



## Santos Ranch/Lammersville Community Update (May 22, 2021) Community Questions & Comments

### Questions

#### Policy

- Q: What specific law does not allow the expenditure of County funds to benefit a particular community?
- A: The California State Constitution (Article XVI, Section 6) prohibits public agencies from making a gift of public funds to any individual, group, corporation, or other government agency. The California Supreme Court further explained in *City of Oakland v Garrison* (1924) that a gift of public funds, such as any expenditure which benefits an individual or small class of individuals only, with no benefit to all of the residents of the political entity, is prohibited. As with right-of-way/roadway abandonments and vacations, the costs to process the abandonment/vacation is required to be paid for by the requesting party unless an overall benefit to the general public can be established.
- Q: What vehicle code section requires that the county determine that the roadway is not needed for any vehicular traffic to close it?
- A: California Vehicle Code Section 21101(a) states that closing of any public roadway to vehicular traffic is allowed when, in the opinion of the legislative body having jurisdiction over the public roadway, the public roadway is no longer needed for vehicular traffic.

#### Implementation Process

- Q: In reference to closing Hansen Road, which Board must approve it? And how do they approve it?
- A: Both the San Joaquin County Board of Supervisors and the Tracy City Council must approve the closure of Hansen Road by adopting an ordinance confirming that the public roadway is no longer needed for vehicular traffic. The Board and City Council would consider closure of Hansen Road following completion of a study that evaluates the environmental and transportation impacts associated with the proposed closure.
- Q: Who decides which near-term option is chosen? Will the residents be included through a measure vote or other inclusion process?
- A: San Joaquin County Public Works has proposed Option 3 as its recommended alternative in response to the concerns raised by the community. If this option lacks support from the community, then the County will postpone implementation of any near-term improvements until prevailing support from the community regarding a single improvement is reached. Support of the near-term option by the community will be demonstrated via petitions signed and delivered to San Joaquin County Public Works.

Q: If Option 1 is chosen, I assume the residents will incur the costs. Will this collection occur via property taxes, or another method?

A: If Option 1 – Full Road Closure of Hansen Road is preferred by the community, then the requesting party(ies) will be required to deposit funds with the County to initiate studies (both environmental and traffic/transportation) to determine the impact of the closure. The studies will also better inform whether a finding that the public roadway is no longer needed for vehicular traffic can be met. If that finding can be met, then an agreement with the requesting party(ies) would be required to secure funding to implement all mitigation measures prior to closure of the roadway.

Q: What is the timeline for completing new infrastructure which allows new freeway on-ramps to support all the new warehouse traffic?

A: The I-205/Mountain House Pkwy interchange is proposed to undergo modifications to accommodate the increased demand of traffic from development in the IPC area. The project is at the last stages of its environmental clearance (PA&ED) with Caltrans and the Federal Highway Administration (FHWA). The improvements are anticipated to be constructed in the next 4-5 years, pending funding availability. The City actively pursues grant funding for its interchange improvements.

#### **Option 1 (Full Road Closure)**

Q: Why is Option 1 the only one where the cost is borne to the requester and not shared by City and County?

A: Option 1 – Full Road Closure eliminates the ability to for the general public to continue using a public roadway to cross over Interstate 205. This closure has the greatest impact to the general public. The California State Constitution (Article XVI, Section 6) prohibits public agencies from making a gift of public funds to any individual, group, corporation, or other government agency. The California Supreme Court further explained in *City of Oakland v Garrison* (1924) that a gift of public funds, such as any expenditure which benefits an individual or small class of individuals only, with no benefit to all of the residents of the political entity, is prohibited. As with right-of-way/roadway abandonments and vacations, the costs to process the abandonment/vacation is required to be paid for by the requesting party unless an overall benefit to the general public can be established.

Q: Was the community included in the Prologis traffic study?

A: The Cordes Ranch EIR was drafted by the City of Tracy and was publicly circulated for comments in April/May 2013. Comments were received from the community and are included in the EIR documentation which can be found at <https://www.ci.tracy.ca.us/?navid=595>. Prologis is conditioned to build improvements on the City streets in accordance with this EIR and mitigate the traffic impacts caused by the construction of their warehouses based on City's traffic studies. The improvements are required to be constructed as part of the conditions of approvals for the construction of each warehouses. Triggers are identified for implementation of these improvements. The City continuously reviews phases of the development and the mitigation requirements.

Q: Would it be possible for Prologis to pay for Option 1?

A: Prologis is required to implement traffic calming measures to mitigate potential impacts. The option of a full road closure has not been studied in the City's EIR nor in any of its traffic studies. The City is unsure that this a project that the City can require the developer to fund given that this project has yet to be analyzed.

### **Option 2 (Soft Closure)**

Q: How would you maintain the soft closure? The water barriers have continually been destroyed by the trucks using Hansen Road.

A: Option 2 – Soft Closure would require ongoing monitoring and routine maintenance by County forces. While the features installed would be more permanent than the water barriers, San Joaquin County forces would monitor them similar to all other transportation facilities.

### **Option 3 (One-Way Traffic, Northbound )**

Q: If Option 3 moves forward, what measures is the City of Tracy willing to adopt South of 205 to ensure this option is effective?

A: The City studied the option of installing a roundabout on Hansen Rd, south of I-205 to physically prevent trucks from traveling north on Hansen Road. Northbound trucks from Cordes Ranch could make a safe U-turn and not proceed north on Hansen Rd into the residential neighborhood. This option was developed as part of a study conducted for mitigating truck traffic going north on Hansen Rd. The City is prepared to explore this option with Prologis, and may require them to fund this improvement.

Q: For Option 3, what would speed limit(s) be on Hansen Road and adjacent roads?

A: The implementation of a one-way street will provide an opportunity to introduce additional traffic calming measures to encourage reduced vehicular speeds. After implementation, the Department of Public Works can conduct a speed survey to determine if the prevailing speeds allow for further reduction of the speed limit. Targeted enforcement by California Highway Patrol would also be encouraged to support any existing or new speed limits.

### **Other Near-Term Options**

Q: What about an Option 4, where the overpass is closed to all vehicles except emergency vehicles, with an electronic gate?

A: The California Vehicle Code requires a finding by the local agency that the public road proposed for closure is no longer needed for vehicular traffic. Vehicular traffic would include emergency response vehicles. If it is determined that emergency response vehicles require access across the overpass to serve the community, then making the required finding may be prohibitive.

Q: Are there any near-term options that can mitigate commuter traffic, in addition to truck traffic?

A: All three options presented to the community have the added benefit of introducing traffic calming of both truck and vehicular traffic along Hansen Road. It is noted that all three options will also result in a shift of vehicular traffic (both local and through traffic) onto adjacent and nearby streets.

Q: Safeway, Costco, and Medline have been in the warehouse area near our community for a long time, and they are really good neighbors. I do not see their trucks coming down Hansen Road. Then there are some bad actors, such as FedEx and Amazon Prime. Why do we have such good actors and bad actors, and is there anything the City and County can do to work with Prologis to stop this truck traffic?

A: The City and County continue to collaboratively with each other to raise the concerns of the neighborhood with respect to illegal truck traffic. We look forward to building off of the recent successes we have seen in reducing through trucks from using Hansen Road.

Q: The County had previously suggested temporarily closing Hansen Road for construction purposes. We were told the City of Tracy contested that suggestion and it was removed as an option. Can that be put back on the table so the work can be completed and the residents would get a feel for the impacts of a full closure?

A: Hansen Road is programmed to receive maintenance work in the near future. Temporary closure of the roadway may be required to complete this work; however, this work is only anticipated to require 5-10 days to complete. Given the limited closure duration and presence of construction workers and equipment, it may fail to accurately reflect driver behavior after a permanent closure of the roadway.

Q: What is the purpose for the overpass proposed at Grunauer Road?

A: No widening is planned for Grunauer Road. Pavilion Parkway further east of Grunauer Road is indicated in the 2012 (and the 2021 Update) City of Tracy Transportation Master Plan. Future development north and south of the I-205 in the area will require the construction of the proposed Lammers Extension/11<sup>th</sup> Street interchange. The interchange will however operate at congested conditions at General Plan Buildout, and the new overcrossing of Pavilion Parkway would provide an alternative north-south connection across the I-205, and also reduce the need for traffic on Hansen Road. The exact alignment of the road has not yet been established and that alignment will not be determined until the need for this improvement is triggered.

Q: When will Grunauer be changed to 4 lanes with overpass connecting to Pavillon Parkway? Will the four lanes there be a truck route?

A: The new Pavilion Parkway may be constructed when the demand for traffic flow in the north-south direction of travel is established, which will be determined by future development applications in the area. There is currently no application for development to the north of the I-205 at this location. The current General Plan Zoning north of the I-205 allows for commercial/industrial development, and truck traffic would use Pavilion Parkway road, if it is constructed. No City roadway connection is planned to Grunauer Road.

### Other Improvements

Q: Are there plans to repave Von Sosten Road since it is now cracked on both lanes from one end to the other?

A: Von Sosten Road is not currently programmed for a resurfacing. However, the County continuously monitors pavement conditions and schedules the appropriate maintenance to address any noted pavement deficiencies.

### Long-term transportation plan

Q: They showed maps of infrastructure that will support the warehouses in the future, the problem we have right now is the lack of infrastructure to support traffic. When is that plan going to be put in place, there is a lot of warehouses being put in, how are the trucks going to flow?

A: The City studies each project as it is proposed by developers. The City does implement its Master Plan and other traffic policies through the application approval process. New traffic infrastructure improvement(s) that are triggered by these new developments are required to be constructed, by the developers, as a condition of approval for the proposed development project. And so, roadway improvements have been triggered and have been constructed and other improvements will continue to be constructed that can accommodate the development generated traffic impacts.

## Comments

### Option 1 (Full Road Closure)

- Prologis should pay for Option 1. It was their failed study which was relied upon by the city council which created the current situation. Option 3 is an advantage for Prologis only since it will remove the security guards.
- Option 1 is best and should be paid for by the parties that created the problem: Prologis and City of Tracy.
- Why doesn't Prologis pay for Option 1? The reason our community needs these improvements is due to their development's impact.
- Wouldn't Option 1 be cheaper for Prologis to pay for instead of paying for security guards indefinitely?

### Option 2 (Soft Closure)

- "Soft closures" is not the solution - it is just shifting the traffic to other streets.

### Option 3 (One-Way Traffic, Northbound)

- Option 3 will create a drag racing track on Hansen Road.
- Basically, Option 3 would just move traffic to residential areas instead of Hansen Road. That is not helpful.
- Option 3 benefits Prologis only. Community members would still pay the price for the failed study which said the traffic impact to our area would be very minimal, if any. Booming radios, loud exhaust, speeding commuter cars will only be resolved by Option 1, and this should be paid for by Prologis.
- Option 3 would just shift traffic issues to Lammers road. Many people traverse Hansen to get to the Antioch area and with south bound traffic closed this is not helpful.

### Other Near-Term Options

- Option 4 (was left out of this discussion) = Emergency Access Only Electronic Gates. - Fully viable and used in other communities.

### Commuter Traffic

- In my opinion, this traffic problem starts at both ends of Von Sosten. There needs to be better controls at Byron Road and Von Sosten Road to control the commuters avoiding the freeway. Also, the Westbound 205 offramp at Mountain House Parkway needs to be left or right turn only and disallow crossing over to immediately get back on freeway. Traffic at that on / off ramp is very heavy and dangerous enough as it is.
- I ask that the County does not select any option until there is a follow up meeting to this and the Options are agreed upon by the community. Thank you.
- The Community will be reaching out within the next two weeks to the County, City and Prologis to schedule a meeting to discuss this further. Thanks again for the information presented.

### Other Comments

- Security provided by Prologis is a private temporary measure and might be ended at any time.
- Why we were not included in the traffic study before the construction, and now we have to deal with the consequences? Now we would have to pay for the full road closure as if it was our whim.
- The Lammersville Preservation Alliance will take the information presented today and discuss amongst the community and will call for a follow up meeting to discuss further. The follow up meeting should be with the County, City and Prologis.

### Emailed Questions & Comments (Prior to the Meeting)

- The majority of the neighborhood wants Hansen Road closed to through traffic, with only access for emergency vehicles. Will the County close the road and if so, what is the timeline for getting it closed.
- Recently, the Lammersville Preservation Alliance (a group that was formed to represent the community related to warehouse traffic issues) conducted a petition drive to determine the Lammersville community's desire to close Hansen Road as a solution to this issue. Over 86% of the residents signed the petition. 97% of those who signed supported the closure of Hansen Road. The Lammersville community would be the most impacted by a closure of Hansen Road, yet they strongly agree that it is the ONLY viable, permanent solution to the warehouse development and resulting traffic issues. My question is, when will the County and the City of Tracy listen to the demands of the Lammersville community and close Hansen Road to all traffic except emergency vehicles? What is the timeline for the road closure?
- Thank you for taking the community questions and setting up this meeting. My question is when will Hansen be safe again for all who live in Santos Ranch...when will the overpass be closed to only emergency vehicles? Are there any other options than closing Hansen to emergency vehicles that will remove the nonstop commuter traffic? How will the speeding be stopped once the commuter traffic is on Hanson, between north of the overpass and Von Sosten? The speed

humps are not slowing the traffic down. I know everyone involved is trying to find a solution and it is appreciated, but put yourself in our shoes...our neighborhood has been impacted and sadly I can see it becoming even more unsafe in the future. Thank you.

- In my mind, only solution is to limit access over Hansen road 205 overpass to emergency vehicles only.
- 1) How many requests has San Joaquin County received from homeowner communities for road closures with issues/problems similar to those impacting Santos Ranch in the last twenty or more years? 2) How satisfied were the homeowner communities with the solutions implemented by San Joaquin County and/or associated entities? 3) How many permanent road closures were implemented as final solutions?