphitheater

The amphitheater consists of a permanent stage with a shade structure and landscaped seating steps oriented towards the stage. The amphitheater is an opportunity to create an outstanding and memorable design that can become a landmark in the park. The proposed size is appropriate for an audience of 5,000 people. A large lawn area extends from the seating area and is framed by large stands of trees. The lawn area can be used for events, informal play, picnics, and seating. The amphitheater area is connected to the Promenade/Play Field Zone on its north side.

### Phase 0: Temporary Use

The amphitheater stage requires a major investment and may not be realized at the time that Phase 3 is built. A temporary stage without seating steps could be installed instead. Another option is the use of a modular stage that will only be set up during events.

### Community Garden

The community garden is another key feature that is unique to the Great Valley Park. Not only can it be used by the community and the restaurants in the Bowtie Marketplace to locally grow vegetables and flowers but also for educational purposes. Some areas can include pollinator gardens. The planters will be custom designed with high-quality and durable materials and can be arranged in a creative pattern. A building with restrooms, storage, and a multipurpose room is located close to the loop road. The community garden is lined with fruit and nut tree orchards and includes “green rooms” with seating for reflection and rest. A trellis structure with vines will provide additional shade and seating opportunities.

### Picnic Area

On the east side of the community garden is another large picnic area that includes a lawn for informal play. This picnic area is lined with trees and vegetation and more secluded than the picnic area at 6th Street, thus providing a different experience. This area is also suitable for smaller events either in the lawn area or the natural plaza at the northwestern end of the picnic area.

### Fitness Circuit

The fitness circuit path runs along the southern perimeter of the site, completing the 1-mile loop around the entire park. More fitness stations will be included in this section of the path. The path directly goes by the ramps of the pedestrian and bike bridge, allowing for a connection to the neighborhood to the south or the trail along the railway tracks.



Temporary Stage



Fitness and Bike Path



Building for education, events, and local produce offerings

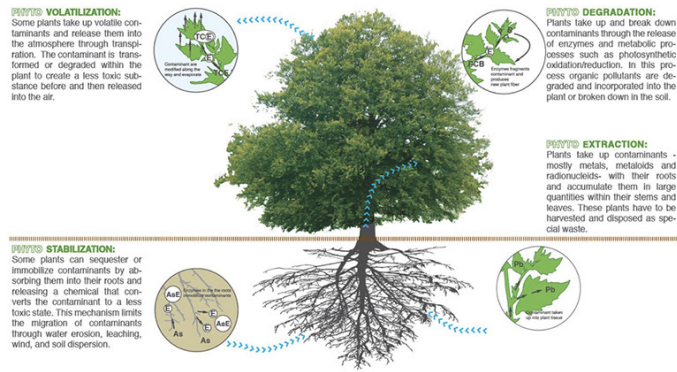


### Pedestrian and Bike Bridge

A pedestrian and bike bridge located on the south side of the park near B Street will allow for connectivity to the south and to the west via the trail on the north side of the rail tracks. Because it will cross over the tracks, it needs a clearance of an estimated 24 feet (the exact required clearance needs to be determined). This height will require long ramps of at least 330 feet for cyclists and wheelchair users to comfortably use the bridge. While this requirement results in large bridge structure it also presents an opportunity for an extraordinary bridge design.

| PHASE | KEY PARK COMPONENTS   | PHASE 0/ TEMPORARY USE  |
|-------|---|---|
| 1     | <ul style="list-style-type: none"> <li>• Bowtie Marketplace</li> <li>• The Promenade</li> <li>• Observatory Tower</li> <li>• Children's Play Area, Skate Park, and small Outdoor Stage</li> <li>• Parking and Site Access</li> <li>• 6th Street and Central Avenue Sidewalk and Intersections Improvements</li> </ul> | <ul style="list-style-type: none"> <li>• Food trucks and temporary buildings in Bowtie Marketplace</li> <li>• Trees in planters along Promenade</li> <li>• Temporary public art instead of observatory tower</li> <li>• Asphalt area with temporary play elements and misters</li> <li>• Tree nursery (trees in planter boxes) throughout the site</li> </ul> |
| 2     | <ul style="list-style-type: none"> <li>• Sports Fields and Promenade</li> <li>• Picnic Area and Dog Park</li> <li>• Natural Area</li> <li>• Fitness Circuit</li> <li>• Maintenance Yard</li> <li>• Parking and Site Access</li> <li>• 6th Street and Sidewalk and Intersections Improvements</li> </ul>               | <ul style="list-style-type: none"> <li>• Asphalt area for Sports Fields</li> <li>• Partial construction of Sports Fields</li> <li>• Trees in planters along Sports Fields</li> <li>• Use temporary fence and seating elements for dog park and picnic area; minimal ground preparation.</li> </ul>  |
| 3     | <ul style="list-style-type: none"> <li>• Amphitheater</li> <li>• Community Garden</li> <li>• Picnic Area</li> <li>• Fitness Circuit</li> <li>• Pedestrian and Bike Bridge</li> </ul>  | <ul style="list-style-type: none"> <li>• Temporary stage/ modular stage per event</li> </ul>  |

Overview of key park components in each implementation phase and potential temporary uses



Plants and trees can help clean up soil contamination through Phyto- /Myco-remediation. More analysis is needed to determine if this type of remediation can be used in the Bowtie area.

## Sustainability

The Great Valley Park's design should use sustainability as a guiding principle. This means the use of native, drought tolerant and pollinator-friendly plants, porous or recycled surface materials for paths, plazas, and Sports Fields where possible, large shade trees, low water use irrigation, stormwater retention areas, low glare or dark sky approved lighting, sustainable and low maintenance park furniture, sustainable building materials and systems, and bike parking throughout the park. A detailed sustainability strategy needs to be included in the next phase of park design.

## Remediation Strategy

Several areas in the west Bowtie area have been identified for remediation. Removal of contaminants can be achieved by removing impacted soils, capping the affected area, or on-site treatment of the soil. It requires further studies that determine which remediation method is appropriate for the future use of the site as a park. The requirements may be different for park spaces than for residential uses.



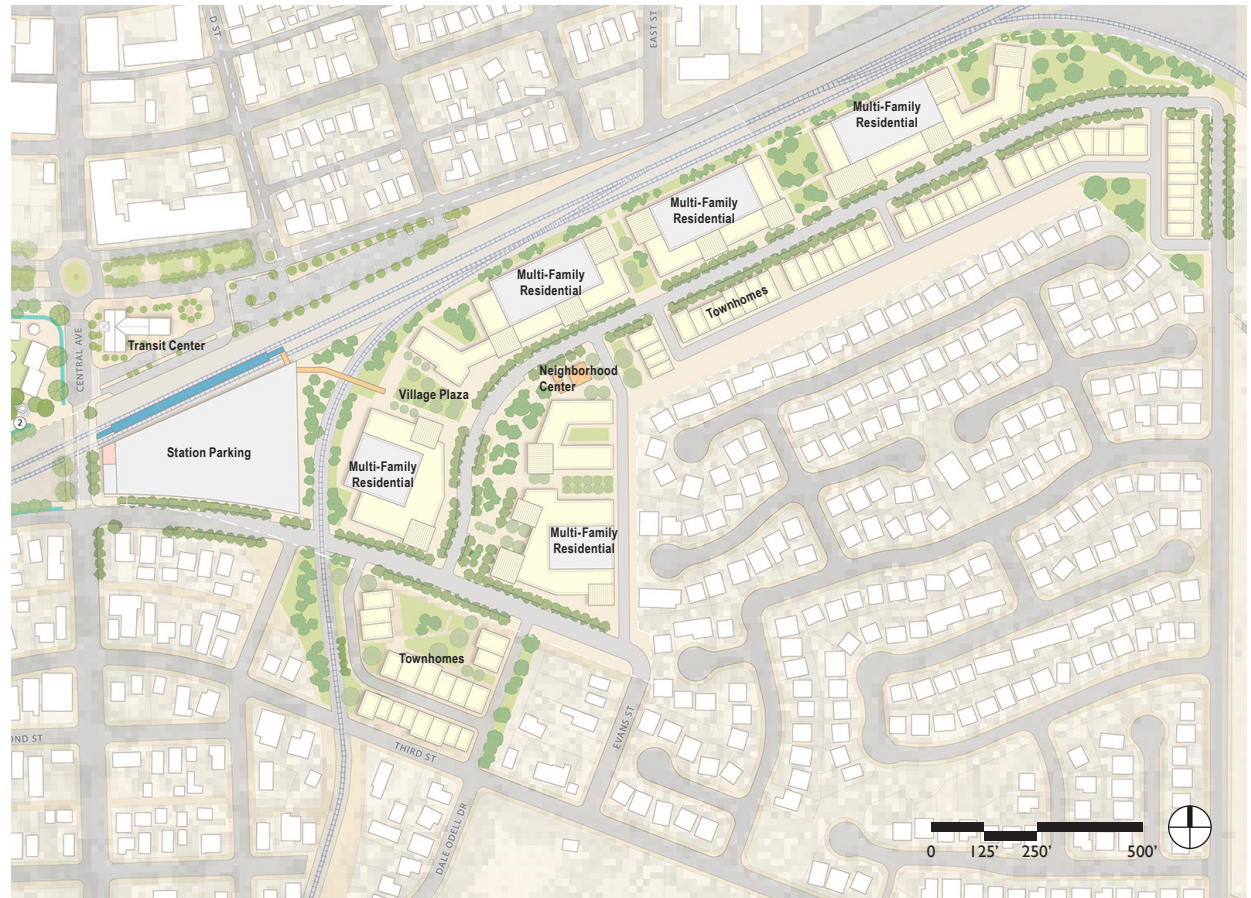
## East Bowtie Transit Village

The eastern portion of the Bowtie is an ideal location for Transit-Oriented Development as a future Tri-Valley Light Rail Station is proposed this side of Central Avenue at the existing railway right-of-way, just south of the existing Transit Center. The maximum allowed density for residential development in this area is 50 DU/ac, opening an opportunity for a mix of multi-family housing and townhomes within walking distance to the station and the new Great Valley Park. Due to the proximity to Downtown and the existing residential uses surrounding the site, residential uses with small amenity retail opportunities make the most sense on this site.

### East Bowtie Transit Village Design Concept

The existing street grid and residential area south of the site limits access but a new street can connect to 3rd Street on the west side and MacArthur Drive on the east side. This street is the “spine” around which the buildings are organized. On the north side of this street are multi-family buildings with parking structures close to the tracks. On the south side of this street is space for one row of townhomes that provide a good transition to the existing single-family neighborhood to the south.

The main vehicular entrance to the Transit Village is from 3rd Street. The width of the site allows for a small neighborhood park that is connected to 3rd Street and includes a neighborhood community building at the parks’ north end. From this park, a pedestrian connection to the station is provided through a plaza and at-grade rail crossing (if an at-grade crossing is not feasible, a pedestrian bridge



could be an alternative). Small neighborhood-serving retail can be located along the park, plaza, or along 3rd Street.

On the south side of 3rd Street are smaller areas that can accommodate townhomes that are fronting on a small open space near 3rd Street. This area is accessed from 3rd Street with a small loop road.

The Transit Village includes a network of open spaces that are connected by pathways near the rail tracks and by the main neighborhood street. The

street is a two-lane street with parallel parking on each side. It is lined with trees along the sidewalks.

### Valley Link Rail Station

The future Valley Link Rail service would connect Tracy with the Dublin/Pleasanton BART Station. If implemented, the Tracy Station will be located on the east side of Central Avenue, directly south of the Transit Center and across the Great Valley Park. The Valley Link EIR draft station plan shows a 400-foot-long by 20-foot-wide at-grade double-track Valley Link station platform, a approximately 600-spaces surface parking lot on the west Bowtie





site and an expanded existing surface parking lot on the east side of Central Avenue that will be replaced by 3-level parking structure at a later phase. As the entire west Bowtie site will be used for the Great Valley Park, station parking would need to be accommodated on the east Bowtie site only. This can be achieved by adding 2 levels to the parking structure or by accommodating station parking in the Transit-Oriented Development. A phased integration of station parking in the future development and within a half-mile radius of the station could potentially reduce or eliminate the stand-alone parking structure. This approach would require a detailed parking study. If the proposed stand-alone parking structure remains, it should include ground floor uses fronting on Central Avenue and a building façade that is visually interesting and eliminates light emissions from the parking levels.

### **Downtown Central Business District**

Downtown Tracy is not only steeped in a vibrant history but also serves as a central hub for dining, shopping, culture, entertainment, and office and residential uses. The City of Tracy is committed to maintaining the unique charm and character of Downtown Tracy. At the same time, it is dedicated to fostering suitable growth and development that aligns with the area's historic essence and community values. This careful balance ensures that Downtown Tracy remains a vibrant and dynamic part of the city, reflecting its heritage while embracing progress and innovation.



# Themes & Guiding Principles

This section is organized according to six core Themes that further exemplify the vision statement. These are Destination, Nature, Design, Economy, Neighborhoods, and Mobility. Each Theme is explained by one simple “Big Idea” statement and includes three Guiding Principles that give shape to the Themes. Finally, Strategies are listed under each Theme that provide recommended actions the City can take to implement the Downtown Vision Plan. The full text of each Strategy is presented on page 86-90. This section is meant to serve as a roadmap for achieving the community’s vision for Downtown Tracy. The Themes, Guiding Principles, and Strategies have built-in flexibility that allows the City to pursue what’s working, and make adjustments to what’s not.



## ECONOMY

A prosperous, fiscally sound, thriving economy that is well positioned for the future.

### GUIDING PRINCIPLES

- » **Active revitalization.** Support redevelopment and new development that helps revitalize the Downtown.
- » **Diverse economy.** Foster a favorable environment for business attraction and retention, private investment, economic diversification, and entrepreneurship.
- » **High quality employment.** Attract high-quality, well-paying employment opportunities.



## NEIGHBORHOODS

A wide range of high-quality housing choices complement existing neighborhoods.

### GUIDING PRINCIPLES

- » **Symbiotic development.** Catalyze development of new, well-planned residential units to meet community demand and support Downtown businesses and activity.
- » **Range of housing.** Offer access to a wide range of housing selections that appeal to different types of households.
- » **Transit-Oriented Design.** New neighborhoods support Transit-Oriented Design (TOD) principles to accommodate the possibility of a future transit facility while complementing the character of existing neighborhoods.



## MOBILITY

Convenient, safe, and affordable travel options for getting to and around Downtown.

### GUIDING PRINCIPLES

- » **Convenient access.** Provide convenient access to destinations within and beyond Downtown for all modes of travel, including walking, bicycling, riding transit, and driving.
- » **Expanded walkability.** Walking is a viable and enjoyable travel choice within Downtown.
- » **Improved connectivity.** The transportation network connects residents, employees, and visitors to jobs, services, entertainment, and recreation opportunities.



## DESTINATION

Downtown Tracy is a vibrant, pedestrian-oriented, mixed-use destination for residents and visitors.

### GUIDING PRINCIPLES

- » **Celebrate history.** Downtown Tracy is celebrated and reinforced as the historic heart of the city.
- » **Create memorable experiences.** Promote retail, dining, entertainment, arts, and cultural experiences to transform Downtown Tracy into a regional destination.
- » **Support commercial uses.** Support and strengthen existing businesses while also attracting new, high-quality commercial uses.
- » **Enhance local art scene.** Support promote local artists in Downtown Tracy.



## NATURE

A grand central park provides a cherished gathering space in the heart of Downtown Tracy and opportunities for all to connect with nature, relax, and recreate.

### GUIDING PRINCIPLES

- » **Design with nature.** Utilize design principles that foster human-nature connection by providing chances for restoration, reflection, and multisensory interaction with natural elements.
- » **Integration with surrounding neighborhoods.** The park is integrated into the fabric of Downtown with suitable pedestrian, bicycle, and vehicular connections that enable safe and convenient access to the park from surrounding neighborhoods.
- » **Spaces for learning and recreation.** Provide inspiring spaces for programmed activities that are aligned with community interests such as educational classes and fitness stations.



## DESIGN

Quality design creates a distinctive identity and unique sense of place.

### GUIDING PRINCIPLES

- » **Small town feel.** Maintain Downtown Tracy's small town feel and character by preserving its historic and iconic buildings.
- » **Distinctive architecture.** New development contributes to the distinctive identity of the Downtown and is responsive to its existing architecture.
- » **Streetscape beautification.** Enhance the public realm, including storefronts and the overall perception of the street.



# Strategies

- A. Distinct Identity.** Develop a distinct identity / brand for Downtown Tracy to increase community awareness and appeal. Create a wayfinding program that addresses branding and signage for the Bowtie, CBD, and Downtown neighborhoods.
- » Applicable Theme(s): Destination, Neighborhoods, Mobility
- B. Regional and Local Destination.** Facilitate development and improvements that help realize the community’s vision for Downtown Tracy.
- » Accelerate investment in a wide range of unique retail, restaurant and entertainment offerings that serve the needs of the people who live and work Downtown, and that continue to attract a growing number of people from the larger city and region into the Downtown.
  - » Instigate the development of civic, art, and cultural facilities.
  - » Accommodate the development of new commercial centers that meet the convenience shopping needs of people who live and/or work in the adjacent areas.
  - » Be proactive in maintaining a safe and clean downtown environment.
  - » Applicable Theme(s): Destination, Design, Economy, Neighborhoods
- C. Symbiotic Development.** Continue to maintain and support the CBD as the commercial core of Downtown Tracy, while encouraging new housing development and infrastructure.
- » Attract new housing development by sustaining a cluster of businesses and activities that attract visitors.
  - » Explore development of Bowtie East for additional housing opportunities.
  - » Applicable Theme(s): Destination, Economy, Neighborhoods
- D. Arts District.** Establish a locally recognized Arts District between 6th and 8th Streets on Central Avenue. This designation will be a collaboration between the City of Tracy (i.e., Cultural Arts Division) and other agencies such as the Chamber of Commerce and Tracy City Center Association. The Arts District will include branding, marketing, and development of the area in support of the arts, culture and entertainment, targeted around the Grand Theatre Center for the Arts. Components could include:
- » Unique, designed streetscape elements including banners, benches, bike racks, planters, trash receptacles, and lighting.
  - » Gathering spaces in an urban park environment combining streetscape elements, public art, sculpture garden, event spaces, vendors, and food trucks/carts.
  - » Closure of Jackson Alley from the WSM building empty lot to the sidewalk at Central Ave for streetscape congregation/small events.

- » Arts-related businesses and organizations such as record, book, music or art supply stores, non-profit offices, galleries, concert clubs, and cafes.
- » Multi-tenant/co-op, scalable retail spaces that cater to makers, start-ups, and entrepreneurs in repurposed and/or new buildings.
- » Commercial/retail businesses with a mission/tradition to support the arts in Tracy.
- » Artist live/work spaces in affordable housing projects, repurposed, and/or new buildings.
- » Public art projects integrated into the amenities throughout the Great Valley Park, East Bowtie, and CBD.
- » Community garden(s)/urban farm in support of and supported by downtown residents and businesses.
- » Community kitchen with indoor/outdoor dining for pop-up restaurants and special events.
- » Neighborhood market that supports the community gardens and kitchen.
- » New museum with hands-on exhibits highlighting the area's railroad history, red light district history, and ethnic/cultural history.
- » Amphitheatre or outdoor sound stage with pavilion and supporting buildings.
- » Applicable Theme(s): Destination, Nature, Design, Economy

**E. Park Partnerships.** Explore new and harness existing partnerships and utilize volunteers to sustain the implementation, maintenance, and stewardship of the park.

- » Applicable Theme(s): Nature

**F. Education.** Establish and integrate education components such as a community center with educational classes for all ages and an interpretive program to educate visitors about the sustainable features of the park, the area's rail history, and site regeneration.

- » Applicable Theme(s): Destination, Nature

**G. Recreation.** Establish and integrate recreation components such as a recreation center with fitness classes for all ages and a fitness circuit integrated into natural areas of the park.

- » Applicable Theme(s): Destination, Nature

**H. Sustainable Design.** Utilize sustainable design techniques to promote ecological balance, support local biodiversity, and contribute to the City's overall resilience, such as:

- » Native and drought tolerant plants.
- » Durable and recycled materials.
- » Recycling and compost bins.
- » Organic mulch, fertilizers, and compost.
- » Energy-efficient buildings.
- » Storm water capturing.



» Applicable Theme(s): Nature, Design

- I. World Class Public Art Exhibition.** Create opportunities for local artists and art to be a part of park spaces. These opportunities may include music, performance, and temporary exhibits.

» Applicable Theme(s): Destination, Nature

- J. Development Friendly Policies.** Continue to be supportive of new development and consider development friendly policies, such as:

- » Continue extension of zero in-lieu parking fees beyond 2025 when next reviewed.
- » Maintain flexibility of land use policies for downtown development; to the extent more residential development starts to occur, consider a future increase in the 50 unit per acre density limit.
- » Establish a new Zone District for the Bowtie.
- » Applicable Theme(s): Destination, Nature, Design, Economy, Neighborhoods, Mobility

- K. Employment-Generating Development.** Accommodate additional employment-generating development, including professional office. Promote the integration of employment opportunities into the fabric of the Downtown, with convenient access to community services, transit, shops, and a wide range of housing choices.

» Applicable Theme(s): Destination, Economy, Neighborhoods, Mobility

- L. Economic Activity.** Increase economic activity through business development, signage and marketing, and creating incentives for property / business owners to renovate their buildings and/or properties.

» Applicable Theme(s): Destination, Design, Economy

- M. Landscaping and Street Improvements.** Continue to invest in landscaping and street improvements to boost general awareness, enhance walkability and vitality, and attract visitors.

» Applicable Theme(s): Destination, Nature, Design, Economy, Neighborhoods, Mobility

- N. Design Guidelines.** Develop design guidelines that unify the overall vision for Downtown Tracy and:

- » Require new development to complement the existing Downtown character.
- » Set standards of quality for the design of new and renovated buildings and site improvements.
- » Ensure that, when mixing uses within a building or along a block, each building contributes to a cohesive pattern of streets, blocks, and sub-districts within the larger Downtown.

- » Encourage greater walkability through pedestrian friendly streets, site and building design.
- » Applicable Theme(s): Destination, Design, Neighborhoods, Mobility

**O. Outdoor Public Spaces.** Strengthen connections to nature and create a robust network of outdoor public spaces for recreation and social interaction.

- » Applicable Theme(s): Nature, Mobility

**P. Ownership Transfer.** Engage in ownership transfer discussions regarding the Bowtie with Union Pacific Railroad.

- » Applicable Theme(s): Destination, Nature, Economy, Neighborhoods, Mobility

**Q. Partnership with the Rail Authority.** Maximize investment benefits from a potential partnership with the Rail Authority if a new Valley Link Station is built in Tracy. The City could work closely with the Rail Authority to seek to benefit from the substantial investment in the transit station area and look for opportunities to benefit from and build on these investments. For example, transit area development might start the process of further Bowtie clean-up and land transfer, result in investment in new pedestrian/ bike connectivity, and open up new areas for public/ private development partnerships.

- » Applicable Theme(s): Destination, Nature, Economy, Neighborhoods, Mobility

**R. Public/Private Partnerships.** Seek public/private partnership opportunities that can catalyze new development. For example:

- » Consider entering into public/private partnerships with interested private developers where the City provides land and the developer becomes the owner-operator of the housing.
- » Continue conversations with local developers and landowners concerning opportunities for Downtown development. As part of these conversations, the City could consider whether any additional supportive policy actions for development are appropriate, such as temporary impact fee reductions.
- » Analyze and assess possibilities for merger/consolidation of parcels to create greater development potential.
- » Applicable Theme(s): Economy, Neighborhoods

**S. Collaborate with Tracy City Center Association.** Continue to collaborate and coordinate with the Tracy City Center Association (TCCA) in promoting Downtown Tracy, expanding Downtown's customer base, and maintaining low commercial vacancy rates.

- » Applicable Theme(s): Destination, Economy

**T. Bowtie Remediation.** Consider City investment in and/or pursuing grants for remediation and site clean-up of the Bowtie.

- » Applicable Theme(s): Destination, Nature, Economy, Neighborhoods



- U. Grant Funding.** Research and pursue possible grant funding sources to help fund the preparation of the planning tools, catalyze development, and pay for infrastructure improvements.
  - » Applicable Theme(s): Destination, Nature, Design, Economy, Neighborhoods, Mobility
- V. Community Facilities District.** Consider forming a Community Facilities District (CFD), which is a special tax district that could fund public improvements and on-going services within the Downtown. Parks, streets, sewer improvements, and public safety services are some of the public improvements and services that may be financed by a CFD.
  - » Applicable Theme(s): Destination, Nature, Design, Economy, Neighborhoods, Mobility
- W. Lighting District.** Consider forming a Lighting District (LD), which is a special tax district that could fund street lighting within the Downtown.
  - » Applicable Theme(s): Destination, Design, Economy, Neighborhoods, Mobility
- X. Circulation For All Modes of Travel.** Enhance the visibility, accessibility, and convenience of the Downtown to motorists, bicyclists, transit riders, and pedestrians.
  - » Provide the necessary circulation facilities to support all users' convenient access to uses throughout the Downtown.
  - » Continue to enhance connectivity to and from adjacent districts, corridors, and other parts of the city and region.
  - » Improve the pedestrian and bicyclist experience and connectivity to the greater city through identification of paths and/or trails.
  - » Integrate improvements to circulation, wayfinding, parking facilities, and the pedestrian environment to make Downtown a "park-once and walk" district.
  - » Improve the frequency and efficiency of transit options.
  - » Applicable Theme(s): Destination, Nature, Design, Neighborhoods, Mobility





July 2024