

California Department of Transportation

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Governor's Office of Planning & Research

June 02 2022

STATE CLEARINGHOUSE

10-SJ-205-PM R009.500

Tracy Alliance Project

Suvik, Zuriakat

SCH#2020080524

Victoria Lombardo
City of Tracy
333 Civic Center Plaza
Tracy, CA 95376

Dear Ms. Lombardo:

The California Department of Transportation appreciates the opportunity to review the proposed Mountain House Apartments. The project is located south of Interstate 205, east of Paradise Road, and north of Grant Line Road. The proposed project consists of the development of up to 3,352,320 square feet of warehouse and distribution and related uses on a total of approximately 191.18 acres. The site consists of six parcels under ownership by three separate parties: the Tracy Alliance Group owns two parcels (totaling approx. 122.44 acres), Suvik Farms, LLC owns three parcels (totaling approx. 46.61 acres), and Zuriakat owns one parcel (approx. 22.17 acres). The Department has the following comments:

1. There is a future project 205/Chrisman Road interchange currently in PA&ED. Please continue to work with Caltrans to ensure this warehouse proposal will not conflict with the ultimate build out of the 205/Chrisman Road interchange footprint.
2. Please submit a revised Traffic Impact Study (TIS) report with the following changes to Caltrans for review and comment prior to project approval.
 - a. The TIS should include the following Analysis Scenarios.
 - i. Existing Conditions.
 - ii. Project Only Condition.
 - iii. Existing Conditions plus Project.
 - iv. Cumulative Conditions (Existing Conditions plus Other Approval and Pending Project without this project).
 - v. Cumulative Conditions with this project.

- vi. Synchro/Simtraffic version 10 electronic files should be included with the submittal.
 - b. The TIS shows I-205/MacArthur interchange is the only access from freeway to this facility. At this time the south site of the interchanges is signed for STAA however, with the significant truck use of this facility, the 95th Percentile queue length analysis using Simtraffic (Simtraffic 5 runs, four 15-minute intervals with 10-minute seeding period) is required to review for all scenarios above to ensure no traffic spillback to the mainline. It is the project proponent's responsibility to provide mitigations to avoid negative impacts to the mainline operation.
 - c. Please ensure the revised study clearly explains how the City's draft VMT per employee threshold is developed and is being met.
 - d. The study should explain how all the project trip distributions are derived.
 - e. The study should provide the supporting analysis documenting how the project's VMT per employee is derived.
 - f. Please clarify how the City's travel demand model is utilized in developing the cumulative volumes.
 - g. The revised study should cite the source of the Office of Planning and Research (OPR) guidance which allows the exclusion of truck trips from VMT impact analysis for clarification.
3. From the perspective of goods movement there exists concern with the access to the proposed project. The traffic study identifies a daily truck traffic volume of 1510 vehicles to and from the proposed project. This volume is anticipated to access the proposed project by the MacArthur Road / I-205 interchange, then travel south on MacArthur Road to Grant Line Road to the project. MacArthur Road is a terminal access route consistent with the standards of the Surface Transportation Assistance Act (STAA) of 1984. However, Grant Line Road is not, according to a 2019 map of truck routes in Tracy. As the proposed project is a warehouse, it will likely require access by STAA class truck, and the City of Tracy and the project proponent must address this. The applicant will be responsible for making the needed improvements to the highway and acquiring the appropriate STAA Terminal Access approvals. Terminal Access application procedures can be found at the following link:
<https://dot.ca.gov/programs/traffic-operations/legal-truck-access/ta-process>
4. Since on-site mitigation measures are not able to significantly reduce the Vehicle Miles Traveled (VMT) impacts, off-site mitigation measures should be considered and implemented as these may be acceptable as an exchange. The City could collect fees and use toward offsite mitigations such as public transit, bicycle, and pedestrian improvements to help reduce VMT impacts.

5. The developer needs to ensure that the existing State drainage facilities will not be significantly impacted by the project. If historical undeveloped topography shows drainage from this site flowed into the State Right-of-Way, it may continue to do so with the conditions that peak flows may not be increased from the pre-construction quantity and the site runoff be treated to meet present storm water quality standards. Please submit to Caltrans would for review and comment the pre and post construction runoff calculations, basin calculations, and drainage plans to understand flow patterns prior to project approval.
6. An Encroachment Permit will be required for work (if any) done within Caltrans's right of way (ROW). This work is subject to the California Environmental Quality Act. Therefore, environmental studies may be required as part of the encroachment permits application. A qualified professional must conduct any such studies undertaken to satisfy Caltrans' environmental review responsibilities. Ground disturbing activities to the site prior to completion and/or approval of required environmental documents may affect Caltrans' ability to issue a permit for the project.

If you have any questions, please contact me at 209-483-2582 or Nicholas Fung at (209) 986-1552.

Sincerely,



Tom Dumas
Chief, Office of Metropolitan Planning